ICAO New Flight Plan Format Study Group (INFPL SG/4)

Cairo
27-29 February 2012

EUR Deployment, Transition & Roll-Over

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Chairman EUR 2012 Task Force

Operational Requirements, Network Management

EUROCONTROL

Content

- Deployment

- Transition

- Flight Plan Submission & IFPS Addressing

- Roll-Over Period

EUR Region Implementation Plan

- Developed by ICAO EUR 2012 FPL Task Force, led by EUROCONTROL, at the requested of the European Air Navigation Planning Group (EANPG)

- The EUR Implementation Plan contains
  - The EUR deployment policy
  - The implementation status of each State containing;
    - Points of Contact
    - Impact Assessments
    - Expected Date for Operational Readiness to process New content FPL messages compliant with Amendment 1.

Scope of EUR Implementation Plan

- All IFR or VFR flights conducted fully or partly under ICAO rules in the following area:

  - States in the 'IFPS Zone', which receive their IFR flight plan data from the IFPS
    - Albania, Andorra, Armenia, Austria, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, FYROM, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom
      Maastricht UAC is included within this scope

  - States not in the IFPS Zone
    - Algeria, Azerbaijan, Belarus, Georgia, Iceland, Israel, Kazakhstan, Kyrgyzstan, Latvia, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Uzbekistan
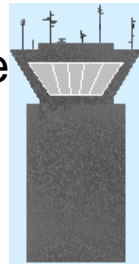
Deployment / Transition Principle
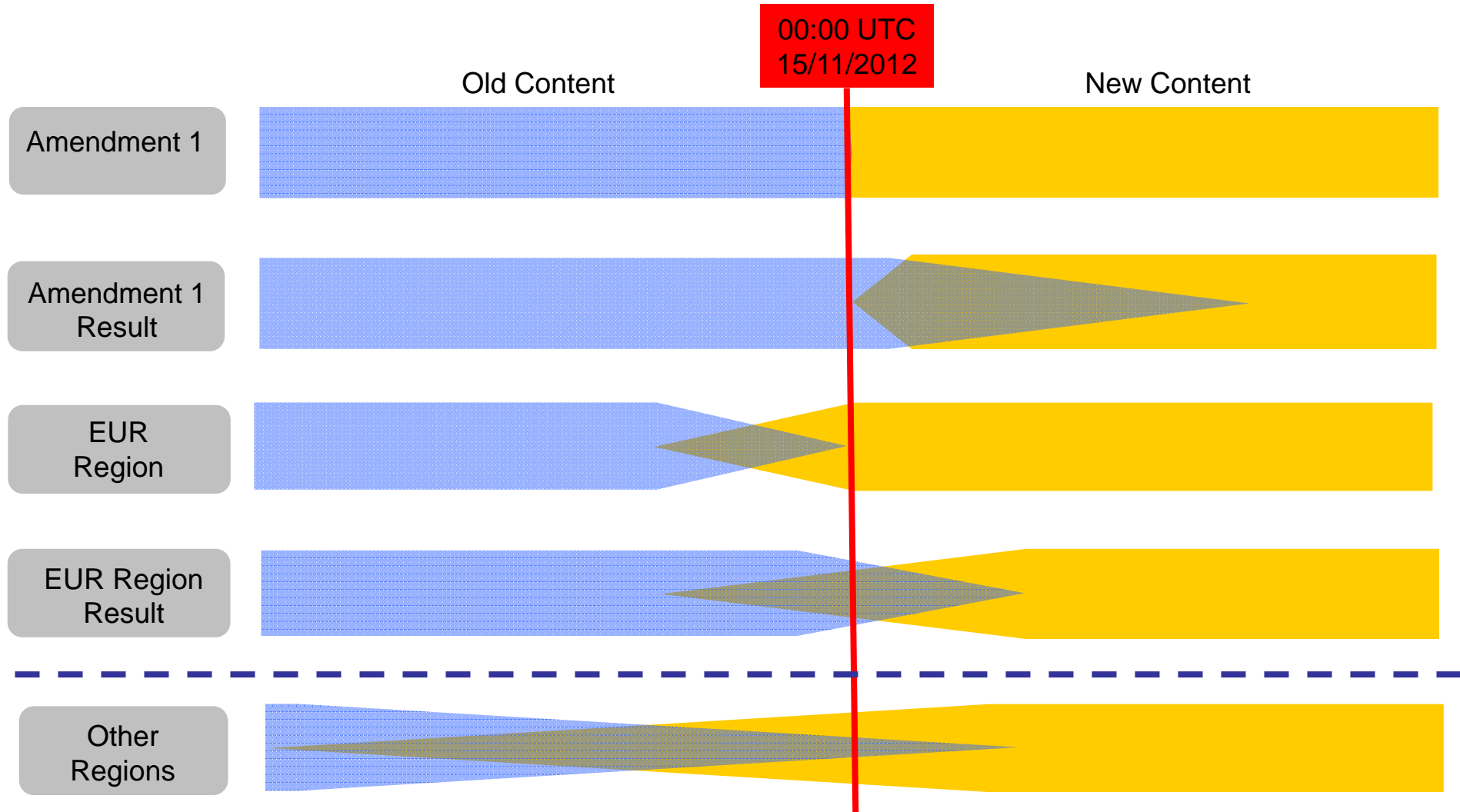
Mixed Mode - Considerations

(FPL-AZA123-I/S
-A334/H-B2RSYW/S1
-LIRF1800
-N0460F380.......
-VIDP0750 VIDD
-PBN/B2 DOF/121114

Aircraft
Operator

Departure   'New'

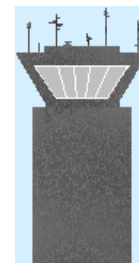(DEP-AZA123-LIRF1830-VIDP-
DOF/121115)

'New'
ACC 1

'Old'
ACC 2   **?**

'Old'
ACC 3   **?**

'Old'

(ARR-AZA123-LIRF-VIDP0110)
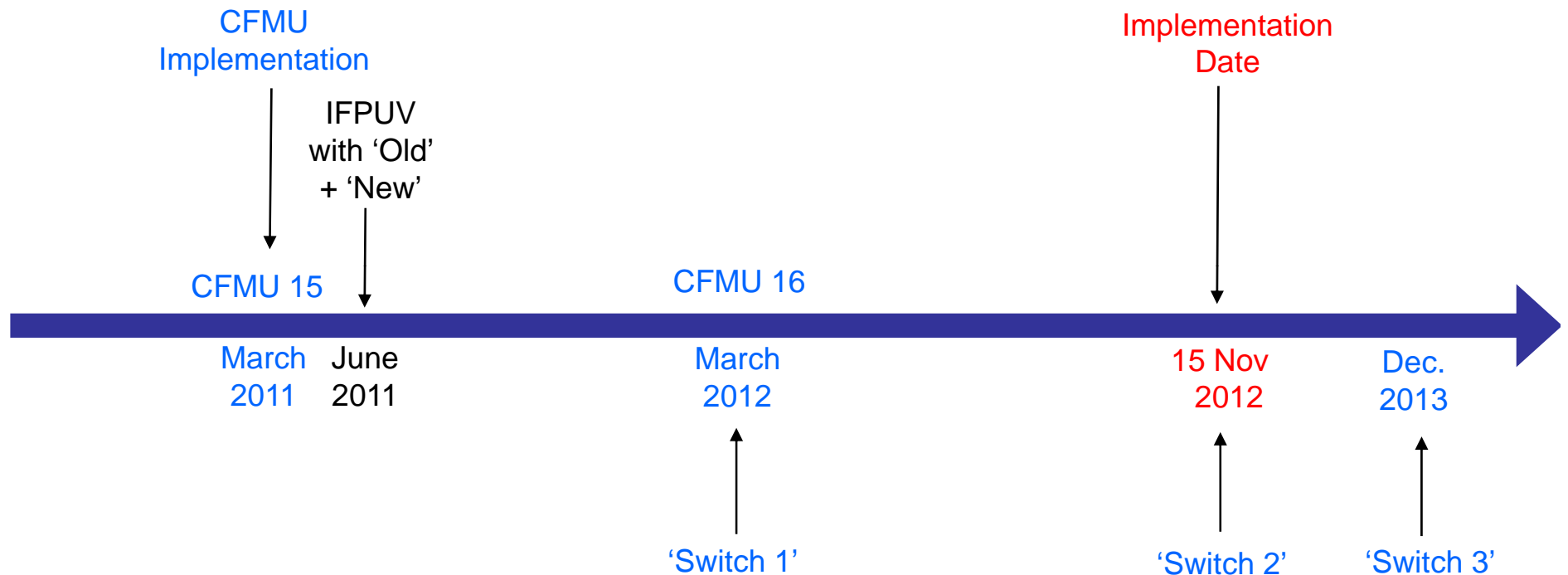
Destination   **?**

- - - ▶ Old format
——▶ New format

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EUR Region Deployment Policy

Objective: All FPLs in New format from 15/11

- AOs and CFSPs should submit FPLs in New format from 00:00UTC on 12 Nov 2012 onwards
    - AROs, IFPS, ATC systems should accept New from 12/11

- FPLs should NOT be submitted in Old format after 00:00UTC on 15 Nov 2012

↳ IFPS will not accept FPLs with EOBT more than 24hrs in advance during the period 12-15 Nov 2012

↳ FPLs for flights planned to operate or even likely to operate on the 15th should be filed in New format.

↳ RPLs for Winter '12-'13 should be submitted in New format

IFPS Deployment

CFMU
Implementation

Implementation
Date

IFPUV
with 'Old'
+ 'New'

CFMU 15

CFMU 16

March
2011

June
2011

March
2012

15 Nov
2012

Dec.
2013

'Switch 1'

'Switch 2'

'Switch 3'

'Switch 1' = IFPS Ops acceptance of 'Old' & 'New', output of "Old only' or 'Old + New' (ENV attribute)

'Switch 2' = IFPS Ops acceptance of 'New' only, output of "Old only' or 'New only' (ENV attribute)

'Switch 3' = IFPS Ops acceptance of 'New' only, output of 'New' only

'Switch 1' Impact – March 2012

From March 2012 onwards:

- IFPS will differentiate between Old and New formats therefore an FPL in Old format but containing a New data item may fail, although it may be accepted today!

- Update to a field(s) via CHG message must provide complete information for the field concerned

  e.g. to modify a single element within Field 18 the complete Field 18 must be provided, not just the modified element
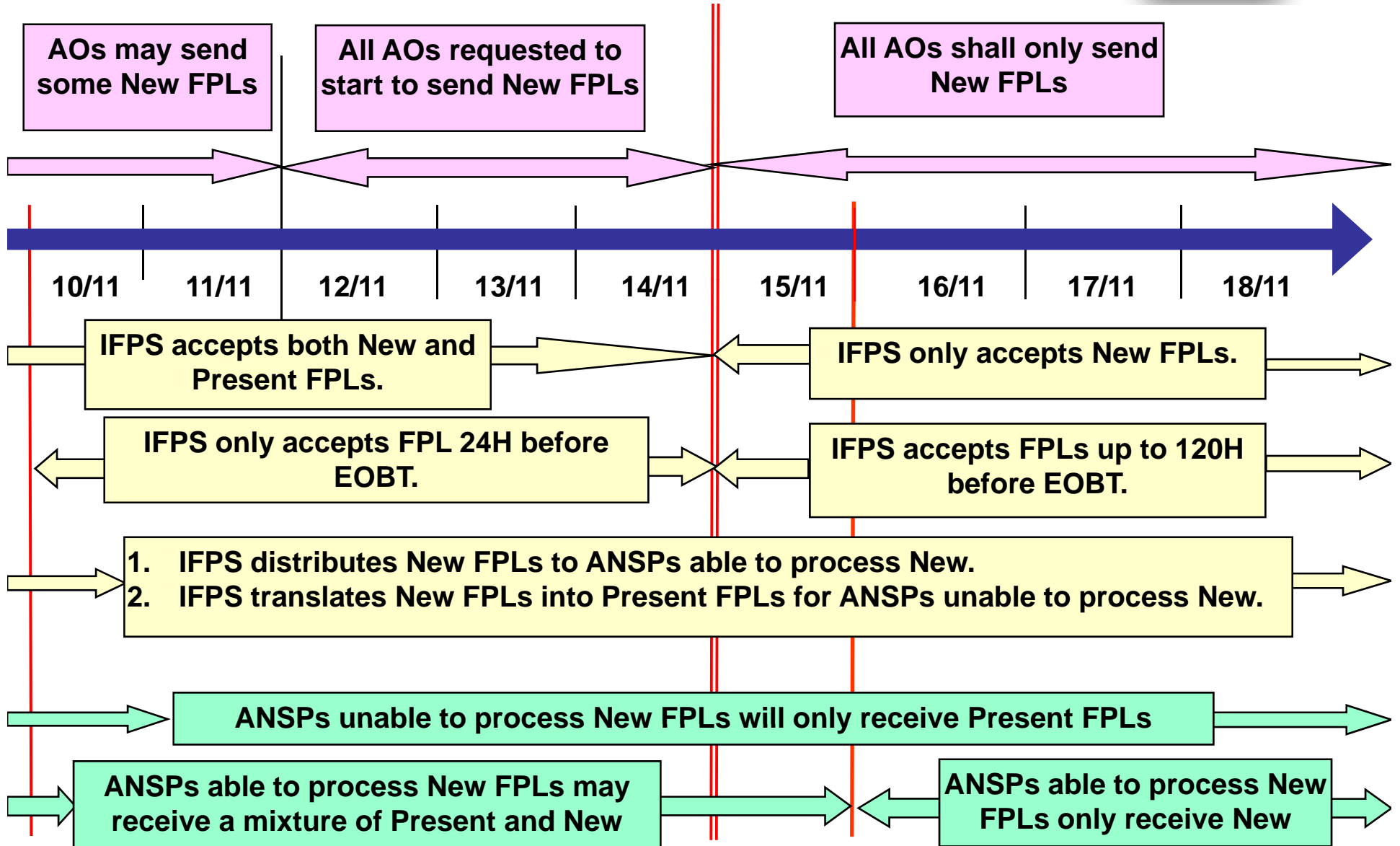
EUR + IFPS Deployment Planning

- FPLs **may** be submitted to IFPS in New format from March 2012

- FPLs **should** be submitted in New format from 12 November 2012 - 'EUR Implementation Plan'

- FPLs **must** be submitted in New format from 00:00UTC on 15 November

- RPLs for Winter season 2012-2013 should be submitted in New format

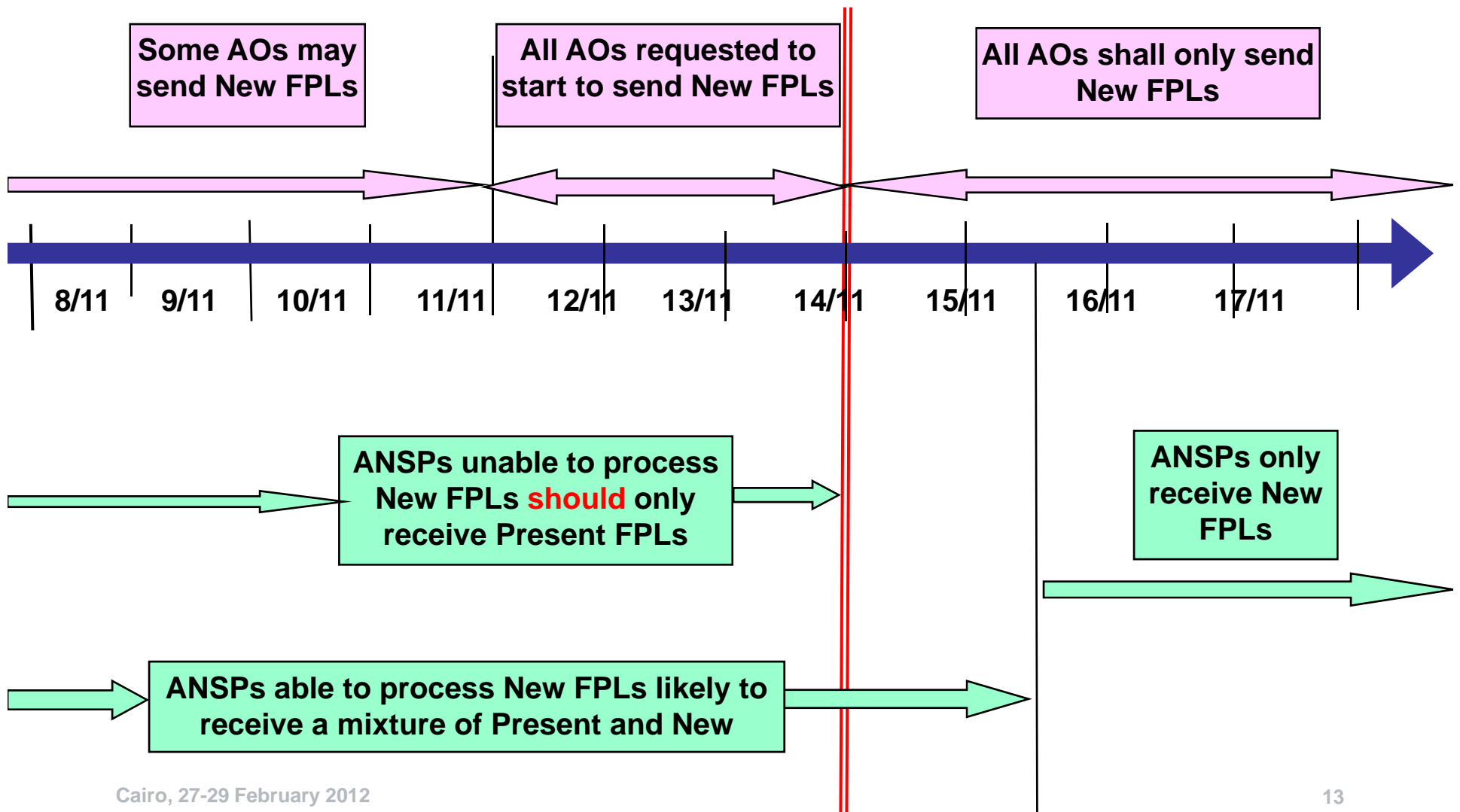- Individual State deployment plans to be published via AIC/NOTAM and visible via ICAO FITS website (http://www2.icao.int/en/FITS/Pages/home.aspx)

Transition

EUR Transition for States served by IFPS
- relevant only to IFR/GAT Flights

EUROCONTROL

| AOs may send some New FPLs | All AOs requested to start to send New FPLs | All AOs shall only send New FPLs |

10/11   11/11   12/11   13/11   14/11   15/11   16/11   17/11   18/11

IFPS accepts both New and Present FPLs.

IFPS only accepts New FPLs.

IFPS only accepts FPL 24H before EOBT.

IFPS accepts FPLs up to 120H before EOBT.

1. IFPS distributes New FPLs to ANSPs able to process New.
2. IFPS translates New FPLs into Present FPLs for ANSPs unable to process New.

ANSPs unable to process New FPLs will only receive Present FPLs

ANSPs able to process New FPLs may receive a mixture of Present and New

ANSPs able to process New FPLs only receive New

All Flights concerning States outside IFPS Zone
& VFR and OAT Flights concerning States inside IFPS Zone

Some AOs may send New FPLs

All AOs requested to start to send New FPLs

All AOs shall only send New FPLs

8/11   9/11   10/11   11/11   12/11   13/11   14/11   15/11   16/11   17/11

ANSPs unable to process New FPLs **should** only receive Present FPLs

ANSPs only receive New FPLs

ANSPs able to process New FPLs likely to receive a mixture of Present and New

Flight Plan Submission & IFPS Addressing

Re-Addressing by IFPS

FF EUCHZMFP EUCBZMFP
250920 EGLLZPZX
AD ADDRESS1 ADDRESS2
(FPL-ABC123-I/S
...
...)

IFPS

AD Line
Addressing

Aircraft
Operator
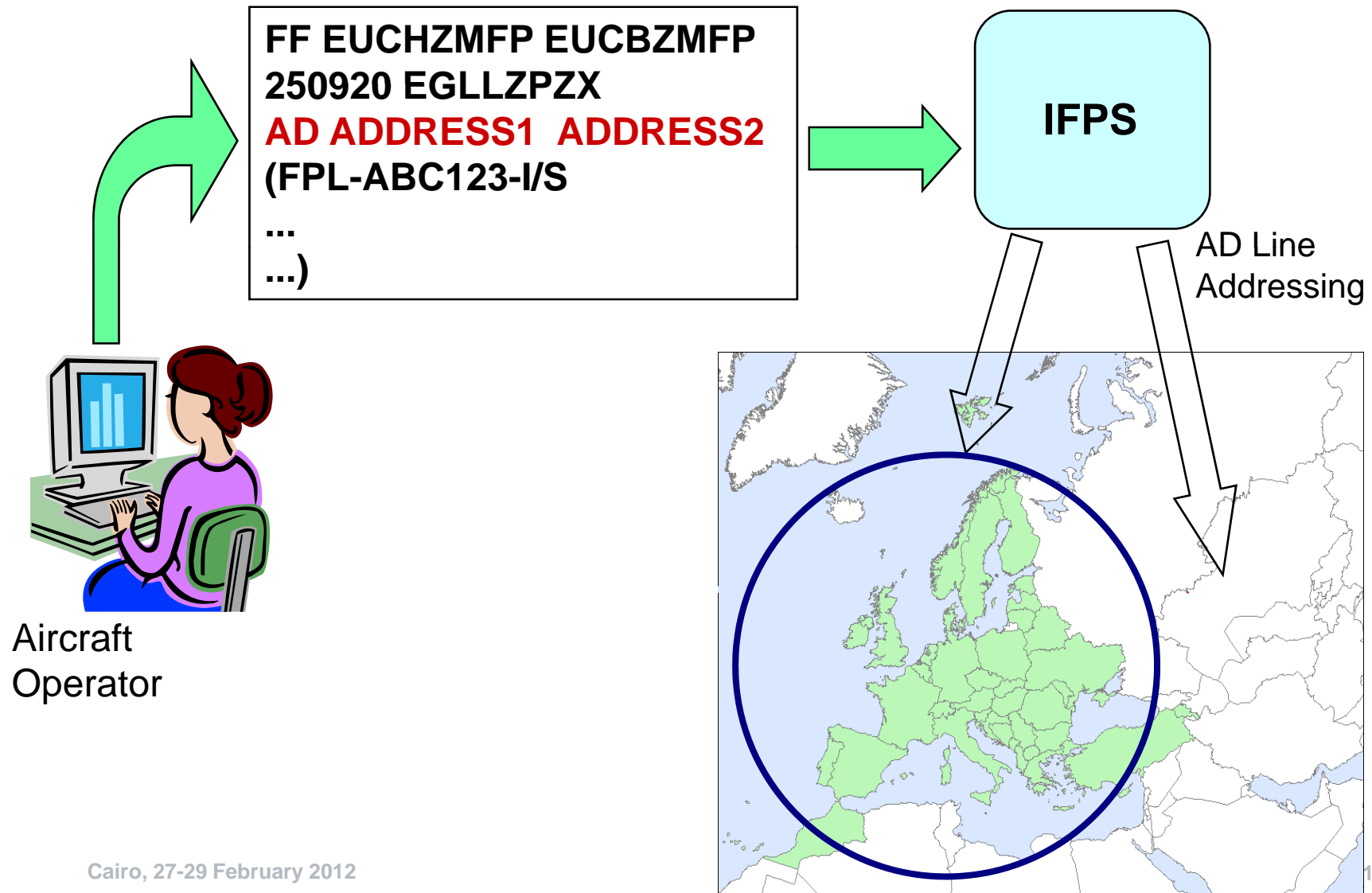
Re-Addressing & 2012 Transition

- 'Unknown' AD Line addressees

    - Receive Old format prior to 15 Nov

    - Receive New format after 15 Nov

- 'Known' AD Line addressees

    - Receive Old/New in accordance with ENV parameters for the unit concerned

AO - FPL Submission Scenarios

1. Entirely within IFPZ

   a) May be submitted to IFPS in New format from May 2012

   b) May be submitted in Old format until 15/11

   c) Should be submitted in New format from 12/11

   d) Shall be submitted in New format from 15/11

2. Departing to outside IFPZ

   Same as for 1. and may inc. AD line addresses in each of the cases a) to d)

3. Departing from outside IFPZ

   Should be submitted to ARO at ADEP in accordance with State requirements
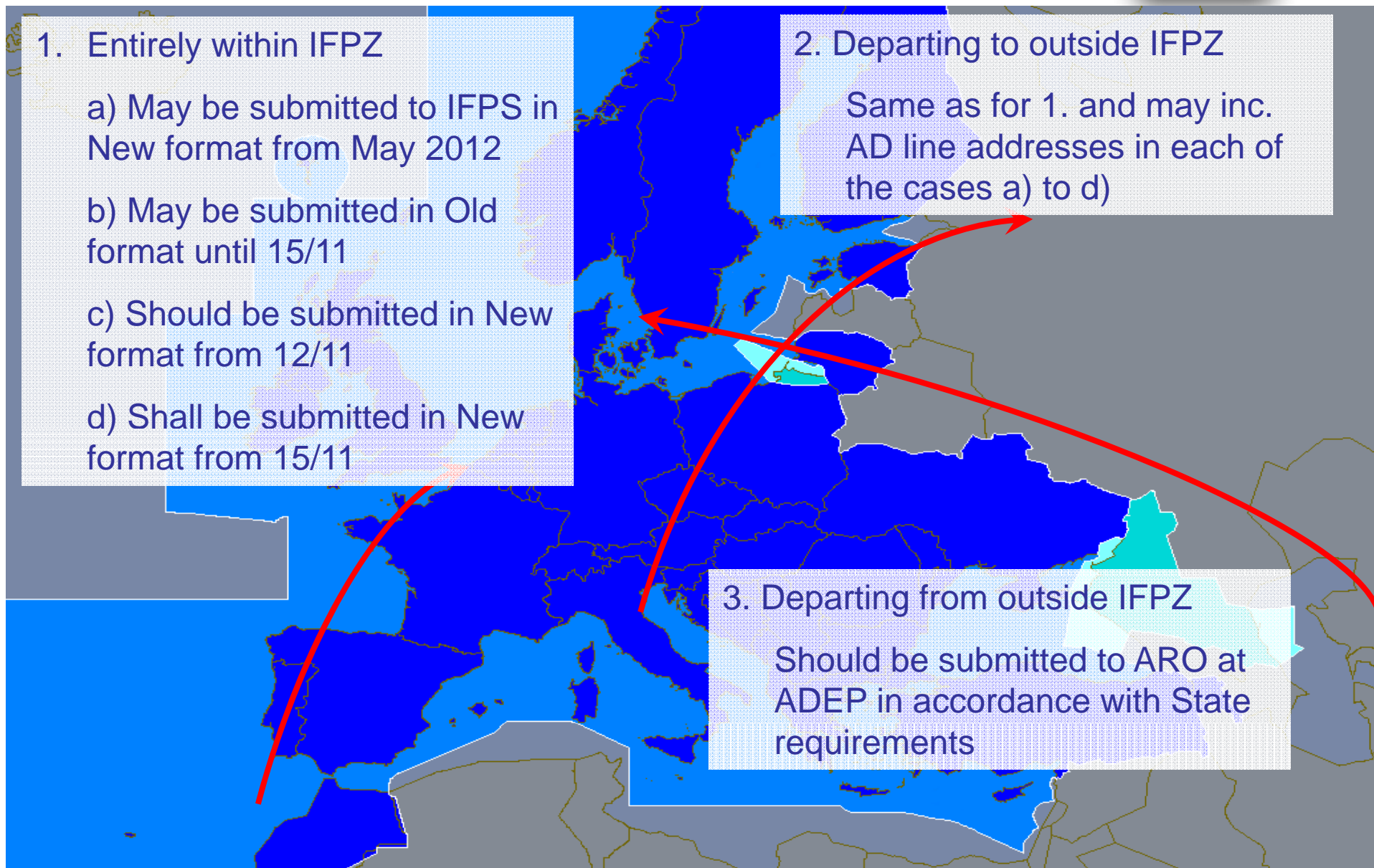
IFPS Default Addressing Scenarios

AD UKKKZQZQ UUEEZQZX UURRZQZX
(FPL-AZA123-I/S
-A334/H-B2RSYW/S1
-LIRF1800
-N0460F380…….
-VIDP0750 VIDD
-PBN/B2 **DOF/121114**

Normal - Old format

Normal - New format

Copy - Old format

Copy - New format

'AD' - Old format

'AD' - New format

IFPS Default Addressing Scenarios cont.

AD UKDDZQZX UUEEZQZX UURRZQZX
(FPL-AZA123-I/S
-A334/H-B2RSYW/S
-LIRF1800
-N0460F380…….
-VIDP0750 VIDD
-PBN/B2 **DOF/121115**

Normal - Old format

Normal - New format
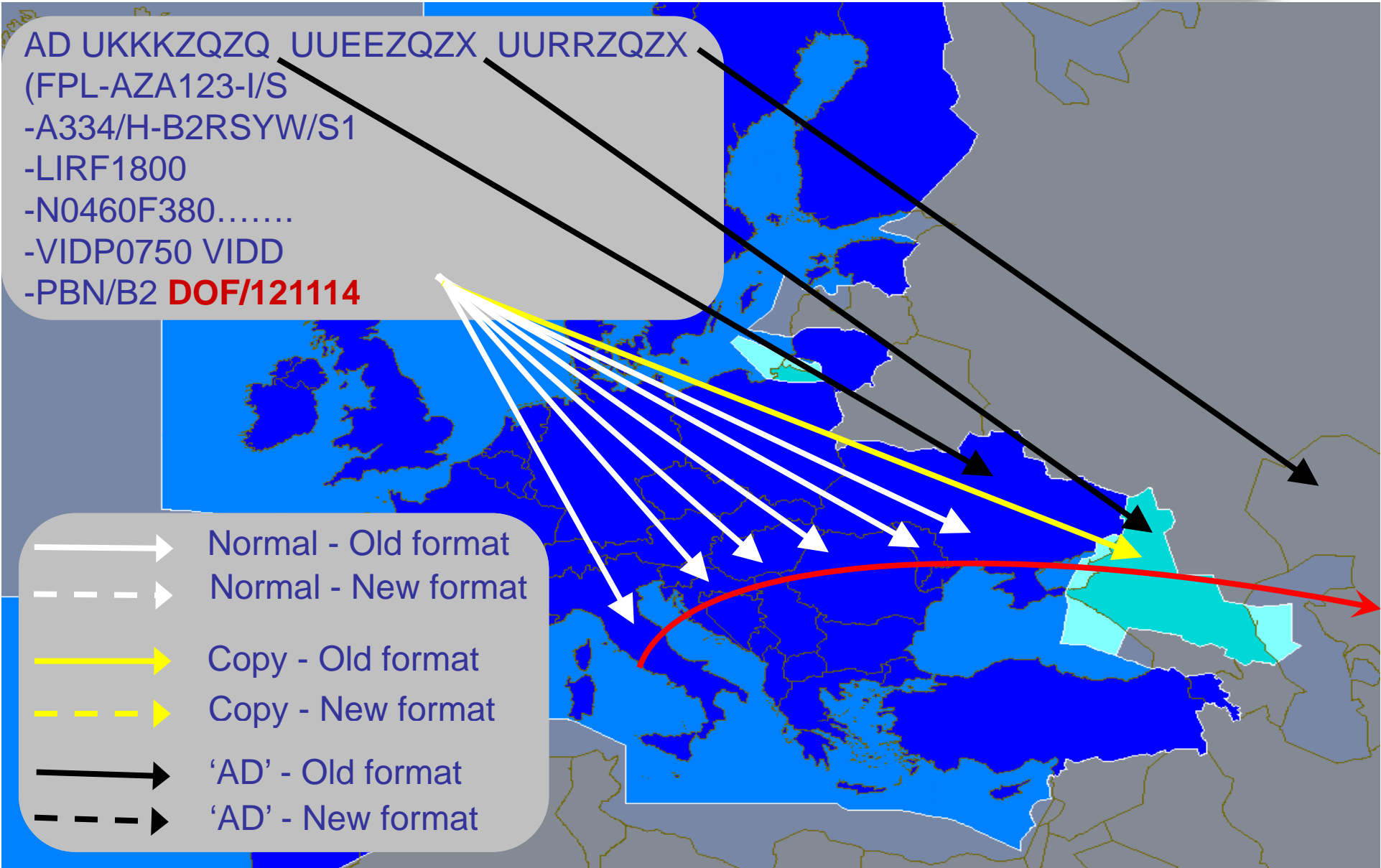
Copy - Old format

Copy - New format

'AD' - Old format
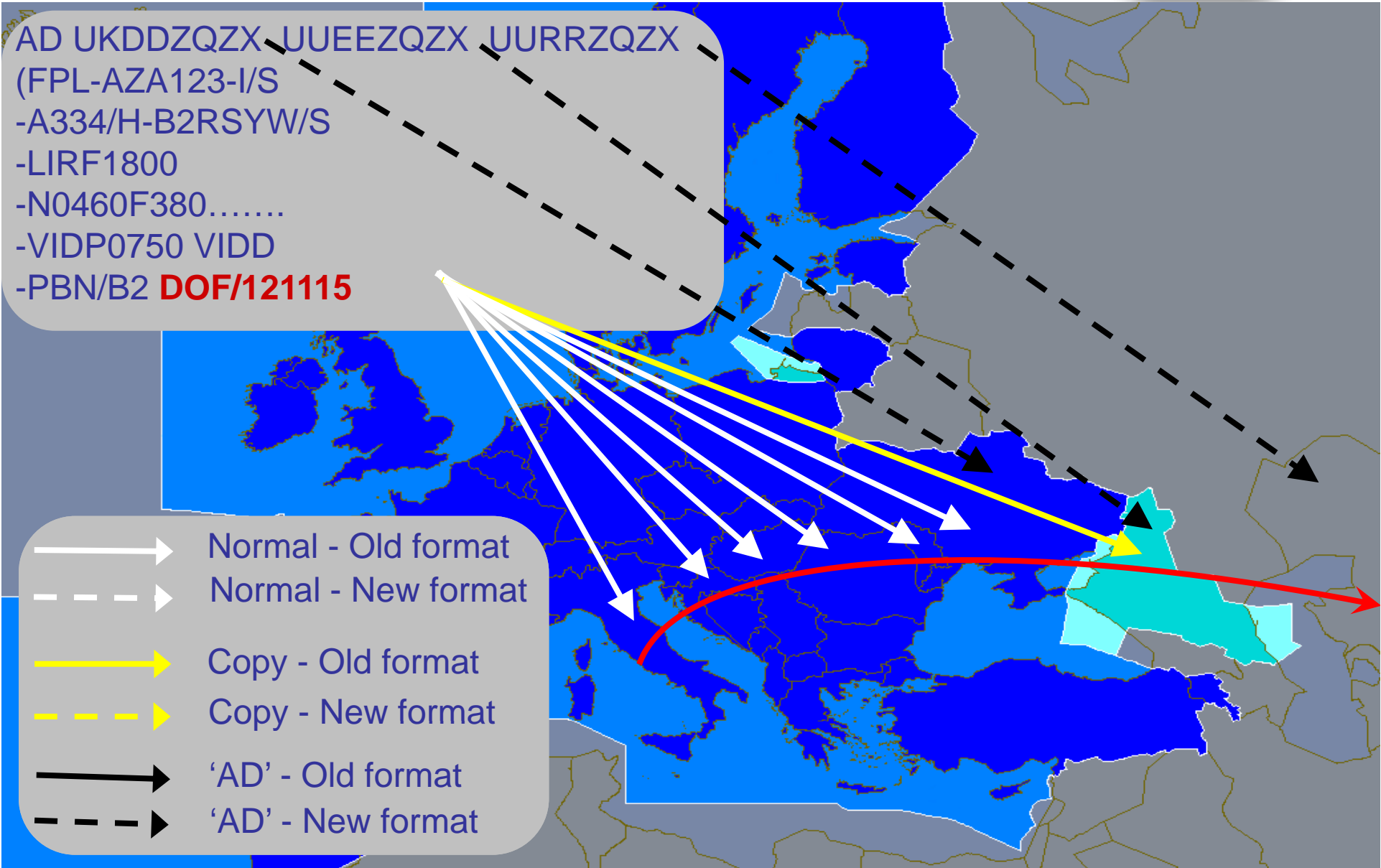
'AD' - New format

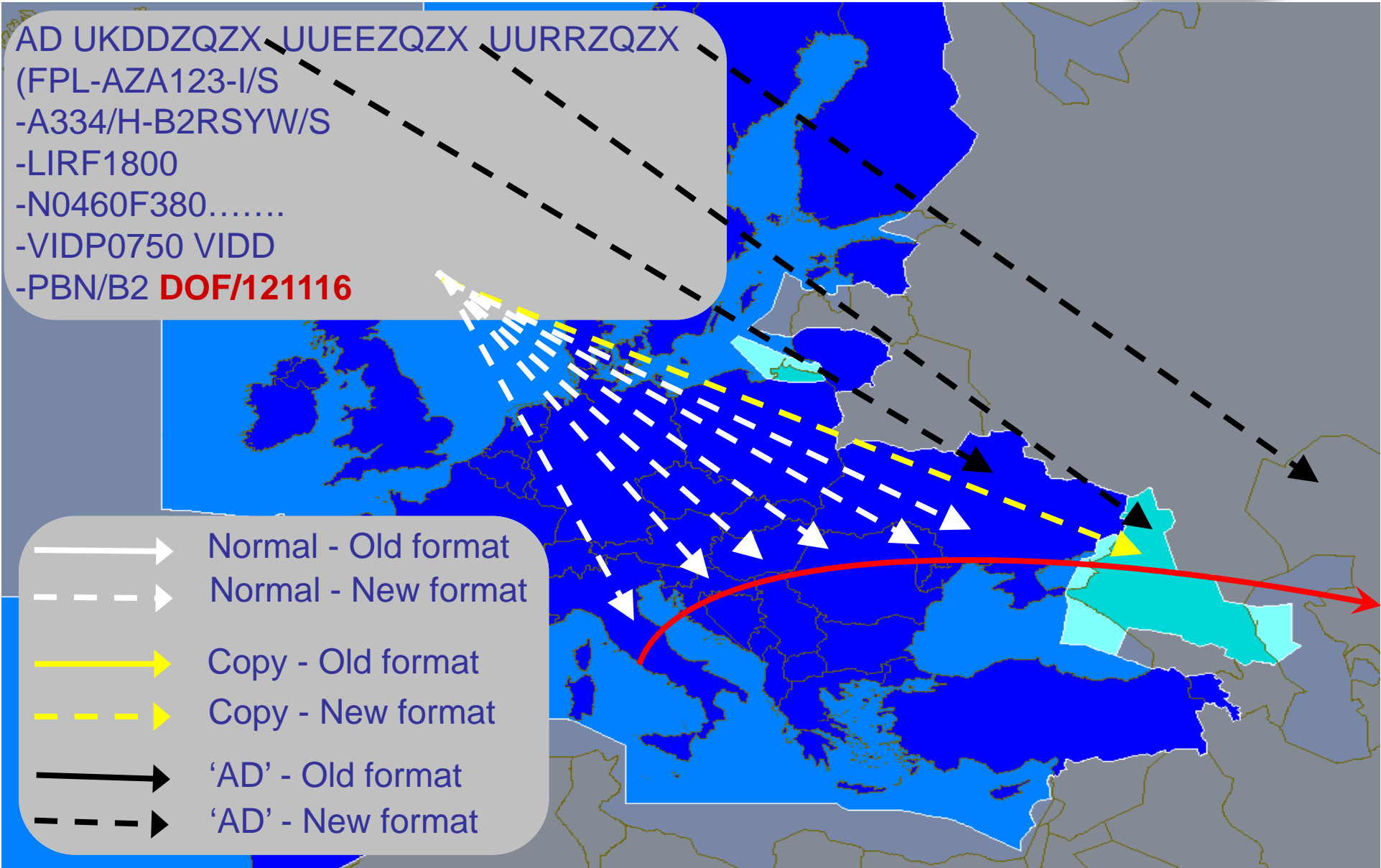# IFPS Default Addressing Scenarios cont.

AD UKDDZQZX UUEEZQZX UURRZQZX
(FPL-AZA123-I/S
-A334/H-B2RSYW/S
-LIRF1800
-N0460F380…….
-VIDP0750 VIDD
-PBN/B2 **DOF/121116**

Normal - Old format
Normal - New format

Copy - Old format
Copy - New format

'AD' - Old format
'AD' - New format

Roll-Over Period

Roll-Over Period [1]

- Change from Old to New at 00:00UTC on 15 Nov 2012 is a software switch therefore:

  - Messages <u>processed</u> after 00:00UTC are expected in New format i.e. the reference is the reception time, not the EOBT or FPL creation time

  - For a long haul flight the time period between FPL submission and flight arrival at destination can be +/- 18 hours

  - FPLs today are not normally sent more than 6 hours in advance to ATC units

Roll-Over Period [2]

- Example 1:
  - A flight departs Singapore at 20:00 on 14th with destination London, arrival on 15th at 08:00
  - FPL is submitted in Old format at 14:00 on 14th
  - At 14th/14:00 FPL is transmitted in Old format to Asian addressees
  - At 15th/02:00 FPL is transmitted to EUR addressees, in Old format !

- Example 2:
  - A flight departs Singapore at 20:00 on 14th with destination London, arrival on 15th at 08:00
  - FPL is submitted in Old format at 14th/14:00
  - Flight is delayed until after midnight, therefore all subsequent messages must be in New format.
  - If a change of equipment needs to be indicated the CHG will probably need to convert the FPL from Old to New

Roll-Over Period - Analysis [3]

- Technical Conclusions

    - An ATC unit may expect to receive some, legitimately submitted, Old format messages on 15 Nov

    - An ATC unit may expect to receive both Old and New format messages for the same flight

- Procedural Conclusion

    - If any part of a flight is planned to take place on the 15th, or could possibly occur on the 15th, the FPL and all subsequent messages should be submitted in New format
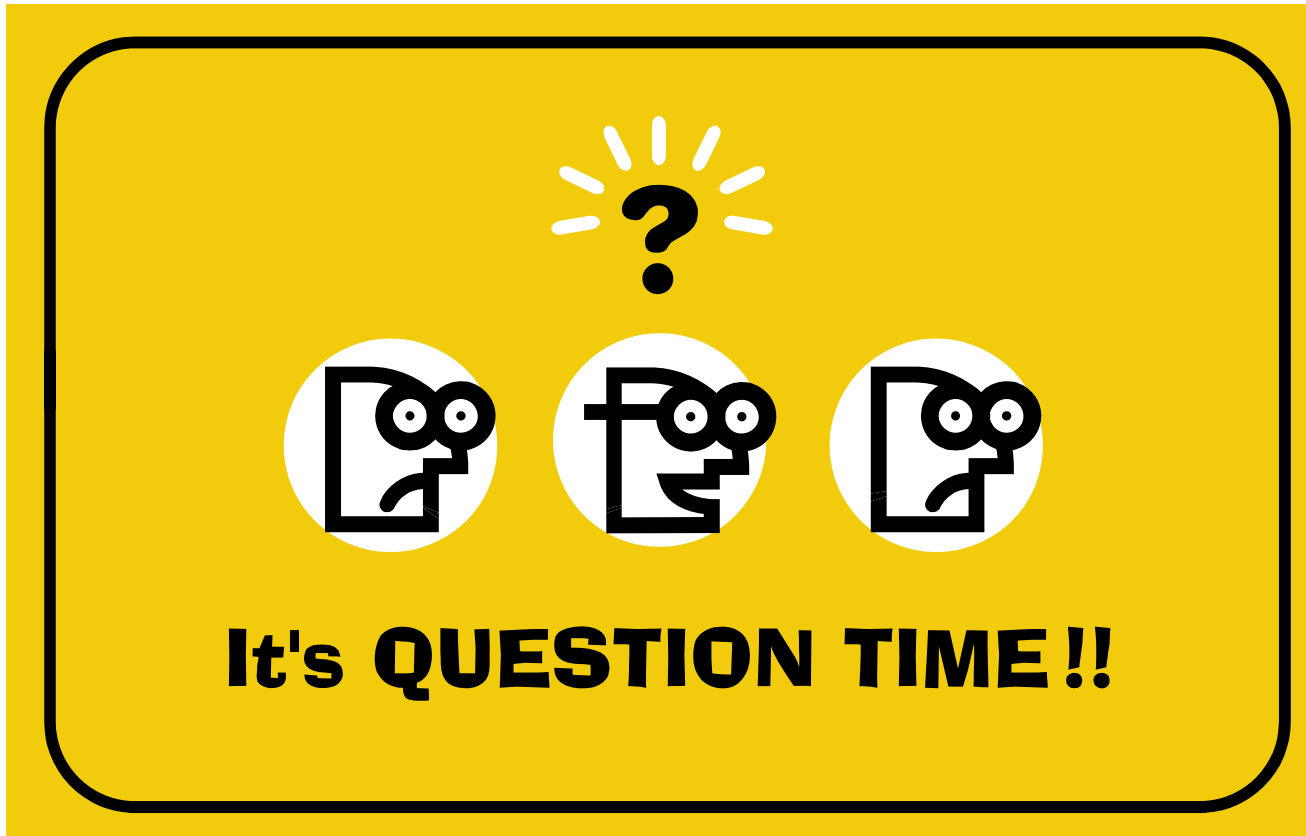
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