



International Civil Aviation Organization

# APAC Regional Seminar (Manila) Global Update

**Tom Brady**

ICAO HQ

Air Navigation Bureau

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**2012 Flight Plan Implementation and Transition**



# Topics

- Impact of the ICAO Flight Plan changes
- Implementation and Transition Strategy
- Regional Progress
- Stakeholder position
- Issues and Concerns
- Next Steps



# ICAO Flight Plan Form

Form Approved: OMB NO. 2120-0026

U.S. Department of Transportation Federal Aviation Administration				<b>International Flight Plan</b>			
<b>PRIORITY</b> <=> <b>FF</b> =>		<b>ADDRESSEE(S)</b> _____ _____					
<b>FILING TIME</b> _____		<b>ORIGINATOR</b> _____				<=>	
<b>SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR</b> _____							
<b>3 MESSAGE NUMBER</b> (FPL) _____		<b>7 AIRCRAFT IDENTIFICATION</b> _____		<b>8 FLIGHT RULES</b> <input type="checkbox"/>		<b>TYPE OF FLIGHT</b> <input type="checkbox"/>	
<b>9 NUMBER</b> _____		<b>TYPE OF</b> _____		<b>WAKE TURBULENCE CAT.</b> <input type="checkbox"/>		<b>10 EQUIPMENT</b> _____	
<b>13 DEPARTURE AERODROME</b> _____		<b>TIME</b> _____		<=>			
<b>15 CRUISING SPEED</b> _____		<b>LEVEL</b> _____		<b>ROUTE</b> _____			
_____							
_____							
<b>16 DESTINATION</b> _____		<b>TOTAL EET</b> HR MIN _____		<b>ALTN AERODROME</b> _____		<b>2ND ALTN AERODROME</b> _____	
<b>18 OTHER INFORMATION</b> _____							
_____							
<b>19 SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)</b>							
<b>E/</b> _____		<b>PERSONS ON BOARD</b> <b>P/</b> _____		<b>EMERGENCY</b> <b>R/</b> <input type="checkbox"/>		<b>ELBA</b> <input type="checkbox"/>	
<b>SURVIVAL EQUIPMENT</b> <b>S</b> _____		<b>JACKETS</b> <b>J</b> _____		<b>LIGHT</b> <input type="checkbox"/>		<b>UHF</b> <input type="checkbox"/>	
<b>DINGHIES</b> <b>D</b> _____		<b>MARITIM</b> <input type="checkbox"/>		<b>FLUORE</b> <input type="checkbox"/>		<b>VHF</b> <input type="checkbox"/>	
<b>NUMBER</b> _____		<b>JUNGLE</b> <input type="checkbox"/>		<b>UHF</b> <input type="checkbox"/>		<b>VHF</b> <input type="checkbox"/>	
<b>CAPACITY</b> _____		<b>COLOUR</b> _____		<=>			
<b>COVER</b> <input type="checkbox"/>		<b>AIRCRAFT COLOR AND MARKINGS</b> _____					
<b>REMARKS</b> <b>N/</b> _____							
<b>PILOT-IN-COMMAND</b> <b>C/</b> _____							
<b>FILED BY</b> _____		<b>ACCEPTED BY</b> _____			<b>ADDITIONAL INFORMATION</b> _____		

FAA Form 7233-4 (7-93)



# Impact of the ICAO Flight Plan changes

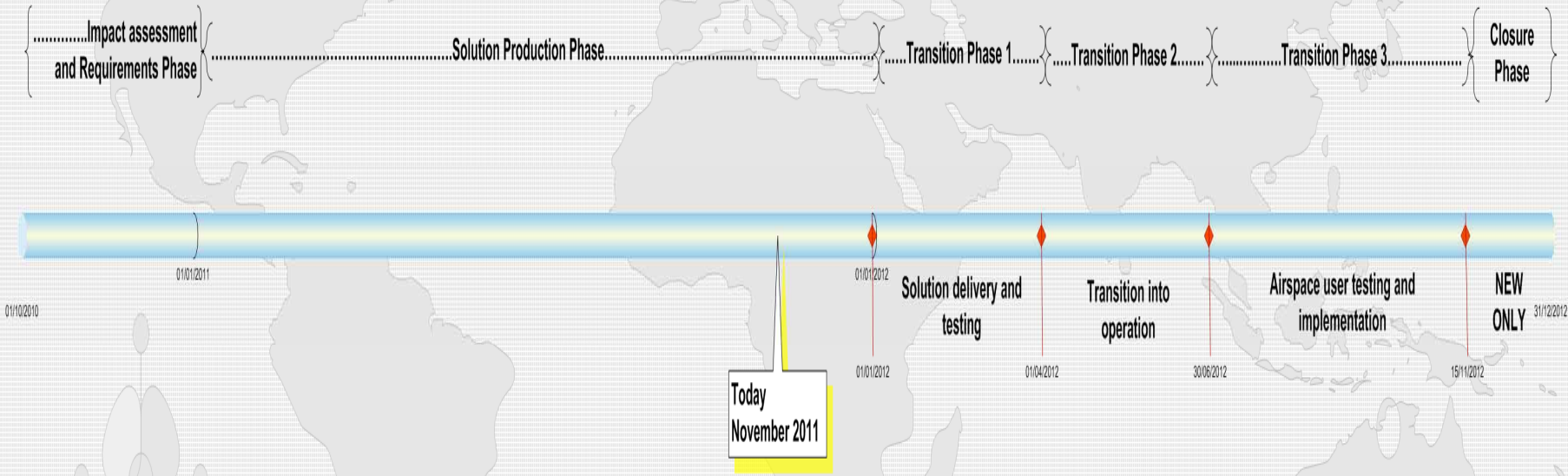
- Will require global software and possibly hardware changes.
- There are implementation costs for States and Airlines.
- There will be changes to procedures.
- There will be a need for staff training.
- Likely to be **aviation disruption** if the harmonized changes are not completed by the applicability date.
- The implementation could be compared to that of the year 2000 changes.



# Implementation and Transition Strategy

- ICAO HQ is working with the ICAO Regional Offices (RO) to ensure a harmonized application of the changes.
- ICAO Regional offices providing facilitation for Task Force meetings.
- ICAO Regional offices facilitating Workshops and Seminars for their respective States.
- ICAO has provided guidance material to States.
- A comprehensive Implementation and Transition Schedule has been made available.
- ICAO secretariat, IATA, CANSO and other agencies are demonstrating their full commitment to the role-out and implementation of proposed changes

### FPL 2012 Phases 2010-2012





# ICAO Regional Progress

- All 7 ICAO regions have agreed with the proposed ICAO HQ timeline for Implementation and Transition.
- We are asking all ANSPs to be ready to accept filing of both NEW and PRESENT flight plans from 1 July 2012.
- Most States have reviewed the impact of the changes on their systems and procedures and some are already testing with NEW flight plan data to verify the changes.
- There has been a full schedule of regional meetings, workshops and seminars planned and completed for 2011.
- Seminars and Task Force meetings will be ongoing for 2012 as required.
- We are now concentrating on those States and areas who need targeted support.

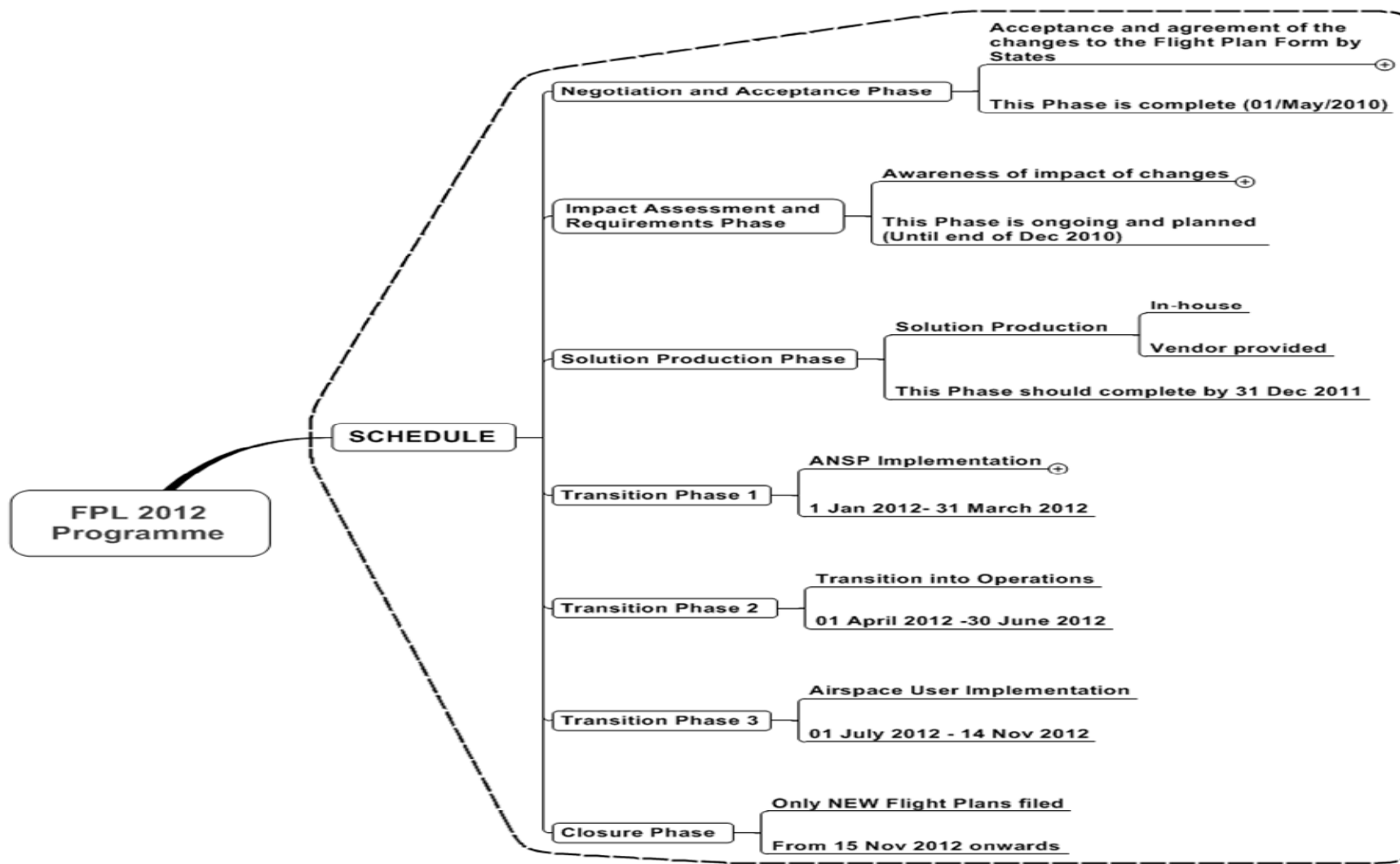


# Stakeholder Position

- ICAO HQ and the Regional Offices working closely with aviation representatives.
- IATA being regularly briefed and a good exchange of information between ICAO and IATA.
- IATA have issued a questionnaire to their members and have significantly raised the profile of the FPL changes although the numbers responding to the questionnaire was disappointing.
- ASECNA, ACAC , EUROCONTROL, CANSO ,GREPECAS and many others are facilitating meetings and encouraging their States to report their implementation status.
- Vendors, system providers and Airline operators are being encouraged to attend seminars and workshops.
- There is however a lack of awareness among some Stakeholders.



# FPL 2012 phases





# Issues and Concerns

- Some ICAO States are behind the implementation schedule.
- Some States do not see the need for the change “what's in it for me” syndrome.
- Many States are **still** not providing their implementation progress to the ICAO Regional Offices for entry into the FITS database.  
<http://www2.icao.int/en/FITS/Pages/home.aspx>
- Maintaining a **harmonized implementation** of the FPL change.
- Maintaining a **harmonized application** of PRESENT and NEW flight plan data.
- IATA advising their members to go for a switchover to the NEW FPL around 15 November 2012, the days before this need to be well planned.
- States meeting the requirements of the amendment but not the ‘spirit’ of the amendment



# Next Steps

- Continue the awareness campaign throughout the aviation industry especially among airspace users.
- ANSPs and Aviation users must plan for the change considering especially safety, budgets, training, documentation and testing.
- ANSPs in all regions need to work together to support each other and share their best practice.
- ANSPs should keep in constant contact with their regional ICAO offices to report progress and issues
- Harmonization of the application of FPL data needs to be resolved.
- We need to focus energies to support those States and aviation operators who are behind the implementation schedule.

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