SIP/2012/ASBU/Dakar-WP/19

FF-ICE

A CONCEPT TO SUPPORT THE ATM SYSTEM OF THE FUTURE

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Workshop on preparations for ANConf/12 − ASBU methodology
(Dakar, 16-20 July 2012)

Overview

- BACKGROUND TO FF-ICE

- DRIVERS FOR CHANGE

- SUMMARY OF CONCEPT

- IMPLICATIONS

- BENEFITS

Flight plan

'SPECIFIED **INFORMATION** PROVIDED TO AIR TRAFFIC SERVICE UNITS, RELATIVE TO AN **INTENDED FLIGHT** OR PORTION **OF A FLIGHT** OF AN AIRCRAFT'
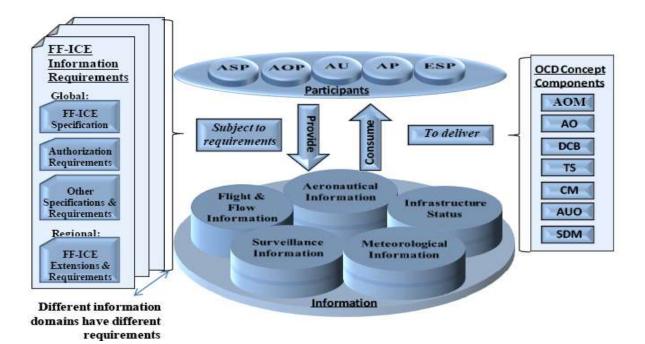
(ICAO DEFINITION)

Air Traffic Management (ATM)

'THE **DYNAMIC**, INTEGRATED MANAGEMENT OF AIR TRAFFIC AND AIRSPACE INCLUDING AIR TRAFFIC SERVICES, AIRSPACE MANAGEMENT AND AIR TRAFFIC FLOW MANAGEMENT – SAFELY, ECONOMICALLY AND **EFFICIENTLY** – THROUGH THE PROVISION OF FACILITIES AND SEAMLESS SERVICES IN **COLLABORATION** WITH ALL PARTIES AND INVOLVING AIRBORNE AND GROUND BASED FUNCTIONS'

- 2004 – ICAO Started developing future flight plan concept of '**information for a collaborative environment**'.

The need for change

- How often is the ICAO paper flight plan form actually used to file a flight plan?

- How representative of the capabilities of both airborne and ground based systems is the current form and process?

Limitations of ATM system (1)

- Disparate services & procedures

- Reliance on voice radio communications

- Rigid airspace divisions & route structures

- Limited collaborative planning amongst ANSPs, aerodrome & a/c operators

- Less than optimum use of resources

Limitations of ATM system (2)

- Limited facilities for real-time information exchange

- Limited ability to maximise benefits for aircraft with advanced avionics

- Long lead times for development and deployment of improved systems.

Consequences

- Non optimized departure   & arrival procedures
- Exclusion of civil traffic from airspace reserved for special use
- Indirect fixed routes
- Excessive system related delays
- Operation of a/c at inefficient FLs, speeds & in unfavourable MET
- Insufficient flexibility to properly manage disruptions to airline operations.

ICAO requirements

- Global ATM Operational Concept (Doc 9854)

- Manual on ATM System Requirements (DOC 9882)

- Manual on Global Performance of the Air Navigation System (doc 9883).

FF-ICE concept

- Facts and data to support performance based decision making

- Data representing results of performance based decision making

- Data related to managing the performance of individual flight

- Data related to managing overall performance & meeting expectations

- Mechanisms for ensuring data consistency and interoperability

- Mechanisms for increased flexibility regarding new information.

Addressing limitations

- Sharing flight information

- Advance notification

- Inconsistent information

- Information distribution

- Information security

- Flexible information set.

Principles of FF-ICE(1)

- Flexible concept allowing new technologies & procedures to be incorporated as necessary

- Detailed indication of a/c performance capabilities

- Early indication of intent

- Information for increased & more automated CDM

- Avoidance of unnecessary limitations on information

Principles of FF-ICE (2)

- Support for 4D trajectory management
- Avoidance of filing unnecessary/ambiguous info
- Provision of info security requirements
- Consideration of cost impact
- Ensures information is machine readable
- Globally standardised definitions of information elements.

Information elements

- Flight identifying information

- Flight SAR information

- Flight permission information

- Flight preferences and constraints information

- Trajectory type

- Surface segment type

- Airborne element type

- Performance information

- Aircraft intent

- Flight trajectory information

Technical environment

- Data model

- System Wide Information Management (SWIM)

- Supporting infrastructure

Infrastructure

- Communication network

- Safety and security features

- Data exchange formats – will use XML

Example timeline for info provision

- Scheduling and strategic activities

- Pre-tactical operational planning

- Tactical operational planning

- Flight operation

Transition & implementation

- **Operator flight planning systems** -   will require changes to extract and process info to facilitate the collaborative process

- **ASP and AOP systems** – modifications to implementing systems to facilitate interaction

- **Documentation & training** – changes to procedures & systems will necessitate new documentation & training.

Benefits

- ***Cost Effectiveness*** - Standard information will reduce cost of system development

- ***Efficiency*** - Better knowledge of trajectory information will allow more optimum flight profile

- ***Global Interoperability*** – Global interoperability is facilitated by easier connection of all stakeholders

Benefits

- ***Participation by the ATM community*** - Participation of all stakeholders is facilitated through real-time data sharing

- ***Predictability*** - The sharing of information between aircraft and ground systems will enhance the predictability

- ***Safety*** - System wide data sharing will allow early detection of inconsistencies and updated information which will improve situation awareness..