

**THALES**



**Impact ICAO FPL 2012**  
ICAO 2nd Seminar/workshop  
on Implementation of New Flight Plan Format  
Lima, Peru 19-20 May 2011  
Ludmila Gonzalez

Air Systems Division

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Need for change 

**Extract from ICAO letter:**

- « The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects. »
- The ICAO Flight Plan changes will become applicable on **15 November 2012**.
- **If we do not implement the ICAO Flight Plan changes** there is the possibility
  - of increased workload at flight data positions
  - of an increase in the number of flight plan errors due to human error

**Change is needed**

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Benefits of implementing the NEW ICAO format 

- Recognise and manage aircraft with advanced capability
- Communicate greater detail on aircraft equipment and capability
- Provide additional flight and route information capabilities
- Prepare for future enhancements (NAV capabilities for SID allocation?...)



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Implementation shall 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
- **Partial implementation limited to NEW/CURRENT format converter :**
  - Will increase the manual workload for flight operator,
  - May lead to global inconsistencies safety issues ( lost, discrepancies, irrelevant information),
  - Will not allow to provide the full services expected by Airlines.
  - Decrease global reliability of APP flight function and increase the complexity of FPL mgt

**Limitation of external converter solution (partial ICAO compliance)**

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Thales ICAO FPL 2012 ready ↩

**Thales anticipated this new paradigm and since 2010 all Thales products are ICAO FPL 2012 ready .**

**Thales products installed prior to 2010 are being upgraded to become ICAO FPL 2012 compatible with :**

- seamless upgrade and transition
- Flexible implementation (at anytime without jeopardizing daily operation)
- Taiwan, Abu Dhabi, Singapore, Mexico, Australia and soon China, ASECNA (17 countries), Saudi Arabia, South Africa, Indonesia...

**Only companies mastering in-house FDP expertise are today capable to propose ICAO FPL 2012 upgrades of their equipment**

- All EUROCAT product (En-route, APP, Surface)
- AIS and associated internet modules (ANAIS Internet Briefing, Easy Internet Briefing)
- IAT (AFTN terminal) / Outlook UA (AMHS terminal)

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Thales Support for Safe Transitioning ↩

**Comprehensive implementation allowing both PRESENT and NEW formats to be processed simultaneously**

- Precise semantic and syntactic checks on all incoming messages
- Off-line readiness testing between communicating FIRs prior to transition
- Possibility for ANSPs to switch to new format prior to 15 Nov 2012
- Simple means provided to discontinue the PRESENT format at the end of the ICAO defined transition period
- Operational support as requested

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### ICAO FPL Transition period

FPL received in PRESENT format are transmitted in PRESENT format as there is no conversion to NEW format  
For FPL received in NEW format or locally created, output format is defined according to recipient capabilities :

- a) FPL distributed in NEW format for a recipient supporting the new FPL format
- b) FPL converted to PRESENT format and distributed in PRESENT format for a recipient not supporting the NEW FPL format

When a recipient updates its system to support new FPL format, configuration is updated to define that this recipient supports the NEW FPL format

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### Reference Documents

- State letter AN 13/2.5-07/35 (25 May 2007): **Proposed Amendment** to the PANS-ATM (Doc 4444, 15th Edition).
- State Letter AN 13/2.1-08/50 (25 June 2008): **Approval of Amendment 1** to the PANS-ATM (Doc 4444, 15th Edition).
- State Letter AN 13/2.1-09/9 (6 February 2009): **Guidance for implementation** of flight plan information to support Amendment 1 to the PANS-ATM (Doc 4444, 15th Edition).
- ICAO Doc 9613, **Performance-based Navigation (PBN) Manual**, (Third edition – 2008)

**In addition, for Europe:**

- **ACTION PAPER 10** (24th - 25th February 2009) : ICAO 2012 Flight Plan Amendments, **submitted by CFMU**.
- EANPG COG **PBN TF/2 Report** (14 April 2009) and **SLG PBN TF/3** (18 August 2009)
- **EANPG/50 Report** (December 2008)

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