

Integrated Flight Plan Processing System (IFPS) for the ICAO MID Region

MID-IFPS

Project proposal

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Executive Summary

This document is developed to justify the need to have an IFPS in the ICAO MID Region and the feasibility of implementing IFPS in the MID Region by continued development of the Bahrain Initial Flight Plan Processing System (IFPS). Bahrain conducted a study that has identified the need for a regional IFPS and highlighted some of the benefits such a system would provide.

Problem Statement

The safe and efficient operation of Air Traffic Control (ATC) relies heavily upon the timely receipt and processing of flight data in the form of flight plans. Any delay or problem with the data content could affect the efficiency of ATC operations. Undetected errors passed through to ATC could have serious implications for flight safety.

Late or missing flight plans cause unnecessary delay that can have a knock-on effect to other ATS units. Aircraft operators can also be affected by ATC delays and assignment of inappropriate levels etc.

The a need to address vigorously the frequent problems associated with flight plan processing, justify the need to investigate the feasibility of introducing an IFPS to the Middle East for the benefit of all MID States.

In Summary the flight plan Flight plan messages are still suffering from the following:

- Delays in the exchange of the flight plan messages.
- Loss of flight plan messages.
- Duplication of flight plan messages.
- Errors in the flight plan messages due to non-adherence to the ICAO Standard flight plan format.
- Lack of implementation of changes in the flight data management systems in case of the introduction of new route structures or changes to the existing routes in the flight information regions or any other change that would require changes in the flight plan messages.

Project Objectives and Scope

1. Quantify and define the problem. This will include the assessment of existing studies where available and if necessary the initiation of further studies by member states. This process will clarify the scope of the problem and take into consideration local variations, anomalies and exceptions

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2. Assess the level of FDP automation within the region and identify capabilities, deficiencies and common aspects
 3. Identify potential problem areas relating to IFPS design, implementation and operations and propose viable solutions
 4. Canvass views from airlines and other potential stakeholders to ensure IFPS works in the best interests of all concerned parties
 5. Assess the regulatory framework requirement and initiate the production of Regional IFPS User Manual that will provide a common rule base, acceptable to all member states, upon which the successful operation of IFPS will depend
 6. Set up a phased pilot project to further explore the problem and its possible solutions and act as a system development test-bed
 7. Provide baseline statistics related to data processing against which future development can be compared
 8. Identify the resources required for each project phase to include documentation, hardware, software, personnel and infrastructure
 9. Highlight the potential benefits of the system
 10. Suggest possible future development areas

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