



International Civil Aviation Organization

**The Second Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/2)**

Bangkok, Thailand, 22 – 25 May 2012

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**Agenda Item 2: Review Outcomes of Related Meetings**

**2012 FPL & ATS MESSAGE IMPLEMENTATION UPDATE**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a progress report on the implementation of Amendment 1 to the Fifteenth Edition of PANS/ATM Doc 4444.

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 Amendment 1 to the Fifteenth Edition of PANS/ATM (Doc 4444) will become effective on 15 November 2012. On that date, the exchange of PRESENT format FPL and ATS messages will end, and only NEW format messages may be exchanged.

1.2 The Asia/Pacific Region's agreed strategy for implementation of the changes is divided into three phases:

- i. Phase 1 – Software Delivery and Internal Testing, 1 Jan 2012 – 31 Mar 2012;
- ii. Phase 2 – External Testing and Implementation, 1 Apr 2012 – 30 Jun 2012; and
- iii. Phase 3 – Airspace User Testing and Implementation, 1 Jul 2012 – 15 Nov 2012.

1.3 During Implementation Phase 3, both PRESENT and NEW format FPL and ATS messages may be exchanged.

1.4 The Fourth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (, held in Bangkok, Thailand, 30 May to 30 June 2011, agreed that the States and Administrations would provide quarterly responses to a questionnaire gauging regional progress on implementation.

## 2. DISCUSSION

2.1 State or Administration participation in providing responses to the agreed quarterly questionnaire has been generally inconsistent:

- i. 1 Jul 2011 – 20 responses;
- ii. 1 Oct 2011 – 6 responses;
- iii. 1 Jan 2012 – 17 responses;
- iv. 1 Apr 2012 – 7 Responses;

2.2 Questionnaire responses are used to update the ICAO Flight Plan Implementation Tracking System (FITS) website. The website is publicly accessible, and is intended to ensure that States and Administrations, air navigation service providers, airspace users, and stakeholders from other ICAO regions have access to updated information on each FIR of interest, in order to plan and coordinate their testing and the operational implementation of the PANS/ATM amendment. The website address is <http://www2.icao.int/en/fits/Pages/home.aspx>

2.3 As recorded in the FITS website, there has been considerable schedule slippage within the region. Five States indicated planning to complete Phase 1 activities on schedule, but have not advised completion. Two states reported completing Phase 1 on schedule (by 30 Mar 2012). In all other cases either no information has been received, or the State has planned to commence Phase 1 later than the agreed schedule. While thirteen States planned to conduct Phase 2 activities in accordance with the agreed schedule (1 Apr – 30 Jun 2012), none have yet reported completing this work.

2.4 In order to quantify the degree of concern about the Region's progress, and to prioritize any ICAO activities to assist States in their transition to NEW FPL and ATS message format, The ICAO Asia/Pacific Regional Office conducted a risk assessment to determine the level of risk to the regional ATM network inherent in any State or Administration's potential failure to transition to NEW format on or before 15 November 2012. The risk was assessed by using a simple likelihood and consequence risk analysis model, measuring the following criteria:

- i. Attendance or non-attendance at FPL1 Jul 2011;
- ii. Indicated intention to comply or otherwise;
- iii. Planned timing of transition to PRESENT+NEW formats message handling;
- iv. Planned timing of transition to NEW ONLY format message handling;
- v. Number of FIR administered by the State or Administration;
- vi. Number of quarterly questionnaire responses received;
- vii. Information received in quarterly questionnaire responses;
- viii. Effect of any State or Administration's potential failure on Major Traffic Flows (MTF);
- ix. Effect of any State or Administration's potential failure on neighbouring FIR; and
- x. Volume of traffic handled by the State/Administration.

2.5 In the case of States and Administrations which have not provided quarterly questionnaire updates, the maximum level of likelihood assessment was applied to the *Information received in quarterly questionnaire responses* criterion. The assessed risk associated with the potential failure of each State/Administration was categorized as Very High, High, Medium or Low. The risk will be reassessed if any new information is received.

2.6 On 12 Apr 2012 State Letter APO51/12 (ATM) was distributed to all States. Its attachments included the assessed risk category for the State/Administration, and a revised questionnaire for completion by 11 May 2012. The revised questionnaire included specific questions on the State's planned or achieved timing of each of the three implementation phases.

2.7 The risk inherent in any State or Administration's potential failure to implement the FPL and ATS messaging changes is of pressing interest to airspace users and neighbouring air navigation service providers. Following review of questionnaire responses, and subject to further follow-up action by the ICAO Regional Office, the assessed risk for all States will be made available on the FITS website.

2.8 The assessment for SAIOACG States resulted in the following assessments to date:

- 'Very High Risk': Myanmar, Thailand, India, Afghanistan;
- 'High Risk': Indonesia, Maldives;
- Medium Risk: Sri Lanka, Pakistan, Bangladesh, Pakistan.

2.9 Successful implementation of the Amendment 1 changes is the highest priority ATM activity currently being undertaken in the Asia/Pacific Region. States are urged to ensure that all appropriate resources are applied to this work, and to keep the ICAO Regional Office informed of progress and developments.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

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