



**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

*Liberté
Égalité
Fraternité*



ICAO EUR/NAT FF-ICE WORKSHOP

Evolution of ARO

Service de l'Information Aéronautique



AGENDA



➤ **Presentation of ARO**

➤ **ARO and FF-ICE**

➤ **FPL sunseting and Transition**

ARO Services in summary

- **Part of ANSP Operations**
- **Operates 24-7**
- **ANSP PoC for Pilots**
- **Staffing example (France)**
 - 30 officers +3 Mgmt
 - 5 to 7 officers (day-time)
 - 2 officers (night)



ARO activities : all FPL-related

1. ARO mission

- Assists with flight preparation by providing pilots with aeronautical information (routes, airspace [e.g., FRA, RAD], flight plan drafting, flight levels, etc.).
- Processes and addresses all flight plans filed for mainland France (VFR vs. IFR and Y/Z, test flights).
- Processes all messages associated with these (DEP, ARR, DLA, CHG, SAM, REA, etc.)
- Provides assistance to pilots experiencing difficulties with applications (CFSP)

2. Information distribution

All flight plan information is transmitted to all recipients concerned by the flight:

- Departure airport
- Arrival airport
- Crossed Flight Information Regions air navigation services



3. Filing the Flight Plan

- On-line application
- Phone
- Other

Current ARO support to Pilots

- Monitor real traffic situation for which ARO is responsible
- Identify the status of flight plans that ARO manage
- Create, validate and distribute flight plans and follow up messages via AFTN
- Route proposals for I, V, Y and Z flights, OAT/GAT, inside/outside IFPZ
- Automatic AFTN addressing for I, V, Y and Z flights, OAT/GAT, inside/outside IFPZ

Manage client information:

- SMS/email/FAX notifications
- Personal AFTN addresses
- Manage Profiles and Schedule for both FPLs and PIBs
- Manage FPL proposals from AFTN and Internet Briefing
- Manage incoming/outgoing AFTN messages
- Manage FPLs' and free text messages' templates
- Automatically generate and distribute PIBs based on accepted Flight Plans via SMS/email/FAX
- Visualise FPLs and PIBs
- Manage clients' corporate identity



FF-ICE will digitalise and change ARO flight plan filling

ARO contacts and tools

CONTACTS

- IFR and VFR Pilots
- All ATS services (ATC / AFIS) and some military services
- Civil Aviation stakeholders (airlines, airframe manufacturers, etc.)
- Official State services (border control, classified areas, police, etc.)



- CFSPs
- Alert services
- Integrated initial Flight plan Processing System (IFPS)
- Foreign AROs

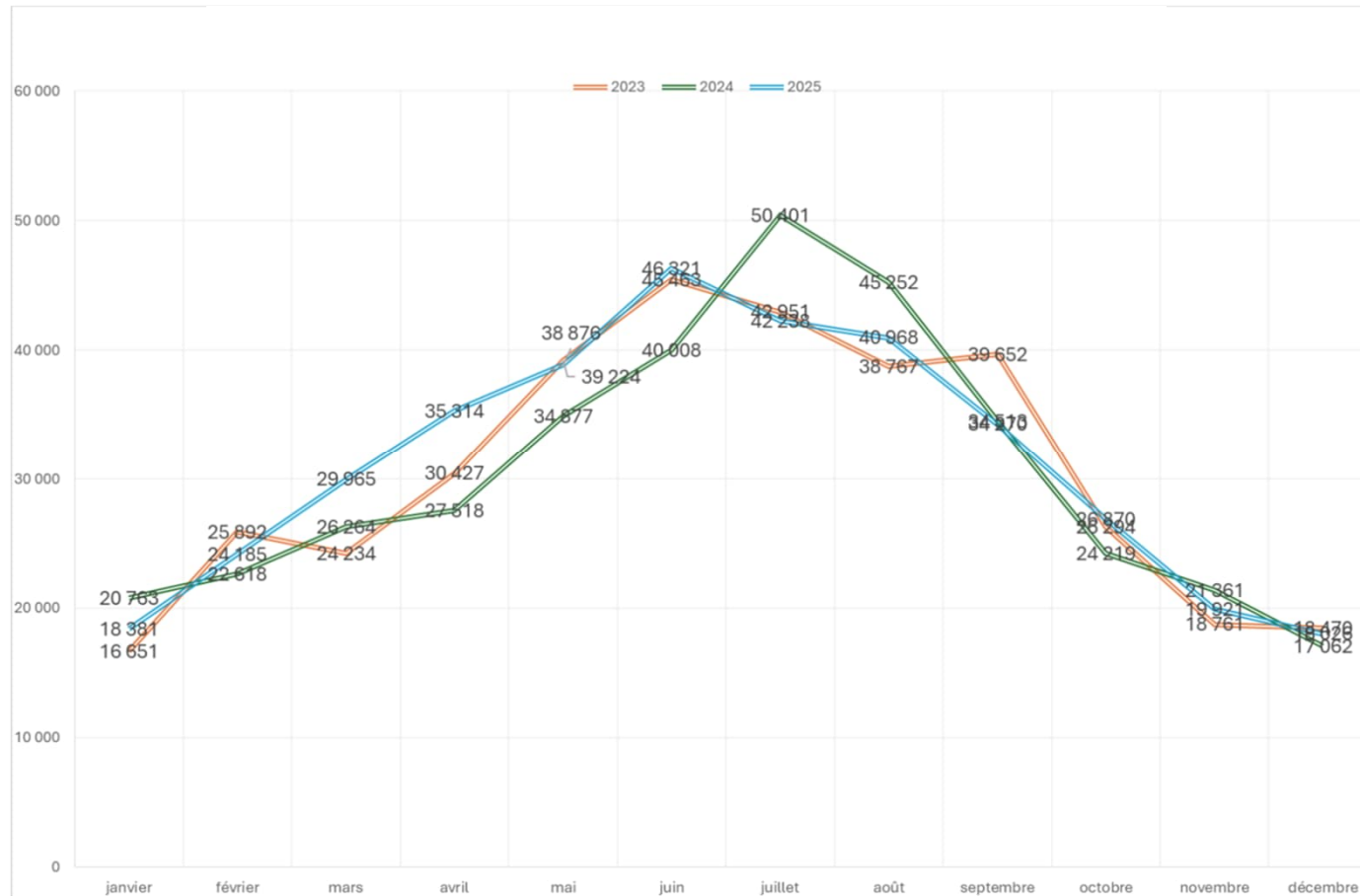


TOOLS

- EAD (ECIT)
- Network Operations Portal (NOP)
- FRA Tools
- DSNAs tools
- Aeronautical Information, especially aeronautical charts.

ARO Figures

FPL and related messages processed by FR ARO (2023 to 2025)



FF-ICE key-enabler : SWIM

SWIM is the most important enabler for FF-ICE/R1

1. AFTN/AMHS networks are superseded by the use of **SWIM Information Services**
2. Current text format (FPL2012) is replaced by **FIXM** :
 - Machine-to machine format (XML)
 - Non-human readable
 - Evolution are easier to manage (FIXM CCB, versioning)

..... the transition phase need to be carefully considered.

ARO and FF-ICE

Current situation in Europe



- Could choose not to offer IFR flight plan filing
- Will have to update flight plan filing capabilities to continue IFR flight plan filing
- Majority of AROs in EU have reported they will update and asked Eurocontrol to update eEAD tool accordingly
- Implementation timeframe dependent on eEAD roadmap

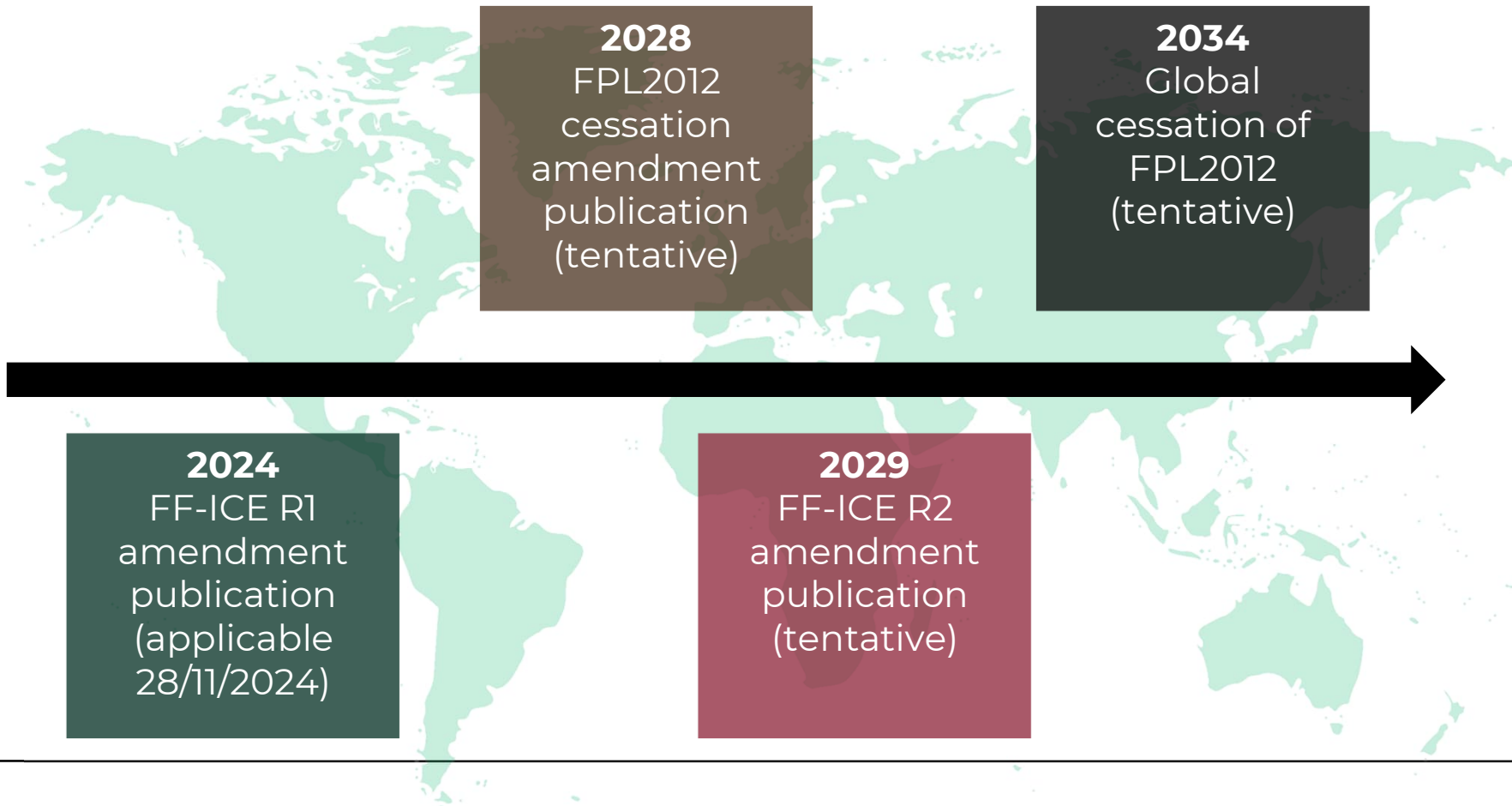
Could serve especially GA community as today

ARO and FF-ICE Main changes





- ATS Reporting Offices -> FF-ICE Service Units (designated by Member States)
- Using Flight Plan Format -> using (SWIM) information services and FIXM data (change in tools)
- FPL accepted or rejected -> FPL negotiation (change in working methods)
- Generic data scope -> expansion to cover Flight specific data (managing more data)

Indicative ICAO implementation timeline



Transition approach


 Ministère chargé des Transports
 de l'aviation civile
 REPUBLIQUE FRANÇAISE

Formulaire de plan de vol / Flight plan form

 N° 14804*01

PRIORITÉ / Priority << = FF →		DESTINATAIRES / Addressees _____ << =	
HEURE DE DÉPÔT / Filing time _____ →		EXPÉDITEUR / Originator _____ << =	
IDENTIFICATION PRÉCISE DES DESTINATAIRES ET/OU DE L'EXPÉDITEUR / Specific identification of addressees and/or originator _____ << =			
3 TYPE DE MESSAGE / Message type << = (FPL)	7 IDENTIFICATION DE L'AÉRONEF / Aircraft identification _____ << =	8 RÈGLES DE VOL / Flight rules _____ << =	9 NOMBRE / Number _____ << =
9 NOMBRE / Number _____ << =	TYPE D'AÉRONEF / Type of aircraft _____ << =	CATEGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category _____ << =	10 ÉQUIPEMENT & POSSIBILITÉS / Equipment & capabilities _____ << =
13 EMPLACEMENT DE DÉPART / Departure location _____ << =		HEURE / Time _____ << =	
15 VITESSE CROISIÈRE / Cruising speed _____ << =		NIVEAU / Level _____ << =	
ROUTE / Route _____ << =			
16 AÉRODROME DE DESTINATION / Destination aerodrome _____ << =			
DURÉE TOTALE ESTIMÉE / Total EET HR MN → _____ << =			
AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1 ^{er} / 2 nd → _____ << =			
18 RENSEIGNEMENTS DIVERS / Other information _____ << =			
19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ) / Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
AUTONOMIE / Endurance HR MN → E / _____ << =	PERSONNES À BORD / Persons on board → P / _____ << =	RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF RSDA / rda → R / U / V / E << =	
ÉQUIPEMENT DE SURVIE / Survival equipment POLAIRE / Polar → S / _____ << = DÉSERT / Desert → D / _____ << = MARITIME / Maritime → M / _____ << = JUNGLE / Jungle → J / _____ << =	GILETS DE SAUVETAGE / Jackets LAMPES / Lamps → J / L / _____ << = FLUORESC. / Fluores. → F / _____ << = UHF / UHF → U / _____ << = VHF / VHF → V / _____ << =		
SIVOTS / Dinghies NOMBRE / Number → D / _____ << =	CAPACITÉ / Capacity _____ → C / _____ << =	COULEUR / Colour _____ << =	
COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings _____ << =			
A / REMARQUES / Remarks _____ << =			
C / PILOTE COMMANDANT DE BORD / Pilot-in-command _____ << =			
DÉPOSÉ PAR / Filled by _____ << =		ESPACE RÉSERVÉ À DES FINIS SUPPLÉMENTAIRES / Space reserved for additional requirements _____ << =	



“FPL2012 sunseting amendment” preparation by ICAO

ATMRPP Transition WG



Approved at ATMRPP/44

Objectives

- Investigation of all ICAO provisions concerning Flight Plans / Flight Planning requiring amendments wrt sunsetting FPM2012
- Define principles for the PfAs, milestones and timelines



Annexes 2, 6, 10, 11

PANS-ABC,
PANS-AIM,
PANS-ATM,
PANS-OPS



new



Annex number / doc reference	§	Provisions to be amended	"Sunsetting" change proposal	Rationale
Annex 2	3.3.1.3	Unless otherwise prescribed by the appropriate ATS authority, a flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station.	Unless otherwise prescribed by the appropriate ATS authority, a flight plan shall be submitted, before departure, to an air-traffic-services-reporting-office FF-ICE services units or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station.	By 2034, all appropriate ATS authorities shall have designated ICE services unit. Airspace Users shall make use of those services in order to file a flight plan. For a given flight, an Airspace User shall have to use several FF-ICE services units to file a flight plan.



ATMRPP Transition WG (2)



Current status

High level objectives for the cessation amendment agreed by ATMRPP-WG/46

a) After 2034, the use of Repetitive Flight Plan is decommissioned.

b) After 2034, exclusive use of FF-ICE R1 services and eFPL format means that:

- i) FF-ICE service units are designated by all Member States and information related to those services are published in State's AIPs.
- ii) Those designated FF-ICE service units have implemented the following list of FF-ICE R1 services as a minimum (Filing Service, Flight Data Request Service, and Notification Service).
- iii) Current flight plan format (FPL2012) is decommissioned.
- iv) FF-ICE R1 services implementation (e.g. message exchanges between, eAU and FF-ICE services unit) have been thoroughly tested, including degraded and error modes.

c) Impact of FPL2012 cessation on ATS messages:

- i) Notification Service provisions are upgraded to convey ALR and RCF information.
- ii) FPL, CHG, CNL, DLA, RQP, RQS, SPL, DEP, ARR, ALR and RCF have equivalence in FF-ICE R1 services and are decommissioned.
- iii) Coordination & Transfer functions are not in the scope of FF-ICE R1. Therefore CPL, EST, CDN, ACP, LAM and other AIDC messages don't have equivalence in FF-ICE R1 services and need to remain in operational use, together with current supporting systems.

Future work and coordination

- The ATMRPP Transition WG is going to refine its proposals
- Discussion at ATMRPP Panel level
- Inter-Panel coordination (including ATMOPS Panel, IMP, etc.)
- ICAO Members States consultation (“State letter”)
- Final approval by Air Navigation Commission and publication
- EUROCONTROL : information sharing and discussing with AROs (IMT, FPFDE)



Food for thoughts

Summary of latest discussions in EUROCONTROL Groups

- **Discussion on impact of the change for AROs**
 - *New systems and processes (may be costly and complex)*
 - *Roles and responsibilities + business processes*
 - *Training of operational personnel required (eg to handle both legacy and new flight plan formats during transition)*
 - *Organizational status (whether AROs would remain ATS units) and corresponding certification and oversight aspects*
- **Ability for AROs to submit flight plans on behalf of pilots** may remain*, especially for general aviation (* : State decision)
- **Work to be continued**
 - *Involving AROs in the transition process and ensuring their perspectives are considered*
 - *Supporting the transition*
 - *Requiring a strategic vision and business process analysis, in addition to organisational structure aspects*