

SUMMARY OF THE WEB TELECONFERENCE OF 7 SEPTEMBER 2012
FOLLOW-UP TO THE IMPLEMENTATION OF THE NEW FLIGHT FORMAT

States invited

Argentina	Panamá	Users AviancaTACA
Bolivia	Paraguay	
Chile	Perú	
Colombia	Uruguay	
Ecuador	Venezuela	

List of participants

Argentina

Omar Gouarnalusse	ogouarnalusse@gmail.com
Pablo Collazo	pcollazo@anac.gov.ar

Bolivia

Miguel Castillo	mcastillo@dgac.gob.bo
-----------------	--

Chile

Marcial Vidal	mvidal@dgac.cl
---------------	--

Colombia

Oscar Arturo Alfonso Bravo	oscar.alfonso@aerocivil.gov.co
----------------------------	--

Ecuador

Carlos Delgado	carlos_delgado@dgac.gob.ec
----------------	--

Venezuela

Vicente Fiore	v.fiore@inac.gob.ve
Benjamin Urquilla	buquilla@gmail.com

Brazil, Panama and Paraguay did not participate in the teleconference, but sent information on the progress made in the implementation of the NEW format.

Users

AVIANCA TACA

Enrique Estrada	enrique.estrada@aviancataca.com
-----------------	--

ICAO

Onofrio Smarrelli, RO/CNS	osmarrelli@lima.icao.int
---------------------------	--

Summary

The Web teleconference, via the GoTo Application, took place on 7 September 2012 from 09:00 to 10:30 a.m., with the analysis of the following agenda:

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

1. **Results of the regional trials scheduled to date**

Regional tests

1.1 During the teleconference, was analyzed the conduct of regional tests scheduled in accordance with the regional and interregional programme approved at SAM/IG/9 meeting (Lima, Peru, 14-18 May 2012) through the Conclusion a SAM/IG/9-4 - *Active participation in regional activities for implementation of Doc 4444, Amendment 1 to the 15th Edition*, was reviewed upon

1.2 Follow-up was made to the tests scheduled for 30 August, as well as those pending since last 20 July and 29 June.

1.3 In this respect, the focal points informed they had carried out tests, but many of these were incomplete, considering the need to complete them through a new programming.

1.4 For the Southern SAM States, it was deemed convenient to complete the trials among adjacent ACCs in Argentina, Bolivia, Brazil, Chile, Paraguay and Uruguay on 26 September 2012. The tests would be conducted between 1200 and 1500 UTC. During these tests, the TACA focal point, at own initiative, would be participating.

1.5 In addition, Ecuador informed it had conducted tests with Colombia and Peru, but since they had not been completed, the corresponding trials would be finished during the week of 17 September.

1.6 Colombia informed upon the holding of tests with Brazil and Venezuela. Before these trials, it had carried out others with Panamá, Peru and COCESNA.

1.7 Panama indicated that the regional trials scheduled to date had been satisfactorily met. The tests were made with Venezuela, Peru, COCESNA.

1.8 Colombia with Jamaica (Kingston) only held transmission tests, as Jamaica informed it was not ready for the submittance of the NEW format. It indicated it would only receive, and not send, the tests. The trials would be completed once Jamaica informed of its availability. In addition, it informed that during September, other tests would be made with COCESNA.

1.9 Paraguay informed that tests with Argentina and Brazil had been satisfactory and, with regard to Bolivia, these are still pending in view there had been no reply for their holding.

1.10 Venezuela informed it had started tests with Brazil on last 30 August, sending many messages with the NEW flight plan format, but Brazil never indicated on the results of the tests and neither sent messages to Venezuela with the NEW format.

1.11 Venezuela informed on the need of establishing, before 15 November and possibly in the second week of October, a real operation with all the users presenting their flight plans with the NEW format. In this manner, regional operations using the NEW format would be verified, and the ACCs processing the NEW formats manually would verify the corresponding workload. In this respect, it was informed that this suggestion would be presented at SAM/IG/10 meeting, to be held in Lima, from 1 to 5 October 2012.

Interregional trials

1.12 Brazil informed it had held tests with the Dakar ACC. In addition, Colombia and Panama informed they had conducted tests with COCESNA. All ACCs in the Region having adjacent ACCs from other Region were urged to complete the scheduled tests. In this regard, Argentina and Brazil should complete tests with South Africa, Chile, with Australia and New Zealand; Colombia and Panamá, with Jamaica; Ecuador, with COCESNA; French Guiana (France), Guyana and Suriname, with Trinidad & Tobago; Venezuela and Colombia, with Curacao; and Venezuela, with Aruba, Puerto Rico and Trinidad & Tobago.

2. Conduct of tests with other users

2.1 Brazil informed that 10% of its domestic users were already presenting the flight plan with the NEW format; in addition, other States such as Peru and Panama had conducted tests with their users. In this respect, all States of the Region were urged to coordinate with domestic and international users on the conduct of tests with the NEW format. Paraguay informed that the tests with its users would be carried out in the second fortnight of October 2012.

3. Progress in the implementation of national action plans

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

Argentina

3.2 Published a NOTAM in reference to the AIC issued on 19 April 2012, informing the aeronautical community it was ready to operate with the NEW flight plan format as of 1 September 2012, thus changing the date initially indicated as 1 July 2012. The AMHS already have implemented and working the template with the NEW format. The FDP at the Ezeiza and Cordoba ACCs accept the NEW format. The remaining ACCs operate manually. The safety evaluation plus its respective contingency plan, as well as training plan, is under completion. .

Bolivia

3.3 The AIC informing they would be ready to accept the NEW format by 15 November 2012 would be published in the beginning of October 2012. The AIP amendments would be made in September. By September, they would also be completing the safety evaluation and contingency plan. The new AMHS already has the template with the NEW flight plan format. The La Paz ACC will work manually. All messages with the NEW flight plan format will be converted manually in the CURRENT format and introduced to the IRLA (National own made) FDP.

Brazil

3.4 They are accepting the NEW flight plan format since 30 June 2012, and processes both the CURRENT as the NEW format. They have published and AIC informing in this regards, and the amendments to the national documents are being completed upon.

Chile

3.5 They issued a NOTAM in addition to the AIP of August 2011, informing that during the period between 1 October and 15 November 2012 they would be prepared to accept the NEW FPL format. The national documentation, including the AIP, is in revision process. The safety evaluation and the respective contingency plan would be finished before 30 September 2012. The new AMHS already has the template with the NEW format. The Santiago ACC FDP would be ready to accept the NEW flight plan format by the end of the first quarter of 2013. In this respect, they would be implementing a converter in the AMHS in the event of not completing the installation of the converter at the Santiago ACC, upon receiving flight plans with the NEW format, they would make the conversion manually, introducing it into the current FDP. The remaining ACCs will operate with the NEW format, manually. The training plan has been successfully completed.

Colombia

3.6 An AIC is being prepared, informing of the centralization of all flight plans in Bogota. This site will have a converter installed, which will permit that the FDP at the Bogota and Barranquilla ACC process the NEW flight plan format. The AMHS does not have the NEW format template installed at its terminals; therefore, the generating of a NEW format flight plan will be carried out manually. The safety evaluation and the respective contingency plan is under preparation – planning 28 September 2012 to have a first draft. To date, three seminars have been held, and one video has been prepared for the aeronautical community regarding the NEW format.

Ecuador

3.7 On 3 October 2011, they circulated an AIC informing the aeronautical community on the NEW flight plan format. Since they were unaware of the date when the new AIC informing the date when they would be ready to accept the NEW format would be issued, they would proceed to elaborate and publish same. By the end of October 2012, they would be completing the safety evaluation and the contingency plan. The new AMHS already has the NEW flight plan format template. In addition, the Guayaquil ACC is ready to receive the NEW flight plan format. The training is in progress, and a course for aeronautical information staff is scheduled to take place from 17 September to 5 October 2012, in Guayaquil.

Panamá

3.8 The safety evaluation and the contingency plan have been completed. The Panama ACC will manually process the flight plans with the NEW format. In this respect, many tests have been carried out, which have enabled determining the time it would take to manually convert the NEW flight plan format to the CURRENT one, for its introduction to the FDP. This situation will continue until the end of the third quarter of 2012, date when the new automated systems would be implemented at the Panama ACC (FDP, RDP). In addition, since the AMHS (Basic) terminals do not count with the NEW flight plan format template, this process will also be manual. As to training, internal courses have been conducted (air navigation services providers) and users, but there has been certain reluctance to assist to these events. Two seminars have been carried out, and a third will be held in September.

Paraguay

3.9 Progress in the implementation of the NEW flight plan format is in the 90%. The AIC describing operational procedures on the implementation of the NEW flight plan format during the transition period, was published last 6 September. Only pending are: a national conference to refresh the aeronautical community on the implementation of the NEW flight plan format, and the updating of the INDRA ATM AIRCON2100 system, currently under purchasing phase and estimated to be updated by November this year. Meanwhile, a contingency plan has been established taking under consideration, among other aspects, an extra controller in the Asuncion ACC flight plan position, to be in charge of manually converting the rejected NEW format messages to the CURRENT format, and introducing them to the current FDP (see **Appendix A**).

Venezuela

3.10 The corresponding safety evaluation and contingency plan is in process of completion. The new AMHS has the template with the NEW flight plan format installed. The Maiquetia control centre is studying the possibility of implementing a converter. In the event it is not installed, the work will be carried out manually. In this respect, since no tests have been conducted to verify the impact in working manually, it is important that the corresponding tests begin. An analysis should be made to the impact of working manually, considering that the Maiquetia ACC handles 1200 flight plans per day. The aeronautical information staff has started with a training plan, being it necessary that the training to ATS personnel also be completed, as well as to the users. .

4. Implementation considerations in other ICAO regions

4.1 Under this item, the teleconference noted the global status of implementation of the NEW FPL elaborated by ICAO Montreal; **Appendix B** to this summary presents the corresponding chart. In this respect, in view of the information received today, ICAO Montreal will so be informed, for the updating of the chart.

4.2 Participants to the teleconference were reminded of ICAO Secretary General's letter AN 13/2.5-12/53 of 21 August 2012, related with the implementation of ICAO 2012 flight plan, and of the replies to be submitted to the ICAO Regional Office by 15 September 2012. Copy of the letter is included in **Appendix C** to this summary. To date, replies have been received from Chile, Peru and Uruguay. The remaining States are urged to complete the required information and send it to the ICAO SAM Regional Office as soon as practicable.

4.3 Next activities

4.3.1 It was deemed convenient to tentatively hold the next teleconference on **10 October 2012**.



Dirección Nacional de Aeronáutica Civil
Dirección de Aeronáutica
Gerencia de Tránsito Aéreo

**Plan de Contingencia Nuevo Formato Plan de Vuelo a implementarse el
15 de noviembre de 2012,**

Basado en el informe del Memorando Nº 08/12 del ACC-U

“Se designara a un Controlador de Tránsito Aéreo en cada turno de servicio que se encargara del procesamiento manual de los planes de vuelo que sean rechazados por el Sistema AIRCON 2100”.

Pasos 1: RUTINARIO

1. Al sobrepasar los 10 caracteres alfanuméricos el sistema invalida el FPL

Una vez enviado el FPL a la cola de mensajes con errores se deberá realizar la corrección en forma manual.

2. El sistema solo procesa los FPL presentados con 72 horas de anticipación.

Una vez enviado el FPL a la cola de mensajes con errores se deberá realizar la corrección en forma manual.

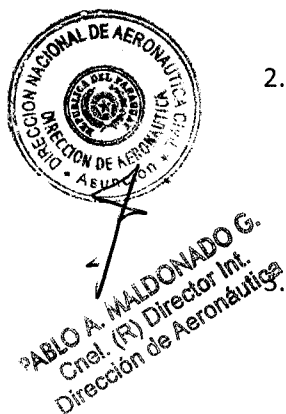
El sistema no identifica a las aeronaves que no cumplen con los requerimientos de Navegación de Área (RNAV) o Navegación basada en Performance (PBN) en la FIR/ASUNCION.

Los operadores deberán verificar en el Plan de vuelo recepcionado, los datos referentes a RNAV y PBN en forma manual.

Paso2: En el caso que los Sistemas Automatizados tengan algún contratiempo o inconveniente y queden fuera de Servicio.

1. El Procesamiento de los Planes de vuelo se efectuaran por los siguientes medios alternos:
 - a. Correo electrónico – email. De las FIR Adyacente.
 - b. Telefax.

Obs: En la información remitida debe estar especificada las habilitaciones y aprobaciones requeridas para las operaciones PBN/RNAV.





Dirección Nacional de Aeronáutica Civil
Gerencia de Tránsito Aéreo
Departamento de Control de Área Unificado ACC/APP

Memorando
080/12

CODIGO	LUGAR Y FECHA	Nº HOJAS
ACC-U	MRA, 12 DE JULIO DE 2012	1

A: ATCO. JUAN ALVAREZ CH.	CARGO Y DEPENDENCIA: DIRECTOR Gerente de Tránsito Aéreo
De: EULOGIO RUIZ DIAZ	CARGO Y DEPENDENCIA: JEFE Dpto. Control de Área Unificado-ACC/APP
ASUNTO:	ELEVAR INFORME REFERENTE AL EXP. DAC. Nº 001517-12

En referencia al expediente Dirección de Aeronáutica Nº 001517, de fecha 23 de mayo de 2012, cumpla en informar que se realizaron reuniones de Coordinación y realización de Pruebas de los Sistemas de Manejo de Mensajes ATS (AMHS) y Procesamiento de datos de Plan de Vuelo (FDP) del Aircon 2100 a fin de evaluar el impacto de la implementación de la enmienda Nº 1 del Doc. 4444 Gestión de Tránsito Aéreo (ATM), de la OACI en los Sistemas Automatizados ATM.

Participaron de las reuniones de Coordinación y Pruebas los Sres. Roque Díaz E. Asesor DAC, Alejandro Ibarrola Jefe del Dpto. CCAM Técnico, Eulogio Ruiz Díaz Jefe del Dpto. ACC-U, David Torres Jefe de Sección Datos Radar, Diego Aldana Supervisor ACC-U.

El Sistema AMHS, luego de la Actualización realizada por la Empresa SKYSOFT, fue sometido a pruebas a fin de confirmar el grado de cumplimiento con los requisitos establecidos en la enmienda 1 del Doc. 4444 De la OACI nuevo formato de plan de vuelo, en cuanto a las informaciones que debe procesarse en la plantilla del Plan de vuelo en especial en la casilla 10 de Equipos y Capacidades, casilla 18 Otros Datos y la capacidad de procesar los planes de vuelo que son presentados con 120 horas de anticipación, que son los principales campos que requerirán de modificaciones en el procesamiento de los datos insertados por el usuario en el plan de vuelo.

En conclusión el Sistema AMHS de la DINAC, cumple con los requisitos de procesamiento del nuevo formato de plan de vuelo a implementarse el 15 de noviembre de 2012.

En cuanto al Procesador de datos de plan de vuelo del Sistema Aircon 2100 de INDRA, fue sometido a pruebas para tratar los mensajes de plan de vuelo recibidos del Sistema AMHS, y se encontraron las siguientes observaciones:

- 1-El sistema acepta los planes de vuelo(FPL) con el nuevo formato, pero con capacidad de procesar las informaciones de la casilla 10 del plan de vuelo solo hasta 10 caracteres alfanuméricos, una vez que se sobrepasa esta cantidad de caracteres el sistema no valida el FPL y lo envía a la cola de mensajes con errores para su corrección en forma manual;



Dirección Nacional de Aeronáutica Civil
Gerencia de Tránsito Aéreo
Departamento de Control de Aérea Unificado ACC/APP

CODIGO	LUGAR Y FECHA	Nº HOJAS
ACC-U	MRA, 12 DE JULIO DE 2012	2/1

- 2- En el campo de procesamiento de FPL presentados con 120 horas de anticipación el sistema solo procesa los FPL presentados con 72 horas de anticipación, no validando el mensaje y enviando el mismo a la cola de mensajes con errores para su corrección en forma manual;
- 3- En la casilla 18 de la plantilla del FPL el sistema procesa toda la información requerida en la enmienda del nuevo formato de plan de vuelo;
- 4- En los demás campos que corresponden al Sistema Aircon 2100 de INDRA, pudo notarse que acepta las modificaciones del nuevo formato de FPL;
- 5- En la pantalla de Visualización Radar no fue posible detectar el impacto de la implementación del nuevo formato del FPL ya que no dispone ninguna alarma visual o auditiva para alertar al Controlador de Tránsito si alguna aeronave que no cumple con los requerimientos de Navegación de Área o de Performance de Navegación Requerida ingrese inadvertidamente en los distintos tipos de espacio aéreo de la Región de Información de Vuelo Asunción.

En conclusión es necesaria la Actualización Software del Sistema Aircon 2100 con la enmienda N° 1 del Doc. 4444 de la OACI a fin de que el 15 de noviembre de 2012 pueda trabajar conjuntamente con el Sistema AMHS que ya dispone de la actualización correspondiente y de tal manera a que el impacto en la carga de trabajo para el controlador de tránsito aéreo sea mínima.

La Jefatura del ACC-U en vista de algún retraso en la actualización del Sistema Aircon 2100, esta previendo la siguiente medida para asegurar que los Servicios de Control de Tránsito Aéreo dispondrán de toda la información necesaria para la realización Segura de los Vuelos en la FIR-ASUNCION, Y SON LAS SIGUIENTES:

- a) Solicitar a la Gerencia de Telecomunicaciones y Electrónica (GTE), el traslado de la posición de Datos de Vuelo al lado de la Unidad de Control 4 que corresponde al Centro de Control de Área;
- b) Se designara a un Controlador de Tránsito Aéreo en cada turno de servicio que se encargara del procesamiento manual de los planes de vuelo que sean rechazados por el Sistema Aircon 2100;




Dirección Nacional de Aeronáutica Civil
Gerencia de Tránsito Aéreo
Departamento de Control de Aérea Unificado ACC/APP

CODIGO	LUGAR Y FECHA	Nº HOJAS
ACC-U	MRA, 12 DE JULIO DE 2012	3/1

- c) La corrección manual de los planes de vuelo se realizará hasta que los mismos sean validados y procesados por el sistema;
- d) Esta medida durara el tiempo que sea requerido hasta que sea actualizado el FDP del Sistema Aircon 2100;
- e) Una vez actualizado y comprobado el funcionamiento correcto de los Sistemas involucrados en esta implementación se dejara de aplicar esta medida.

Sin otro asunto en particular y aguardando que la actualización del Sistema Aircon 2100 se realice en la brevedad posible, para asegurar el funcionamiento regular de los Sistemas involucrados en la implementación del nuevo formato de plan de vuelo, me despido de Usted con mi mayor consideración y respeto.


ATCO. Enrique Ruiz Díaz
Jefe Dpto. ACC-U

MRA, 13 DE JULIO DE 2012.

Al Señor Director de Aeronáutica, para conocimiento y fines pertinentes.

ATENTAMENTE.

DIRECCION DE AERONAUTICA (DINAC)
MESA DE ENTRADA
RECIBIDO
FECHA: 16 JUL. 2012
FIRMA: María Fermína Orué
Encargada de Mesa de Entrada
Dirección de Aeronáutica


ATCO. JUAN ÁLVAREZ CH
GERENTE DE TRÁNSITO AÉREO

APPENDIX B / APENDICE B

APAC

Afghanistan	no information
Australia	well planned
Bangladesh	well planned
Cambodia	not sufficeint information provided
Chinese mainland	well planned
Chinese Hongkong SAR	well-planned
Chinese Taipei	well-planned
Democratic People's Republic of Korea	partial information provided
Fiji	well-planned
French Polynesia	well-planned
India	well-planned
Indonesia WIFF	well-planned
Indonesia WAAF	Partial information provided
Japan	well-planned
Lao People's Democratic Republic	Partial information provided
Malaysia	well-planned
Maldives	well-planned
Mongolia	well-planned
Myanmar	well-planned
Nauru	service povided by Australia
Nepal	not sufficeint information provided - non automated system
New Zealand	well-planned
Pakistan	well planned
Papua New Guinea	no information
Philippines	well planned
Republic of Korea	well planned
Singapore	well-planned
Solomon Island	service povided by Australia
Sri Lanka	well planned
Thailand	well-planned
Viet Nam	well planned

status in colors



ESAF

Angola	no information
Botswana	Will not acceopt NEW by 15 November
Burundi	not sufficeint information provided
Eritrea	partial information provided



Ethiopia
Kenya
Madagascar
Malawi
Mauritius
Mozambique
Namibia
Rwanda
Seychelles
Somalia
South Africa
Swaziland
Uganda
United Republic of Tanzania
Zambia
Zimbabwe

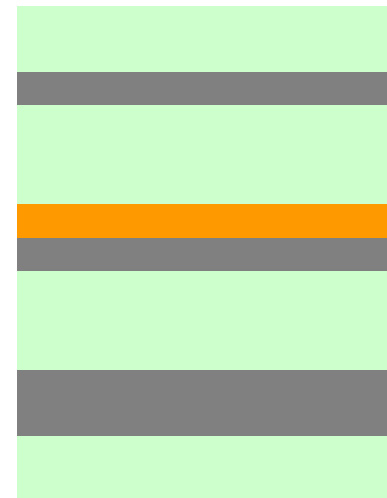
well planned
well-planned
well planned
well planned
well planned
not sufficeint information provided
Will not accepet NEW by 15 November; or assessed as at risk of same.
Will not accepet NEW by 15 November; or assessed as at risk of same.
well-planned
Non automated system
well-planned
partial information provided
partial information provided
Will not accepet NEW by 15 November
Will not accepet NEW by 15 November
well planned



MID

Bahrain
Egypt
Iran(Islamic Republic of)
Iraq
Jordan
Kuwait
Lebanon
Libya
Oman
QATAR
Saudi Arabia
Sudan
Syria
United Arab Emirates
Yemen

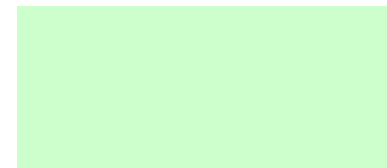
well planned
well-planned
no information
well-planned
well planned
well-planned
Partial information provided
no information
well-planned
well planned
well-planned
no information
no information
well-planned
well planned



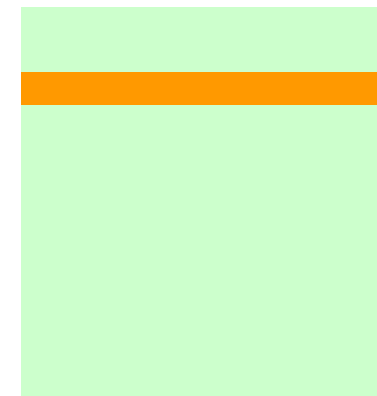
NACC

Bahamas
Belize
Canada
COCESNA
Costa Rica

well-planned
well-planned
well-planned
well-planned
well-planned



Cuba	well-planned
Dominican Republic	well-planned
ECCTA / OECS States	Partial information provided
El Salvador	well-planned
Guatemala	well-planned
Haiti	well-planned
Honduras	well-planned
Jamaica	well-planned
Mexico	well-planned
Netherlands Curaçao	well-planned
Trinidad and Tobago	well-planned
United States	well-planned



SAM

Argentina	well-planned
Bolivia	well-planned
Brazil	well-planned
Chile	well-planned
Colombia	Partial information provided
Ecuador	Partial information provided
France (French Guiana)	Partial information provided
Guyana	well-planned
Panama	well-planned
Paraguay	well-planned
Peru	Phase 1 completed and Phase 2 practically completed
Suriname	well-planned
Uruguay	well-planned
Venezuela	well-planned

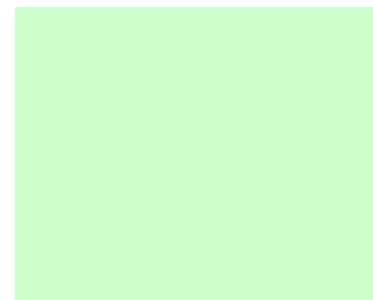


WACAF

Benin	Partial information provided
Burkina Faso	Partial information provided
Cameroon	Partial information provided
Cape Verde	well-planned
Central African Republic	Partial information provided
Chad	Partial information provided
Congo	Partial information provided
Cote d'Ivoire	Partial information provided
Democratic Republic of the Congo	no information
Gabon	Partial information provided

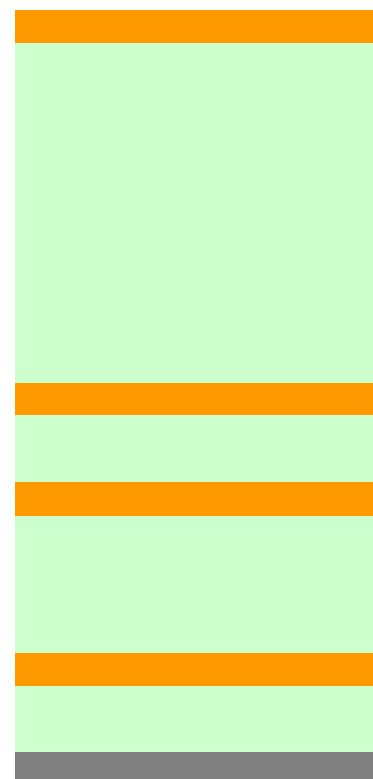


Ghana	well-planned
Guinea-Bissau	Partial information provided
Liberia	well-planned
Mali	Partial information provided
Mauritania	Partial information provided
Niger	Partial information provided
Nigeria	well-planned
Senegal	Partial information provided
Togo	Partial information provided



EURNAT

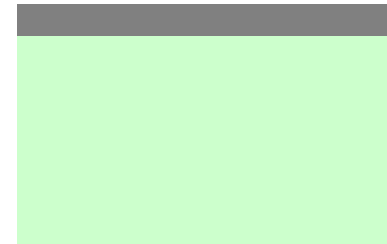
Albania	Partial information provided
Algeria	expects CFMU providing conversion
Armenia	expects CFMU providing conversion
Austria	well planned
Azerbaijan	well planned
Belarus	well planned
Belgium	well planned
Bosnia and Herzegovina	expects CFMU providing conversion
Bulgaria	well planned
Croatia	expects CFMU providing conversion
Cyprus	expects CFMU providing conversion
Czech Republic	Partial information provided
Denmark	expects CFMU providing conversion
Estonia	well planned
Finland	Partial information provided
France	well planned
Georgia	Partial information provided, but Georgia says it will be ready to meet implementation deadline by 15 November 2012.
Germany	Partial information provided
Greece	expects CFMU providing conversion
Hungary	expects CFMU providing conversion
Iceland	no information



IFPS - Albania, Andorra, Armenia, Austria, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, FYROM (The former Yugoslav Republic of Macedonia), Germany, Greece, Hungary, Ireland, Italy, Lithuania (1)	well planned
IFPS Cont. - Luxembourg, Malta, Moldova, Monaco, Montenegro, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom (1)	well planned
Ireland	expects CFMU providing conversion
Israel	not sufficeint information provided
Italy	not sufficeint information provided
Kazakhstan	not sufficeint information provided
Kyrgyzstan	not sufficeint information provided
Latvia	well planned
Lithuania	well planned
Luxembourg	not sufficeint information provided
MAASTRICHT UAC	Partial information provided
Malta	expects CFMU providing conversion
Monaco	not sufficeint information provided
Montenegro	not sufficeint information provided
Morocco	not sufficeint information provided
Netherlands	Partial information provided
Norway	Partial information provided
Poland	expects CFMU providing conversion
Portugal	Partial information provided
Republic of Moldova	Partial information provided
Romania	well planned
Russian Federation	Partial information provided
Serbia	expects CFMU providing conversion
Slovakia	well planned
Slovenia	not sufficeint information provided
Spain	well planned
Sweden	expects CFMU providing conversion
Switzerland	Partial information provided
Tajikistan	Partial information provided



The former Yugoslav Republic of Macedonia	no information
Tunisia	Partial information provided
Turkey	Partial information provided
Turkmenistan	Partial information provided
Ukraine	well planned
United Kingdom	Partial information provided
Uzbekistan	Partial information provided



Convention

	No information
	Acceptance of NEW will occur before 15 Nov, but not yet achieved
	Acceptance of NEW will occur before 15 Nov and phase 1 and 2 have been completed
	Accepting NEW.
	Will not accept NEW by 15 November; or assessed as at risk of same.



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 5872

Ref.: AN 13/2.5-12/53

21 August 2012

Subject: Implementation of ICAO 2012 Flight Plan

Action required: Inform ICAO Regional Offices, by 14 September 2012, reaffirming or updating their status of national implementation of the ICAO 2012 Flight Plan

Sir/Madam,

1. I have the honour to inform you about the implementation of the amended flight plan provisions, described in Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc. 4444). As you are aware, these provisions become applicable on 15 November 2012.

2. ICAO relies on updates provided in the Flight Plan Implementation Tracking System (FITS) (<http://www2.icao.int/en/FITS/Pages/home.aspx>) to ensure harmonized implementation of the new flight plan provisions. To guarantee continuity and safety of operations, States should update ICAO on the status of their implementation. Unless accurate information is provided to ICAO, stakeholders will not be able to identify, through FITS, areas where added support may be required. It was brought to my attention that information currently entered into FITS from States may not reflect an accurate picture of implementation progress in all States.

3. The information below is necessary for accurately reflecting progress in FITS for States:

- a) planned date for upgrades to Flight Data Processing Systems (FDPS) or any other system in support of flight plan processing (or date completed);
- b) planned date for testing (or date testing commenced);
- c) planned date for acceptance of new flight plan for trial purposes (or date trials commenced);
- d) planned date for issuance of Aeronautical Information Circular (AIC) or update of Aeronautical Information Publication (AIP) (or date of publication); and
- e) planned date for update of Letters of Agreement (LoA) with air traffic services (ATS) units of adjacent States, if necessary (or date LoA signed).

4. I therefore urge you to inform the ICAO Regional Office accredited to your State on the implementation progress in accordance with paragraph 3 above. Responses should be provided to the appropriate Regional Office no later than 14 September 2012.

Accept, Sir/Madam, the assurances of my highest consideration.

Raymond Benjamin
Secretary General