



International Civil Aviation Organization

**The Fifth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF/5)**

Manila, Philippines, 8 – 9 November 2011

**Agenda Item 4: Asia/Pacific implementation strategies and aspects**

**Status of implementation in India**

(Presented by India)

**SUMMARY**

This paper presents update on India's plans to implement the New ICAO flight plan and associated messages in India.

This paper relates to –

**Strategic Objectives:**

*A: Safety – Enhance global civil aviation safety*

*C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

GPI-12 Functional integration of ground systems with airborne systems

**1. INTRODUCTION**

1.1 This paper presents updates on actions initiated by India regarding the implementation of the NEW ICAO flight plan (FPL) format 2012 in AFTN, AMHS and ATS Automation Systems in India.

**2. DISCUSSION**

AMSS

2.1 Currently, in India, the AFTN client systems at various domestic airports are integrated with local AFTN Message Switches System (AMSS) for originating and handling of flight plans and other associated ATS messages. For implementing the ICAO FPL amendments in these systems, Airports Authority of India has taken up in-house initiatives to develop suitable software patches in the existing systems to cater to the input processing, distribution and presentation of FPL messages. The software is ready and has already been installed at Delhi, Varanasi, Mumbai, Nagpur, Chennai, Trivandrum and Madurai and is being installed at other airports in India. Tests were conducted and all these places and found satisfactory. Madurai is connected to Chennai AMSS via

TCP/IP protocol through extended LAN technology; the successful working of this circuit is proved that the amended AMSS software proves its capability to handle the amendment effectively for different type protocols also.

RPL

2.2 Currently in India, the generation of RPL is done through AMSS. Due to the ICAO Amendment to FPL requires changes in RPLMS (Repetitive Flight Plan Management System) software also. Since the RPLMS software was also developed in-house, the modification required were handled by the same team at Chennai. The amended RPLMS software was tested successfully at Chennai and will be tested with the airlines in due course.

AMHS

2.3 India has also taken up the process of upgrading the existing AMHS application software at Mumbai (COMSOFT Make) to incorporate the New FPL-2012 Format which is expected to be completed by January 2012.

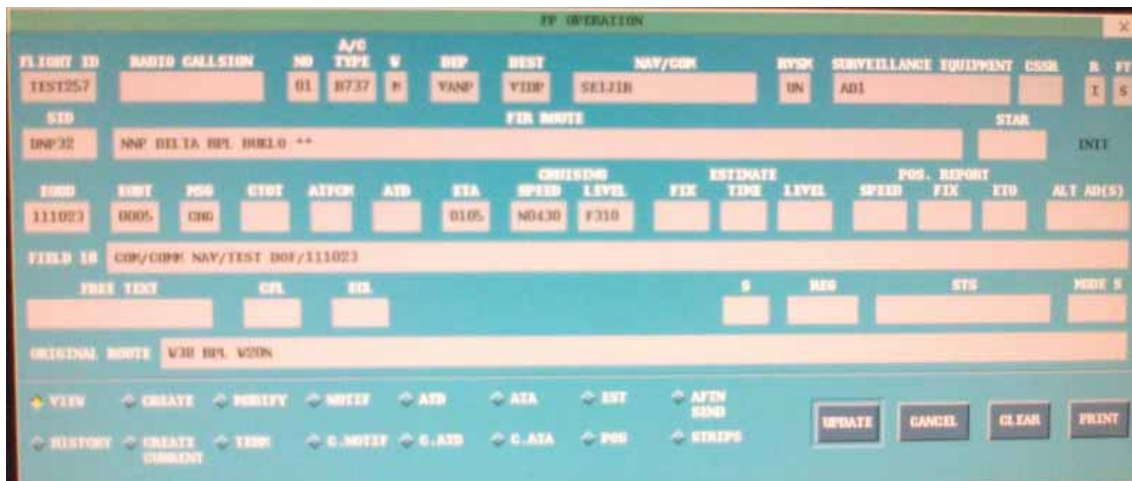
Automation System

2.4 In India **Raytheon** ATS automation system is operational at Delhi, Mumbai and Chennai Airport, **Selex** automation system is operational at Hyderabad and Bengaluru airport and **Indra** automation system is being installed at 38 airports.

Indra Automation system AIRCON 2100

2.5 India is happy to inform the meeting that Indra automation system is compliant with New ICAO FPL and ATS Messages. The system has already been installed at Nagpur, Ahmedabad, Mangalore and Trivandrum (all ACC centres). Recently on 18<sup>th</sup> and 19<sup>th</sup> October 2011 successful tests were carried out at Nagpur ACC centre. The summary of test is appended below:

- a) The system is having one template which is capable of accepting and processing both Present and New FPL & AM. The template is shown below:



- b) The system is accepting and processing flight plan upto 120 hours in advance received via AFTN messages. However, it is not possible to create a flight plan in FDPS more than 24 hours in advance.
- c) Handling of DLA/CHG messages with respect to Flight delayed over 0000 UTC i.e change in DOF:
  - If delay message (DLA) is originated then DOF does not change in the system. This was pointed out by India in 3<sup>rd</sup> meeting and accordingly it was included in the guidance material that CHG message recommended if a flight is delayed over 0000 UTC, indicating in Field 22 the amendments to both Field 13b and 18, the EOBT and the DOF.
  - When change message was originated DOF changes in the amended FPL.
- d) It is therefore strongly recommended that a CHG message should be used to communicate any delay over 0000 UTC.

Raytheon & Selex Automation system

2.6 Raytheon ATM automation system at Chennai will be compliant with New FPL & AM shortly and subsequently at Delhi and Mumbai. Selex ATM automation system at Hyderabad and Bengaluru in being upgraded for accepting and processing New FPL & AM.

2.7 India is committed to the transition plan of APAC region and the target date will be met.

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to
  - a) Note the readiness of India for accepting and processing New FPL & AM in AFTN (AMSS) system;
  - b) India is ready to carry out test with AFTN system of other ANSPs;
  - c) Test result of Indra ATM Automation system AIRCON 2100;
  - d) Note that a CHG message should be used to communicate any delay over 0000 UTC.

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