

## SUMMARY OF THE 14 AUGUST 2012 WEB CONFERENCE

### FOLLOW UP ON THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

#### Invited to the teleconference

States		User
Argentina	Panamá	AviancaTaca
Chile	Paraguay	
Colombia	Perú	
Ecuador	Uruguay	
	Venezuela	

#### List of participants

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## Summary

The Go To Meeting web teleconference took place on 14 August 2012 from 08:30 to 10:30 a.m., following the Agenda hereunder:

1. Results of the regional and interregional tests scheduled to date
2. Conduct of tests with users
3. Progress in the implementation of national action plans
4. Implementation considerations in other ICAO regions
5. Next activities

### 1. Results of the regional and interregional tests scheduled to date

#### Regional trials

1.1 During the teleconference, an analysis was made to the status of the regional trials scheduled in accordance with the programme approved at SAM/IG/9 meeting (Lima, Peru, 14-18 May 2012) through Conclusion SAM/IG/9-4 - *Active participation in regional activities for implementation of Doc 4444, Amendment 1 to the 15th Edition*.

1.2 During the teleconference, follow-up was made to the tests scheduled for 20 July 2012, the those pending of 29 June, indicated hereunder:

ACC Córdoba (automated systems)	ACC de la Paz (Automated (AMHS) and manual (FDP))
ACC Resistencia (AMHS, manual FDP)	ACC de Curitiba (automated)
ACC La Paz (AMHS, FDP manual)	ACC Córdoba (automated)
	ACC Amazónico (automated)
	ACC Curitiba (automated)
	ACC Lima (automated)
	ACC Asunción (AMHS, FDP manual)
ACC Amazónico (automated)	ACC Lima (automated)
ACC Bogotá (AMHS, FDP manual)	ACC Panamá (Manual)
ACC Bogotá (AMHS, FDP manual)	ACC Maiquetía (AMHS, FDP manual) (29 June)
ACC Barranquilla (AMHS, FDP manual)	ACC Panamá (manual)

1.3 Of all the above indicated tests, only the ones programmed between the Bogota ACC and Panama ACC were conducted. In addition to these, trials between the Bogota ACC and Lima ACC were carried out. The tests between Bogota and Panama were made manually, as their systems had yet to be updated. The tests between Bogota and Lima were made manually from the Colombian side, and automated from the Peruvian side. The results of the tests were positive. **Appendix A** (only in Spanish) to this summary presents the information prepared by the focal point of Colombia regarding the trials between Colombia and Panama.

1.4 Upon analyzing the type of test, information was provided on the importance that the indicatives in Box 18 should be presented in the order indicated in the Amendment and not arbitrarily, as currently done.

1.5 In view of the reduced number of tests conducted, the focal points were urged to complete the tests scheduled, and present the results at the next teleconference. It is important to recall that these trials permit the States involved in getting prepared for the NEW FPL, and ensuring capability to transmit and receive the NEW FPL without any problems.

### **Interregional tests**

1.6 Tests were carried out between the Bogota ACC and CENAMER, as well as the Panamá and CENAMER ACCs, with positive results permitting the involved in becoming familiar with the NEW flight plan format.

## **2. Conduct of tests with users**

2.1 The focal point of Panama informed they had started tests with domestic users (COPA airline). Also, the focal point of Chile indicated it had started trials with LAN Chile.

2.2 In the teleconference, information was provided that AviancaTaca was prepared to conduct tests with all interested SAM States. In this respect, information was received that Peru had scheduled a date for the carrying out of tests, and Chile and panama would be coordinating with AviancaTaca to conduct tests.

2.3 The AviancaTaca focal point is Mr. David Guerrero, david.guerrero@aviancataca.com. In this respect, the focal point of AviancaTaca indicated he is very interested in conducting tests with Brazil. Therefore, the focal point of Brazil has been invited to coordinate with the AviancaTaca focal point on the conduct of tests deemed necessary.

## **3. Progress in the implementation of national action plans**

3.1 In this respect, each of the focal points present in the teleconference presented updated information on the progress made in the implementation of the NEW FPL.

### **Argentina**

3.2 The focal point of Argentina indicated it had circulated AIC A01/2012 informing the aeronautical community on Amendment 1 to Doc 4444/15, and that the States was ready to receive both the CURRENT and NEW flight plan between 1 September and 15 November 2012. Meetings had been held with airspace users in order to disseminate the Amendment.

### **Chile**

3.3 Chile reminded the teleconference it had published on 6 August 2012 an AIC on the NEW FPL, and that by 1 September 2012 the current AIC would be amended, informing the date as of which Chile would be ready to accept the NEW FPL. As to automated systems, it informed it had taken under consideration the updating of the Santiago ACC FDP, as well as the updating of the AMHS and the installation of a THALES converter, since the FDP at the remaining ACCs were to be updated by 2015. With regard to the training plan, Chile informed that on 15 August 2012 an on line assessment test would be held with all controllers with regard to the NEW flight plan format.

## **Colombia**

3.4 The Colombian focal point informed that by the last week of August they would be publishing an AIC indicating the date when they would be accepting the NEW FPL. In reference to the implementation of changes to the automated systems, information was received that same would not be effected before 15 November, but that they would be installing a converter to be purchased from Indra. In addition, information was received they had carried out a risk analysis.

## **Panamá**

3.5 The Panama focal point recalled that on 11 August 2011, the State had published an AIC informing the aeronautical community on Amendment 1 to Doc 4444/15 (PANS/ATM). In addition, indication was received they would be publishing a new AIC in September, informing the date when they would be ready to accept the NEW FPL, that they had amended their AIP, had conducted a safety assessment, that an increase of controllers had been taken under consideration as the acceptance of the NEW FPL would be done manually, and that 90% of the training plan had been conducted.

## **Paraguay**

3.6 The Paraguay focal point indicated that they had published an AIC at the end of August 2011 informing the aeronautical community on the Amendment, and that they would additionally be informing on the data of acceptance of the NEW FPL in a new AIC. In addition, information was received that they had completed the safety analysis and drafted a contingency plan, and that they had also completed the training plan. Pending was the updating of the Asuncion FDP, to be carried out once DINAC and Indra signed on the changes to be made.

## **Peru**

3.7 The focal point of Peru informed they would be publishing a new AIC indicating the aeronautical community on the date when they would be accepting the NEW FPL, and that by October they would be completing the amendment in their AIP. The safety assessment has been carried out, and by September they would be completing the training phase.

## **Uruguay**

3.8 A second AIC informing the aeronautical community on the date of acceptance of the NEW FPL would be issued. By October, they would be completing the updating to the Indra Aircon automated system and, in this modernization, the FDP would have the changes necessary to accept the NEW FPL. In reference to the AFTN system, no changes have been made to the terminals for them to accept the NEW FPL template. The possible purchase of a converter in a 60 to 90 day period is being considered.

## **4. Implementation considerations in other ICAO regions**

4.1 Under this topic, the teleconference took note on the global status of implementation of the NEW FPL. **Appendix B** shows a summary chart drafted by ICAO Montreal.

4.2 Information was provided that United States would not be accepting flight plans with more than 24 hours in advance; therefore, compliance to this part of the Amendment would not be given. In this respect, they have published the AIC shown in **Appendix C**. As United States is not complying with a part of the Amendment, indications of this difference is to be included in their AIP.

4.3 It was recalled that the Region had adopted a NEW to CURRENT format conversion table, following indications in ICAO Secretary General's 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, Fifteenth Edition (PANS-ATM, DOC 4444)), but Brazil had adopted the table with a small change, shown in **Appendix D**.

4.4 The changes made by Brazil were also carried out in United States. These changes are in consequence of the automated systems installed; therefore, they would have domestic impact. Now a current format from a convertor having a difference to that of ICAO's conversion table could be received, and be rejected by the FDP:

4.5 Information was provided that Eurocontrol had elaborated an interactive on line training, which would help in the understanding of the changes in Amendment 1. This information is found at the following web pages:

<http://contentzone.eurocontrol.int/FPL/>  
<https://trainingzone.eurocontrol.int/fpl2012.htm>

## 5. **Next activities**

5.1 Under this item, the dates of the 30 August 2012 regional trials, and 1 September, 15 September and 1 October 2012 interregional tests were recalled upon. In addition, States were urged to complete the pending tests of 20 July and 29 June (see para. 1.1). A recalling was also made on the need to conduct tests with the users. In this respect, AviancaTaca offered to carry them out. Please refer to para. 2.3, containing information on the point of contact.

5.2 It was initially deemed convenient that the next teleconference be held on **5 September 2012**.

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