



International Civil Aviation Organization

Global Update Dakar August 2012

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2012 Flight plan implementation status

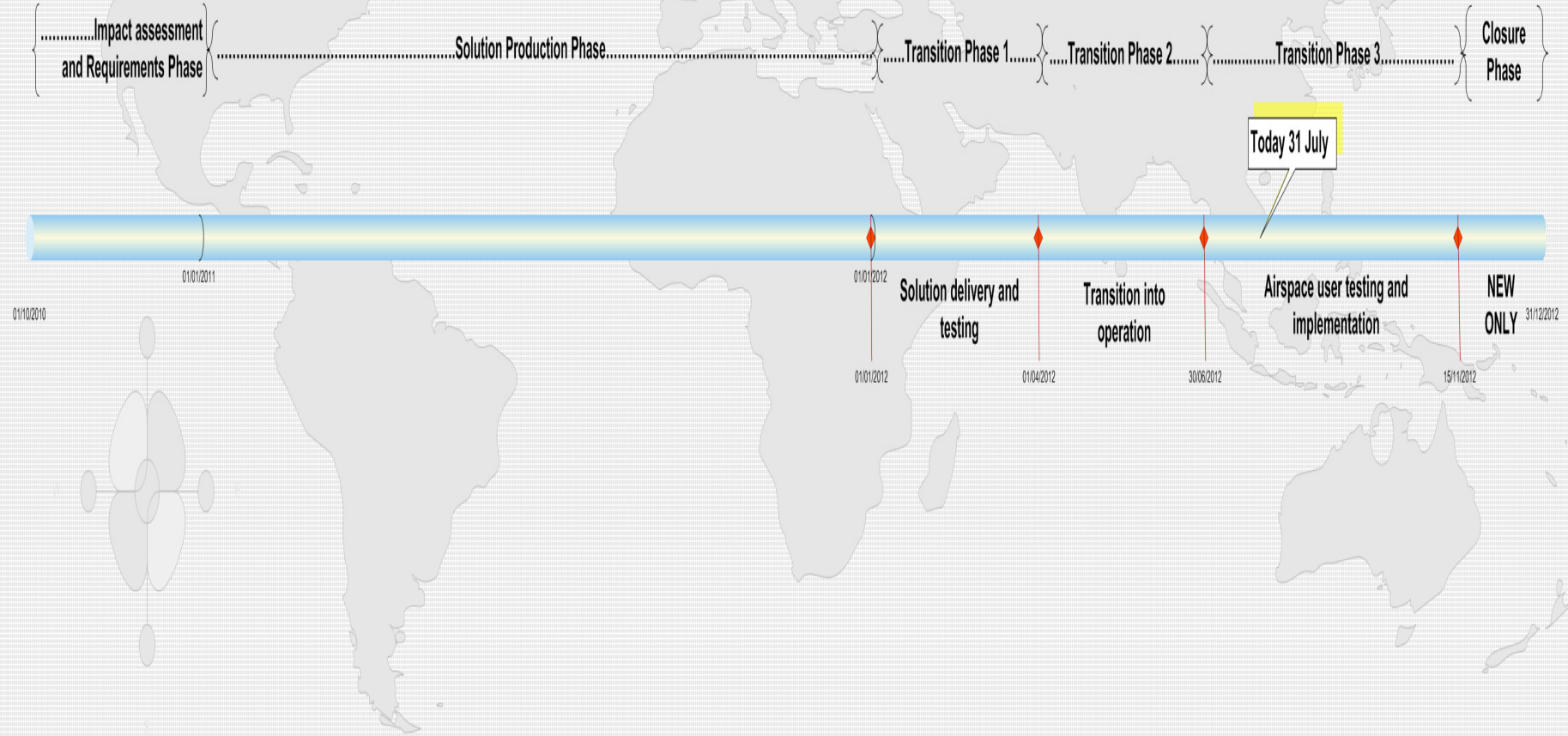


Key Dates of the Flight Plan Changes

- Approval Phase. Complete
- Impact assessment.
and requirements Phase. Complete
- Solution production Phase. Complete
- Solution delivery
and on-site testing. Complete
- Transition into
operations. Complete
- Airspace user implementation. 1 July 2012-15 Nov 2012
- NEW only ICAO Flight plan. After 15 Nov 2012

FPL: 2012
7/30/2012

FPL 2012 Phases 2010-2012



Today 31 July

Solution delivery and testing

Transition into operation

Airspace user testing and implementation

NEW ONLY



Status FPL2012 planning – ICAO

- Most regions are in the final transition phase which means they are ready to accept testing from airlines.
- The NACC region elected to delay their offer of operational capability i.e. the ability to process both PRESENT and NEW until mid September.....all ANSP's adjacent regions and IATA members are aware.
- All regions have produced a template AIC which can be individually tailored to a State as required.
- All Regions are aware of ICAO provided contingency options and many have further developed their existing regional contingency plansgood example is NACC.
- All regions have had in depth discussions on internal, ANSP to ANSP and inter regional testing.
- Some States have already tested with their local airlines.
- Eurocontrol and FAA are offering significant test facilities.



Issues and Concerns

- Some ICAO States are still behind the implementation schedule.
- ANSPs unable to accept the NEW Flight Plan from 1 July 2012 may mean a reduced opportunity for Airlines to test.
- Some States are not providing their updated implementation progress to ICAO regional offices for entry into the FITS database.
- Lack of contact with some States leads us to believe they are not making sufficient progress.
- Many States are favoring the “convertor” solution.
- More effort is required to ensure other stakeholders such as business, military and general aviation are aware of the impact.
- Some airspace users are now identifying their own issues and anomalies now that they are in the testing phase of the project



Next Steps

1. Maintain a high profile awareness of the impending changes.
2. Encourage States to provide the financial resources needed to sign contracts.
3. Identify those States which require support.
4. Make use of the Strategic Support Team(SST), with the help of other stakeholders, to assist those States who are having difficulty in achieving the implementation timescales.
5. Identify States who will not be ready to accept the NEW flight plan by the 15 November 2012
6. Issue AIC.
7. Complete contingency planning.