



International Civil Aviation Organization

Contingency Aspects Mexico City March 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

ANSP Contingency Aspects (4)

- **Filing NEW via the Internet**
 - It is possible to file the NEW flight plan via the internet if a dispatcher has that capability.
 - If an AIS facility has internet access this could also be used as a location to file a NEW flight plan.
 - An ANSP who can only process PRESENT flight plans could receive a NEW flight plan via the internet and translate the FPL using a web based programme.
 - The ANSP would now have a translated version of the NEW flight plan in PRESENT form for their own internal use.

ANSP Contingency Aspects (5)

- Currently some States accept FPL filed via the Internet.
- It should be possible to produce an Internet convertor which will take input from NEW flight plans and convert to PRESENT for use by those States unable to process and accept NEW.
- This is not a complete contingency solution but may reduce the manual intervention of directly filed flight plans.
- States who do not currently accept Internet filing should consider this option if they cannot accept the NEW flight plan after November 2012.



Airspace User Contingency



Questions Please!

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