

# New ICAO flight plan

*Kenyan Case*

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# INTRODUCTION

- On 25 June 2008 ICAO issued State Letter AN13/2.1-08/50 amending the 15th edition of the PANS-ATM, Doc 4444. Although the format will remain relatively consistent with that being used today, numerous changes will be required in the abbreviations and various Field descriptors used in the ICAO Flight Plan form

# INTRODUCTION

- Substantial system and work practice changes will be required by Airlines and Air Navigation Service Providers' alike.
- Airline systems will need to conform to the new data fields, sequence and alphanumeric coding

# INTRODUCTION

- The main rationale for the new FPL format is to allow users to benefit from modern aircraft capabilities, such as PBN. Such changes are fully embraced by the airlines
- Changes to airline flight planning systems will entail major modifications to the automation, databases and formatting.

# INTRODUCTION

- A large part of the reconstructed Field descriptors and sequence of entries will result in major software changes and/or system replacement, all with consequent financial implications.

# New ICAO flight plan

# Towards Flight Plan 2012

- 1 Preparation for the new flight plan
- 2 Measures Kenya has taken towards this issue
- 3 Measures being undertaken
- 4 Challenges
- 5 Recommendations
- 6 A vendor presentation

# Preparation for the new flight plan

- On 25 June 2008 ICAO issued State Letter AN13/2.1-08/50 amending the 15th edition of the PANS-ATM, Doc 4444 changes will be required in the abbreviations and various Field descriptors used in the ICAO Flight Plan form.



# Preparation for the new flight plan

- At the beginning of 2010 Our flight plan system at JKIA started indicating an error to some flight plans received from Europe.

That's when we realized that some countries have started implementing the new flight plan.

# Measures Kenya has taken

- Accepting the flight plans sent on the AFTN without changing them
- Appointed a task force composed of a Briefing officer, Air traffic controller and an Engineer to coordinate the activities and
- Draw specifications of what we required

# Measures Kenya has taken

- Started Negotiations with possible vendors with the intention of acquiring the correct system and software
- Invite some of the vendors to give a demonstration of what they could provide and how much it would cost
- Based on the vendors we were able to come up with a budget

# Measures being undertaken

- Made budgetary provision for the installation and training
- Identified a vendor to supply the required Software
- Negotiated for the training
- Preparing to train the officers who will be doing flight planning

# Measures being undertaken

- Studying the present system and assessing its capability
- Compatibility between the NOF and BOF system
- Allocating sufficient funds
- Studying effects of the changes to the General aviation by sending out a questionnaire

# Plans

- Procure the software
- Have the software installed in all our briefing units.
- Determine a date for the trial run
- Perform a trail run in one of the stations before going countrywide
- Ensuring all the briefing officers are aware of the expected changes (adequately trained)

# Challenges

- Meeting the stringent transition targets
- However, supporting and maintaining two FPL systems for an extended period, as well as planning for a flight that crosses successive FIR's in different stages of implementation is impractical from a service and logistical point of view.

# Challenges

- Changes to airline flight planning systems will entail major modifications to the automation, databases and formatting.
- This will result in major software changes and/or system replacement, all with consequent costs.



# Challenges

- The challenge of accurately **tracking Transition milestones - as States** migrate from 'PRESENT' to 'NEW', as well as
- **Tracking States that have not or choose not to adopt the PANS ATM** changes.

# Recommendations

- More frequent meetings for the task force so that states can exchange challenges and how to solve them
- The AFI region should conform to the ICAO time table of implementation so that states can have a uniform transition.

# Recommendations

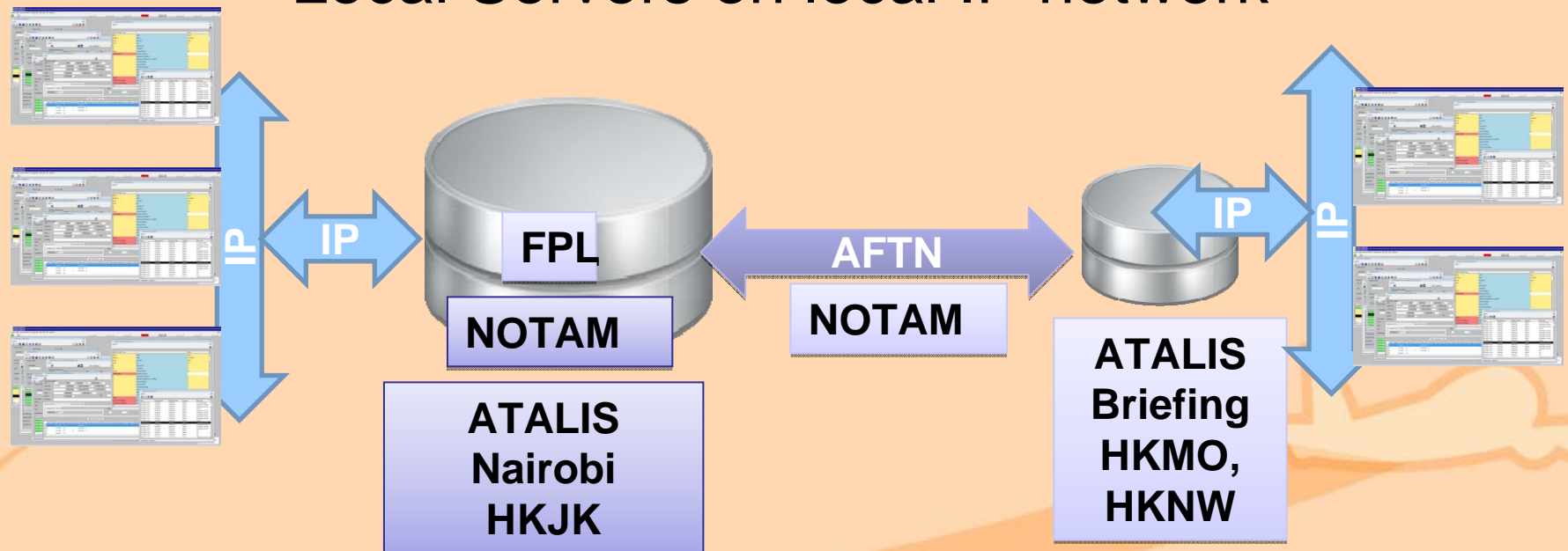
- As it is now the flight plan format should be changed and ICAO come up with a standard format as recommended by **Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force**

# Presentation from a vendor

- The following is a presentation made to KCAA by an interested vendor.

# ATALIS Current Architecture

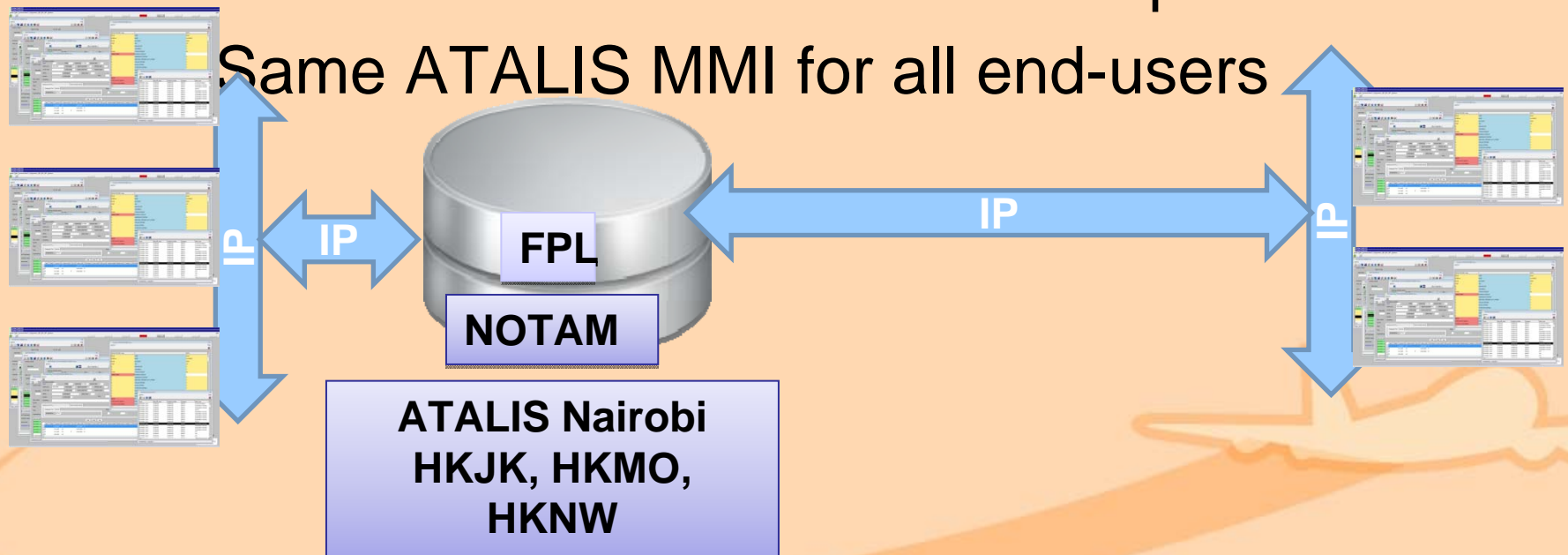
- Current Configuration
  - AFTN Synchronization
  - NOTAM Broadcast
  - Local Servers on local IP network



# ATALIS Architecture Improvement

- New major feature : FPL multi-Airports management
  - Same IP network
  - Global AIS server for several airports

Same ATALIS MMI for all end-users



# ATALIS Architecture Improvement

- Advantages
  - No need for replicated servers
  - Centralized Administration and Supervision
  - No risk in NOTAM synchronisation
  - Easy solution for small airport facilities
- Limitations
  - Dedicated workstation
  - Requires a permanent IP Network
    - Available through VPN other Internet
  - Not available for FDPS systems

# ICAO INFPL2012

- **During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT flight plan information is filed with ANSPs who have not transitioned.**
- This can be achieved by the airspace user filing only PRESENT information with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

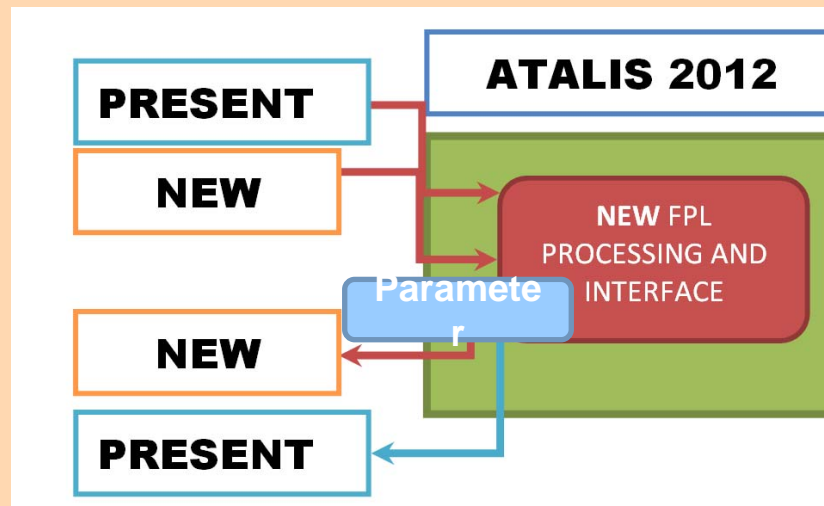


# ICAO INFPL2012

- The airspace user **may choose** to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned.

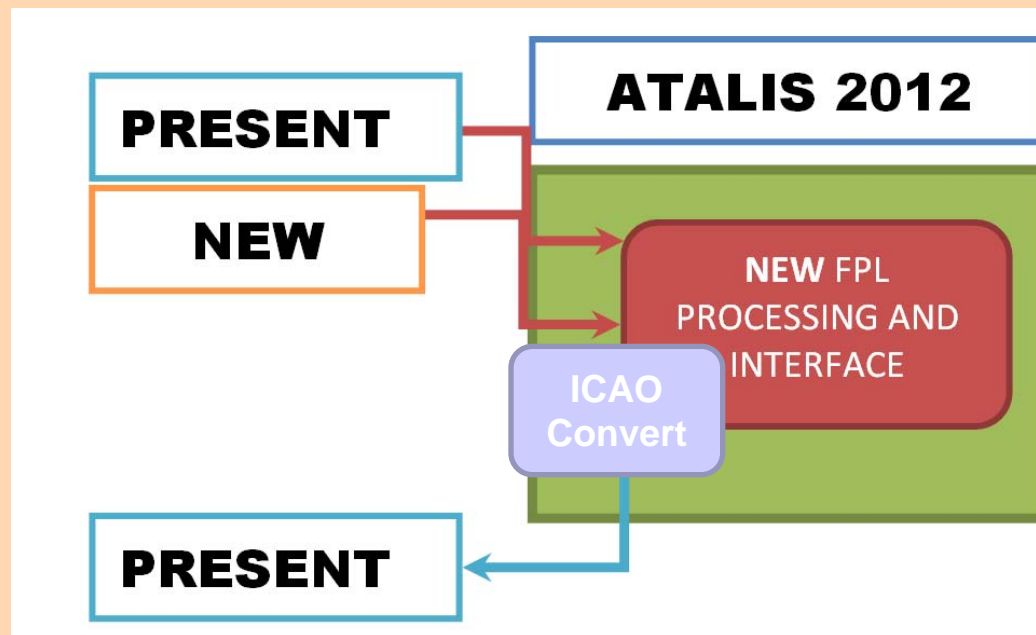
# ATALIS INFPL2012

- Migration of ATALIS to FPL2012
  - Will accept both formats
  - Will send FPL only one format depending on global parameter
  - Available for Mid-2011



# ATALIS FPL2012

- When required automated conversion from NEW to OLD
  - Based on official ICAO/CFMU conversion



# ATALIS Architecture Major Improvement

- **Avantages**

- Compatibility during migration phases
- Capacity to install ATALIS FPL2012 release in 2011 but still running in old mode
- Internal tests by KCAA in new mode
- Switch by basic configuration change
- No extra task or syntax correction for end-users

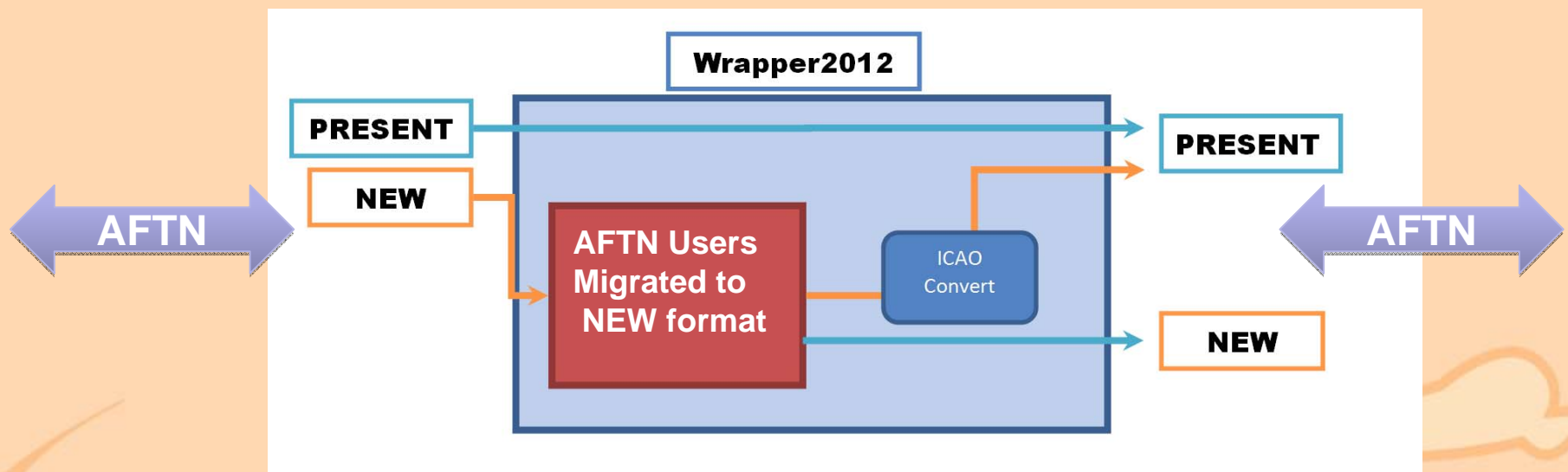
- **ICAO Compliance with first level of migration**

# ATALIS WRAPPER INFPL2012

- *The airspace user **may choose** to file **NEW** to ANSPs that have transitioned and **PRESENT** to ANSPs that have not transitioned.*
  - Conditional FPL type broadcast
- *Additional component to ATALIS called **WRAPPER2012***
  - *Can be delivered separately from ATALIS*
  - *Can be used for other systems than ATALIS*

# ATALIS WRAPPER INFPL2012 (2)

- *On the fly AFTN conversion*
  - *Dynamic table of AFTN address of migrated users*
  - *AFTN « On the fly » conversion*



# ATALIS WRAPPER INFPL2012 (3)

- Advantages
  - Advanced compatibility during migration phases
  - Work for all FPL messages, not only **(FPL-**
  - Based on official CFMU/ICAO conversion specifications
  - Can be used outside ATALIS for systems compatibility
- ICAO Compliance with second level of migration
  - On demand, available for mid-2011

# New ICAO flight plan

- **Questions**
- **Thank you**

 **END**

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