



FPL & AM TF/4 and Seminar



New Format

- Effective 15 Nov 2012
- Allow optimum use of advanced aircraft capabilities
- Meet the evolving requirements of automated ATM/AIS systems
- Addresses Air Navigation functionality and technology such as:
 - RVSM, PBN, GNSS, RCP, ADS-B



New Format

- Intended to harmonise regional requirements
- Support for AMHS
- IATA strongly supports the implementation of the NEW FPL

- However?



New Format

- The amendment is PANS ATM
- What compunction is there for States to comply?
- Why is it not a “Standard”?
- Should it be considered a Standard?
- Who will be impacted if a State does not comply?



New Format

- Aircraft operations extend through multiple regions
- Increased automation increases ATC reliance on digital messages
- All automated FDPS and ATS Messaging systems are reliant on standard message sets
- The system dependent on every link in the chain
- Expectation that the capabilities will be recognised by the ATM system



So what is the impact from the airlines perspective?



Airlines

- Changes will entail major modifications to the automation, databases and formatting
- Major software changes and/or system replacement
- Justified as a one time effort by airlines in view of enhanced services provided
- Costs substantial



Airlines

- Accurately indicate the aircraft (and crew) capabilities
- Should remove the need for local requirements by States/ regions
- Should remove limitations imposed by some States



Airlines

- Most FPL systems are vendor based solutions
- FPL filing is largely automated with no manual input
- Inconceivable to anticipate any manual modifications
- Automation also precludes awareness of peculiarities



Airlines

- Airlines cannot support two different flight planning systems
- Airlines will transition based on the ability of States
- Airlines that operate inter regionally will need to consider all regions where they operate
- Proper regional planning will preclude any last minute changes



What do airlines want?

- NEW format FPL the only format that will be filed after 15 Nov 2012
- NEW format is a STANDARD
- No regional variations
- Any limitations properly defined and globally harmonised
- All ambiguities clarified and agreed
- Automation developed to accommodate aircraft capabilities



What do airlines want?

- States to implement the necessary changes early (i.e. Agreed ASPAC TF Strategy)
- Any States that is unable/ incapable of meeting the target date is responsible for processing the NEW format into the PRESENT for their own use



Airlines

- Most airlines will plan to transition 15 Nov 2012
- Airlines that operate entirely within Asia Pacific may elect to transition early dependent on ANSP readiness
- It is likely a globally assessment will be made approx mid 2012 to assess readiness of States
- Airlines/ IATA available for testing on a limited basis



Summary

- NEW Format should be a Standard
- Effective date should be “fixed” globally
- Ambiguities should be resolved globally
- No regional variations
- ATM systems need to be developed to recognise capabilities



To promote safe,
secure, efficient and
economical air transport

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