



2012- ICAO FPL Changes
the airline viewpoint
Manny Gongora
IATA

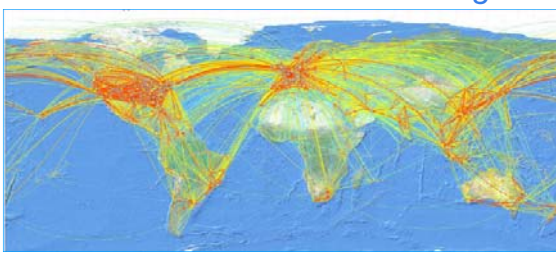


to represent, lead and serve the airline industry

- perspective on the ICAO FPL
- focus on airline FPL considerations
- today's challenges
- user expectations




needs & wants: *a seamless flight*



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IATA strategy: *all airlines changeover 2012*



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the bad: global inconsistencies




- RVSM approval status: "W" show as 2nd letter in Item10
- Does not consider level changes filed in FPL
- Not to be filed earlier than 6 hours before EOBT
- Hand-written FPL required
- Max limit 800 characters
- Field 10 Codes in Alphabetical order
- Insert ADSB as 1st element in Field 18
- Full RNAV capability e.g. NAV/RNAV1 RNAVS RNP10 RNP4
- Field 18 to include "Algeria FANS 'I' or "Algeria FANS 'A'" in the RSM
- Do not include "S03STAR5" filed DCT
- Include "POLAR" in Field 18


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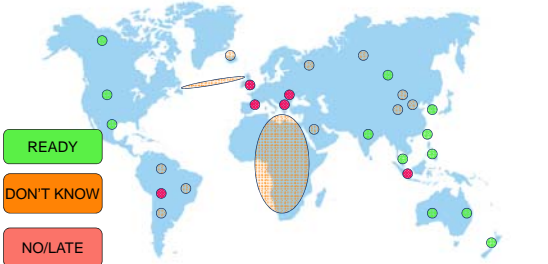
The ugly.. during the transition *some OLD, some NEW*



- Users to ensure OLD filed with ANSP's not yet implemented
- SAA files "OLD" departing JNB "NEW" departing LHR suggests users delay transfer



The ugly.. after the transition *lost in translation!*



READY


DON'T KNOW

NO/LATE




the concerns

- Logistics: airlines cannot maintain 2 systems
- Data-loss: DEP-ENR-ARR
FPL filed at Departure
- Automation: Ground host systems software dependent; heavy on automation
- PANS-ATM – not an ICAO SARP status



AIS to ATM !




- **data** vs **information** vs **knowledge**
 - **data** is observable bits and bytes
 - **information** is related data
 - **knowledge** enables decisions
- **data** → **knowledge**
 - Make a FPL an ICAO Standard
 - The basis of a true 4D trajectory
 - The basis of future ATM strategy
 - **Flight Object (NextGen)**
 - **Reference Business Trajectory (SESAR)**

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where do we go from here?

- we need to work together to ensure awareness
 - Airlines : target November 2012
 - Guidance Material
 - ANSP Tracking website
 - Software upgrades
 - Dispatcher & Pilot awareness
 - Manual processes for States that do not changeover
 - ANSP's:
 - Plan for changes NOW
 - Integration plan
 - Inter-Center coordination
 - Initial parallelisms





IATA's part...

- Create awareness with airlines
- Collaborate with ICAO to generate ANSP readiness
- On-Line readiness tracking website (FITS)
- Guidance Material to airlines
- Upgrade PANS ATM (guidance) to an ICAO Standard (requires compliance)
- Support Regional Implementation workshops
- Support selective airline trials during Transition phase

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