



*International Civil Aviation Organization*

**The Fourth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF/4)**

Bangkok, Thailand, 2 – 3 June 2011

**Agenda Item 5: Aspects of implementation in Asia/Pacific region**

**Status of implementation in India**

(Presented by India)

**SUMMARY**

This paper presents update on India's plans to implement the New ICAO flight plan and associated messages and other issues relating to flight plan distribution through AFTN centres in APAC region.

This paper relates to –

**Strategic Objectives:**

*A: Safety – Enhance global civil aviation safety*

*C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

GPI-12 Functional integration of ground systems with airborne systems

**1. Introduction**

1.1 India has commenced preparations to implement Amendment 1 to the 15th Edition of PANS-ATM Doc4444 by initiating suitable software changes in the AMSS system as an “in-house” initiative.

**2. Discussion**

2.1. For a harmonized implementation of the new flight plan provisions, the APAC Region has developed guidelines to assist states while coding software changes in automation systems needed to support the changes to flight plan and ATS message formats. Based on this guidance India started the task of implementing software changes in the AFTN Message switch in India namely, the Automatic Message Switching System (AMSS) which is handling FPL and associated ATS messages to source the ATM automation end systems for further processing.

2.2 As on date, after completing the internal testing of AMSS system with software for New FPL and ATS messages, the intra-system testing was recently carried out between Delhi and Varanasi in the second week of May 2011 successfully. Following tasks have been completed in the AMSS front-end as well as back end systems:

- a) Allow filing of flight plans upto 120 hours in advance.
- b) Perform validity check of various indicators in item 18 according to sequence and entry restrictions as per NEW format.
- c) Validation checks in item 15 to implement the significant point from which change of Flight rule are planned corresponding to entry in Item 8.
- d) Allow alpha numeric characters in item 10.
- e) Inclusion of item 18 in DLA, CHG, CNL and DEP ATS messages.

2.3 In addition, the task of conversion of New FPL and ATS messages into Present FPL and ATS messages in the back end system of the AMSS is also being carried out and will be completed soon. As regards to the ATM automation systems and newly installed AMHS systems, negotiate with the vendors have been completed and order will be placed shortly to effect the capability of handling the NEW Flight Plan and associated ATS Messages. India is committed to the transition plan of APAC region.

2.4 Presently, for flights that fly through many FIRs, flight plans & associated messages submitted by airspace users are relayed to all ATC facilities that exist in these FIRs by AFTN network. Sometimes AFTN messages are also relayed through AFTN communication centre in the FIR where the flight does not fly through.

2.5 With the airspace users having been left to choose between filing NEW or PRESENT depending on the transition by the ANSPs, the acceptance of flight plans by AFTN systems assumes significance while distributing FPL messages. If these AFTN systems are not capable of receiving New FPL and ATS messages, it will not be transmitted further and may not reach the destination ATC centre. It is matter of concern and India would therefore request FPL & AM Task Force to identify such centres and make special efforts so that such centres are able to receive, process, transmit and forward the same to the next AFTN station so that the flight plan or ATS message are not lost before reaching desired ATC centre.

2.6 FPL & AM Task Force may like to conduct a survey through a questionnaire distributed to all the states to ascertain their preparedness and action plan to accept and process the New FPL and ATS messages. Such survey will help in identifying the issues involved and further strategy to tackle them.

2.7 Realizing the need for a Collaborative approach among the States for Seamless provision of air navigation services, India took the major initiative of hosting a meeting of the neighbouring ANSPs of various States within Bay of Bengal, Arabian Sea and Indian Ocean

(BOBASIO) of the Asia Pacific and Middle East Region on 5-6 May 2011 and conducted an ATS coordination meeting. APAC implementation plan along with other related issues pertaining to New ICAO FPL and ATS Messages were also discussed in the meeting with the participating states. The participating states informed the meeting about their preparedness in this regard. This collaborative approach amongst the states in Bay of Bengal, Arabian Sea and Indian Ocean would farm up the implementation of the New ICAO FPL and ATS Messages more effectively.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) Identify AFTN stations in APAC region who will not be able to receive, process and transmit new ICAO FPL and AM to the next AFTN station as per APAC transition plan.
- b) Conduct a survey through a questionnaire distributed to all the states to ascertain their preparedness and action plan to accept and process the New FPL and ATS messages.
- c) Note India's collaborative approach with neighbouring states in Bay of Bengal, Arabian Sea and Indian Ocean in implementing new ICAO FPL and ATS messages.

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