



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

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

**Transition to New Flight Plan & ATS Messaging**

(Presented by IATA)

**SUMMARY**

This paper presents highlights some of the issues to be taken into account during transition/cut over phase to NEW. In particular cut over with “Converter Systems” in place, whether they be vendor supplied or “in house” developed.

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 The ICAO New Flight Plan format comes into effect 15<sup>th</sup> November 2012.

1.2 Most ASPAC states have indicated Regional planning is well advanced with most states planning; through various solution options; a transition from Present to New with the capability to process both forms of FPL for at least a period prior and/or post 15<sup>th</sup> November 2012.

1.3 Global coordination remains critical to successful introduction of New and some European States have already indicated they will not be ready on the 15<sup>th</sup>.

1.4 Two key transitional areas require careful planning and coordination:

- Global Inter FIR and Regional transfer of information and data
- Transition “on the Day” – aircraft airborne at transition, FPLs already in the system

- 1.5 The airline position continues to be:
- File only one *standardized* format post 15<sup>th</sup> November - New
  - NEW format should be a STANDARD
  - No regional variations
  - Any limitations properly defined and globally harmonized
  - All ambiguities clarified and agreed
  - Automation developed to accommodate aircraft capabilities

## 2. DISCUSSION

2.1 While ICAO has defined the interval when both NEW & present formats will be tolerated, it is clear that a number of states will transition with “converter systems” which will convert NEW to Present and vice versa.

2.1.1 Converting FPL information from NEW to Present could mean the enhanced information available in the NEW flight plan will not be readily available to the Controllers. This will mean aircraft are less likely to be offered options that optimize the aircraft’s capabilities such as PBN routes.

2.2 Therefore an issue to be addressed is the “upstream” transfer of information from such states to other FIRs that have implemented NEW. States that remain only Present capable at transition require systems and guidance to staff to ensure all necessary information is transmitted to allow creation of Flight Plans in NEW format.

2.3 IATA do not support transition with converter systems if it can be avoided. Converter systems should not be viewed as a long term solution and

2.4 States that transition with converter systems; should be encouraged to do so with a clear plan to implement capabilities to process NEW as soon as practicable.

2.5 A further consideration is the filing of Long Haul FPL where the plan itself is complex and large. Generally this requires a significant amount of information to be included and transmitted. Currently for certain states such lengthy Flight Plans must be filed in two sections (two plans). NEW FPL format should support such Long Haul plans.

2.6 Transition plans must also take into account aircraft that are airborne in the system at cut over together with their associated Flight Plan information. Systems need to ensure these flights and associated FPL information can be appropriately processed during the transition/cut over phase.

2.7 There continue to be regional (and State?) anomalies in the interpretation and use of flight plan data. These should be identified and resolved to ensure harmonization across regional and State boundaries. States are encouraged to coordinate with neighboring FIRs to ensure data transmission is seamless.

2.8 ICAO, IATA, CANSO and other stakeholders are considering Strategic Support Teams – which will be available to States to provide more targeted support to address implementation issues. SSTs will be lead by ICAO.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) Consider and discuss the issues raised in the paper
- b) Incorporate any new items into the FPL &AM/TF Task List

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