



**Agenda Item 8: Implementation of the new flight plan format**

**FOLLOW-UP TO THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT**

(Presented by the Secretariat)

SUMMARY	
Esta nota de estudio presenta información sobre las actividades de implantación de la Enmienda 1 de la Edición 15 del Documento 4444 en la Región SAM	
REFERENCES:	
<ul style="list-style-type: none"><li>• Report of the sixth workshop/meeting of the SAM Implementation Group (SAM/IG/6) (Lima, Perú, 19-22 October 2010);</li><li>• Report of the eighth workshop/meeting of the SAM Implementation Group (SAM/IG/8) (Lima, Peru, 10-14 October 2012); and</li><li>• Web teleconferences summaries.</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A – Safety</i> <i>C – Environmental Protection and Sustainable Development of Air Transport</i>

**1. Background**

1.1 Through ICAO State letter AN 13/2.1-08/50 of 25 June 2008, Amendment 1 to the 15th Edition of PANS/ATM, Doc 4444, related with the updating of the ICAO flight plan format/model a applicable on 15 November 2012, was made public. The fundamental reason for the new FPL format is to permit users the benefit of aircraft modern capabilities.

1.2 To support States during the transition period through which they would be operating the CURRENT and NEW flight plan format, ICAO, through State letter AN 13/2.1-09/9 of 6 February 2009, provides guidelines in this respect.

1.3 ICAO also developed a Web site on Flight Plan Implementation Tracking System (FITS) and, through ICAO letter AN 13/2-10/31 of 29 March 2010, States were urged to interact and extensively use the FITS, which is available at: <http://www2.icao.int/en/FITS/Pages/home.aspx>. This page has information on all ICAO Regions States focal points, as well as the progress made in its implementation.

1.4 The Council entrusted the ICAO Air Navigation Bureau to guarantee harmonization in the implementation and transition to the new flight plan by all parties involved on 15 November 2012.

1.5 The Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12), held in Lima, Peru, from 3 to 6 October 2011, in follow-up to the implementation of amendment 1 to Document 4444, 15<sup>th</sup> Edition, formulated conclusion RAAC/12-2 – Implementation of Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444 (new flight plan format) in the SAM Region, with the aim that the aeronautical authorities take into consideration its current situation and impel the implementation of pending activities.

1.6 To support SAM States in the implementation of Amendment 1 to the 15th Edition of ICAO Doc 4444, the SAM/IG Group developed the following activities, with the support of RLA/06/901 Project:

- a) Strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Doc 4444), extended to the CAR Region and approved as a CAR/SAM strategy through GREPECAS Conclusion 16/39;
- b) Form for the identification of automated systems affected by the new flight plan format;
- c) Action plan model for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444;
- d) Guideline for the safety assessment, whose purpose is to conduct a qualitative risk analysis in the SAM Region before the validity of Amendment 1 to the 15th Edition of the PANS-ATM (Doc. 4444);
- e) Three seminars (one in 2010 and two in 2011);
- f) Four SAM/IG Group meetings dealing on the implementation of the new flight plan format (SAM/IG/4-8);
- g) Web teleconferences through the Go To Meeting tool; and
- h) Project C3 – *Implementation of the new flight plan format*, of the ATM Automation and Situational Awareness Programme for the SAM Region.

1.7 The monitoring of the activities for the implementation of the Amendment at regional level is concentrated within four macro activities, included in all national action plans for the implementation of the Amendment:

- a) Legislation
- b) Safety assessment
- c) Automated systems
- d) Training

## 2. Analysis

2.1 The regional action plan for the implementation of the Amendment is shown in **Appendix A** to this working paper, for the review and updating of the Meeting.

2.2 The list of focal points for the SAM Region, for the coordination of the Amendment implementation activities is shown in **Appendix B** to this working paper. The list was updated in March 2012. It is important to recall that all States inform the ICAO SAM Regional Office on any changes in same, since the focal point has the important task of supporting regional and interregional coordinations necessary during the transition period (1 July 2012 - 14 November 2012), when the NEW and CURRENT flight formats will operate.

2.3 In follow-up to the Amendment and since SAM/IG/8 meeting, four teleconferences have been held for Spanish-speaking States (including Brazil), and two for the English-speaking. In these teleconferences, all focal points should have participants and in the event of absences, they should have sent information on their activities on the basis of the teleconferences' agendas. Regrettably, very few focal points have participated in the teleconferences. Following is the tentative schedule for the next teleconferences: 31 May, 29 June, 31 August, 28 September and 31 October 2012, inviting all focal points to actively participate. **Appendix C** to this working paper presents the reports of the teleconferences conducted in February and March 2012.

2.4 The status of implementation of the changes in the FDP and AMHS equipment (NEW FPL templates at the users terminals) is shown in **Appendix D** to this working paper. Therein, observation can be made that most States of the Region having the mentioned equipment installed have taken action to make the changes, but to date very few States have performed said changes. There are States that would be incapable of completing the changes in the automated systems by 15 November, since they require additional time, but necessary contingency measures are being taken. It is important to remind States of the Region on informing the SAM Regional office of any change made to this equipment.

2.5 The Amendment's CAR/SAM implementation strategy indicates the need of conducting national trials during the period between 1 January 2012 to 31 March 2012, regional and interregional tests between 1 April to 30 June 2012, and tests with the users between 1 July to 14 November 2012. Some States of the Region have carried out national trials, very few have conducted tests between States of the Region (see Appendix D).

2.6 With the aim of establishing trials among States of the Region and of other Regions, it is necessary that a tentative date scheduling be established. In this regard, **Appendix E** to this working paper presents a chart to be completed during the Meeting. The Appendix contains information on CAR States date availability for the tests, provided by the ICAO NACC Regional Office. The test coordinators are the focal points nominated by the States, the trials would be conducted between adjacent ACCs (intra and inter-regional), the NEW FPL messages should be directed to trial AFTN addresses previously coordinated between the parties involved. In addition, the participant of the users in these tests is important. The Appendix also registers the capability of the automated systems in order that during the transition period of 1 July to 14 November 2012, they are capable of operating with both the NEW and CURRENT FPL format.

2.7 At the teleconference of 15 March 2012, information was provided that Eurocontrol had drafted a guideline document to conduct global tests among the Eurcontrol member States, as well as with the non-members. The document included as Appendix F to this working paper describes in Section 4 the procedures to follow for the tests with the air navigation service providers outside the IFPS (Eurocontrol) working Region, indicating the AFTN address for the tests, the dates scheduled for the trials, and the steps to follow for the registration. States of the Region are invited to register and conduct the tests permitting the validation of the messages through the NEW FPL format.

2.8 **Appendices G and H** present copy of Project C3 – *Implementation of the Flight Plan Format*, of the ATM Automation and Situational Programme for the SAM Region.

3. **Action suggested**

3.1 The Meeting is invited to:

- a) Take note of the contents in this working paper;
- b) Analyze the regional action plan shown in Appendix A, for its updating;
- c) Note the list of focal points nominated by the States of the Region in Appendix B, for the coordination of activities related with the implementation of the Amendment and its possible updating;
- d) Inform on the implementation activities of the Amendment, to update the information obtained from the teleconferences shown in Appendix C, as well as the status of implementation of the automated systems, in Appendix D;
- e) Examine and complete the test schedule presented in Appendix E; and
- f) Analyze other aspects under this Agenda Item that the Meeting might deem necessary.

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## APPENDIX A

**ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT –  
AMENDMENT 1 TO THE 15<sup>th</sup> EDITION OF ICAO DOCUMENT 4444 (PANS/ATM)**

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Approval of Amendment 1 to the 15th Edition of PANS/ATM – Doc 4444 – ( <i>Procedures for air navigation services – air traffic management</i> ) (ICAO State letter 13/2.1-08/50 of 25 June 2008)	SAM States	Take note of the Amendment	December 2008	Completed
Guidelines for the inclusion of the flight plan information as per Amendment 1 to the 15th Edition of PANS/ATM- Doc 4444 (ICAO State letter AN 13/2.1-09/9 of 6 February 2009)	SAM States	Take note of the ICAO guidelines	June 2009	Completed
Draft a regional strategy for the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Regional strategy for the implementation of Amendment 1 to the 15 <sup>th</sup> Edition of the ICAO PANS-ATM - Doc 4444	October 2009	Completed. The strategy approved by SAM/IG/4 meeting for its adoption in the SAM Region was reviewed and approved for the CAR/SAM Regions at the meeting of the CNS/ATM Subgroup (March 2010)
Draft a national plan for the implementation of Amendment 1 to the PANS/ATM	SAM States	National plan for the for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	End of April 2010 – Extension to 30 November 2010, for adjustments in accordance with models presented	All States have presented their action plans, with the exception of French Guiana (France). Some States of the Region have updated their national action plans, but have not been submitted to the ICAO SAM Regional Office.

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Nomination of focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	SAM States	SAM States focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	7 May 2010	Updated. See list in Appendix B to this working paper.
Analyze the checklist of systems involved in the flight plan process to evaluate the impact of the implementation of the new flight plan format in the automated systems	SAM/IG meeting	Checklist of systems involved in the flight plan process and its impact on the new flight plan format	SAM/IG/5	Completed. Systems affected: flight plan format templates of AMHS terminals and flight plan processors (FDP).
Carry out an analysis on the impact of the implementation of the new flight plan format in the SAM States automated systems	SAM States	Impact of the implementation of the amendment in the automated systems	End of August 2010	All SAM States have conducted the analysis on the impact in the implementation of the amendment to automated systems
Preparation of a SAM seminar/workshop for the implementation of Amendment to the PANS/ATM	ICAO Secretariat	Seminar/Workshop for the Implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 13 to 15 September 2010	Carried out with the participation of 41 delegates from 10 States (Argentina, Bolivia, Brazil, Chile, Panamá, Paraguay, Perú, Suriname, Uruguay and Venezuela; 1 international organization (IATA), 5 providers (Adacel Inc., Atech, Indra, Ineco-Tifsa and Radiocom Inc.)
Hold national meetings between providers and users when implementing Amendment 1 to the PANS/ATM	SAM States	Establishment of a national schedule of meetings for the implementation of Amendment 1 to the PANS/ATM	Necessary national meetings for 2010-2012	The number of national meetings would be determined by the States
Prepare user and service provider personnel on the implementation of Amendment 1 to the PANS/ATM	SAM States	Service provider and user personnel trained on Amendment 1 to the PANS/OPS, under a national training programme	October 2010-November 2012	Information on training activities in some SMA States is shown in Appendix C to this working paper

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Hold second seminar/workshop for the SAM Region on the implementation of Amendment 1 to the PANS/ATM	ICAO Secretariat	second seminar/workshop for the SAM Region on the implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 19-20 May 2011	Held with participation of 8 SAM States (Argentina, Bolivia, Brazil, Chile, Panama, Paraguay, Peru, Suriname and Uruguay), one airline representative (LAN Peru), industry representatives (Atech, Comsoft, Indra and ICAO representatives, totalling 36 participants
Conduct trials between systems with new flight plan processing capability	SAM States		End of June 2012	National, regional and interregional trials would initially be conducted from 1 Jan to 30 June 2012
Hold of a seminar/workshop for the evaluation of risk as consequence of the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Study with the safety assessment before the implementation of the new flight plan format	Lima, Peru, 5-9 September 2011	Conducted with the participation of 19 delegates from 6 States (Bolivia, Brazil, Paraguay, Peru, Uruguay and Venezuela)
Study the implementation of the transition to the new flight plan format (operation taking under consideration the current and new format) including contingency measures	RLA/06/901 project	Study the implementation of Amendment 1 to the PANS/ATM, during the transition phase with the contingency measures	SAM/IG/8	Coordination meeting planned for 14 to 18 May 2012
Publishing of transition actions, trials and other publications for users and interested parties	SAM States	Publishing of transition actions, trials and other publications for users and interested parties	End of March 2012	Updating at SAM/IG/9 meeting
Implementation of the new flight plan format in accordance with the strategy on the implementation of Amendment 1 to the 15th Edition of the PANS/ATM- Doc 4444	SAM States	Systems involved in the FPL process with capability to operate the new FPL format	End of March 2012	Conclusion SAM/IG/6-11 (AMHS until 31/12/2011 and FDP until 31/03/2012). Information on SAM States implementation activities is shown in Appendix C to this working paper

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Implementation of activities permitting systems involved in the FPL to operate with the current and new FPL	SAM States	Systems involved in the FPL process with capability to act upon the current and new flight plan during the transition period	End of 2012	If the new plan is implemented before June 2012, same will be only used on a trial basis (national, intra- and inter-regional), continuing to operate with the current flight plan format. In addition, during this period, pre-operational trials can be carried out (national, intra- and inter-regional). From 1 Jul to 14 Nov 2012, the systems will be capable to operate with both the new and the current FPL format.
Keep the Regional Office informed on the progress of activities, as well as on date changes in the action plans	SAM States	Updated information of the action plan	Continuous process until 15/12/2012	States should keep the ICAO SAM Regional office informed on the new FPL implementation activities
Implementation of operational phase with the current and new flight plan	SAM States	Systems involved in the FPL process operating with the current and new format	1 July 2012 to 15 November 2012	The new FPL format should not become operational before 1 July 2012

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## APPENDIX B / APENDICE B

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

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
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Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
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## APPENDIX C

### SUMMARY OF THE WEB CONFERENCE IN FOLLOW UP TO THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE SAM REGION

(10 February 2012)

#### Participants

Argentina	Omar Goarnalusse (absent at the conference, but sent information by e-mail on progress made in the implementation of the new flight plan format)
Brazil	Alessander Santoro
Colombia	Mauricio Díaz and Oscar Bravo
Paraguay	David Torres
Peru	Paulo Vila, Víctor Martinez, Raúl Anastasio Granda and Leonardo Orejuela
Uruguay	Rosanna Baru and Marco Vignolo
Venezuela	Absent at the conference, but sent information by e-mail on progress made in the implementation of the new flight plan format)
ICAO	Onofrio Smarrelli

#### Agenda

1. Current status of the national plans for the implementation of the new flight plan format (plans signed by aeronautical authorities)
2. Updating of the list of focal points
3. Updating of national ATS documentation / Publishing of the national AIC for the dissemination of the new flight plan format
4. Status of implementation of the changes in the AMHS and automated systems at the ATS units involved with FPL 2012 (domestic trials and between adjacent States)
5. Analysis of the safety assessment in the national implementation of the new flight plan format
6. Status of implementation of the national training plan for the new flight plan format
7. Considerations adopted for the current and new flight plan to operate without problems during the transition period
8. Updating of the ICAO FITS Web site
9. Other matters

#### **Item 1:           Current status of the national plans for the implementation of the new flight plan format**

1.1           Currently, all SAM States, with the exception of French Guiana (France) have drafted and sent the ICAO SAM Regional Office their national action plans for the implementation of Amendment 1.

1.2           In view of the importance of the action plan in the implementation of the activities required to implement the new flight plan format, the importance that the action plans are approved by the respective authorities was recalled upon, with the aim of ensuring their commitment in the carrying out of the activities scheduled for the implementation of the new flight plan.

1.3 In this respect, Argentina, Colombia and Venezuela informed their plan had still to be approved by the authorities. Argentina indicated that, even though its action plan was still not signed, it expected that by March it would be signed by the new authorities, the Argentinean Air Force. Colombia indicated that the action plan would be signed by the end of February 2012. Venezuela had no information as to the date when the action plan would be signed by its authorities. One of the reasons for the delay had been the changes made a few months back in the INAC presidency, as well as in the various operational managements.

1.4 To date, the action plans signed by the respective authorities are those of Brazil, Chile, Panamá, Paraguay and Peru.

**Item 2: Updating of the list of focal points**

2.1 The list of focal points was updated, with changes in the Colombia and Peru. **Appendix A** to this summary presents the updated list of focal points.

**Item 3: Updating of national ATS documentation / Publishing of the national AIC for the dissemination of the new flight plan format**

**Updating of national ATS documentation**

3.1 Argentina indicated that the national documentation related with Amendment 1 will be completed during March-May 2012. Brazil, Colombia, Paraguay and Peru indicated they had already started with the updating of their ATS national documentation. Venezuela informed that it had not yet started amending the AIS and ATS documentation related with the Amendment, in addition informed that the changes to make were not major.

**Publishing of national AIC for the dissemination of the new flight plan format**

3.2 Under this subject, follow-up was made to Conclusion SAM/IG/7-7 - *Publication of an AIC for a broad dissemination of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)*, requesting States to take the corresponding measures to publish an AIC announcing the implementation, and disseminating the content of Amendment 1 to the PANS-ATM, including the main dates agreed upon and contained in the *CAR/SAM strategy for the implementation of Amendment 1 to the ICAO PANS/ATM (Doc 4444)* approved through GREPECAS Conclusion 16/39, **no later than 1 August 2011**.

3.3 In this regard, Argentina indicated that the national AIC on the contents of the Amendment would be published between March and May 2012, once the AMHS and FDP tests were completed. Colombia informed that the AIC would be published by the end of February 2012, and Venezuela indicated that the AIC would possibly be published at the end of February 2012.

3.4 To date, Brazil, Chile, Panamá, Paraguay, Peru and Uruguay have already published their national AIC on the Amendment.

3.5 States who had not yet done so were urged to draft and publish the AIC informing on the implementation of the new flight plan format as soon as possible, in order to comply with ICAO Conclusion SAM/IG/7-7 and achieve a harmonized implementation of the new flight plan format in the Region. **Appendix B** presents the basic contents the AIC should have.

3.6 Uruguay informed it would be issuing an Advisory Circular with regard to Amendment 1, once the safety assessment on the implementation of the Amendment was completed.

**Item 4: Status of implementation of the changes in the AMHS and automated systems at the ATS units involved with FPL 2012 (domestic trials and between adjacent States)**

4.1 In follow up to Conclusion SAM/IG/6-11 - *Changes in the AMHS systems and in the FDP for the implementation of Amendment 1 to the PANS/ATM*, States provided information on the activities conducted for the making of the changes in the indicated systems. In accordance with the Conclusion, the changes related with the AMHS had to be implemented by the end of December 2011, and the changes in the FDP, for the end of March 2012.

*Argentina*

4.2 The Argentina focal point indicated it had installed the template with the new flight plan format in the Ezeiza AMHS terminals, and that the current and new flight plan format could be sent from them. The change in the FDP systems started in December 2011, expecting completion by the end of March 2012. In addition, information was received that domestic trials had been carried out with the new flight plan format between the AMHS and FDP systems, by using the simulator in CIPE (Centro de Instrucción, Perfeccionamiento y Experimentación). It also informed that as of the end of March 2012, Argentina would be ready to carry out trials with other States of the Region.

*Colombia*

4.3 The Colombia focal point informed it had not yet made the changes in its AMHS, nor in its national FDPs. It has plans to implement new automation systems in Medellin and San Andres in 2012.

4.4 Colombia has different FDP systems installed in its various ATS units (INDRA, THALES y SELEX).

4.5 In this respect, the Secretariat urged Colombia to start as soon as possible coordinating with the AMHS equipment company supplier, as well as with the automated systems providers, to analyze the changes to be made in their systems, as well as the costs required to this end. From this analysis, Colombia should decide upon the actions to take in order that the new flight plan format is accepted and formatted by 15 November 2012.

*Brazil*

4.6 The Brazil focal point informed it had started making changes with the AMHS equipment company supplier (ATECH), to the templates in the AMHS terminals installed nationwide. Trials to the AMHS terminal templates would start as of the week of 13 February 2012.

4.7 With regard to the changes in the automated systems installed in a great number of national ATS units, the Brazil focal point informed that they would not be in condition of making all changes required in the FDP and RDP systems by November 2012. In this regard, to comply with the Amendment, Brazil is installing new to current flight plan format converters in all of its ATS units. With this, Brazil would be able to operate with the new and current flight plan format during the transition period, and operate with the new format after 15 November 2012. The converting machine is from ATECH. Acceptance tests with the converting machines will be conducted in Manaus, Curitiba and Recife as of 13 February 2012.

*Paraguay*

4.8 Paraguay informed that, as of 13 February 2012, RADIOCOM will be installing and testing the new flight plan format template in an AMHS terminal, and will then implement the template in all AMHS terminals installed. During the transition period, the Paraguay AMHS will operate with the current and new format. With regard to the changes in the FDP, the changes in the new automated system in Asunción ACC will be carried out once the Paraguay aviation authority signs with INDRA the extension work authorization in the automated system.

*Perú*

4.8 The Peru focal point informed it had already implemented and tested the new flight plan format in its new AMHS terminal (COMSOFT). In addition, it had made the changes of the new flight plan format in the new INDRA FDP system in the Lima ACC. Tests to the new flight plan format had been made between the AMHS terminal and FDP, operating successfully. In this manner, Peru successfully completes the tests and is ready to operate with the new and current flight plan format during the transition period, and with the new format as of 15 November 2012. Peru is ready to carry out tests with other States of the Region. In this respect, during the teleconference, coordinations were made for Peru to start tests with Colombia, once the latter completes the changes in its AMHS and in the FDPs in its ATS units.

*Uruguay*

4.9 The delegate of Uruguay informed that technical specifications for the implementation of an AMHS had been drafted. The bidding process will be conducted through the ICAO Technical Cooperation Bureau, starting in March 2012. With regard to the updating of the automation system in the Montevideo ACC for the acceptance of the new flight plan format, indications were received that coordinations with INDRA had started. It was informed that the changes would be implemented by mid-2012.

*Venezuela*

4.10 The Delegate of Venezuela informed it had implemented and tested the new flight plan format template at a RADIOCOM AMHS terminal, and that it would start with the implementation at all national AMHS terminals. It currently has the possibility of sending the new and current flight plan format through one AMHS terminal.

4.11 With regard to the changes in the automated systems installed in the ATS units, information was received coordinations had been made with ATECH on the changes to be made at the Maiquetia ACC automated systems. With respect to the automated systems in the domestic APPs, indications were received that coordinations had started with SELEX regarding the seven APPs installed. The aeronautical authority has still to sign with ATECH and SELEX the contracts for the carrying out of the changes.

**Item 5: Analysis of the safety assessment in the national implementation of the new flight plan format**

5.1 Under this item, Conclusion SAM/IG/7-8 - *Safety assessment for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)* was recalled upon, which requested States to send their safety assessment analysis by 30 November 2011.

5.2 Currently, only Brazil has completed and sent the Regional office the safety assessment on the implementation of the new flight plan format. During the Web teleconference, Paraguay indicated it had carried out an initial safety assessment analysis; Peru indicated it would be completing the assessment by March 2012; Uruguay informed it would be starting the assessment on 16 February 2012; and Venezuela indicated it had performed a risk analysis and that same was being examined by the INAC authorities.

5.3 With the aim of supporting States in the safety assessment in the SAM Region, RLA/06/901 project drafted a guidance document that States of the Region could follow in order to conduct the assessment. **Appendix C** to this summary contains a copy of the guide.

5.4 **It is important that all States conduct the safety assessment, as same will permit States in determining the contingency measures to take in the event that the activities necessary for the new flight plan format are not implemented.**

**Item 6: Status of implementation of the national training plan for the new flight plan format**

6.1 In follow up to this item, Conclusion SAM/IG/7-9 - *Development of the training programme for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)* was recalled upon, in order that States draft their national training plan on the new flight plan format by **31 October 2011**.

6.2 The Argentina focal point indicated that its training plan would start in March 2012, once the AMHS/FDP trials were completed. Colombia informed that the necessary modifications had already been introduced in the ATS, AIS and COM courses, with the inclusion of information related with Amendment 1 and having dictated courses in 2011 and having scheduled others for 2012.

6.3 Brazil informed it had completed a first cycle of training in the ATS area and that it had scheduled a second training cycle on March, regarding the transition phase and contingencies in the implementation of the new format, for the ATS, AIS and COM personnel. The delegate of Peru informed it had established a group and designed a plan for the training on Amendment 1; in addition, it indicated that in January 2012 it had started with training to its AIS/ARO personnel, in March it would start training ATS personnel, and that in April/May users would receive respective training.

6.4 Uruguay informed it had drafted a training plan, but that they had certain problems due to lack of trainers. In addition, it indicated that it had noticed a lack of interest from the users in assisting to these courses. In this sense, the Secretariat indicated that the Office, upon request of Uruguay, could inform IATA on the importance that users participate in the training events on the new flight plan format..

6.5 The Venezuela focal point indicated that they had conducted talks, seminars, courses and other training activities to the TIA, OTA, CTA and TRA personnel in Maiquetía and in other aerodromes of the country. In addition, for the dissemination of the Amendment, it had drafted and distributed posters containing key elements of the Amendment for their use in the training tasks and in order that the station personnel and users have this information always in hand. It also has plans on creating a Web site to disseminate the information of the Amendment and carry out distance training strategies.

**Item 7: Considerations adopted for the current and new flight plan to operate without problems during the transition period**

7.1 Under this item, Argentina, Brazil and Peru informed that by the 1 July 2012 to 14 November 2012 transition period, they would be ready to operate with the current and new plan, in accordance with ICAO directives established through letter AN 13/2.1 09/9.

7.2 Paraguay, Uruguay and Venezuela have taken into consideration the operation of the new and current plan within the transition period, but their implementation will depend on the date they agree upon with the industry. The same situation presents itself with practically all the remaining SAM States.

**Item 8: Updating of the ICAO FITS Web site**

8.1 In this respect, the focal points were reminded that ICAO had developed the *Flight plan implementation tracking system (FITS)* Web site, and that it had urged States, through State letter AN 13/2-10/31 of 29 March 2010, to interact and extensively use the FITS available in <http://www2.icao.int/en/FITS/Pages/home.aspx>.

8.2 It is important that States use this page and inform of any updating required in same. In this respect, any change to be made is to be informed to this office to Messrs. Celso Figueiredo [cfigueiredo@lima.icao.int](mailto:cfigueiredo@lima.icao.int), Roberto Arca [rlarca@lima.icao.int](mailto:rlarca@lima.icao.int) or Onofrio Smarrelli [osmarrelli@lima.icao.int](mailto:osmarrelli@lima.icao.int).

**Item 9: Other matters**

9.1 In follow up to agreements reached at SAM/IG/8 meeting, the newt Web teleconference will be held on **8 March 2012**. The Secretariat will make the corresponding invitation through the Go To Meeting application.



## **SUMMARY OF THE WEB CONFERENCE IN FOLLOW UP TO THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE SAM REGION**

(15 March 2012)

### **Participants**

Argentina	Omar Goarnalusse (absent at the conference, but sent information by e-mail on progress made in the implementation of the new flight plan format)
Brazil	Alessander Santoro
Colombia	Mauricio Díaz and Oscar Bravo
Paraguay	David Torres
Peru	Paulo Vila, Víctor Martinez, Raúl Anastasio Granda and Leonardo Orejuela
Panama	The focal point was absent from the web conference, but sent an e-mail with information on the progress made in the implementation of the new flight plan format.
Uruguay	Rosanna Barú and Marco Vignolo
Venezuela	Absent at the conference, but sent information by e-mail on progress made in the implementation of the new flight plan format)
ICAO	Onofrio Smarrelli

### **Agenda**

10. Current status of the national plans for the implementation of the new flight plan format (plans signed by aeronautical authorities)
11. Updating of the list of focal points
12. Updating of national ATS documentation / Publishing of the national AIC for the dissemination of the new flight plan format
13. Status of implementation of the changes in the AMHS and automated systems at the ATS units involved with FPL 2012 (domestic trials and between adjacent States)
14. Analysis of the safety assessment in the national implementation of the new flight plan format
15. Status of implementation of the national training plan for the new flight plan format
16. Considerations adopted for the current and new flight plan to operate without problems during the transition period
17. Updating of the ICAO FITS Web site
18. Other matters

#### **Item 1: Current status of the national plans for the implementation of the new flight plan format**

1.5 With regard to this item, all participating members have drafted their national action plans. Of these, only the action plans of Chile, Peru and Paraguay have been approved and signed by their aeronautical authority. Colombia informed the meeting it would examine the content of its action plan and send it to the SAM Regional office. The Colombian action plan would contain a contingency plan, in the event of not implementing all changes in the automated systems at the date of validity of Amendment 1 to Doc 4444, 15<sup>th</sup> Edition.

**Item 2: Updating of the list of focal points**

2.2 The list of focal points was updated, with changes in Panama. **Appendix A** to this summary presents the updated list of focal points.

**Item 3: Updating of national ATS documentation / Publishing of the national AIC for the dissemination of the new flight plan format****Updating of national ATS documentation**

3.7 Participating States indicated they had already started with the updating of their national documentation, and that same would be ready and circulated once Amendment 1 becomes valid.

**Publishing of national AIC for the dissemination of the new flight plan format**

3.8 Argentina and Venezuela indicated that by the end of March 2012 they would be publishing the AIC to disseminate the contents of Amendment 1. In addition, Colombia informed the AIC would be published once they had drafted their national contingency plan.

3.9 The situation on this topic remains the same as since the last conference -- only Brazil, Chile, Panama, Paraguay and Uruguay have published the AIC.

3.10 In this regard, SAM States who have not yet done so, are urged to publish the AIC as soon as practicable. In accordance with regional agreement, the AIC should have been published at the latest by 1 August 2011 [Conclusion SAM/IG/7-7 - *Publication of an AIC for a broad dissemination of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)*].

**Item 4: Status of implementation of the changes in the AMHS and automated systems at the ATS units involved with FPL 2012 (domestic trials and between adjacent States)**

4.2 In follow up to Conclusion SAM/IG/6-11 - *Changes in the AMHS systems and in the FDP for the implementation of Amendment 1 to the PANS/ATM*, States provided information on the activities conducted for the making of the changes in the indicated systems. In accordance with the Conclusion, the changes related with the AMHS had to be implemented by the end of December 2011, and the changes in the FDP, for the end of March 2012.

*Argentina*

4.3 Argentina informed they would be completing by 20 March 2012 the pre-trials on the new flight plan format in the AMHS and FDP simulator installed at their civil aviation training centre (CIPE), with the presence of all parties involved.

4.4 The new software would be installed from April to 30 June 2012 at the national AMHS operational terminals, permitting the operator fill in the flight plan with the new and current format. Also, in April the new Indra software will be installed in the simulators at Ezeiza and Cordoba (for general training, in June installation will be made to the operational systems).

4.5 In this manner, Argentina could complete changes in all national AMHS and FDP terminals during the transition 3 phase (1 July to 14 November 2012).

*Colombia*

4.6 Colombia indicated that once the contingency plan was completed, they would have an idea on the changes to make.

*Chile*

4.7 Chile informed it had completed the technical/administrative agreements with Thales (France) on the changes to make in its AMHS and FDP systems. Changes will start in mid-2012.

*Paraguay*

4.8 Paraguay informed that RADIOCOM had already started making the corresponding changes to the new flight plan format in its AMHS terminals and that same would be completed by the end of March 2012. As to the changes in the FDP, negotiations continued with Indra in order to arrive to a convenient technical/administrative agreement.

*Panama*

4.9 Panama informed that the changes in the current AMHS system, as well as in the FDP at Panama ACC, would not be made, since new AMHS, FDP and RDP systems would be installed in the new Panama ACC, but these new systems would operate accepting the new flight plan format by the end of the first semester of 2012. In this respect, Panama would take all contingency measures to accept the new flight plan format (manual procedure) on 15 November 2012.

*Perú*

4.10 Peru informed it had implemented and tested the new flight plan format in its new AMHS terminal (COMSOFT). In addition, it had made the changes of the new flight plan format in the new INDRA FDP system in the Lima ACC. Tests to the new flight plan format had been made between the AMHS terminal and FDP, operating successfully. In this manner, Peru successfully completes the tests and is ready to operate with the new and current flight plan format during the transition period, and with the new format as of 15 November 2012. Peru would be ready to carry out tests with other States of the Region.

*Venezuela*

4.11 The Delegate of Venezuela informed it had implemented and tested the new flight plan format template at a RADIOCOM AMHS terminal, and that it would start with the implementation at all national AMHS terminals. It currently has the possibility of sending the new and current flight plan format through one AMHS terminal.

4.12 With regard to the changes in the automated systems installed in the ATS units, information was received coordinations had been made with ATECH on the changes to be made at the Maiquetia ACC automated systems. With respect to the automated systems in the domestic APPs, indications were received that coordinations had started with SELEX regarding the seven APPs installed. The aeronautical authority has still to sign with ATECH and SELEX the contracts for the carrying out of the changes.

4.13 The meeting was informed of a document drafted by Eurocontrol to carry out tests with the new flight plan format between Eurocontrol States, and in which other ICAO Regions could participate. Copy of the document is shown in **Appendix B** to this summary.

**Item 5: Analysis of the safety assessment in the national implementation of the new flight plan format**

5.1 Under this item, States informed they had started analysing the respective safety assessment. In this regard, States who had not yet done so, were urged to carry it out shortly in order to comply with regional agreement [Conclusion SAM/IG/7-8 - *Safety assessment for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)*], which requested States to send their safety assessment analysis by 30 November 2011.

**Item 6: Status of implementation of the national training plan for the new flight plan format**

6.1 States have informed they are implementing their training plans, in follow up to Conclusion SAM/IG/7-9 - *Development of the training programme for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)*.

6.2 In this regard, information received by Chile should be highlighted upon, indicating that as of April it will have available free on-line training courses on Amendment 1 for its national aeronautical community and for the Region. The Secretariat, once it receives from Chile the exact dates of these on-line courses, will inform all focal points.

**Item 7: Considerations adopted for the current and new flight plan to operate without problems during the transition period**

7.1 Under this item, information was provided on some considerations to take into account during the period which the new and current plan would be available. Copy of these considerations is in **Appendix C** to this report.

**Item 8: Updating of the ICAO FITS Web site**

8.1 States were again urged to interact and extensively use the FITS available in <http://www2.icao.int/en/FITS/Pages/home.aspx>.

8.2 It is important that States use this page and inform of any updating required in same. In this respect, any change to be made is to be informed to this office to Messrs. Celso Figueiredo [cfigueiredo@lima.icao.int](mailto:cfigueiredo@lima.icao.int), Roberto Arca [rlarca@lima.icao.int](mailto:rlarca@lima.icao.int) or Onofrio Smarrelli [osmarrelli@lima.icao.int](mailto:osmarrelli@lima.icao.int).

**Item 9: Other matters**

9.1 In follow up to agreements reached at SAM/IG/8 meeting, the new Web teleconference will be tentatively held on **24 May 2012**. The Secretariat will make the corresponding invitation through the Go To Meeting application.

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## APPENDIX D / APENDICE D

**IMPLEMENTATION STATUS OF CHANGES IN THE AMHS AND FDP EQUIPMENTS IN THE ACCs OF SAM REGION TO  
ACCEPT THE NEW FPL /ESTADO DE IMPLANTACION DE LOS CAMBIOS EN LOS EQUIPOS AMHS Y FDP EN LOS ACC DE  
LA REGION SAM PARA ACEPTAR EL NUEVO FPL**

<b>State/Site Estado/Localidad</b>	<b>Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS</b>	<b>Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS</b>	<b>Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)</b>	<b>Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP</b>	<b>Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL</b>	<b>Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL</b>
<b>ARGENTINA/ ACC Ezeiza</b>	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEW FPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2008	Between 1 July and 14 November 2012 all the FDP installed in the ACC will be updated to accept NEW FPL	Trials in the AMHS and FDP simulator system installed in Ezeiza (CIPE) was made in March 2012 where was installed the new software to both system	During June will be tested between AMHS terminal Ezeiza FIR and FDP Cordoba simulator and vice versa.
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Aircon 2100 de INDRA Instalación: 2008	Entre el 1 de julio y el 14 de noviembre de 2012 todos los FDP estarán listos para aceptar el NUEVO FPL.	Durante Marzo 2012 se realizaron pruebas entre los simuladores AMHS y FDP instalados en Ezeiza (CIPE), donde se instaló el nuevo software en ambos.	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Ezeiza y el simulador FDP de Córdoba y viceversa.
<b>ARGENTINA/ ACC Comodoro Rivadavia</b>	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEW FPL format template will be installed in all national AMHS terminals	There's not FDP in this FIR, the operation is manual-		Trials between Comodoro Rivadavia AMHS terminals and FDP simulator of Comodoro Rivadavia will be made on May 2012.	During June will be tested between Comodoro Rivadavia FIR AMHS terminals and FDP Cordoba & Ezeiza simulators.

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	No existe FDP en este FIR, la operación es manual.		Para el mes de mayo se realizarán pruebas entre terminales AMHS de Comodoro Rivadavia y el simulador FDP instalado en Ezeiza,	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Comodoro Rivadavia y los simuladores FDP de Córdoba &Ezeiza.
ARGENTINA/ ACC Cordoba	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEW FPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2008	Between 1 July and 14 November 2012 all the FDP installed in the ACC will be updated to accept NEW FPL	Trials in the AMHS and FDP simulator system installed in Córdoba will be made in May 2012. The software with the NEW FPL will be installed in the FDP and AMHS simulator of Cordoba.	During the month of June will be tested between AMHS terminal Ezeiza FIR and FDP Cordoba simulator and vice versa.
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Sistema Aircon 2100 INDRA Instalación: 2008	Entre el 1 de julio y el 14 de noviembre de 2012 todos los FDP estarán listos para aceptar el NUEVO FPL.	Durante el mes de Mayo se realizarán pruebas entre terminales AMHS y el simulador FDP instalado en Córdoba, donde se instalará el nuevo software en ambos	Durante el mes de Junio se realizarán pruebas entre terminales AMHS de la FIR Ezeiza y el simulador FDP de Córdoba y viceversa.

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
ARGENTINA/ ACC Resistencia	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEW FPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2011	Between 1 July and 14 November 2012 all the FDP installed in the ACC will be updated to accept NEW FPL	Trials in Resistencia AMHS terminals and FDP simulator system installed in Ezeiza will be made in May 2012. The software with the NEW FPL will be installed in the FDP simulator of Ezeiza for trials	During June will be tested between Resistencia FIR AMHS terminals and FDP Cordoba &Ezeiza simulators.
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Parte del sistema Aircon 2100 INDRA de Ezeiza Instalación: 2011	The software with the NEW FPL will be installed in the FDP and AMHS simulator of Cordoba	The software with the NEW FPL will be installed in the FDP and AMHS simulator of Cordoba	The software with the NEW FPL will be installed in the FDP and AMHS simulator of Cordoba
ARGENTINA/ ACC Mendoza	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEW FPL format template will be installed in all national AMHS terminals	There's not FDP in this FIR, the operation is manual-		Trials in Mendoza AMHS terminals simulator system installed in Córdoba will be made in May 2012. The software with the NEW FPL will be installed in the FDP simulator of Córdoba for trials	During June will be tested between Mendoza FIR AMHS terminals and FDP Cordoba &Ezeiza simulators.

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	No existe FDP en este FIR, la operación es manual.	.	Durante el mes de mayo se realizarán pruebas entre terminales AMHS de Mendoza y el simulador FDP instalado en Córdoba, donde se instalará el nuevo software en ambos	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Mendoza y los simuladores FDP de Córdoba &Ezeiza.
BOLIVIA/ACC La Paz	Thales AERMAC AMHS System Installed December 2011	NEW FPL template included in the AMHS terminals The implementation at national level will be completed by the end of first semester 2012	FDP system not implemented	Manual Processing for the NEW FPL		
	Sistema AMHS AERMAC de Thales Instalado Diciembre 2011	La plantilla con el NUEVO formato FPL incluido en los terminales AMHS La implantación a nivel nacional se completara a finales del primer semestre de 2012	Sistema FDP no implementado	El procesamiento del NUEVO FPL será en forma manual		
BRAZIL/ACC Brasilia	RADIOCOM AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 16 June	ATECH-Sagitario Installation: 2012	Ongoing – to be concluded on 16 June	Ongoing – to be concluded on 16 June	TBD during SAM/IG/9



State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 16 de junio	ATECH Sagitario Instalación: 2012	Continua – A ser concluida el 16 de junio	Continua – A ser concluida el 16 de junio	TBD durante SAM/IG/9
Brazil/ACC Manaus	RADIOCOM AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 22 June	ATECH X4000 Installation: 2008	Ongoing – to be concluded on 22 June	Ongoing – to be concluded on 22 June	TBD during SAM/IG/9
	RADIOCOM AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 22 de junio	ATECH X4000 Instalación: 2008	Continua – A ser concluida el 22 de junio	Continua – A ser concluida el 22 de junio	TBD durante SAM/IG/9
Brazil/ACC Curitiba	RADIOCOM AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 24 May	ATECH-Sagitario Installation: 2010	Ongoing – to be concluded on 24 May	Ongoing – to be concluded on 24 May	Only internal tests
	RADIOCOM AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 24 de mayo	ATECH Sagitario Instalación: 2010	Continua – A ser concluida el 24 de mayo	Continua – A ser concluida el 24 de mayo	Unicamente pruebas internas
Brazil/ACC Recife	RADIOCOM AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 10 May	ATECH-Sagitario Installation: 2011	Ongoing – to be concluded on 10 May	Ongoing – to be concluded on 10 May	Only internal tests
	RADIOCOM AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 10 de mayo	ATECH Sagitario Instalación: 2011	Continua – A ser concluida el 10 de mayo	Continua – A ser concluida el 10 de mayo	Unicamente pruebas internas

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
Brazil / ACC Atlántico	RADIOCOM AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 10 May	ATECH X4000 Installation: 2008	Ongoing – to be concluded on 10 May	Ongoing – to be concluded on 10 May	Only internal tests
	RADIOCOM AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 10 de mayo	ATECH X4000 Instalación: 2008	Continua – A ser concluida el 10 de mayo	Continua – A ser concluida el 10 de mayo	Unicamente pruebas internas
CHILE/ACC Santiago	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level	Thales EUROCAT C system Installation: 2009	By the end of first semester of 2012 it is foreseen to initiate the installation of FDP update software to accept the NEW FPL		
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo	EUROCAT C Thales Instalación: 2009	Para finales del primer semestre de 2012 esta previsto la instalación del software actualizado del FDP para aceptar el NUEVO FPL.		
CHILE/ACC Antofagasta	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level				

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo				
CHILE/ACC Puerto Montt	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level				
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo				
CHILE/ACC Punta Arena	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level				

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo				
COLOMBIA/ACC Bogotá	COMSOFT CADAS AMHS system Installation: 2009	NEW FPL template not included Initially it is foreseen to work manually with the NEW FPL	INDRA Aircon 2000 system Installation: 2009	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Plantilla del NUEVO formato no incluido Inicialmente está previsto trabajar en forma manual	Aircon 2000 INDRA Instalación: 2009	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en forma manual		
COLOMBIA/ACC Barranquilla	COMSOFT CADAS AMHS system Installation: 2009	NEW FPL template not included Initially it is foreseen to work manually with the NEW FPL	INDRA Aircon 2000 system Installation: 2009	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Plantilla del NUEVO formato no incluido Inicialmente está previsto trabajar en forma manual	Aircon 2000 INDRA Instalación: 2009	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en for,ma manual		
ECUADOR/ACC Guayaquil	Thales AERMAC AMHS system Instalación: 2011	NEW FPL template included in the AMHS terminals The implementation at national level will be completed by the end of first semester 2012	AMS Alenia Marconi SAT CAT system Installation: 2004	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		
	Sistema AMHS AERMAC Thales Instalación: 2011	La plantilla con el NUEVO formato FPL incluido en los terminales AMHS La implantación a nivel nacional se completara a finales del primer semestre de 2012	AMS Alenia Marconi SAT CAT Instalación: 2004	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en for,ma manual		
GUYANA/ACC Guyana	SKYCOM by INTELCAN	<b>Implemented</b> NEW and ACTUAL FPL template included in the AMHS terminals June 2011	INTELCAN June 2011	<b>Implemented</b> December 2011		

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	SKYCOM de INTELCAN	<b>Implementado</b> Los terminales del sistema AMHS incluyen la plantilla con el NUEVO y ACTUAL formato FPL Junio 2011	INTELCAN junio 2011	<b>Implementado</b> Diciembre 2011		
FRENCH GUIANA (France) / GUYANA FRANCESA (Francia)	SIGMA system	V17 being tested in Bordeaux France. Overseas standard version realized by French DGAC (DTI, Toulouse) should be delivered in Guadeloupe for trials and validation at the end of May2012, in Cayenne June 2012	SIGMA system  AURORA for oceanic FIR	V17 being tested in Bordeaux France. Overseas standard version realized by French DGAC (DTI, Toulouse) should be delivered in Guadeloupe for trials and validation at the end of May2012, in Cayenne June 2012		
	Sistema SIGMA	V 17 esta siendo probada en Bordeaux Francia. Versión estándar fuera territorio esta siendo realizada por la DGAC de Francia estaría en Guadeloupe para pruebas y validación mayo 2012	Sistema SIGMA  Sistema AURORA para FIR Oceanica	V 17 esta siendo probada en Bordeaux Francia. Versión estándar fuera territorio esta siendo realizada por la DGAC de Francia estaría en Guadeloupe para pruebas y validación mayo 2012		

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
PANAMÁ/ACC Panamá	COCESNA AMHS system Installation: 2008  New AMHS AERMAC from Thales will be in operation by the end of first quarter of 2013. The new system will count with the NEW FPL template	NEW FPL format will be entry in a manual form	INDRA Aircon 2000 system Installation: 2009	The INDRA Aircom 2000 system will not be update in order to accept NEW FPL considering that a new FDP from Thales that accept the NEW FPL will be in operation in the first quarter of 2012. Before that date the NEW FPL will be manually processed	National trials were made in March 2012 in order to know the necessary workload considering they have to work in a manual form to accept the new FPL until the end of march 2013	Trials between Peru and Panamá were made in march 2012
	Sistema AMHSCOCESNA Instalación: 2008  Nuevo sistema AMHS AERMAC de Thales estará en operación a finales del primer trimestre de 2013 . El nuevo sistema contará con la plantilla del NUEVO FPL.	NUEVO formato de Plan de Vuelo será introducido en forma manual	Parte del sistema Aircon 2000 INDRA Instalación: 2009	El sistema Aircom 2000 de INDRA no será actualizado para aceptar el NUEVO FPL, considerando que para finales del primer trimestre de 2012 se instalará el nuevo sistema FDP de Thales que acepta el NUEVO FPL . Antes de esta fecha el NUEVO FPL será procesado manualmente	Pruebas nacionales se realizaron en marzo de 2012 para verificar la carga de trabajo requerida en vista que tienen que trabajar en forma manual para aceptar el NUEVO FPL hasta finales de marzo de 2013.	Pruebas entre Peru y Panamá a se realizaron en marzo de 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
PARAGUAY /ACC Asunción	RADIOCOM AMHS Extended Service Installation: 2007	AMHS terminals in Asuncion count with the NEW FPL template since the end of March 2012. At national level will be completed by the end of June 2012	Part of INDRA Aircon 2100system Installation: October 2011	The FDP system will be updated in JUNE 2012		
	RADIOCOM AMHS Extended Service Instalación: 2007	Los terminales de AMHS en Asunción cuentan con la plantilla del NUEVO FPL. A nivel nacional se completara para fines de junio de 2012	Parte del sistema Aircon 2100 INDRA Instalación: octubre 2011	El sistema FDP se actualizará en junio de 2012		
PERU /ACC Lima	COMSOFT CADAS AMHS system Instalación: 2009	AMHS terminals in Lima count with the NEW FPL template since beginning of 2012. At national level will be completed by the end of June 2012	INDRA Aircon 2100system Installation: April 2012	<b>Implemented</b> The FDP is ready to accept the NEW FPL April 2012	<b>Implemented</b> National trials were made to the AMHS and the FDP with positive results March 2012	Trials between Peru and Panamá were made in march 2012
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Los terminales de AMHS en Lima cuentan con la plantilla del NUEVO FPL desde inicio del 2012. A nivel nacional se completara para fines de junio de 2012	Aircon 2100 INDRA Instalación: abril 2012	<b>Implementado</b> El FDP esta listo a aceptar el NUEVO FPL Abril 2012	<b>Implementado</b> Pruebas Nacionales fueron realizadas en el sistema AMHS y el FDP con resultados positivos Marzo 2012	Pruebas entre Peru y Panama se realizaron en marzo de 2012



State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
SURINAME /ACC Paramaribo	SKYCOM by INTELCAN	<b>Implemented</b> NEW and ACTUAL FPL template included in the AMHS terminals June 2011	INTELCAN March 2011	<b>Implemented</b> December 2011		
	SKYCOM de INTELCAN	<b>Implementado</b> Los terminales del sistema AMHS incluyen la plantilla con el NUEVO y ACTUAL formato FPL Junio 2011	INTELCAN Marzo 2011	<b>Implementado</b> Diciembre 2011		
URUGUAY /ACC Montevideo	Global Weather	NEW FPL format will be entry in a manual form	INDRA Aircon 2100system Installation: 2005	Update of INDRA FDP will be made in June 2012		
	Global Weather	NUEVO formato de Plan de Vuelo será introducido en forma manual	Aircon2100 INDRA Instalación: 2005	Actualización del FDP de INDRA se realizará en junio de 2012 .		
VENEZUELA /ACC de Maiquetía	RADIOCOM AMHS Extended Service Installation: 2010	AMHS terminals in Maiquetia count with the NEW FPL template since the end of December of 2011. At national level will be completed by the end of June 2012	ATECH X4000 system Installation: 2008	Update of ATECH system will be made by the end of June 2012		

<b>State/Site Estado/Localidad</b>	<b>Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS</b>	<b>Implementation status of NEW FPL in the AFTN/AMHS system / Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS</b>	<b>Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)</b>	<b>Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP</b>	<b>Implementation status of national trial swith NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL</b>	<b>Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL</b>
	RADIOCOM AMHS Extended Service Instalación: 2010	Los terminales de AMHS en Maiquetia cuentan con la plantilla del NUEVO FPL desde finales del 2011. A nivel nacional se completara para fines de junio de 2012	ATECH X4000 Instalación: 2008	Actualización del sistema ATECH X4000 se realizará para finales de junio de 2012		

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Estado / State	National Testing Before 31 Mar 2012 /  Pruebas Nacionales antes del 31mar 2012	Regional Testing 1 Apr to 30 Jun 2012/  Pruebas Regionales 1 abr al 30 jun 2012		Inter-Regional Testing 1 Apr to 30 Jun 2012 /  Pruebas Intereregionales 1 abr al 30 jun 2012		User Testing 1 Jul to 14 Nov 2012/  Pruebas usuarios 1 Jul a 14 Nov 2012		Type of Solution Converter or Upgrade/  Tipo de Solución o Mejora	Date of Acceptance of Both Present and New Format 1 Jul 2012/  Fecha de Aceptación de Actual y Nuevo Formato 1 Jul 2012	Remarks
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha	State/ Estado	Date/ Fecha			
Bolivia		Argentina Cordoba								
		Brasil Amazónico Curitiba								
		Chile Antofagasta								
		Paraguay Asunción								
		Perú Lima								
Brasil	Amazonico	Bolivia La Paz								
		Colombia Bogota								
		Guyana Francesa Rochambeau								
		Guyana Georgetown								
		Peru Lima								
		Suriname Paramaribo								
		Venezuela Maiquetia								

Estado / State	National Testing Before 31 Mar 2012 /  Pruebas Nacionales antes del 31mar 2012	Regional Testing 1 Apr to 30 Jun 2012/  Pruebas Regionales 1 abr al 30 jun 2012		Inter-Regional Testing 1 Apr to 30 Jun 2012 /  Pruebas Interegionales 1 abr al 30 jun 2012		User Testing 1 Jul to 14 Nov 2012/  Pruebas usuarios 1 Jul a 14 Nov 2012		Type of Solution Converter or Upgrade/  Tipo de Solución o Mejora	Date of Acceptance of Both Present and New Format 1 Jul 2012/  Fecha de Aceptación de Actual y Nuevo Formato 1 Jul 2012	Remarks
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha	State/ Estado	Date/ Fecha			
	Atlántico	Guyana Francesa Rochambeau		Senegal Dakar						
		Uruguay Montevideo		South Africa Johannesburg						
	Brasilia									
	Curitiba	Argentina Resistencia								
		Bolivia La Paz								
		Paraguay Asuncion								
		Uruguay Montevideo								
	Recife									
Chile	Antofogasta	Argentina Cordoba								
		Bolivia La Paz								
		Peru Lima								
	Santiago	Argentina Mendoza		Australia Brisbane						

Estado / State	National Testing Before 31 Mar 2012 /  Pruebas Nacionales antes del 31mar 2012	Regional Testing 1 Apr to 30 Jun 2012/  Pruebas Regionales 1 abr al 30 jun 2012		Inter-Regional Testing 1 Apr to 30 Jun 2012 /  Pruebas Interegionales 1 abr al 30 jun 2012		User Testing 1 Jul to 14 Nov 2012/  Pruebas usuarios 1 Jul a 14 Nov 2012		Type of Solution Converter or Upgrade/  Tipo de Solución o Mejora	Date of Acceptance of Both Present and New Format 1 Jul 2012/  Fecha de Aceptación de Actual y Nuevo Formato 1 Jul 2012	Remarks
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha	State/ Estado	Date/ Fecha			
				Nueva Zelandia Auckland						
	Puerto Montt	Argentina Ezeiza Comodoro Rivadavia								
	Punta Arenas	Argentina Comodoro Rivadavia								
Colombia	Barranquilla	Panama		Curazao	Sep					
		Venezuela Maiquetia		Jamaica Kingston	Sep					
	Bogota	Brasil Amazonico		COCESNA	Jul					
		Ecuador Guayaquil								
		Panama								
		Peru Lima								
		Venezuela Maiquetia								



Estado / State	National Testing Before 31 Mar 2012 /  Pruebas Nacionales antes del 31mar 2012	Regional Testing 1 Apr to 30 Jun 2012/  Pruebas Regionales 1 abr al 30 jun 2012		Inter-Regional Testing 1 Apr to 30 Jun 2012 /  Pruebas Interegionales 1 abr al 30 jun 2012		User Testing 1 Jul to 14 Nov 2012/  Pruebas usuarios 1 Jul a 14 Nov 2012		Type of Solution Converter or Upgrade/  Tipo de Solución o Mejora	Date of Acceptance of Both Present and New Format 1 Jul 2012/  Fecha de Aceptación de Actual y Nuevo Formato 1 Jul 2012	Remarks
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha	State/ Estado	Date/ Fecha			
Panama	Panama	Colombia Barranquilla Bogota		COCESNA	Jul					
				Jamaica Kingston						
Perú	Lima	Bolivia La Paz								
		Brasil Curitiba								
		Chile Antofagasta								
		Ecuador Guayaquil								
Suriname	Paramaribo	Brasil Amazonico		Trinidad Tabago Piarco	Oct					
		Guyana Georgetown								
		French Guyana Rochambeau								
Uruguay	Montevideo	Argentina Ezeiza Resistencia Curitiba								





APPENDIX F / APENDICE F

# EUR 2012 TEST PLAN

## FOR THE OPERATIONAL EVALUATION WITH EXTERNAL CLIENTS OF FUNCTIONALITY ASSOCIATED WITH AMENDMENT 1 TO PANS-ATM

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## **1. INTRODUCTION**

This Test Plan defines the purpose, scope, procedures and schedule of activities for the Operational Testing of new or amended features in IFPS associated with Amendment 1 to PANS-ATM.

The intended audience of this Test Plan are the ICAO 2012 EUR Task Force members, all EUR region States, Aircraft Operators and all other ANSPs, Regions and Organisations involved in the operational deployment of Amendment 1 to PANS-ATM.

### **1.1. Scope**

The testing activities described in this document are intended to address the flight planning changes introduced within the EUR region as a result of Amendment 1 to PANS-ATM. The main emphasis therefore is upon IFPS related processes and procedures.

This document describes only the testing activities involving external participation where stakeholders are encouraged to participate. It does not include the various internal testing activities i.e. Acceptance Testing, Regression Testing and Integration Testing.

The Operational Testing described in this document will permit participants to evaluate the impact of the modifications on procedures and systems.

### **1.2. Co-ordination**

Overall co-ordination of 2012 Testing activities will be achieved via the 2012 Task Force and described within this document. Any change to the testing schedule, objectives or scenarios described in this document will be notified via amendment to:

- a) 2012 Task Force members;
- b) Test Coordinators - those having registered their participation to the OPT testing activities using the forms provided.

The practical execution of the different test activities described in this document will be performed by the System Acceptance Team (SAT) of Network Operations, referred throughout this document as the 'Test Team'.

### **1.3. Release Content**

The functionality to support ICAO 2012 will be implemented within two release cycles of the CFMU development process, CFMU 15 in March 2011 and CFMU 16 in March/April 2012.

The CFMU 15 release contained the majority of functionality related to ICAO 2012 and agreed by the Task Force in June 2010. The CFMU 16 release will contain the additional changes agreed by the Task Force in November 2010 in addition to the implementation of changes to the CFMU profile calculation resulting from ICAO 2012 modifications e.g. DLE processing.



## Not available until CFMU 16

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• <b>REG syntax increase</b></li><li>• Modification of CFMU profile due to:<ul style="list-style-type: none"><li>• DLE</li><li>• DEPT/, DEST/ location</li></ul></li><li>• AFTN line limit support</li><li>• <b>NONRNAV → RNAVX</b></li><li>• <b>Use of NAV/, COM/, DAT/ for exemptions instead of EUR/</b></li><li>• <b>Use of EUR/ for PROTECTED indicator</b></li><li>• Clarified treatment of duplicate Field 18 Indicators</li><li>• Modified translation of some New STS indicators &amp; modified Old/New decision logic</li></ul> | <ul style="list-style-type: none"><li>• Incorporation of additional indications within Mode S and B-RNAV checking algorithms</li><li>• Clarified priority treatment for STS indicators MEDEVAC &amp; FFR</li><li>• Acceptance of Old and/or New format messages for the same FPL</li><li>• Update of SUR eqpt via AFP (EQCST)</li><li>• RPL acceptance of New before 15 Nov</li></ul> |
|---|---|



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Figure 1 - CFMU 16 Content

### 1.4. Release Planning

CFMU 16 will be available for testing purposes from November 2011.

CFMU 16 will be available on the operational platforms IFPUV + IFPS from March 2012.

### 1.5. Documentation

There are three main reference documents for testing purposes which describe the CFMU implementation:

**CFMU 2012 Requirements (URD)**  
**CFMU Interface Manual for ICAO 2012 (UID)**  
**IFPS & RPL Dictionary of Messages (DOM)**

The URD describes all necessary changes, related to ICAO 2012 implementation, to be made to the CFMU systems. It is by definition a document that relates primarily to the CFMU systems. Some of the exchanges and data items described in the URD concern only CFMU and ANSPs making the URD a more suitable reference for ANSP stakeholders.

The UID describes the necessary changes from an external readers perspective and although it includes exchanges exclusive to CFMU/ANSPs it is nevertheless a better reference document for Aircraft Operators and flight plan originators generally.

The DOM is primarily an engineering document providing a detailed syntactic description of all CFMU related message exchanges in both ICAO and ADEXP formats. Unlike the URD

and UID it provides a complete description of the IFPS & RPL data exchanges, not just the 2012 related changes.

These documents are available via :

[http://www.cfm.eucontrol.int/cfmu/public/standard\\_page/nos\\_work\\_programme\\_fpl\\_2012\\_impl\\_details.html](http://www.cfm.eucontrol.int/cfmu/public/standard_page/nos_work_programme_fpl_2012_impl_details.html)

The **IFPS User Manual** has not yet been updated to reflect 2012 procedures. However, participants may have the need to consult current procedures. The IFPS User Manual is available via the CFMU Library under 'Handbook & Guides':

[http://www.cfm.eucontrol.int/cfmu/public/standard\\_page/library\\_handbook\\_supplements.html](http://www.cfm.eucontrol.int/cfmu/public/standard_page/library_handbook_supplements.html)

## 1.6. Objectives

### 1.6.1. General Objectives

The overall objectives of 2012 testing are to:

- a) demonstrate the new software functionality;
- b) enable the new functionality to be tested against client systems;
- c) enable knowledge to be gained of new procedures;
- d) enable familiarisation of client staff and CFMU staff with the new functionality.

### 1.6.2. Main Functional Objectives

- a) Demonstrate the ability of IFPS to correctly identify and validate New format flight plan and associated messages;
- b) Demonstrate the ability of flight plan originators to create New format flight plan and associated messages;
- c) Demonstrate the ability of ATC units to accept New format flight plan and associated messages;
- d) Demonstrate the ability of IFPS to accept and correctly distinguish between Old format and New format flight plans and related messages;
- e) Demonstrate the ability of IFPS to translate New format into Old format;
- f) Demonstrate the ability of IFPS to provide a transition from Old format to New format when required by the recipient and indicated via an environment setting specific to that recipient;
- g) Demonstrate the ability of IFPS to ensure that flight planning indicators specific to the CFMU and used to communicate between IFPS and client systems are not distributed to non-client addresses.

## 1.7. Test Activities

There are four main types of testing activities foreseen :

Activity	Main Participants
FPL Creation (IFPUV)	AO, ARO, CFSP
Static / Bulk Testing (Test Data)	ATC, AO, ARO, CFSP
Operational Testing (OPT)	ATC, AO, ARO, CFSP
Passive Testing	ATC, AO, ARO, CFSP



## 2. FPL CREATION (IFPUV)

The IFPS Validation facility (IFPUV) is available via several different means (see below) and can be used for two main purposes:

- a) to determine the validity of a New (or Old) format FPL message;
- b) to assist in finding a valid route or route portion within the CFMU area.

The IFPUV has been available since March 2011 for testing the validity of NEW format FPL messages, while at the same time continuing to support OLD format. In addition to the new error messages resulting from the new 2012 syntax, warning messages have been added to the application to ensure users are aware that New format should not be provided to the operational IFPS system until it is ready to accept New format in Spring 2012.

The function within the IFPUV to provide a valid route can be useful in the preparation of test FPL data. However, the route finding function is only available to those with secured (Protected) access to the CFMU portal.

### 2.1. Considerations

1. It should be noted that not all 2012 related syntax changes will be supported by IFPUV until the CFMU 16 release in March 2012 (see Figure 1 - CFMU 16 Content).
2. IFPS will accept and automatically correct some errors. Therefore a message accepted by IFPUV/IFPS as 'valid' is not always an accurate reflection of the message that IFPS will distribute to ATC units. For example, IFPS/IFPUV will accept Field 18 indicators in any order but will provide them to ATC units in the correct order.

### 2.2. Non-CFMU / External Users

Most 2012 changes are syntax related. As syntax errors are the first to be reported by IFPUV a valid route, even a route within the CFMU area, is not necessary to test the validity of a New format FPL. If the Dept, Dest and route do not penetrate the CFMU area of operations a 'No Errors' result will never be achieved however, once the error 'Not relevant to IFPS' has been reported (or any other route related error) the message has already passed the syntax.

### 2.3. Access

- a) Internet (CFMU Portal):  
<https://www.public.cfm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>  
(the IFPUV is on the lower right hand side of the portal)

**Note:** depending upon your browser settings the IFPUV application may not appear, particularly if you are using Internet Explorer versions 8 & 9. If this happens you will need to enable 'Compatibility mode', via the 'Tools' tab of your browser, and then re-start your browser session. If this does not resolve the problem please contact the CFMU Technical Helpdesk at: +32 2 7451997

- b) AFTN Address: EUCHZMFV
- c) SITA Address: BRUEY7X

### 3. STATIC / BULK TESTING

Static testing involves the sharing of input/output test data in the format of a file delivered via e-mail (see §6. CONTACTS). Messages are processed off-line in batch mode and results provided also via file format.

Static testing provides the following advantages:

- a) being able to test the complete suite of messages (eg. FPL→DLA→CHG→CNL);
- b) being able to create a large test file well in advance;
- c) being able to analyse the results off-line taking whatever time may be needed;
- d) being able to easily repeat the tests following some modifications and compare results
- e) no need for complex synchronisation of systems, test addresses, timing etc. as necessary for on-line testing

Care should be taken in the creation of the test data, in particular:

- any use of the DOF indicator vis-à-vis the date/time the tests are being performed;
- test data should be consistent with current environment data.

See also 4.5.2 & 4.8.

#### 3.1. ATC Units

The IFPS Test Team has available a file of valid 2012 messages, primarily FPL and CHG messages, which can be used in the testing of ATC systems. Initially this file contains relatively simple examples of the more straight forward syntax modifications but as time progresses this file will increase in terms of test scenarios, adding more complex examples such as DOF changes etc.

The IFPS Test team will also make available a file containing examples of invalid test messages.

It should be noted that while an effort has been made to ensure the test data referred to above is relevant (penetrates the airspace) of as many ACCs as possible, the Test Team does not have the resources to provide dedicated static test data specific to each individual ACCs or airspace. However, as the route is generally of little consequence to the test objectives, which are primarily syntax related, it is not difficult for recipients of the test data to modify the Dept/Dest and Route in order to make it relevant to the system concerned. If necessary the IFPUV can be used to find valid routes.

#### 3.2. Flight Plan Originators

In addition to the use of IFPUV (for FPL messages only), flight plan originators are encouraged to provide the CFMU Test Team (see CONTACTS) with a file containing

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<sup>1</sup> Those interested in obtaining B2B access for the first time should consult the following brochure for further information and access application.  
[http://www.cfm.europa.int/cfm/gallery/content/public/library/services/service\\_leaflets/leaf\\_b2b\\_latest.pdf](http://www.cfm.europa.int/cfm/gallery/content/public/library/services/service_leaflets/leaf_b2b_latest.pdf)

representative samples of all New format messages eg. FPL→DLA→CHG→CNL. The Test Team will process the file and provide the resultant IFPS output.

### **3.3. Non-CFMU / External Users**

ANSPs located outside the IFPS area of operations and flight plan originators (Aircraft Operators, Flight Plan Service Providers, AROs) can participate in the exchange of static flight plan data. The only constraint is that the flights must have at least one portion of route within the IFPS area of operations.

## **4. OPERATIONAL TESTING (OPT)**

On-line testing via normal networks using a dedicated CFMU test platform and supported by IFPS Operators. All OPT test session will include a pre-determined test scenario or test configuration which simulates the 15<sup>th</sup> Nov switch-over date. A detailed description is provided in § 4.14 and 4.15.

The OPT test sessions enable the complete suit of messages (FPL, CHG, CNL, DEP, DLA, RQP, RQS, AFP, APL, ACH, ACK, MAN, REJ) to be tested involving both flight plan originators (AOs, AROs, CFSPs) and ATS units (ACCs, UACs, APPs, TWRs, AROs).

### **4.1. Non-IFPS / Non-EUR Participation**

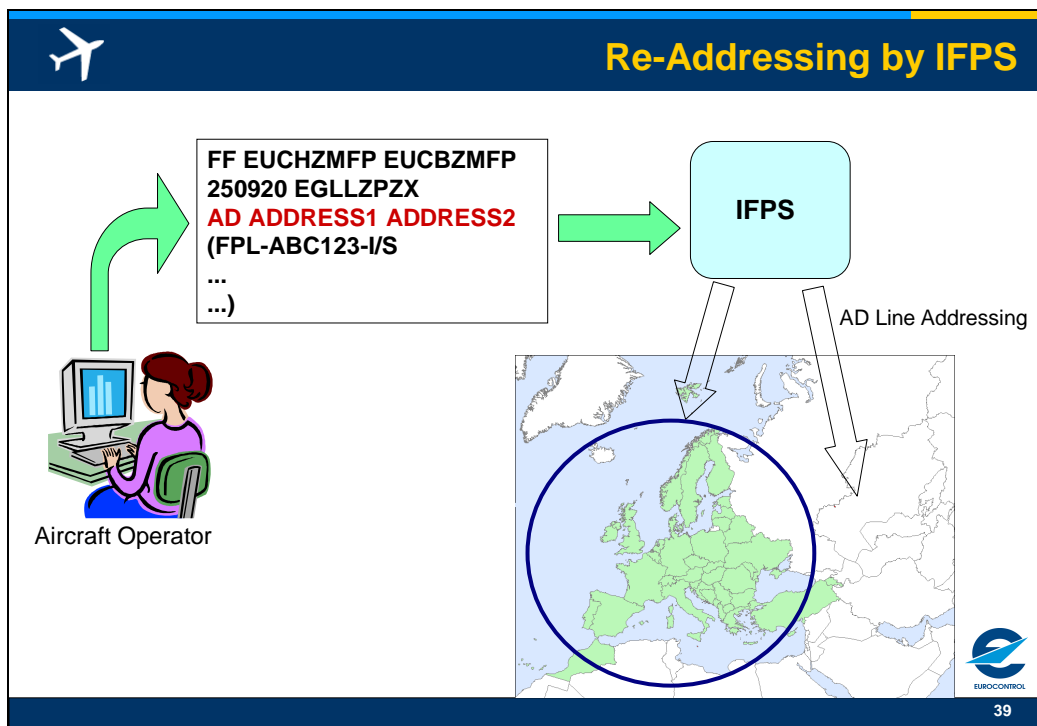
#### **4.1.1. Flight Plan Originators / Aircraft Operators**

Flight Plan originators not normally operating into the IFPS or European region can participate but should be aware of the following:

- a) flight plans must contain at least one portion of the route within the IFPS area of operation;
- b) the result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received.

#### **4.1.2. ANSPs / ATC Units**

An ANSP or ATC Unit located outside the IFPS area of operation can participate to an OPT session however in order to ensure that IFPS will send the resultant message to the unit concerned the test flight plan data must be submitted making use of the 'Re-addressing' feature of IFPS.



**Figure 2 IFPS Re-Addressing Function (AD Line addressing)**

For example: If Hong Kong ATC wishes to participate, using the test address 'VHHHZQZT' they should ensure test FPLs are submitted such as;

FF EUCHZMFT                      ← IFPS test address  
AD VHHHZQZT                    ← Hong Kong test address provided via re-addressing mechanism  
(FPL-VHH01XX-IS              ← callsign using 'XX' to identify it as a test message  
-B744/H-SXDE1GHIJ4J5RWYZ/SB2              ← 'New' format  
-EGLL1125                      ← relevant to IFPS  
-N0480F310 BPK7F BPK M185 CLN UL620 ARNEM UP147 RKN UL980  
PENЕК UM994 DENKO UN858 OSKUD/N0488F330 UN858 LAVAR UM874  
ASKIL/K0902S1010 B102 UK R11 FV G3 AL B365 BK B923  
GUTAN/K0888S1010 A368 URL G3 AKB A360 NALIK/K0880S1110 A360  
ERULA/K0883S1130 A360 REVKI A460 KCA L888 SADAN Y1 OMBON B330  
POU R473 SIERA  
-VHHH1110 ZGSZ  
-PBN/B2B3B4B5L1D2D3D4 NAV/RNVD1E2A1 EET/EHAA0021 EDVV0041 EDUU0100  
EPWW0115 EYVL0154 UMMV0205 UUWV0228 UWPP0318 UWVW0340 UATT0359  
UACC0454 UAAA0538 ZWUQ0633 ZLHW0732 ZPKM0851 ZGZU0957 VHHK1043  
SEL/ADHJ REG/BHOT)

To assist with the creation of test messages which are relevant to the ATC unit concerned, it is highly recommended that an ATC unit participates together with its local Aircraft Operators and/or ARO.

It should however be noted that:

- c) flight plans must contain at least one portion of the route within the IFPS area of operation;
- d) the result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received. If these messages are not needed or cannot be received this must be indicated via the Registration Form.

## 4.2. Test Schedule

The following on-line test sessions (OPT) are foreseen between February 2012 and November 2012. All sessions will use the CFMU 16 software release which means that all 2012 functionality will be available.

OPT1: 30 January – 3 February 2012

OPT2: 20 – 24 February 2012

OPT3: 7 – 11 May 2012

OPT4: 11 – 15 June 2012

OPT5: 3 – 7 September 2012

OPT6: 24 – 28 September 2012

The first day (Monday) of each test session will primarily be a technical testing day (OPT-TECH) enabling each participant to ensure that the test configuration is correct and that their addresses and parameter settings are correctly set.

The following generic schedule will apply to each session:

OPT-TECH (D-1, usually a Monday)

One session: 0900 to 1200 UTC

OPT SESSION (D → D+4, usually Tue-Fri)

Morning Session: 0900 to 1200 UTC

Afternoon Session: 1200 to 1500 UTC

## 4.3. Environment Data

The CFMU OPT test system will be loaded with the operational environment data at each AIRAC cycle. It will therefore remain consistent with current operations in terms of basic environment data. This is something that should be kept in mind by those maintaining test data.

In order to participate to a test session it may be necessary (particularly for ATC participants) for the Test Team to modify some of the information held in the CFMU database for the unit concerned. Typically this will concern address data and some 'flags' or parameter settings, see §4.5.

## 4.4. Registration

Those intending to participate in an OPT session are required to complete and return the appropriate 'Registration Form', at annex.

It should be noted that **registration is required for each individual OPT test session**. Failure to register, even if having participated to a previous OPT session, will mean the necessary addresses will not be configured in the CFMU communications system. As a result no messages may be received from or sent to that address.

## 4.5. Participant Configuration & Setup

The settings described below, will be automatically maintained over AIRAC cycles and will therefore last until the end of all OPT testing or until otherwise modified in accordance with the registration data provided for a subsequent OPT session.

#### 4.5.1. Participant Address Data

Participants to the OPT testing sessions will be required to provide, via the Registration Form, an indication of:

For flight plan originators (Aircraft Operators, AROs, CFSPs):

1. the address from which test flight plans will be sent to IFPS;
2. willingness to receive the resultant ACK, MAN, REJ at the address specified under 1 above;

For ATC Units:

3. the operational unit or entity for which messages are requested to be received e.g. Amsterdam ACC, Brussels TWR, etc.
4. the test address to be used i.e. the test address that IFPS will assign to the unit specified under 3;
5. the information under 1 & 2 above in case the ATC unit also intends (or needs!) to submit test flight plans to the IFPS test system

#### 4.5.2. Participant Parameter Settings (IFPS States only)

The following parameters will, by de-fault, be set by the IFPS Test Team for each participant in order to achieve the scenario described under §4.16 for all test sessions. If a unit wishes to deviate from the planned scenario then they should indicate the appropriate settings they wish to achieve via the registration form.

ICAO\_2012\_READY\_DATE: a new parameter allowing the unit to indicate the date and time after which New format output will be accepted. Prior to the date/time specified, messages will be provided by IFPS in Old format only. After the date/time specified, messages will be provided in either Old or New format depending upon how they were received/accepted by IFPS.

FPL\_DIST\_TIME : an ATC unit can indicate how far in advance it wishes to receive flight plan data. A large setting will cause flight plans to be sent by IFPS almost immediately allowing an instant analysis of test results. The Test Team will automatically set this parameter to 360 mins. (6 hours) for each participating unit.

ICAO\_ADEXP: the unit can specify whether ICAO or ADEXP format is required. The format specified in the Ops environment for the entity concerned shall be retained, unless otherwise specified.

#### 4.6. Technical Test

A technical test exercise is scheduled the first day of the OPT session (see 4.2).

During the time period allocated for technical testing (usually the Monday morning), input/output to/from participating test addresses will be enabled.

Participants to the OPT session are invited to check that test messages are received by the IFPS test system and that output from the IFPS test system arrives to the correct test address(es). Any anomalies should be reported to the Test Team. See CONTACTS.

#### 4.7. Reception of Test Messages

The operational repetitive flight plans (RPLs) will also be generated on the IFPS test system. This means that a participant ATC Unit may receive a copy of the operational flight plans generated by the test system from RPL data (in Old format of course).

In addition it should be remembered that other participants are also generating test flight plans which may penetrate 'your' airspace. A participating ATC unit may therefore receive many different test messages from different sources. It is therefore very important to clearly distinguish your test messages, see 4.8 below.

#### **4.8. Test Flight Plans Identification**

Test flight plans should be clearly identifiable so that IFPS Operators and recipient addressees can quickly identify them as such and identify their source.

It is strongly recommended that the callsign is modified to reflect the test nature of the message and the test participant. The following logic is proposed:

firstly: ICAO three letter designator of the AO or a three letter designator that is not one of the ones already allocated by ICAO (see ICAO Doc 8585) for an ATS participant (ARO)  
followed by : a two digit reference number  
followed by : the letters 'XX'  
E.g.  
DLH01XX 01st test FPL from Lufthansa  
DDW14XX 14th test FPL from ARO Bremen

By following this rule test messages should not accidentally associate to either operational messages copied from the operational system or to other test messages.

#### **4.9. Test Purpose Indication**

It is highly recommended that an indication is made in Field 18 of the feature being tested e.g. RMK/PBN TEST or RMK/F10B SYNTAX TEST. This will assist the Test Team, who will be monitoring the invalid queue of messages, to know whether a particular error may be integral to the test or whether it is irrelevant to the test and could therefore be manually corrected.

#### **4.10. Manual Message Processing**

The IFPS test system will not be manned to the same level as the operational system. IFPOs will give priority to the treatment of test messages, identified by the callsign, see 4.8. IFPOs will reject the message when an error is encountered which is considered to be the main purpose of the test but will correct any other errors considered to be incidental. In this way the originator of the message can 'see' the system reaction through the error message received.

It should be noted that IFPO correction logic will, therefore, not be the same as under operational conditions. Telephone co-ordination will not normally be initiated and more manual rejections will result.

#### **4.11. CFMU Test System Addresses / Access**

Test messages may be sent directly to the test systems using the following addresses:

**IFPS Test : AFTN : EUCHZMFT SITA : ANREP7X**

Access to the test system will also be available via B2B.

#### 4.12. IFPS Output

The distribution of messages by IFPS (ACK, MAN, REJ to flight plan originators and FPL, CHG, etc. messages to ATC units) shall be limited to those having indicated their willingness to participate in the testing through completion of the registration process.

Participants shall consider all messages that carry the IFPS test address (EUCHZMFT) as originator as having a non-operational status.

#### 4.13. Telephone support during OPT Sessions

Test participants may contact the IFPOs (Test Team) during a test session for assistance when needed. As the Test Team may be very busy participants are encouraged to resolve their problems (and perhaps improve their own understanding in doing so!) and only contact the Test Team as a last resort, for example, when several corrections and re-submissions fail to provide the desired result.

#### 4.14. Test Configuration for IFPS States (inc. 'Copy' Addressees)

The creation and management of the necessary settings to achieve the type of migration testing described below for different participants at different times throughout each of the test sessions would be extremely difficult to manage and chaotic to work with.

It is therefore planned to create a **standard test scenario for every test session which will apply to all participants.**

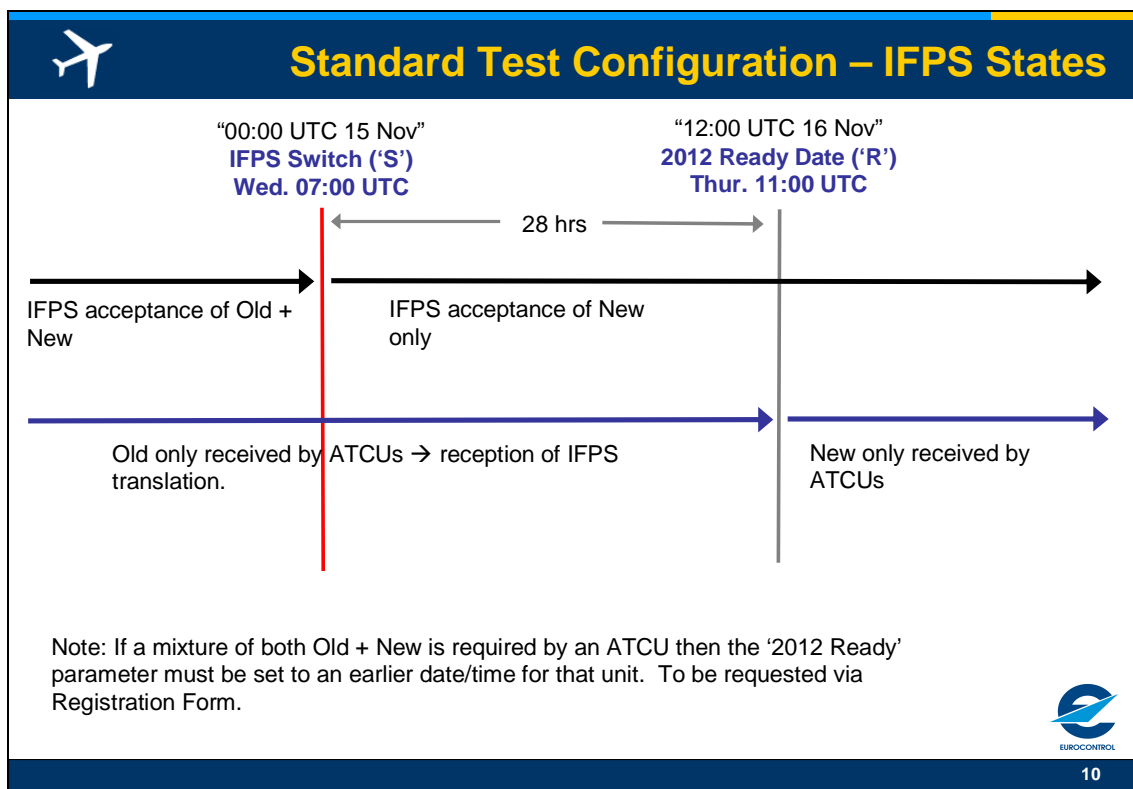


Figure 3 Test Configuration for IFPS States

The standard scenario sets the '2012 Ready Date' parameter to a setting 28 hours after the IFPS switch, thus allowing a clean switch from Old to New without the need for a period of mixed reception of both Old and New formats.



If an ATC Unit wishes to receive New format earlier than the de-fault setting, and therefore receive both Old and New formats, this must be indicated via the Registration form.

#### 4.15. Test Configuration for Non-CFMU States

Non-CFMU States, including non-EUR States, can participate to the test sessions via use of the Re-Addressing function ('AD-line Addressees'), see § 4.1.

The '2012 Ready' parameter is not available to non-IFPS States. The IFPS processing for AD-line addressees is therefore different and as a result the scenarios, as shown below, for these States with regard to the 'Transition' and 'Rollover' tests are slightly different.

During the 2012 operational roll-over period IFPS will distribute FPLs to AD-line addressees:

- in Old format only prior to 00:00 UTC on 15 Nov 2012
- in New format, plus some residual Old format, from 00:00 UTC on 15 Nov 2012 onwards

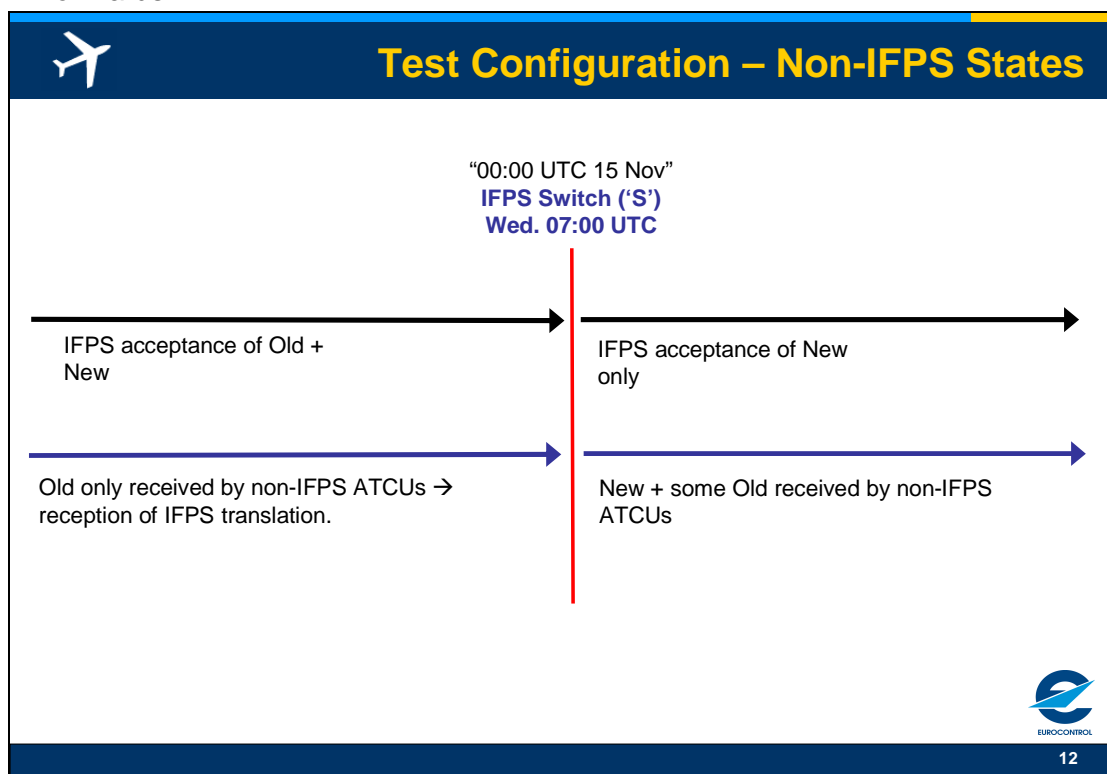


Figure 4 Test Configuration for non-IFPS States

#### 4.16. OPT Test Cases

The main test areas can be categorized as follows:

- Message Syntax
- Transition and Translation
- Ops Date Rollover - IFPS acceptance of New only

##### 4.16.1. Message Syntax

There are many basic syntax and semantic checks that can be performed on each of the impacted fields and within each of the different message types.

Most of these tests are simple to create meaning that no specific setup or configuration of the environment data, parameters etc., is required. Participants are therefore free to engage in syntax testing throughout any or all of the test sessions, as required.

It should be noted that, in accordance with configurations described above :

- a) IFPS acceptance of New format messages can be tested throughout the complete session;
- b) IFPS refusal of Old content can only be tested after 07:00 UTC on Wednesday;
- c) Reception by ATC units within the IFPS area (and Copy addresses) of New format can only be achieved after 11:00 UTC on Thursday;
- d) Reception by ATC units outside the IFPS area of New format can only be achieved after 07:00 UTC on Wednesday;
- e) Reception by ATC units within the IFPS area (and Copy addresses) of Old format messages translated from New can only be achieved prior to 11:00 UTC on Thursday;
- f) Reception by ATC units outside the IFPS area of Old format messages translated from New can only be achieved prior to 07:00 UTC on Wednesday.

#### 4.16.1.1. DOF

Care needs to be taken in the creation of test data designed to test the DOF functionality.

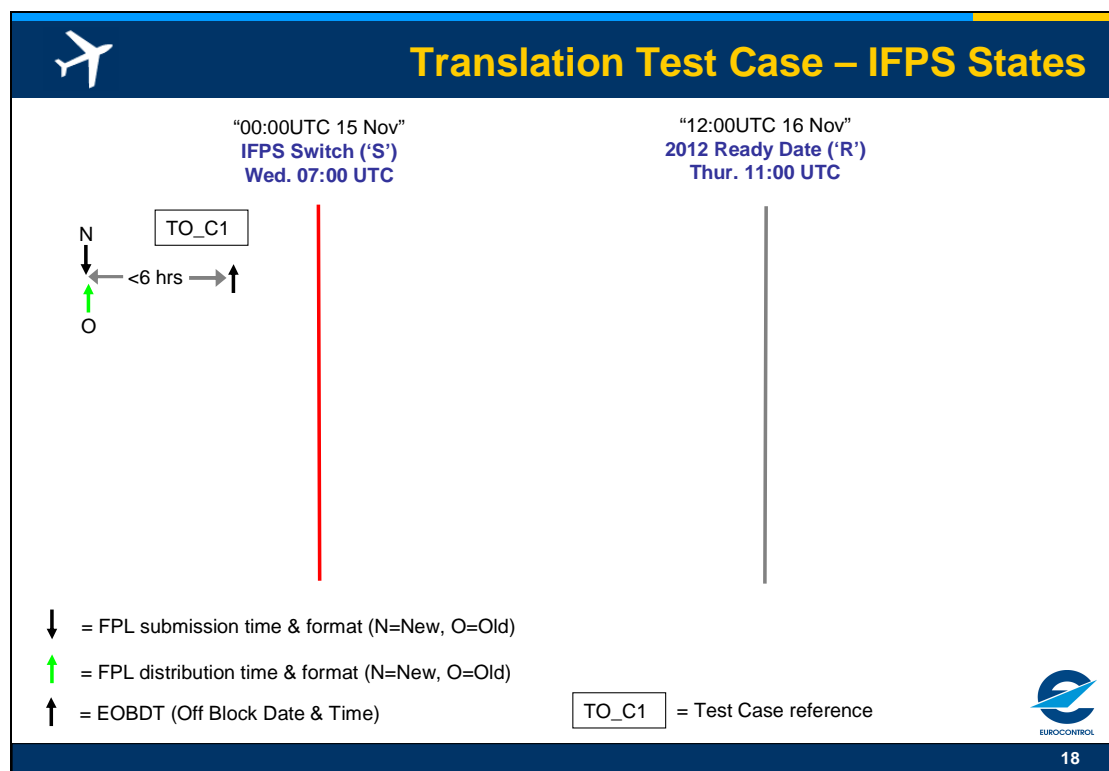
The inclusion of a DOF coupled with the date/time at which the test is to be performed and taking the parameters described in 4.5.2 into consideration, may have an impact upon the outcome and achievement of the desired objective.

#### 4.16.2. Transition and Roll-Over

##### 4.16.2.1. Test Case Description for IFPS States

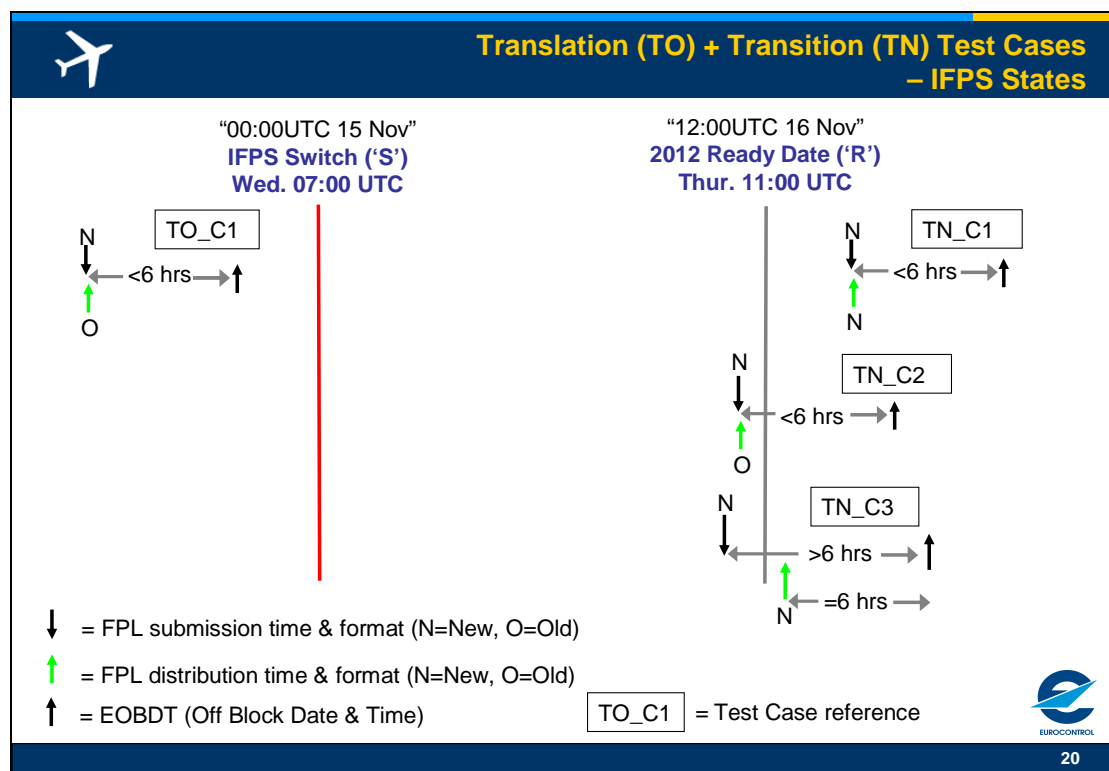
Example Scenarios:

<b>Reference</b>	TRANSLATION_OLD (TO)
<b>Objective</b>	1. Demonstrate the ability of IFPS to convert New format into Old format in accordance with ICAO_2012_READY_DATE parameter setting of the addressee 2. Demonstrate the ability of an ATC unit to process Old format converted from New format.
<b>Pre-requisites (see §4.5.2)</b>	<IFPS_SWITCH> set to 'New only' at time 'S' <ICAO_2012_READY_DATE> set to time 'R' (R = S + 28hr) <FPL_DIST_TIME> set to 6hr <MAX_FILING_TIME> set to 24hr
<b>Test Data</b>	C1. Valid New format messages relevant to the ATC unit concerned and with an entry time into the ATC units airspace (EOBDT) before 'R'
<b>Expected Result</b>	C1. Old format messages provided by IFPS to the ATC unit



**Figure 5 Translation Test Case for IFPS States**

<b>Reference</b>	TRANSITION_NEW (TN)
<b>Objective</b>	<p>1. Demonstrate the ability of IFPS to provide New format in accordance with ICAO_2012_READY_DATE parameter setting of the addressee.</p> <p>2. Demonstrate the ability of an ATC unit to process New format.</p>
<b>Pre-requisites</b> (see §4.5.2)	<p>&lt;IFPS_SWITCH&gt; set to 'New only' at time 'S'</p> <p>&lt;ICAO_2012_READY_DATE&gt; set to time 'R' (R = S + 28hr)</p> <p>&lt;FPL_DIST_TIME&gt; set to 6hr</p> <p>&lt;MAX_FILING_TIME&gt; set to 24hr</p>
<b>Test Data</b>	<p>C1. Valid New format message sent to IFPS after 'R' with an entry time into the ATC units airspace (EOBDT) less than 6hr in the future</p> <p>C2. Valid New format message sent to IFPS before 'R' with an entry time into the ATC units airspace (EOBDT) less than 6hr in the future</p> <p>C3. Valid New format message sent to IFPS less than 1 hr before 'R' with an entry time into the ATC units airspace (EOBDT) greater than 7hr in the future</p>
<b>Expected Result</b>	<p>C1. New format messages provided by IFPS to the ATC unit</p> <p>C2. Old format messages provided by IFPS to the ATC unit</p> <p>C3. New format message provided by IFPS to the ATC unit 6 hr before EOBDT.</p>



**Figure 6 Translation & Transition Test Cases for IFPS States**

### Ops Date Rollover

At a given time (Operations = 00:00UTC on 15 Nov 2012) a switch can be set in IFPS to indicate that Old format messages processed from that moment onwards will no longer be accepted.

An ATC unit can achieve a clean switch from Old to New (no period of mixture of both Old and New) 36 hrs or more after IFPS stops accepting Old but for the purpose of testing we will use a period of 28 hrs.

<b>Reference</b>	ROLLOVER_SWITCH (RS)
<b>Objective</b>	1. Demonstrate the ability of IFPS to switch from accepting both Old and New formats to accepting New format only. 2. Demonstrate the ability of an ATC unit to achieve a clean switch from Old to New format.
<b>Pre-requisites</b> (see §4.5.2)	<IFPS_SWITCH> set to 'New only' at time 'S' <ICAO_2012_READY_DATE> set to time 'R' (R = S + 28hr) <FPL_DIST_TIME> set to 6hr <MAX_FILING_TIME> set to 24hr
<b>Test Data</b>	C1. Valid Old format messages sent to IFPS before 'S' with an entry time into the ATC units airspace (EOBDT) less than 'R'. C2. Valid New format messages sent to IFPS at any time with an entry into the ATC units airspace (EOBDT) less than 'R' C3. Valid Old format messages sent to IFPS before 'S' with an entry into the ATC units airspace (EOBDT) after 'R' C4. Valid Old format messages sent to IFPS after 'S'
<b>Expected Result</b>	C1. Reception from IFPS in Old format, at EOBDT-6 hrs C2. Reception from IFPS in Old format, as translated by IFPS, at

	EOBDT -6hrs i.e. prior to <ICAO_2012_READY_DATE> time C3. Error – EOBDT outside acceptable range (<24hr in advance) C4. Error – Old format not accepted
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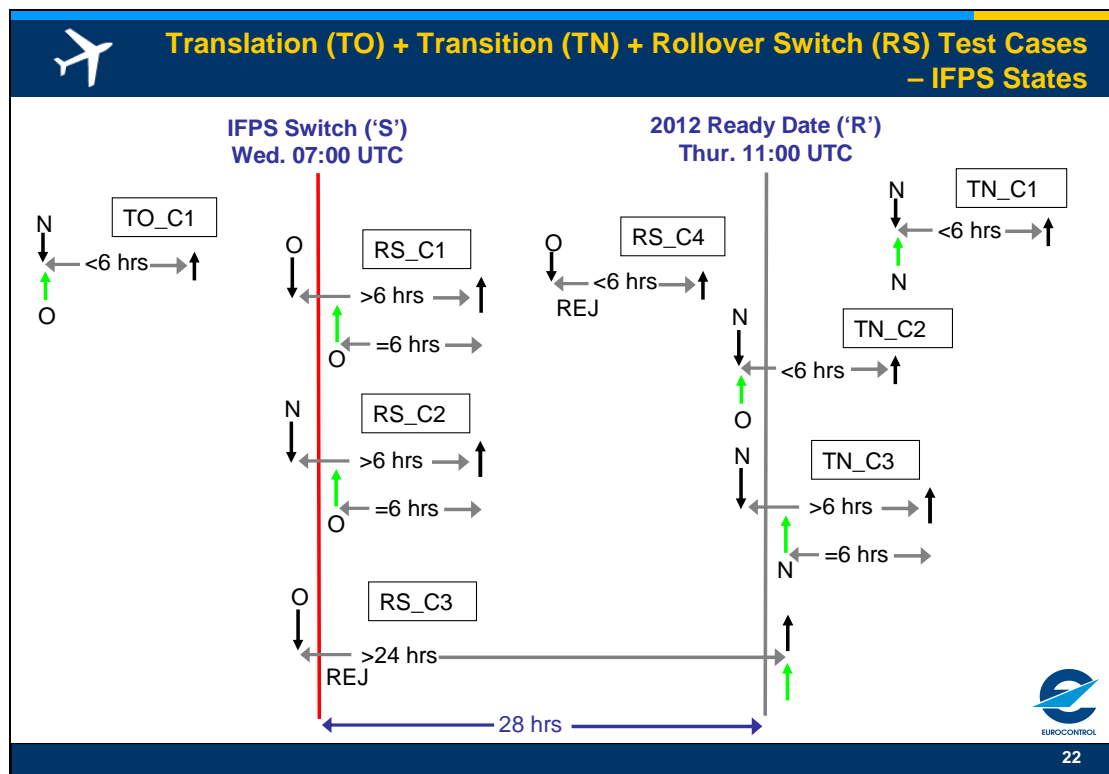


Figure 7 All Migration Test Cases for IFPS States

#### 4.16.2.2. Non-IFPS States

<b>Reference</b>	AD-Line (AD)
<b>Objective</b>	<ol style="list-style-type: none"> <li>1. Demonstrate the ability of IFPS to switch from accepting both Old and New formats to accepting New format only.</li> <li>2. Demonstrate the ability of IFPS to distribute to AD line addressees in Old format only ahead of the IFPS Switch date/time.</li> <li>3. Demonstrate the ability of IFPS to distribute in New format following the IFPS Switch date.</li> </ol>
<b>Pre-requisites</b> (see §4.5.2)	<IFPS_SWITCH> set to 'New only' at time 'S' <FPL_DIST_TIME_FOR_AD ADDRESSEES> set to 6hr <MAX_FILING_TIME> set to 24hr
<b>Test Data</b>	C1. Valid New format message sent to IFPS before 'S' with an entry time into the ATC units airspace (EOBDT) before 'S'. C2. Valid Old format messages sent to IFPS before 'S' with an entry time into the ATC units airspace (EOBDT) after 'S'. C3. Valid New format messages sent to IFPS before 'S' with an entry into the ATC units airspace (EOBDT) after 'S' C4. Valid Old format messages sent to IFPS before 'S' with an entry into the ATC units airspace (EOBDT) > 24hr in the future C5. Valid Old format messages sent to IFPS after 'S'
<b>Expected Result</b>	C1. Reception from IFPS in Old format

	C2. Reception from IFPS in Old format, at EOBDT-6 hrs C3. Reception from IFPS in New format at EOBDT -6hrs C4. Error – EOBDT outside acceptable range (<24hr in advance) C5. Error – Old format not accepted
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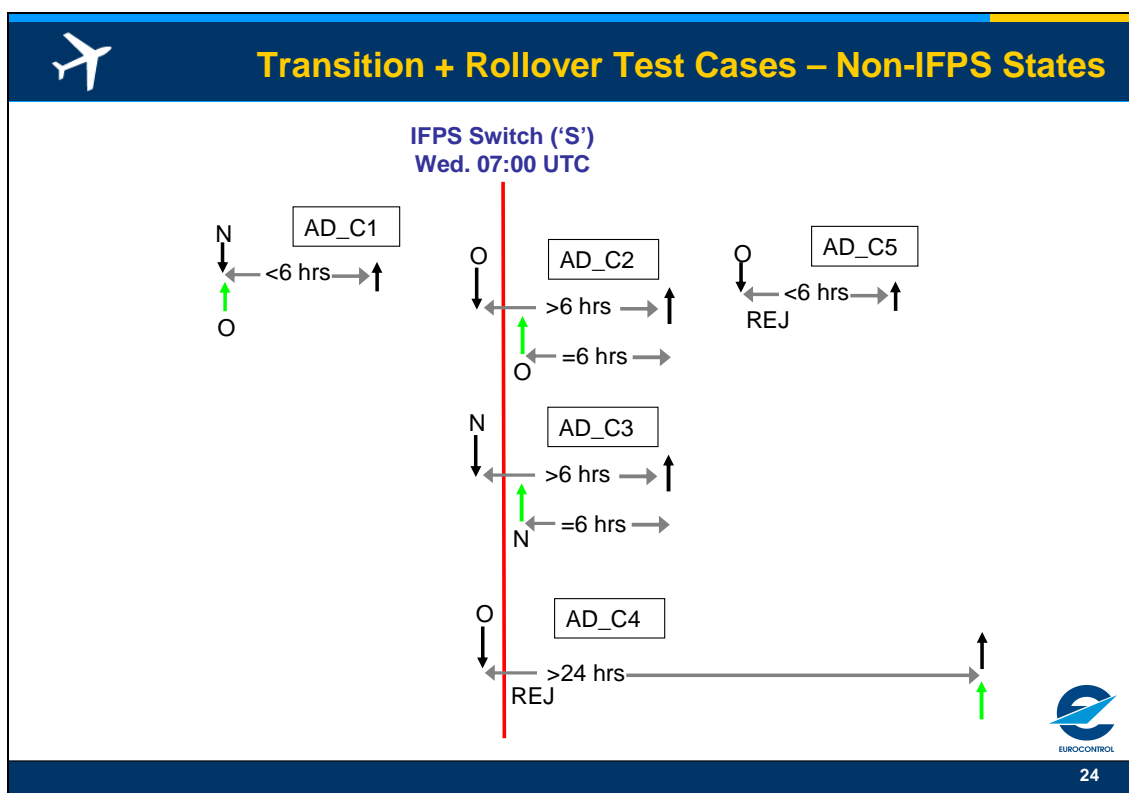


Figure 8 Transition & Roll-Over Test Cases for Non-IFPS States

## 5. PASSIVE TESTING

Passive testing refers to the ability of a stakeholder to continue to use the IFPS test platform outside the formal OPT test sessions.

No support however will be available in the form of manual intervention by the Test Team

### 5.1. Configuration

Normally the environment setup (addresses, parameters, etc.) that existed following the previous OPT session will remain and will be maintained across AIRAC cycles. This means the system will normally be in post-Nov 2012 mode i.e. IFPS acceptance of New only. Participants will therefore be able to send test 2012 format messages and receive the automated IFPS response.

It should be noted that the IFPS test system normally receives a copy of all operational messages (except during formal OPT sessions when it will be disabled). This means that, if you participated to OPT using an operational address, during Passive testing you will receive duplicate messages concerning these copied operational messages.

### 5.2. Participation

The IFPS test platform can be made available between OPT sessions to those having already registered and having participated to the previous OPT session.

The Test Team should be contacted 24 hrs in advance to determine whether or not the test platform is available and to ensure the correct addresses are configured in the CFMU communications system. Modification of parameter settings will only be possible if workload and test system usage for internal purposes permits.

## 6. CONTACTS

All testing related queries and requests :

Test Team:

E-Mail: [dnm.fpl2012@eurocontrol.int](mailto:dnm.fpl2012@eurocontrol.int)

Phone: +32 2 7299785

# Registration Form for 2012 Operational Evaluation (OPT)

## - FLIGHT PLAN ORIGINATOR -

This form should be used by:

- Aircraft Operators;
- Aerodrome Reporting Offices (AROs);
- Flight Plan Service Providers;
- Others engaged in the creation of flight plans.

Note: One form should be returned for each unit/address wishing to participate.

Please complete using block letters and return as an e-mail attachment to:

SAT Team,  
Operational Requirements & Acceptance  
E-mail: [dnm.fpl2012@eurocontrol.int](mailto:dnm.fpl2012@eurocontrol.int)

**DO NOT USE THIS FORM IF YOU WILL PARTICIPATE AS AN ATC UNIT**

A) Company Name : ICAO Designator :

B) Contact Person Name :  
Telephone :  
Fax :  
E-mail :

C) Indicate the session(s) in which you want to participate by inserting an 'X' in the appropriate space in the table below.

Test Session	Participation (Please place an 'X' if you wish to participate)
OPT1 : 30 January – 3 February 2012	
OPT2 : 20 – 24 February 2012	
OPT 3 : 07 – 11 May 2012	
OPT 4 : 11 – 15 June 2012	
OPT 5 : 03 – 07 September 2012	
OPT 6 : 24 – 28 September 2012	



**Registration Form for 2012 Operational Evaluation (OPT)**

**- FLIGHT PLAN ORIGINATOR -**

D) Indicate the address from which you will send messages to the IFPS Test system :

E) Is the address given in D) your operational address? YES / NO

**Note** : If YES care should be taken to ensure that the ACK, MAN, REJ messages from the IFPS test system are **NOT** used operationally.

# Registration Form for 2012 Operational Evaluation (OPT)

## - ATC UNIT -

This form should be used by:

ATC Units (ACC, UAC, TWR, APP, ARO) wishing to receive flight plan data.

Note: One form should be returned for each unit/address wishing to participate.

Please complete using block letters and return as an e-mail attachment to:

SAT Team,  
Operational Requirements & Acceptance  
E-mail: [dnm.fpl2012@eurocontrol.int](mailto:dnm.fpl2012@eurocontrol.int)

**DO NOT USE THIS FORM IF YOU WILL PARTICIPATE AS AN AIRCRAFT OPERATOR OR FLIGHT PLAN SERVICE PROVIDER**

A) State :

B) ATS Unit:

C) Contact Person Name :

Telephone :

Fax :

E-mail :

D) Indicate the session(s) during which you wish to participate by inserting an 'X' in the appropriate space in the table below

Test Session	Participation (Please place an 'X' if you wish to participate)
OPT1 : 30 January – 3 February 2012	
OPT2 : 20 – 24 February 2012	
OPT 3 : 07 – 11 May 2012	
OPT 4 : 11 – 15 June 2012	
OPT 5 : 03 – 07 September 2012	
OPT 6 : 24 – 28 September 2012	

E) Indicate the address where flight planning messages from the IFPS Test system are requested to be received:

**Registration Form for 2012 Operational Evaluation (OPT)**

**- ATC UNIT -**

- F) If the address given in E) is a test address, indicate the operational address(es) or unit(s) it replaces or simulates for the purpose of testing:

- G) If you intend to send test messages to the IFPS test address indicate the address you will use i.e the address from which IFPS will receive these messages:

Do you wish to receive ACK, MAN, REJ messages ? Yes / No

- H) If you are an IFPS State the standard test configuration will provide you with a clean switch (no mixed reception of both Old & New formats) from Old to New format at 11:00 UTC on the Thursday of each test session.

If you wish to change this configuration please indicate when you want to allow reception of New format messages:

Day:

Time (UTC):

Note: If you change the standard configuration then the test data descriptions provided in this document (EUR Test Plan) concerning 'Transition' will not be applicable.

## APPENDIX G

## PROJECT IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL

SAM Region	PROJECT DESCRIPTION (PD)	PD N° C3	
Programme	Project Title	Starting Date	Ending Date
ATM Automation and Situational Awareness  <i>(Programme Coordinator: Onofrio Smarrelli)</i>	Implementation of the New ICAO Flight Plan Model  <i>Project Coordinator: Jorge Ávila (Brazil) (March 2010-December 2011)</i> <i>(Currently without project coordinator)</i>  <i>Contributing experts: Alessandro Santoro (Brazil), Omar Gouarnalusse (Argentina) and Project RLA/06/901</i>	March 2010	November 2012
<b>Objective</b>	Support in the implementation of the new flight plan model in follow-up to the guidelines established in the CAR/SAM regional strategy		
<b>Scope</b>	The scope of the project consists in the implementation of the following main activities: <ul style="list-style-type: none"> <li>• Guidelines on transition to the new flight plan format</li> <li>• Conduct of trials between systems with capability to process the new flight plan</li> <li>• Drafting of contingency measures and decision on technical/operational considerations for the transition</li> </ul>		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Guidelines on the transition to the new flight plan format</li> <li>• Identification of automated systems affected by the new flight plan format</li> <li>• Model action plan for States implementation of the new flight plan format</li> <li>• Model AIC for the dissemination of the new flight plan format</li> <li>• Trials between systems with capability to process the new flight plan</li> <li>• Contingency measures and technical/operational considerations for the transition</li> <li>• Guidance document for safety assessment</li> </ul>		
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• All tasks will be conducted by experts nominated by States and organizations of the SAM Region members of the Project <i>Implementation of the New ICAO Flight Plan Model</i>, under management of the project coordinator, in coordination with the programme coordinator. Communications among project members, as well as between the project coordinator and programme coordinator, shall be carried out through teleconferences and the Internet. In addition, the programme coordinator, together with the project coordinator and the contributing experts, can convene at SAM/IG implementation meetings</li> <li>• Once studies are completed, the results will be submitted to the ICAO programme coordinator as a final consolidated document for its analysis, review, approval and presentation at the GREPECAS PPRC</li> </ul>		

<b>Justification</b>	The implementation of the new flight plan format must be co-ordinately carried out in all States of the Region and, in turn, the Region should be aligned with the implementation at other regions. Therefore, the drafting of a project supporting States in said implementation becomes necessary
<b>Related Projects</b>	<ul style="list-style-type: none"> <li>Automation</li> <li>Improve ATM situational awareness</li> </ul>

Project Deliverables	Relationship with Performance Based Regional Plan (PFF)	Responsible	Status of Implementation <sup>1</sup>	Delivery Date	Remarks
Guidelines on transition to new flight plan format	PFF SAM ATM 07	ICAO and Project Coordinator		Completed	Guidelines were drafted to: Identify the automated systems affected by the new flight plan format Model action plan for States in the implementation of the new flight plan format Guidelines for the implementation of the new flight plan format during the transition phase
Develop regional strategy for transition to new flight plan format	FF SAM ATM 07	ICAO		Completed	GREPECAS approved the application of the CAR/SAM strategy for the implementation of Amendment 1 to PANS-ATM, 15th Edition (Doc. 4444) through its Conclusion 16/39
Consolidated analysis on assessments made by States on possible impacts in the implementation of the new FPL format	PFF SAM ATM 07	ICAO and Project Coordinator		Completed	All SAM States assessed the impact on the implementation of the new format in their automated systems. The consolidated assessment analysis was presented at SAM/IG/6 meeting (Lima, Peru, 18-22 October 2010)

<sup>1</sup>*Gray: Activity has not started**Green: Activity has or will deliver planned milestone as scheduled**Yellow: Activity is behind schedule on milestone, but still within acceptable parameters to deliver milestone on time**Red: Activity has failed to deliver milestone on time, mitigation measures need to be identified and implemented*

Project Deliverables	Relationship with Performance Based Regional Plan (PFF)	Responsible	Status of Implementation <sup>1</sup>	Delivery Date	Remarks
Proposed considerations to conduct trials between systems with new flight plan processing capacity	PFF SAM ATM 07	Project Coordinator, Omar Gouarnalusse (Argentina) and States		June 2012	Initial considerations are indicated in the national action plans for the implementation of the new flight plan format. Additional considerations were proposed at the second seminar on the implementation of the new flight plan format (Lima, Peru, 19-20 May 2011) 40% of the States of the Region have started implementing the changes in the automated systems, carrying out local partial trials. Initial trials have started between some States of the Region
Development of contingency procedures and determination of operational/ technical considerations for the transition	PFF SAM ATM 07	ICAO, Project Coordinator, RLA/06/901 Project and States		June 2012	A safety assessment guideline was drafted, with the purpose of carrying out a qualitative risk analysis from the SAM Region point of view before the validity of Amendment 1 to ICAO PANS-ATM, 15th Edition (Doc. 4444), related with the new flight plan content (NEW format) as of 15 November 2012 and during the transition period starting on 1 July 2012, when it is expected that airspace users use both the CURRENT and NEW formats The States of the Region are using this document as orientation in the safety assessment and in the drafting of a contingency plan in this regard

Project Deliverables	Relationship with Performance Based Regional Plan (PFF)	Responsible	Status of Implementation <sup>1</sup>	Delivery Date	Remarks
Technical/operational proposals for the transition Legislation Safety assessment Automated systems Training plan	PFF SAM ATM 07	ICAO, Project Coordinator, Alessander Santoro (Brazil) and States		November 2012	<i>Legislation</i> A model AIC for the dissemination of information on the new flight plan format implementation has been drafted. In addition, States national action plans must take into consideration amending the technical/operational documentation related with the new flight plan format. 30% of the States have started amending their national publication with regard to the new flight plan format <i>Safety assessment</i> (refer to information in row above) <i>Automated systems</i> 40% of the States would be able to support the NEW and CURRENT flight plan format during the transition period <i>Training plan</i> 70% of the States of the Region have started implementing the training plan in their national action plan for the implementation of the new flight plan format. The training is addressed to ATS, AIS operational personnel, technical personnel and users. As of April 2012, Chile will start with via web courses for national and foreign personnel interested
Monitor the implementation of the new ICAO flight plan model activities in the SAM Region		ICAO		March 2010 - 15 November 2012	
Resources necessary	Funding for the implementation of changes in automated systems (AMHS / AFTN, FDP), adoption of possible contingency measures and training to personnel involved				

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# IMPLANTACION DEL NUEVO MODELO DE PLAN DE VUELO DE LA OACI / IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL

ID	Nome da tarefa	2010					2011				2012				
		Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1
1	<b>Implantación del nuevo modelo de plan de vuelo de la OACI / Implementaion of the new ICAO Flight Plan Model</b>		19/03												15/11
2	<b>Project management process / Proceso de gerencia del proyecto</b>		19/03		14/06										
3	Define Project Manager/Definir el Gerente de Proyecto		CP 19/03												
4	Identify States experts/Identificar expertos de los Estados		CP 19/03		14/06										
5	<b>Guías sobre la transición al nuevo formato de plan de vuelo presentado / Guidelines on transition to new flight plan format</b>		19/03		25/05										
6	Guía sobre identificación de los sistemas afectados con el NUEVO FPL/Guideline to identify the automated system affected by the NEW FPL		CP,ICAO / OACI 19/03		21/04										
7	Modelo de plan de acción para la implementación del NUEVO FPL por los Estados/Model of action plan for States in the implementation of the NEW FPL		CP,ICAO / OACI 19/03		25/05										
8	Guía sobre la implementación del NUEVO FPL durante el periodo de transición/Guidelines for the implementation of the NEW FPL during the transition phase		OACI/ICAO 19/03		24/05										
9	<b>Elaborar una estrategia regional de transición al nuevo formato de plan de vuelo / Develop regional strategy for transition to new flight plan format</b>		19/03							01/04					
10	Elaboración estrategia regional y aprobación por GREPECAS		19/03							01/04					
11	<b>Análisis consolidado de las evaluaciones realizadas por los Estados de los posibles impactos de la implementación del nuevo formato de FPL/Consolidated analysis on assessments made by States on possible impacts in the implementation of the new FPL</b>				24/05					15/10					
12	Identificación de los posibles impactos/Posible impact identification														
13	Recolectar las evaluaciones/Collect the evaluation														
14	Análisis consolidado de las evaluaciones realizadas por los Estados														
15	Elaboración de informe con el análisis consolidado de las evaluaciones realizadas por los Estados/Consolidated analysis on assessments made by States on possible impacts in the implementation of the NEW FPL														
16	<b>Propuesta de consideraciones para realizar los ensayos entre sistemas con capacidad de procesamiento del nuevo plan de vuelo/Proposed considerations to conduct trials between systems with the new flight plan processing capacity</b>														
17	Propuesta de consideraciones para realizar los ensayos entre sistemas con capacidad de procesamiento del nuevo plan de vuelo/Proposed considerations to conduct trials between systems with the capacity to process the new flight plan														



# APPENDIX H / APENDICE H

SAM/IG/9-WP/09 - NE/09

## IMPLANTACION DEL NUEVO MODELO DE PLAN DE VUELO DE LA OACI / IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL

