

MODEL ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE FIFTEENTH EDITION OF ICAO DOCUMENT 4444)

Instructions for the development of the action plan

The attached document shows a model action plan for the implementation of the new flight plan format so that all SAM States may use the same format.

The model action plan contains eight sections. The content of the first four sections (objectives, scope, background and reference documentation for the implementation of the action plan) and of the eighth section (attachments) is suggested as standard material to be included in all action plans of the States.

In order to develop the action plan, the States should complete the content of Section 5 - *Identification of activities to be carried out before the implementation of the new flight plan format*, Section 6 - *Activities for the implementation of the new flight plan format* and Section 7 - *Timetable for the execution of the activities for the implementation of the new flight plan format* following the instructions shown in the model.

**MODEL ACTION PLAN FOR THE IMPLEMENTATION OF THE
NEW FLIGHT PLAN FORMAT**

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1. **Objective**

1.1 To present the plan for the implementation of the new flight plan format specified in Amendment 1 to the Fifteenth Edition of ICAO Document 4444, following ICAO guidance contained in State Letter AN 13/2.1-09/9 of 6 February 2009, as well as the CAR/SAM implementation strategy and the action plan for the implementation of the new flight plan format of the SAM Region.

2. **Scope**

2.1 This document contains the action plans for the implementation of the new flight plan format during the time period comprised between 2010 and 15 November 2012.

3. **Background**

3.1 Amendment 1 to the 15th Edition of the PANS-ATM – Doc 4444 was published on 25 June 2008 in ICAO State Letter AN13/2.1-08/50. The amendment seeks mainly to update the ICAO flight plan format to meet the needs of aircraft with advanced capabilities and the requirements of automated air traffic management (ATM) systems.

3.2 Although Amendment 1 has been published, all the information contained in Document 4444 concerning the flight plan format remains unchanged until the implementation of the new format on 15 November 2012.

3.3 The implementation of the new format warrants a change in the systems involved in the flight plan process, as well as a transition period in which both the new and current flight plans will operate until the new flight plan will be the only one operating.

3.4 Both airspace users and air navigation service providers are involved in this process. The implementation of the new flight plan format is a joint task of users and air navigation service providers at national, regional and inter-regional level.

3.5 In order to support the States in the transition to the new flight plan format, ICAO has developed guidance for the implementation of flight plan information, in keeping with Amendment 1 to the 15th Edition of the PANS-ATM – Doc 4444. This guidance is contained in ICAO State letter AN 13/2.1-09/9 of 6 February 2009.

3.6 This guidance was developed in order to make it easier for airspace users and air navigation service providers to use concurrently the current and the new information of flight data processing systems during the transition period.

3.7 At national level, in relation to the implementation of the amendment, the GREPECAS/15 meeting formulated Conclusion 15/35 - *Implementation of the new ICAO flight plan model*, with a view to the development of a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions.

3.8 The CNS/ATM/SG/1 meeting, held in Lima, Peru, on 15-19 March 2010, adopted the *Strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Doc 4444) in the CAR/SAM Regions* through Conclusion CNS/ATM/1-8, which was approved by the States/Territories/International Organisations through the GREPECAS fast-track procedure.

4. **Reference documentation for the development of the action plan**

4.1 The following documentation has been used as reference for the formulation of the action plan:

4.1.1 ICAO State letter AN/13/2.1-08/50 of 25 June 2008 (Amendment 1 of the Procedures for air navigation services — *Air traffic management*, 15th Edition (PANS-ATM, Doc 4444).

4.1.2 ICAO State letter AN/13/2.1-09/9 of 6 February 2009 (Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for air navigation services — Air traffic management*, 15th Edition (PANS-ATM, Doc 4444).

4.1.3 Strategy for the implementation of Amendment 1 of the 15th Edition of the ICAO PANS - ATM (Document 4444) in the CAR/SAM Regions.

4.1.4 Action plan for the implementation of the new flight plan format in the SAM Region - Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Document 4444).

5. **Identification of the activities to be carried out before the implementation of the new flight plan format**

5.1 **Identification of the installed equipment that may be affected by the new flight plan format**

5.1.1 This section would contain a list of possible equipment installed at the various ATS units at national level that might be affected by the implementation of the new flight plan format. For each piece of equipment identified, indicate model, manufacturer, year of installation, place where it is installed, and possible block configuration.

Example:

Equipment	Make - Model	Year of installation	Location
AFTN system	Sysec	1995	AFTN equipment terminals containing the FPL template are installed at all aerodromes, control towers, APP and ACCs at national level.
FDP Processor, terminal equipment, display systems	INDRA Aircom 2000	2001	FDP terminals installed in the ACC, APP, and ... towers
RDP	INDRA Aircom 2000	2001	ACC, ... APP
etc.			

5.2 **Tests to assess the impact of the implementation of the new flight plan format on the equipment identified**

5.2.1 This section will provide information about the tests to be carried out in order to analyse the impact of the implementation of the new flight plan format on each of the changes foreseen for each possible equipment identified in the flight plan process, using as a possible model the table shown in **Attachment E**.

5.3 Identification of the changes required in the systems involved in the flight plan during the transition period when the NEW and CURRENT flight plan formats are in operation

5.3.1 This section will identify in what systems involved in the flight plans will changes be required during the transition period during which both the CURRENT and the NEW flight plan formats are to be used.

5.4 Identification of the national team that will carry out the implementation of the new flight plan format

5.4.1 This section will include a list of the individuals involved in the implementation of the new flight plan format, identifying the responsibilities assigned to each of them. The designated personnel should come from both the air navigation service provider and the users.

5.5 Identification of the training activities required for the implementation of the new flight plan format

5.5.1 This section will describe the training activities foreseen for the operational and technical personnel of air navigation service providers involved in flight plan management and in the required training of airspace users.

5.6 Development of contingency procedures and technical/operational considerations for the transition

5.6.1 This section will provide information about the contingency procedures to be implemented in case the activities contemplated for the implementation of the new flight plan format are not implemented on time.

6. Activities for the implementation of the new flight plan format

6.1 Process for the implementation of the new flight plan format

6.1.1 This section must contain information about the process that the State will carry out for the implementation of the new flight plan format, as well as the processing capacity during the transition period of the CURRENT and NEW flight plan format, describing whether it will be carried out by staff of the aeronautical administration itself or through a bidding process.

6.2 Operational tests with the NEW and CURRENT flight plan formats

6.2.1 This section should contain information about the national and inter-State tests on the NEW and CURRENT flight plans, with a view to the concurrent operation of the CURRENT and NEW flight plan formats from 1 July 2012 to 15 November 2012.

7. **Timetable for the execution of activities for the implementation of the new flight plan format**

7.1 This section will describe the estimated dates for the implementation of the activities described in Sections 5 and 6 of the action plan. To this end, it is suggested that the GANTT of Microsoft Project be used. It is important to note that, for a harmonious implementation of the flight plan in all the States of the Region, implementation dates must be aligned with those established in the regional action plan for the SAM Region.

8. **Attachments**