



CFSP Group – FABEC WS

FABEC Expert Workshop on FRA

Computer Flight planning Service Provider Group

Date: 12-02-2020

Presented by: Keld Larsen

CFSP Group – Terms of Reference

1. Objectives:

- Work to establish an environment of mutual coordination/consultation between CFSPs, AOs, NM and ANSPs
- Assess and review all identified issues and other operational requirements related to the flight planning process
- Identify actions for the improvement of the flight planning process, with specific importance being given to the identification and impact assessment in terms of operational and environmental benefits and savings



CFSP Group – Terms of Reference

1. Objectives (continued):

- Facilitate the rapid implementation of identified improvements so as to ensure operational flexibility and optimisation
- The group may use as a reference for its work the actions and activities identified in the IATA / Eurocontrol / CANSO 'Flight Efficiency Plan – Fuel and Emissions Savings' paper
- Consider current concepts and developments as described in the EUROCONTROL Master Plan, relevant SESAR WPs and deployments
- Contribute to the development of new concepts and a road map for the relevant NM and AO systems development within the coming years



CFSP Group – Terms of Reference

2. Authority & Reporting:

The CFSPG is established under the responsibility of the IATA Regional Director Safety and Flight Operations, Europe and the Eurocontrol Director Network Manager.



CFSP Group – Terms of Reference

3. Work Program

The Group shall address the following issues:

1. Identified issues within the flight planning process in terms of systems and resources used by Eurocontrol, CFSPs, ANSPs, and AOs
2. Procedures for development in flight planning interfaces, including scenarios and Airspace Management in terms of FUA planning
3. Communicating CFSP requirements to Eurocontrol regarding software development schedules and release timings
4. Assisting Eurocontrol where possible in Improving efficiency and increasing capacity of Network Operations Plan & Portal development
5. Improving and supporting the communication between all players involved (e.g. NMB,NDOP,NETOPS,RNDSG,ASMSG,ODSG,AOG)..



CFSP Group – Terms of Reference

4. Occurrence of Group Meetings:

A minimum of two meetings per year with further consultation by email.

The meetings will be held in Eurocontrol HQ, Brussels.

The CFSP Group will be evaluated by a poll of all members, together with the IATA Regional SFO Director for Europe and the Eurocontrol Director Network Manager sponsors, on its performance every two years.



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5. Participants:

- The CFSP Group is an IATA/Eurocontrol initiative which invites all AO associations (incl. AIRE, ERAA, EBAA, A4E, etc) to participate.

The representatives will have specific expertise in the fields of routes, airspace, airports, flight planning and dispatch.

- The group may call on the participation of specific subject matter experts on an ad-hoc basis when it is deemed necessary for the benefit of the group's work.



CFSP Group – Terms of Reference

6. Chairman and Secretariat

An elected representative of the participating CFSPs will chair the group.

The chairman will have a two-year term.

IATA/Eurocontrol will act as secretariat to the group, preparing the meeting agenda in coordination with the chairman, and will invite members to the meetings.

Eurocontrol will facilitate the meeting location and will provide guidance for, but not provide, the minutes for the meetings.



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CFSP attendance at FABEC Expert Workshop February 12th 2020 in Paris

Consolidated presentation of inputs from
LIDO, Sabre, Navblue, Rocket Route, AIR SUPPORT



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General viewpoints (1):

- **Follow the NM guidelines**
 - Use one model and not a mix.
- **Avoid stepwise/phased implementation**
 - CFSPs prefer one phase only, but may be able to digest 2.
- **Avoid low level “islands” of FRA with non-FRA connections**



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General viewpoints (2):

- **FRA floor at FL245 or below**
 - **Be aware of Turboprop MAX FL 250.**
FL 245 max limits Turboprop to max 230/240
- **A one day workshop would be valuable before finalizing, when details are available**
- **ANSPs do not always understand the complex algorithms and lead-time required to code/test software for new FRA procedures**



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➤ What do they need to insure a smooth transition between current airspace and FRA

- Data
 - Draft about AIP data ENR 4.4 Waypoints information
 - AWY structure information
 - Sectors information (all data required for flight planning – coordinates)
 - RAD draft
 - Possible flows / connectivity like PANSA or Austro Control did.
 - https://www.pansa.pl/site/index.php?menu_lewe=POLFRA&lang=pl&opis=maps
 - Black List about NOGO Flows



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➤ What do they need to insure a smooth transition between current airspace and FRA

1) A low FRA airspace floor (Greece / Italy / Poland [TMAs] cause problems when departing/arriving to airports in those countries

- Start FRA at FL245 or below

2) Retaining ATS route structure for 6+ months after implementing FRA

3) Ability to go DCT to/from Arrival/Departure waypoint

4) Clearer FRA boundaries that align with FIR boundaries (Austria/Germany, Italy/France, Italy/Croatia/Serbia)



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➤ **At what time do you need detailed information? Which format?**

May/June

9 months prior

AIP supplements (including waypoint designators E/X/I/A/D)
and RAD Annexes as detailed earlier



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➤ What are your best planning for testing your system?

- We need around 2 month to insert all Data in our system
 - So first prevalidation together with all ANSP and NM shall be in mid of August
 - Second prevalidation shall be mid of October
 - Possible 3 prevalidation should be mid of November
- We will test not only 1 area we will test ALL FRA area for Airac 2112 together
 - So we need all data in the NM system
- We will need around 3 -5 days per prevalidation at NM

- Load the available data in a UAT, run test flight plans, submit to NM for pre-validation



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➤ Do CFSP have specific recommendations?

Keep FRA implementation simple:

- a. Choose 1 model: Full-FRA or Intermediate-FRA
- b. Do not make implementation difficult
 - i. Directional FRA
 - ii. Non-FRA TMA penetrating into FRA
 - iii. Keep FRA min FL low (FL245 or below)
 - iv. Allow DCT to be used to SID/STAR transition points

- Revision / History about all Data changes after we get the first set !
 - We need to identify which data are changed (new / change / delete)
- Single point of Contact



Keld Larsen

Product Support Specialist

kla@airsupport

THANK YOU FOR YOUR ATTENTION



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