

SECOND SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT – AMENDMENT 1 TO THE 15TH EDITION OF DOC 4444 PANS/ATM

(Lima, Peru, 19-20 May 2011)

EXECUTIVE SUMMARY

SESSION 1 - Detailed implementation plans of the new flight plan format

In this session, a summary on the progress made globally and regionally in the implementation of the new flight plan format was presented. In addition, each participating State informed on the activities carried out to date, as well as the schedule until the complete implementation of the new flight plan format.

Current situation in SAM States

Argentina

Argentina has developed an action plan for the implementation of the amendment, which has not yet been approved by the aeronautical authorities. It should have been approved in March 2011, but it was delayed because the aeronautical authority is being transferred from the military to the civil area. Regarding the revision of documentation related to ATS operations, the updating of the AIP has not started yet. As to automated system improvements, they are under way. Coordination activities have been carried out with the providers of AMHS and ACC automation systems (INDRA) for the implementation of the new flight plan format. With respect to training plans for ATS and technical personnel and for users, they are being coordinated with the Civil Aviation Training Centre (CIPE).

Bolivia

Bolivia informed it had not yet drafted its action plan, since it had no automated systems implemented at its ATS units. In addition, it informed that they would be installing an AMHS system by the end of 2011. The Bolivian delegation informed it would be sending their national action plan before the end of June 2011.

Brazil

Brazil has developed an action plan that has already been approved by the aeronautical authorities. Pursuant to the action plan, the national documents that regulate ATC operations have been amended; an AIC on the contents of Amendment 1 to the 15th edition of Doc 4444 has been sent to CISCEAB users; the safety assessment has been made to identify hazards, assess the relevant risks and the required mitigation actions. It is anticipated that this process will be completed by late August 2011. Likewise, the changes required in automated systems as a result of the implementation of the new flight plan format are being introduced with the support of ATECH. In reference to the training of the internal operational and technical personnel of the administration, and of external personnel, such as airspace users, internal and public seminars are being scheduled throughout 2011. For purposes of coordination and implementation of the activities envisaged in the amendment, a multidisciplinary group has been established, made up by the aeronautical authorities, aeronautical service providers, users and the company responsible for the installation of the automated systems.

Chile

The action plan for the implementation of the new flight plan format was approved in mid January 2011; it was since November 2010 but its approval was delayed due to changes in the aeronautical authorities. A national working group, approved by the aeronautical authority, has been established to coordinate the activities for the implementation of the new format, made up by aeronautical service providers and airspace users. Regarding the amendments to the national documents that regulate ATC operations, these are under study and the whole documentation is expected to be ready by February 2012. With respect to the safety assessment, the group has identified the hazards and assessed the risks, and expects to complete the whole safety assessment process by mid September 2011. As to the impact of the implementation of the new flight plan format on automated systems, they have identified the affected systems, and are awaiting a technical-economic proposal from the manufacturer (Thales). Thales was present at the event and informed that it would be sending its proposal in early June 2011. National trials of the processing of the new flight plan format are foreseen for late March 2012. Regarding training, there are plans to use the e-learning methodology. The initial duration of courses on the new flight plan format will be one week. Training is foreseen for the operational and technical personnel responsible for the provision of ATS services and for users throughout 2011 until June 2012.

Panama

The aeronautical authorities have approved the national plan for the implementation of the new flight plan format, and have created a national working group made up by the aeronautical administration personnel responsible for providing navigations services, and the users.

The identification of ATC operational documents that need to be amended has started, together with the safety assessment process to identify hazards and assess risks. The equipment affected by the new flight plan format in the Panama ACC has been identified. In this regard, it was informed that the ACC would be moved to a new location because work will start in the current premises to build a subway. The installation of the new ACC will entail the acquisition of a new AMHS system and a new automated system for the Panama ACC.

The implementation of the new ACC and of the new equipment is foreseen for 2012. Given the magnitude of the construction work and the equipment to be installed, works could extend beyond 15 November 2012. Consequently, it was recommended that alternate measures be considered in order to comply with the plan. Regarding training, it has been foreseen for the navigation service provider personnel and the users.

Paraguay

A national action plan was developed and then approved by the aeronautical authority in February 2011. Likewise, a national group has been created, made up by air navigation service providers and airspace users. It is expected that all activities related to national regulations and the publication and harmonisation of the AIP be completed in 2011. The safety assessment is foreseen for completion by June 2012. Regarding automated equipment, coordination activities have been carried out with INDRA, which recently installed the new automated system in the ACC, and also with RADIOCOM, the AMHS provider. These changes are scheduled for late 2011. Training has been foreseen for the personnel responsible for providing air navigation services and for the users. The training process will take place from June 2011 through August 2012.

Peru

A national action plan has been approved and a multidisciplinary group has been established for the implementation of the amendment (aeronautical authorities, service provider, and user). Regarding the national documentation for ATC operations, the supplementary technical regulation related to ICAO Doc 4444 is currently being reviewed, and the AIC to inform about the amendment at national level is to be published in late May 2011. The safety assessment is to be completed by late July 2011. Regarding the assessment of automated systems, agreements have been signed with COMSOFT for updating the AMHS starting in late May 2011. Likewise, coordination activities have been carried out with INDRA to make the necessary changes to automated systems, taking into account they are currently being installed. Training is foreseen for the personnel that provide air navigation services and users, in coordination with the Civil Aviation Training Centre (*Centro de Instrucción de Aviación Civil* - CIAC).

Suriname

A national action plan has been approved and a multidisciplinary group has been established (aeronautical authorities, service provider, and user) for the implementation of the amendment. The revision of national regulations for ATC operations is in its initial phase. Since the AMHS and the automated systems of the Paramaribo ACC have been recently installed, arrangements have been made with the manufacturers to make the necessary changes for accepting the new flight plan format. Training is foreseen for the personnel that provide air navigation services and users throughout 2011 and 2012.

Uruguay

A national resolution issued in October 2010 created a committee for the implementation of Amendment 1 to the 15th edition of the PANS-ATM (Doc 4444), made up by the aeronautical authority, service providers and users. This committee drafted an action plan for the implementation of the amendment. In compliance with the activities of the action plan, national documents for ATC operations will be reviewed, and a safety assessment will be conducted. Regarding automated systems, an AMHS is to be installed in 2012. Likewise, INDRA has submitted a technical and economic proposal for updating the automated system of the Montevideo ACC.

As to training, coordination activities have been carried out with the Aeronautical Training Institute (*Instituto de Adiestramiento Aeronáutico* - IAA) and the appropriate group with a view to scheduling internal seminars and planning their dissemination, especially for the ATM, AIS and COM areas.

SESSION 2 - Detailed transition plans for the new flight plan format

With regard to this topic, explanation was given on the need that each State identify all intra and interregional communications requirements (AFTN, AMHS, OLDI, AIDC) during the transition phase, with the aim that the transmission tests and operation of the new flight plan format can be carried out during this phase. **Attachment A** to this Appendix E shows a chart with a recommended order for the testing and operation of the new intra and interregional flight plan format. The order suggested for the tests and operation is to, first, make interregional oceanic communications, then interregional continental, then OLDI or AIDC interregional and, last of all, the AFTN or AMHS interregional communications.

SESSION 3 - Testing for the implementation of the new flight plan format

This session highlighted the importance of making all necessary trials to all new or modified equipment, as well as to any new or modified software application in the systems bearing impact on the new flight plan format (AFTN, AMHS, FDP, RDP, etc.). These trials are to be carried out with the manufacturer in order to obtain acceptance. The final acceptance of the equipment and software is to be achieved once not only local trials are finished, but also with States and users at intra and interregional level. Local equipment tests are to be completed before **1 April 2011**. Tests with adjacent States having implemented the flight plan format during this time should also be carried out in this period. The remainder of the intra and interregional tests with States should be carried out until **30 June 2011**. Tests and operation with users should be made during the period between **1 July and 15 November 2011**. **Attachment B** to this Appendix shows a list of activities to be taken under consideration upon carrying out the tests.

In this respect, SAM States were reminded of Conclusion SAM/IG/6-11 indicating that the changes identified at the AMHS or AFTN systems should be made by 31 December 2011, and the changes in the flight plan processors, at the end of March 2012.

SESSION 4 - Industry and stakeholder

COMSOFT

COMSOFT described some aspects to be taken into account for the implementation of a flight plan convertor during the transition phase, where the current and new flight plan formats would coexist. In this regard, it stated that the conversion should be at the network level and that the conversion process should be from the new to the current format, and *viceversa*. ICAO does not contemplate the latter. In this respect, COMSOFT informed that this solution was optional, since they also had applications for converting from the new to the current format only. The recommendation was to take into account ICAO recommendations on the conversion of the format.

INDRA

INDRA noted that it responds to all the requests in the Region, including Argentina, Paraguay and Peru this year, and Colombia next year. For the implementation of the new format, INDRA has solutions for its new systems and also for the existing ones. Since the existing equipment was installed in the Region on different dates and involved different models, the solution varied for each system; thus, a regional solution was not viable. The automated system of INDRA is already prepared to process the new and the current format, in keeping with ICAO specifications.

Thales

Thales informed that the new automated systems (FDP, RDP) that date back to 2010 are already prepared to accept both the new and current flight plan formats. Systems installed prior to 2010 require updates, and Thales informed that updates are already underway in some countries worldwide. The Thales system includes conversion from the new to the current flight plan format during the transition phase.

SESSION 5 - Documentation to be updated

Note was taken that States had this activity included in their national action plans. Some States had already completed the updating of documents on operational procedures, as well as their AIP, and had started publishing aeronautical information circulars to indicate all users on the new flight plan format. With the aim that States can identify the publications that might be affected by the new flight plan format, **Attachment C** to this appendix indicates all possible documentation to be reviewed: training documents, regional documents (Doc 7030), national documents (AIP, letters of agreement, etc.) and other documents.

SESSION 6 - Safety assurance

SAM States have taken this activity under consideration in their action plans; it is important that before the operation of any activity, this is carried out in support of the new flight plan format. Brazil presented an analysis procedure for safety assurance, which has been considered as a model to be applied by the remaining States of the Region. It was deemed convenient that the safety assessment be carried out before **31 December 2011**.

SESSION 7 - Training template

The States of the SAM Region have considered internal training (controller, operational, management and technical personnel) for an air navigation service provider, and external training for users (flight crew and dispatchers). In accordance with information provided by States, this training would be carried out in 2011 and part of 2012.

SESSION 8 - Spreading the message

During the seminar/workshop, a poster and a brochure on the new flight plan format implementation calendar were handed out, showing all activities to be carried out during the various new flight plan format implementation phases. Copy of the poster is shown in **Attachment D** to this Appendix. Participants were invited to hang the poster in strategic areas within their aeronautical units with the aim that all can take note of all actions required for the new plan to be implemented by **15 November 2012**. In addition, the assistants were reminded of the importance on accessing the ICAO FITS web page to look at all information, documentation, progress in the global implementation of the new flight plan format, and difficulties encountered. It is important that States inform of all progress and changes to the ICAO SAM Regional Office, with the aim of keeping the FITS updated. The web page is <http://www2.icao.int/en/FITS/Pages/home.aspx>.

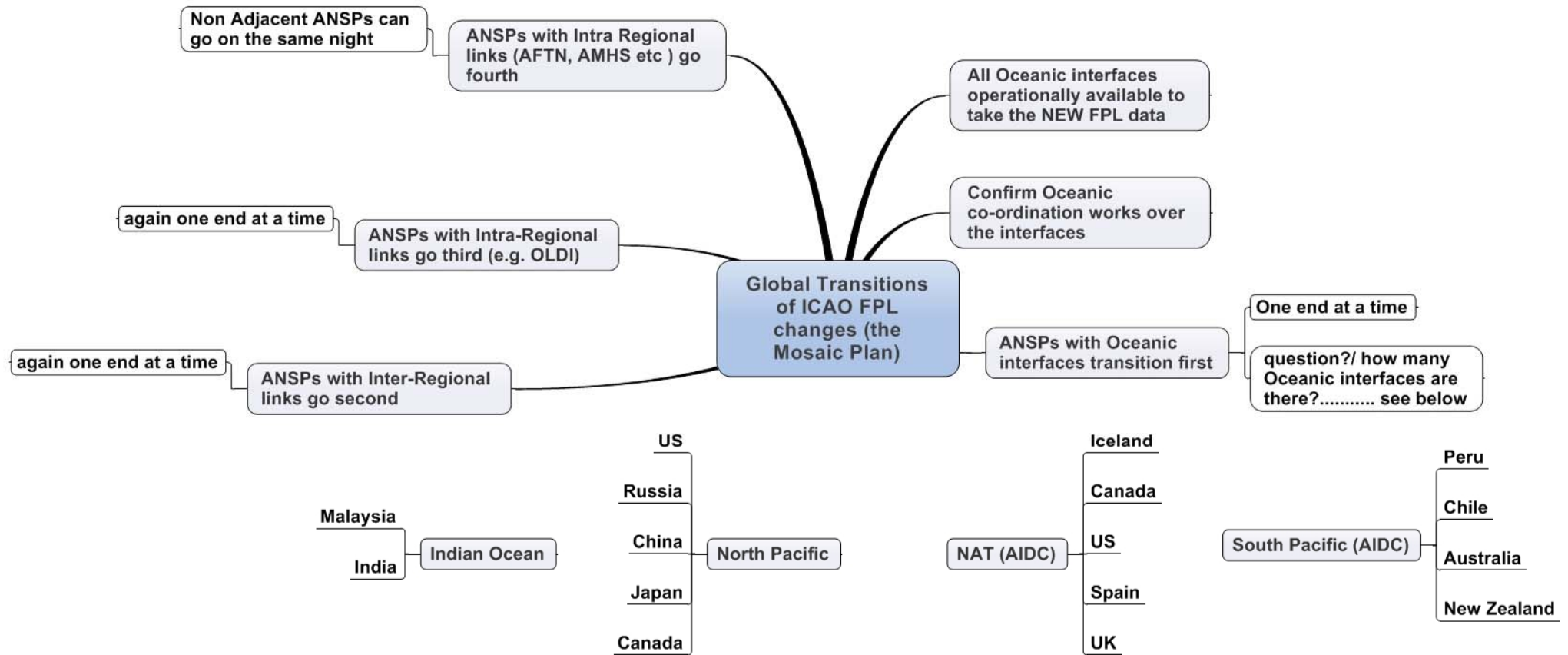
SESSION 9 – Finance

During the event, States were informed that all changes, as well as equipment, software, training, documentation and other activities required for the implementation of the new flight plan format, are to be borne by each aeronautical administration's funds. **Attachment E** shows the various finance sources for the implementation of the new flight plan format.

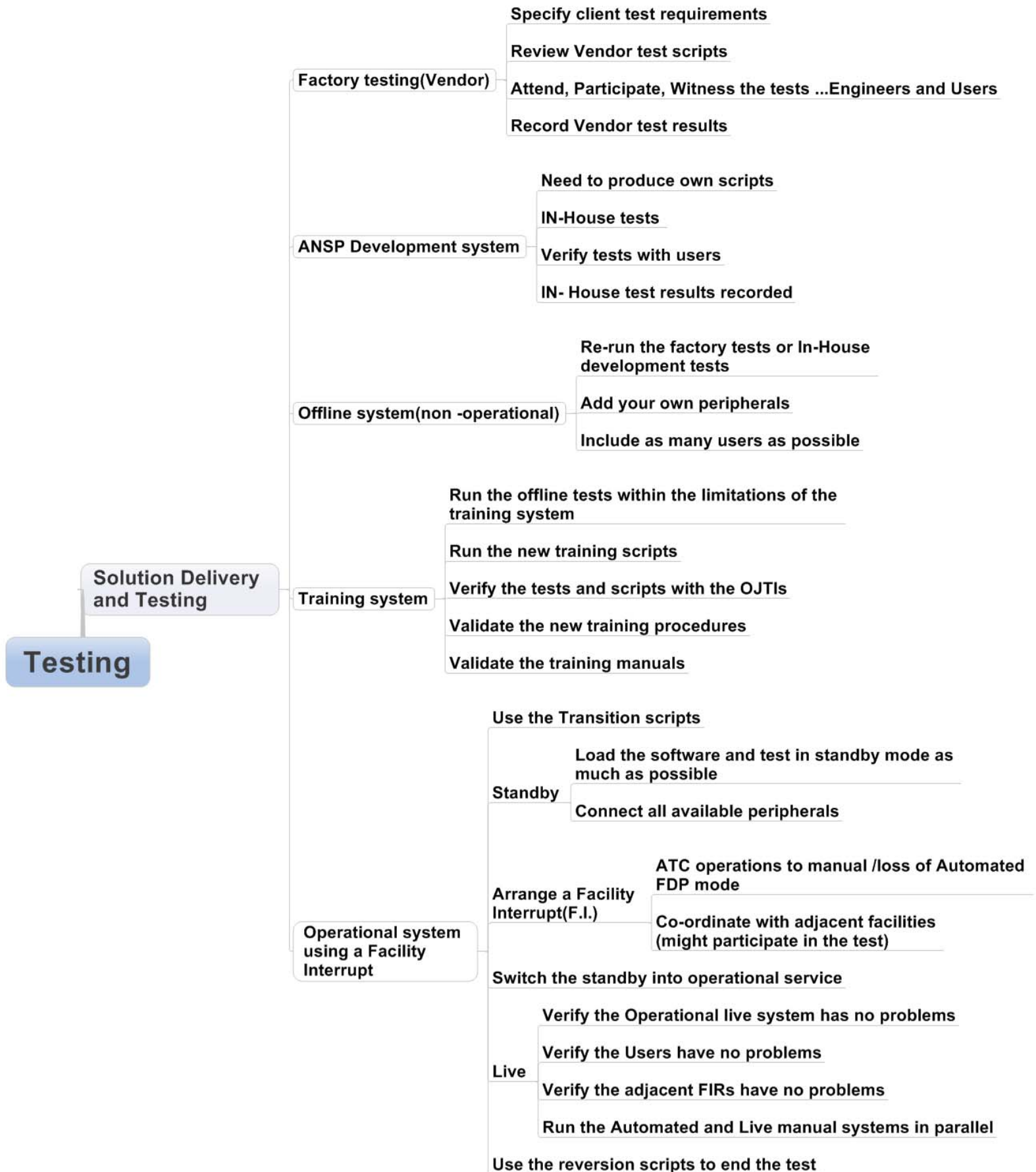
SESSION 10 - Strategic support teams

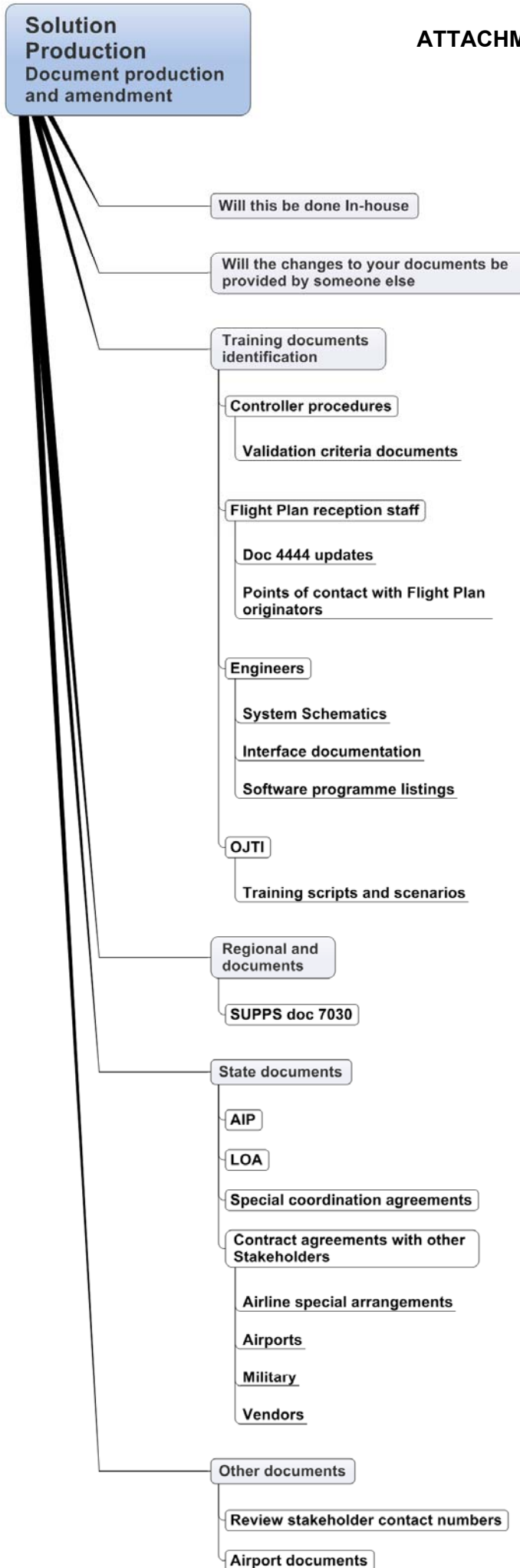
During this sesión, the air navigation services provider (ANSP) micro-management, regional membership, tool kit and contingencies, were discussed upon. **Appendix F** presents a summary of the aspects related with strategic support teams.

ATTACHMENT A / ADJUNTO A



ATTACHMENT B / ADJUNTO B



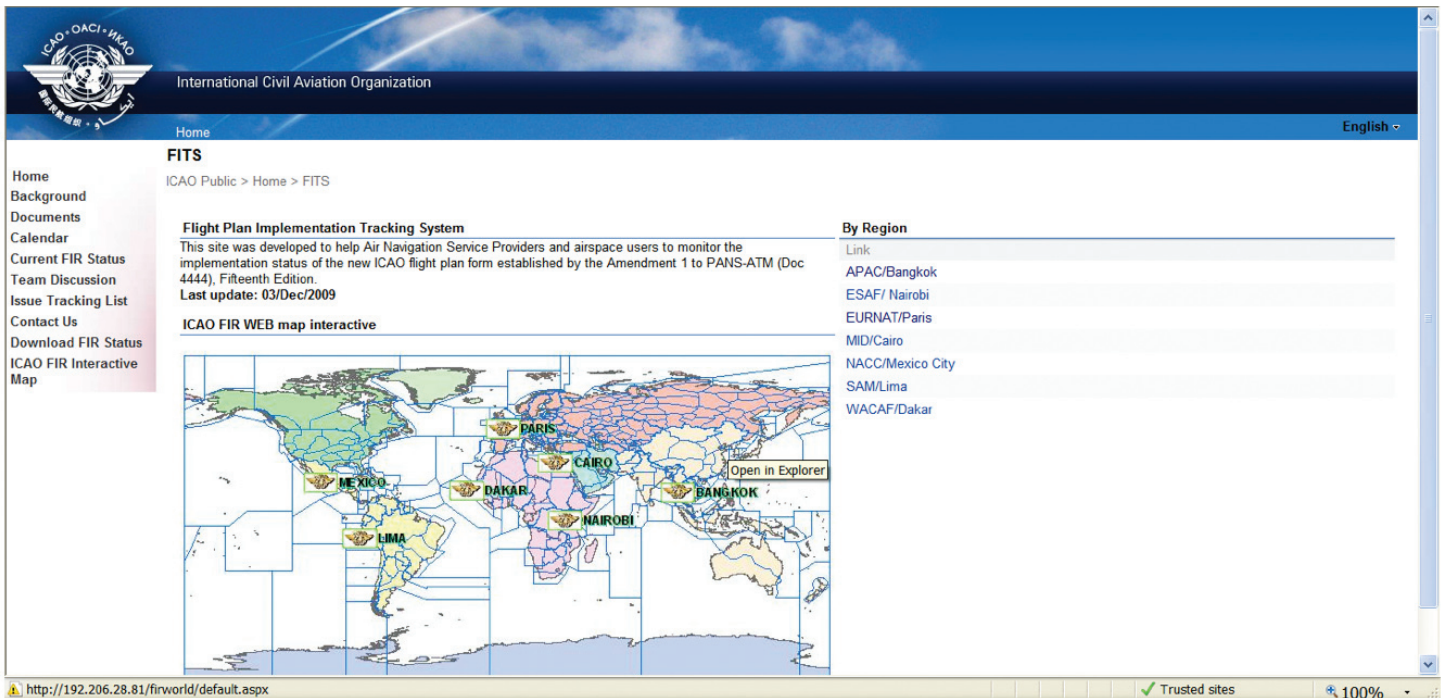


Flight Plan Implementation Tracking System (FITS)

ATTACHMENT D

Are you ready for November 2012?

The ICAO FITS database contains the information you need!



<http://www2.icao.int/en/FITS/Pages/home.aspx>

See the timeline overleaf...



SAFETY

FITS

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October 2008

May 2010

December 2010

December 2011

January 2012

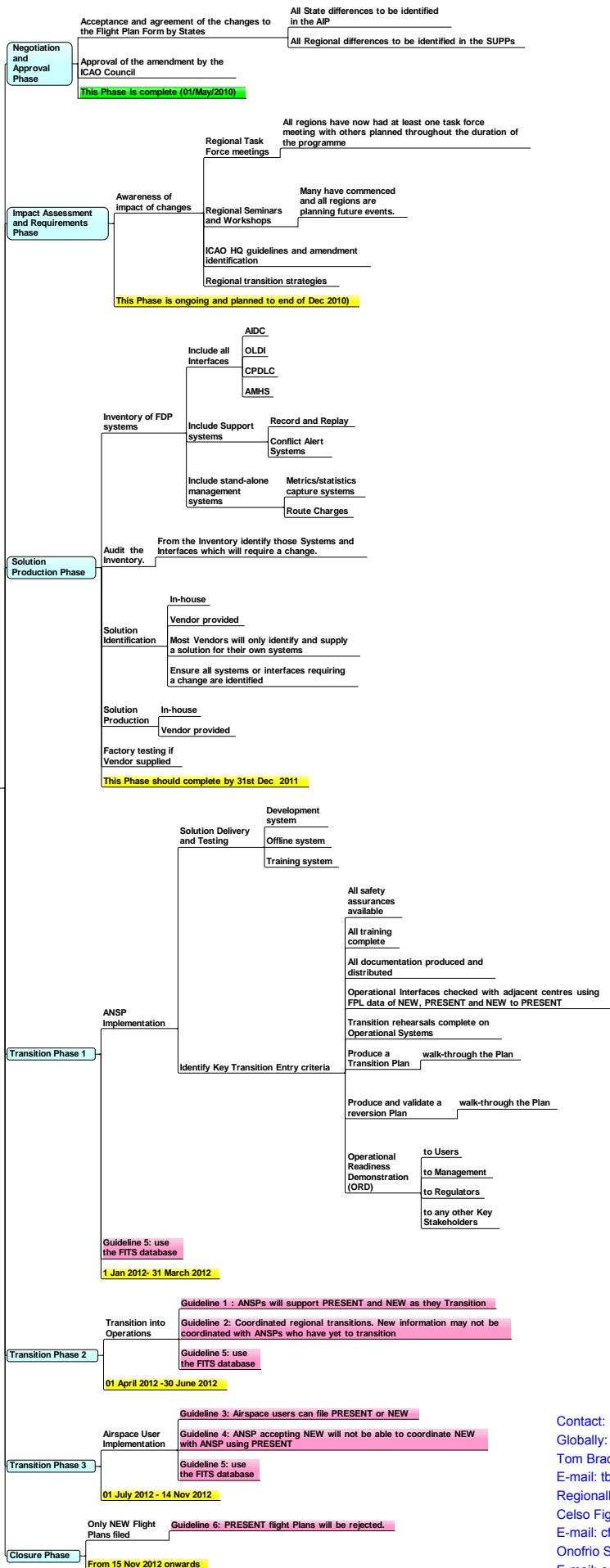
April 2012

July 2012

November 2012

FPL 2012 Programme

Programme Phases



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ATTACHMENT E / ADJUNTO E

