



International Civil Aviation Organization

FPLT TF/5 WP/7

Contingency Aspects Seychelles February 2012

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2012 Flight plan implementation status

General issues

- Contingency always has a cost
 - Staff resources
 - Additional finance
 - Delays to traffic
- Safety
 - No increase in safety risks as generally throughput of traffic and therefore ATC workload is reduced.
 - All contingency arrangements must however be subject to the usual safety assessments as demanded by the Safety regulator
- It is unlikely that Airspace Users will be given the opportunity to utilise the PBN capabilities of the aircraft.

ANSP Contingency Aspects (1)

- **A Convertor system will allow ANSPs to accept the NEW ICAO Flight Plan without rejection.**
 - Cost of convertor is less than the cost of upgrading or replacing a Flight Data Processing system.
 - Convertors are automated such that there will be no perceived delay to traffic movements.
 - The disadvantage is that the enhanced information available in the NEW flight plan will not be readily available to the Air Traffic Controller.
 - Aircraft are unlikely to be offered the use of PBN routes more suited to the aircraft capabilities.
 - The ANSP is unlikely to be able to pass on the Flight Plan to the next ANSP in the NEW format.
 - Some Vendors may considering leasing Convertor systems as often these convertors will be used as a short-term measure until the main Flight Data processing system is replaced.

ANSP Contingency Aspects (2)

- **Manual intervention**

- ANSPs will need to make available additional staff to receive the NEW Flight Plan without rejection.
- Manually extract and produce the equivalent of a PRESENT flight plan which is acceptable to their current Flight Data Processing system.
- Additional staff will be required to be rostered on duty to accept the NEW flight plan until such time as contingency is no longer required.
- It is likely that additional staff will need to be trained to handle the increased flight plan intervention.
 - these additional staff could possibly be found from additional recruitment, “abinitio” controllers or ATC students.

ANSP Contingency Aspects (3)

- **Neighbouring State conversion**
 - It may be possible for a neighbouring State to offer a downstream conversion of the NEW flight plan to the PRESENT flight plan to allow adjacent States to continue to work in the present format.
 - The conversion capability is likely to be automated.
 - Manual conversion to the PRESENT flight plan for downstream transmission will require additional staff for the ANSP providing this service
 - Down stream conversion to NEW is not supported by ICAO and IATA and should be used with caution



Airspace User Contingency



Questions Please!

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