



**Agenda Item 2: Regional air navigation activities**

a) **Review of the performance-based air navigation plan for the SAM Region (SAM PBIP)**

**FOLLOW UP ON THE IMPLEMENTATION OF AMENDMENT 1 TO EDITION 15 OF ICAO DOCUMENT 4444 (IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT) IN THE SAM REGION**

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents information on the activities carried out to date for the implementation of Amendment 1 to Edition 15 of ICAO Doc 4444 (Implementation of the new flight plan format) and proposes actions for a harmonised implementation of the amendment by the States by 15 November 2012.</p>	
<b>References:</b> <ul style="list-style-type: none"><li>• ICAO State Letter AN 13/2.1-08/50 dated 25 June 2008;</li><li>• ICAO State Letter AN 13/2.1-09/9 dated 6 February 2009;</li><li>• ICAO State Letter AN 13/2-10/31 dated 29 March 2010;</li><li>• Report of the Fifth Workshop/Meeting of the SAM Implementation Group (SAM/IG/5) Project RLA/06/901 (Lima, Peru, 10-14 May 2010);</li><li>• Report of the Sixth Workshop/Meeting of the SAM Implementation Group (SAM/IG/6) Project RLA/06/901 (Lima, Peru, 19-22 October 2010);</li><li>• Report of the Seventh Workshop/Meeting of the SAM Implementation Group (SAM/IG/7) Project RLA/06/901 (Lima, Peru, 23-27 May 2011); and</li><li>• GREPECAS/16 meeting report (Punta Cana, Dominican Republic, 28 March to 1 April 2011).</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A – Safety C – Environmental protection and sustainable development of air transport</i>

1. **Introduction**

1.1 Through State Letter AN 13/2.1-08/50 dated 25 June 2008, ICAO informed about Amendment 1 to the 15<sup>th</sup> Edition of the PANS-ATM, Doc 4444, concerning the updating of the ICAO flight plan format/model effective on 15 November 2012. The main reason for the new FPL format is to allow users to benefit from modern aircraft capabilities.

1.2 In order to facilitate the transition from the current to the new flight plan format, ICAO developed some guidelines that were circulated to the States through letter AN 13/2.1-09/9 dated 6 February 2009.

1.3 Likewise, ICAO developed the Filed Flight Plan Implementation Tracking System (FITS) website, and through ICAO letter AN 13/2-10/31 dated 29 March 2010, it urged the States to interact and make extensive use of the FITS, which is available at <http://www2.icao.int/en/FITS/Pages/home.aspx>. This website contains information about the focal points of all the States in ICAO Regions and the progress made in the implementation.

1.4 The Council entrusted the ICAO Air Navigation Commission with ensuring a harmonised implementation and transition to the new flight plan by all stakeholders on 15 November 2012.

1.5 In this regard, the CAR/SAM Regions developed a strategy for the implementation of the new flight plan format, aligned with the implementation strategy of the other ICAO Regions, which was approved by GREPECAS/16 through Conclusion 16/39 – *Collection of information on existing and future avionics in the CAR/SAM Regions*.

## 2. Discussion

2.1 The SAM/IG/6 meeting formulated Conclusion SAM/IG/6-12 – *Action plan for the implementation of Amendment 1 to Doc 4444*, urging SAM States to prepare their national action plan for the implementation of the Amendment, based on the model action plan developed by the Secretariat and the action plan developed by Brazil, which are contained in Appendices E and F to Item 7 of the SAM/IG/7 report. Once completed, the States of the Region should send a copy of their action plan to the ICAO SAM Regional Office by 30 November 2010.

2.2 Almost all the States of the Region have prepared their national action plan for the implementation of Amendment 1 to ICAO Doc 4444 de la OACI, with the exception of Bolivia, Colombia, Ecuador and French Guiana (France).

2.3 In order to ensure compliance with the activities listed in the national action plans, the SAM/IG considered that Directors General of Civil Aviation (DGCA) should approve such plans. In this sense, of all the States that had developed their national action plan, only Brazil, Chile, Paraguay, Peru and Uruguay had their action plan approved by the DGCA.

2.4 In order to coordinate the national activities for the implementation of the amendment, each State of the Region designated a focal point. The DGCAs should provide the necessary support to expedite the implementation of the amendment, and participate at the events scheduled for the remainder of 2011 and 2012. If the State decides to change its focal point, it must advise the Regional Office so that the list of focal points shown in the **Appendix** to this working paper may be updated. The list with the names of the focal points is posted on the ICAO Headquarters website (FITS). Focal points will play a major role during the transition periods (phases) prior to the date of implementation of the amendment. During that period, they will probably receive international consultations from other communication service providers and users as to whether they have implemented the new format or whether they still use the current one, as well as on other aspects of interest.

2.5 In order to analyse the impact of the implementation of the Amendment on ACC automated systems in the SAM Region, the SAM/IG/5 meeting, through Conclusion SAM/IG/5-9 – *Analysis of the impact of Amendment 1 to the PANS/ATM on automated systems*, invited SAM States to use a format model containing all the changes foreseen in the new flight plan format and in the systems and equipment involved in a flight plan process: AFTN, AMHS, repetitive flight plan, flight plan processing (FDP), automatic flight progress printing equipment, radar data processing (RDP), and flight plan filing/display system (IHM).

2.6 The assessment of the impact of the implementation of the Amendment on automated systems was conducted in Argentina, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Peru, Suriname, Uruguay and Venezuela.

2.7 The assessment showed that the systems affected by the implementation of the Amendment were the flight plan templates of AFTN and AMHS terminals and flight plan processors (FDP).

2.8 The introduction of changes in AFTN and AMHS terminals and in the FDP is essential for the implementation of the Amendment, and represents one of the main costs, and its implementation, in most cases, depends on the industry. In order to ensure the introduction of changes by 15 November 2012, the SAM/IG/6 meeting formulated Conclusion SAM /IG/6/11 – *Changes to AMHS systems and FDPs for the implementation of Amendment 1 to the PANS/ATM*, so that the SAM States that have identified problems in their AMHS and FDP systems may implement the changes in the new flight plan templates at the AFTN or AMHS before **31 December 2011** and the changes to the FDPs installed at the various ATS units before 30 March 2012.

2.9 Given the importance of having the Amendment implemented by 15 November 2012, follow-up meetings have been scheduled as well as workshops/seminars to support States and users in the implementation during the 2011-2012 period. These events include the SAM/IG/8, SAM/IG/9 and SAM/IG/10 meetings, the third Seminar/Workshop for the implementation of the new flight plan, as well as a series of almost monthly teleconferences *via* Internet (three teleconferences have been conducted to date). It is important for States to participate actively in these events, since their participation will ensure a harmonised implementation of the Amendment in the Region.

2.10 In order for the aeronautical community (communication service providers and users) to be aware of the Amendment, the States of the Region must amend all the operational and training documentation related to the flight plan format, and publish an AIC informing the aeronautical community of the new flight plan format.

2.11 The States of the Region should have already published an AIC in this regard, pursuant to Conclusion SAM/IG/7-7 – *Publication of an AIC to disseminate the content of Amendment 1 to the 15<sup>th</sup> Edition of the ICAO PANS ATM (Doc 4444)*, which requested States to publish an AIC by 1 August 2011. To date, only Brazil, Panama, Paraguay and Peru have published the required AIC.

2.12 In order to prepare for the implementation of the Amendment, the States must implement a training programme for all those involved in the generation, transmission, reception, and processing of the flight plan. The training programme should be completed by 31 October 2011, as approved through Conclusion SAM/IG/7-9 – *Development of the training programme for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of the ICAO PANS ATM (Doc 4444)*. Some States in the Region have already completed the development of their training plan.

2.13 Lastly, the States of the Region should conduct a safety assessment in order to identify the hazards that might emerge if the Amendment is not implemented on the required date, and identify the respective contingency measures to mitigate the effects of the hazard. The States of the Region should complete this analysis by 30 November 2011 [Conclusion SAM/IG/7-8 – *Safety assessment for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of the ICAO PANS ATM (Doc 4444)*]. Some States have already begun this assessment. In order to support the States in the conduction of the safety assessment, ICAO conducted the *Second Workshop/Seminar for monitoring the safety of the system following the implementation of Version 1 of the ATS route network in the SAM Region, and assessment of the risk resulting from the implementation of Amendment 1 to the PANS/ATM (SAM/RA/2)* (Regional Project RLA/06/901), in Lima, Peru, on 5-9 September 2011.

### 3. Conclusions

3.1 For the implementation of the new flight plan format, the States of the Region have a regional strategy, a regional action plan, a form for assessing the impact of the implementation of the new flight plan format, and guidelines for the transition period for those States that have implemented the NEW flight plan format. Likewise, the systems that are mainly affected by the new flight plan format have been defined, namely the templates of AMHS terminals and flight plan processing systems (FDP), based on the analysis of the impact of the implementation of the new flight plan format on automated systems.

3.2 In order to have the NEW flight plan format operational in SAM States by 15 November 2012, those States that have identified problems in their AMHS systems (Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Paraguay and Venezuela) must introduce the changes before **21 December 2011**. Likewise, changes to be introduced in the FDPs installed in the various ATS units of the States of the Region must be made by **late March 2012**.

3.3 Furthermore, during the transition period, States that have implemented the changes required to accept the NEW flight plan format must continue operating with the CURRENT flight plan format. In this respect, the States require that the corresponding solution be implemented, preferably before **1 July 2012**.

3.4 States must keep up to date the list of focal points and report any changes to the ICAO SAM Regional Office so as to update the FITS website.

3.5 Likewise, it is expected that the States of the Region that have not yet implemented their national action plan for the implementation of the new flight plan format will submit their action plan at this meeting, or provide a draft version as soon as possible to the SAM Regional Office. The definitive action plans must be sent to this ICAO Regional Office by 30 November 2010.

3.6 Accordingly, the following draft conclusion is submitted to the consideration of the Meeting:

**Conclusion RAAC/12-X                      Implementation of Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444 (new flight plan format) in the SAM Region**

That, in order to achieve a harmonised implementation of Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444 within the Region and with other Regions of the world, SAM States:

- a) that have not yet developed the action plan for the implementation of the Amendment do it as soon as possible, sending a copy to the ICAO SAM Regional Office by **15 October 2011**;
- b) whose national action plan has not been approved and signed by the maximum civil aviation authority, should do so as soon as possible, sending a copy to the ICAO SAM Regional Office by **15 October 2011**;
- c) must report any changes in the designation of the national focal point to the ICAO SAM Regional Office, in order to update the website on the amendment (FITS);
- d) must participate actively in all the events planned in this regard;
- e) that have not yet made changes to the national documentation and the AIC publication do it as soon as possible; and
- f) that have not yet conducted a training programme and the safety assessment do it before **30 October 2011** and **30 November 2011**, respectively.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information presented in this paper;
- b) analyse sections 2 and 3 of this working paper, as well as the draft conclusion, with a view to taking the actions specified therein in order to implement the Amendment in a harmonised manner in the SAM Region; and
- c) examine any other related aspect it may deem appropriate.

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## APPENDIX A/ APENDICE A

**PUNTOS FOCALES PARA LA COORDINACIÓN DEL FORMATO DE PLAN DE VUELO /  
FOCAL POINTS FOR THE COORDINATION OF THE FLIGHT PLAN FORMAT**

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