



*International Civil Aviation Organization*

**MID Region ATM Enhancement Programme Steering Committee**

**Second Meeting (MAEP SC/2)**  
*(Cairo, Egypt, 20-22 October 2015)*

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**Agenda Item 2: MAEP Projects/Working Packages**

**MID INTEGRATED FLIGHT PLAN PROCESSING SYSTEM (IFPS)**

*(Presented by Bahrain)*

**SUMMARY**

This paper presents the current project status of Bahrain IFPS only; a working paper for the establishment of the MID IFPS project was not prepared as the project was transferred to the MAEP (Ref. MAEP Board/1 meeting, supported by DGCA-MID/3 and MIDANPIRG/15 meetings).

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG Steering Group, Fourth Meeting (MSG/4)

**1. INTRODUCTION**

1.1 As a step towards global harmonization and ICAO GANP's ASBU, Bahrain is at the final phase of implementing IFPS (Integrated Flight Plan Processing System), the system is designed and developed to improve the quality of flight plan messages in accordance with ICAO standards by processing and validating the flight plans.

1.2 The system is designed as an operational reply message system, the format of acknowledgement and rejection of the messages is based on Eurocontrol defined messages.

**2. DISCUSSION**

2.1 The implementation of the Bahrain IFPS is a phased approach; the system is capable of additional functions as required such as level, airspace, NOTAM and billing restrictions.

2.2 The initial phase of the IFPS was a proof of concept; it managed the flight plans through validations, format checks and internal configuration requirements without reply messages.

2.3 The second phase (transition phase) which is currently on live operational trials with selected originators, flight plan messages are now being processed and selected originators are automatically addressed/replied to.

2.4 The validation process of the flight plan goes through three steps; the first step checks the configuration defined by the originator, the second step checks for ICAO as per Doc 4444, the third step checks the flight route against the standard required routes described in the AIP.

2.5 Only when all three validation steps have been successfully passed, the originator receives an acknowledge message; in all other cases the FPL message is rejected with an indication of the reason of rejection.

2.6 Upon successful completion of the second phase, Bahrain will be ready to extend the IFPS to other participating States. Accordingly, the milestones for the extension of Bahrain IFPS will be developed in consultation with the concerned States.

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

3.1 The meeting is invited to:

- a) note the information in the working paper; and
- b) encourage States to coordinate with Bahrain all matters related to the extension of Bahrain IFPS and the development of the necessary milestones as appropriate.