



*International Civil Aviation Organization*

**The Third Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF/3)**

Bangkok, Thailand, 23 – 24 August 2010

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**Agenda Item 4: Aspects of implementation in Asia/Pacific Region**

**THALES UPDATE**

(Presented by Australia)

**1. Introduction:**

1.1 Airservices Australia presents information from Thales in regard to development of international systems for supporting the Amendment 1 transition.

**2. Discussion**

2.1 The information in Attachment 1 is presented for the express intention of updating the Task Force of work undertaken for the successful transition in 2012.

2.2 All comments in the attachment are made by Thales and are not representative of the position, views or opinion of Airservices Australia.

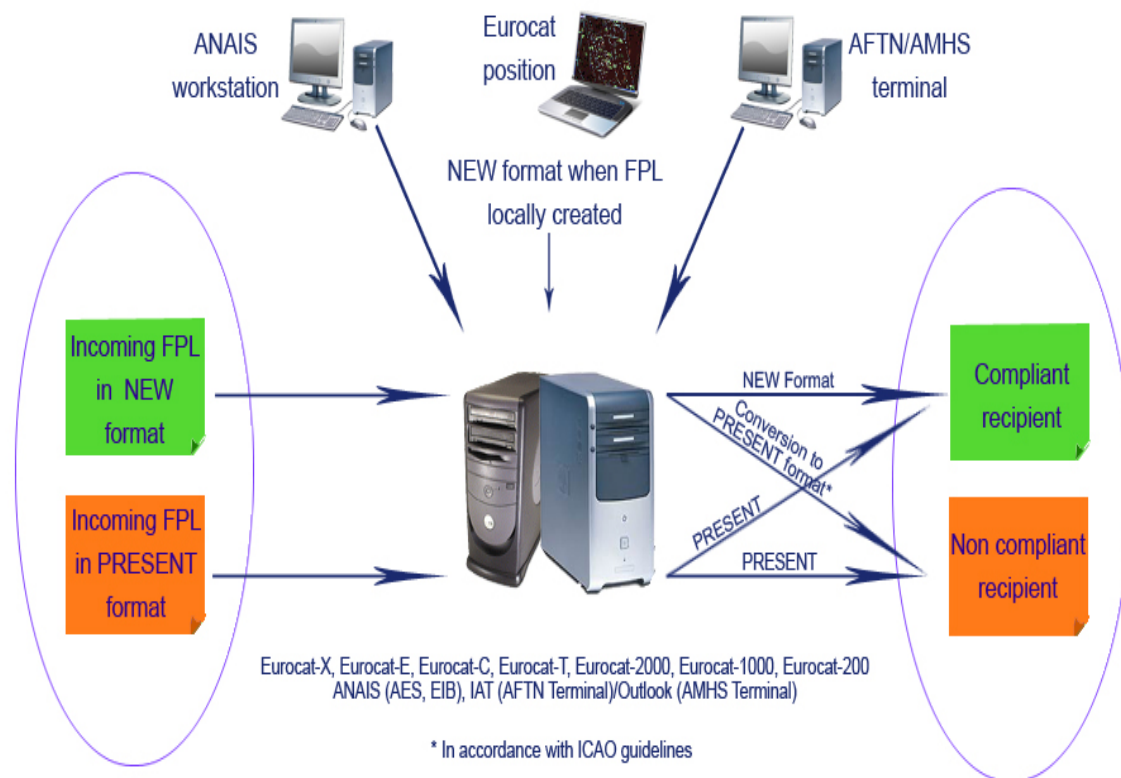
**3. Action by the Meeting:**

1. The meeting is asked to note the information contained.
2. Any States requiring more information are encouraged to contact Thales directly.

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## Attachment 1

### General description: Impact on Thales Air systems Portfolio



### Example: Impact on the Eurocat-X product

- Implementation based on the upgrade and transition of the existing Eurocat-X system to incorporate:
  - Syntactic and Semantic checking,
  - DOF functionality,
  - PBN switching,
  - FPCF processing,
  - Transition implementation.
- Flexible implementation
  - NEW or CURRENT FPL format sent according to the receiver capability status
  - Can be implemented **anytime** before the applicability date without jeopardizing the daily operation

### Industrial scenario

- ICAO 4444 changes have been developed and partially implemented on Eurocat-X product baseline
- Waiting for final guidance from ICAO to finalize the development

- Due to inherent flexibility of the software upgrade, strong recommendation for:
  - ANSPs to receive & internally test software in 2011
  - Conduct external tests in first half 2012 and then
  - Test ANSP/airspace interaction in 3Q 2012 to achieve harmonized applicability by 15 November 2012 as mandated by ICAO

**Implementation should be done according ICAO guideline**

- Changes have considerable consequence to all ANSP & user systems in the area of:
  - Item/field contents for FPLs & related messages
  - Performance Based Navigation (PBN) information
  - Filing an FPL more than 24 hours in advance
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- Partial implementation limited to NEW/CURRENT format convertor :
  - will increase the manual workload of flight operators
  - will result in lost information (converting from NEW to PRESENT)
  - will result in non-harmonized implementations
  - may lead to global inconsistencies
  - will not provide the full services expected by Airlines
  - may lead to safety consequences (discrepancies, irrelevant information)