



Agenda Item 2: ICAO efforts to harmonize the implementation at a global level

STRATEGY AND GLOBAL PROGRESS OF THE IMPLEMENTATION AND TRANSITION

(Prepared by the Secretariat)

SUMMARY

This Working Paper provides updated information regarding the intended strategy and global progress of the implementation and transition towards the changes in the new provisions related to the ICAO Flight Plan.

These changes were approved by the President of the ICAO Council on behalf of the Council and address Amendment 1 to the *Procedures for Air Navigation Services –Air Traffic Management*, Fifteenth Edition (PANS –ATM, Doc 4444).

Recommended actions by Workshops are in Paragraph 6.

1. The implementation and transition strategy

1.1 ICAO HQ is working through the ICAO Regional Offices (RO) to ensure a harmonised application of the changes and a common implementation and transition methodology.

1.2 ICAO HQ and ROs are providing facilitation for Task Force meetings (most regions have had at least two so far) and these will continue until the end of the Programme.

1.3 ICAO HQ and ROs are providing Workshops and Seminars for their respective States. Also there is an open invitation extended to other aviation stakeholders, including suppliers of automated systems.

1.4 ICAO HQ has provided guidance material to States which includes a six stage plan identifying the steps required and the likely outcomes during the changeover period.

2. ICAO Regional progress

2.1 Five (5) of the seven (7) ICAO Regions are fully on board with the proposed ICAO schedule for Implementation and Transition (Figure 1). African States will have a Task Force meeting in September to decide on the timeline and it is expected that they will follow the one being proposed.

2.2 EUR/NAT has a different implementation approach however they still align with the ICAO deadlines.

2.3 It is expected that all ANSPs will be ready to accept filing of NEW flight plans from 1 July 2012 whilst PRESENT will be in use.

2.4 Many States have already reviewed the impact of the changes on their systems and some are actually testing with NEW data to verify the changes needed.

2.5 Many States have an interest in any FPL 2012 testing which is being conducted by other States especially if the same systems are being tested. There are opportunities for adjacent States to test their interfaces at the same time and all states are encouraged to coordinate testing with neighbouring ANSPs.

2.6 Many States are keen to share their test data with other States and are in active discussion with their system suppliers.

3. **Multi Regional initiatives**

3.1 ICAO HQ will produce a working paper asking States to consider de-conflicting 15 Nov 2012 with any other major AIRAC changes they wish to implement on that date.

3.2 Consideration also to minimising the AIRAC changes between 1st April 2012 and 30th June 2012 when most States will transition to NEW.

3.3 Consider developing a 'dummy' NEW flight plan which can be used across the globe to test all the systems and interfaces.

3.4 States are taking note of the detailed Implementation and transition actions defined in Figure 2.

4. **ICAO Flight Plan Implementation Tracking System (FITS) purpose and link.**

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

4.1 ICAO HQ has provided a web based database where the progress of all States can be identified.

4.2 This is a public read-only site which is updated by the ICAO Secretariat.

4.3 This site can be used by all stakeholders to verify the progress of States and in particular for aviation users to know when an ANSP can accept NEW flight Plan submissions.

5. **Global Issues and concerns**

5.1 It is recommended that all interfaces between ANSPs which exchange FPL data are capable of passing the PRESENT and NEW Flight Plan forms by 1 April 2012. This is the date from which ANSPs will start to transition to the NEW format and therefore it will be necessary for all FPL handling interfaces to be in operation and available to accept and transfer both flight plan forms. (AIDC, AHMS, etc.).

5.2 A particular State that may not fully implement the ICAO recommendations of Amendment 1 or States with any deviation from amendment 1 must raise it as a significant difference in the State AIP.

5.3 States need to provide timely and valid information to the ICAO regional offices in order that the FITS database can be kept updated and accurate.

5.4 That States endeavour to avoid introducing major changes within their FIRs during the periods when ANSP transitions are likely to occur (1 April 2012 – 30 June 2012). Also that states avoid introduction of major changes on the operations or airspace structure on the FPL 2012 applicability date of 15 Nov 2012 (AIRAC date).

6. Action suggested

6.1 The FPL 2012 Workshop is invited to:

- a) note the information regarding the Global implementation and harmonisation as above;
- b) recommend States and other key stakeholders to make available any information which they feel would be of benefit to others by allowing that information to be published on the ICAO Flight Plan Implementation Tracking System (FITS) web site. <http://www2.icao.int/en/FITS/Pages/home.aspx>. This information should be passed to the appropriate ICAO regional office who will publish on the FITS web site; and
- c) request consideration by ANSPs to actively share test information and endeavour to conduct joint interface tests with neighbouring ANSPs.

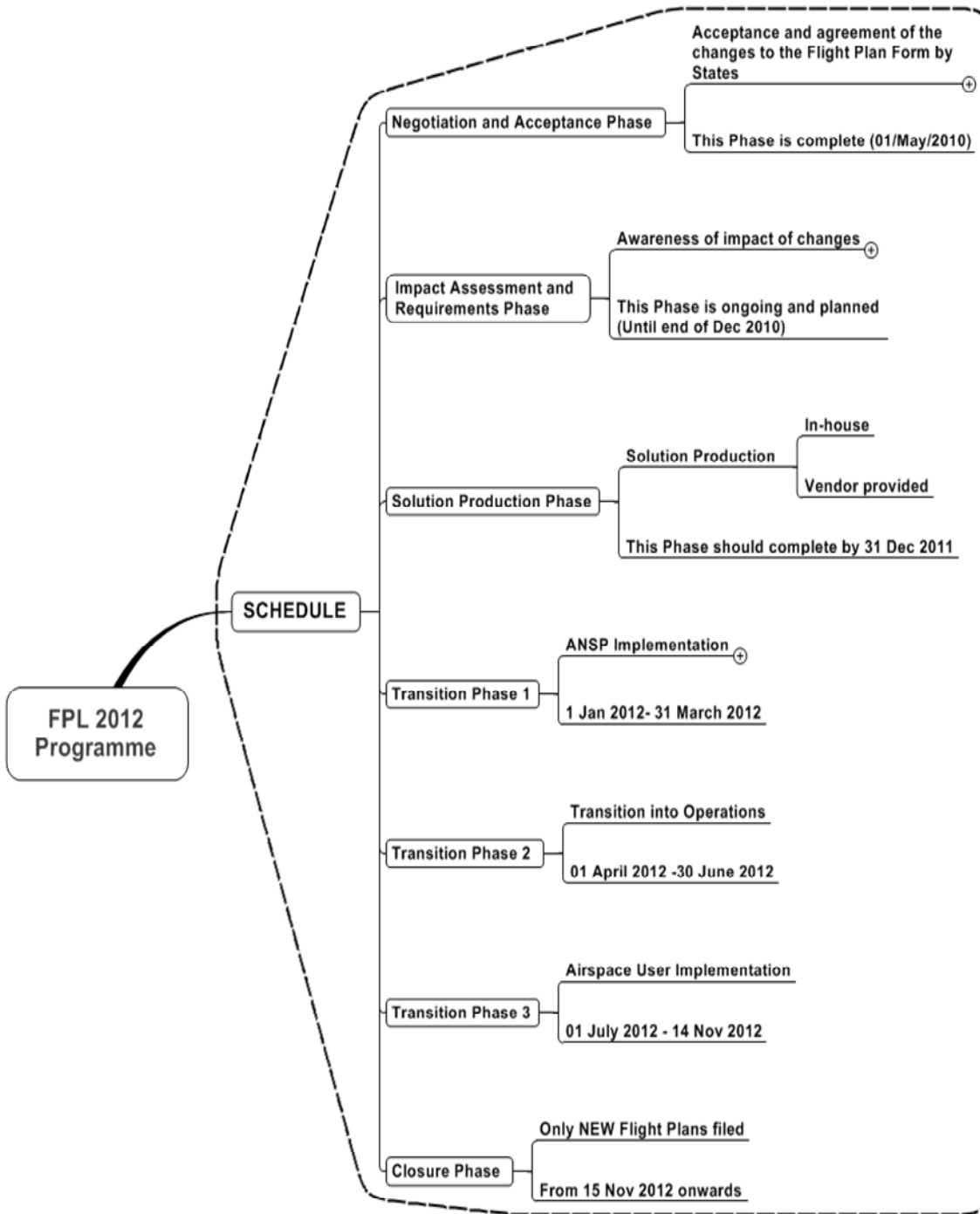


Figure 1: FPL 2012 Programme Schedule

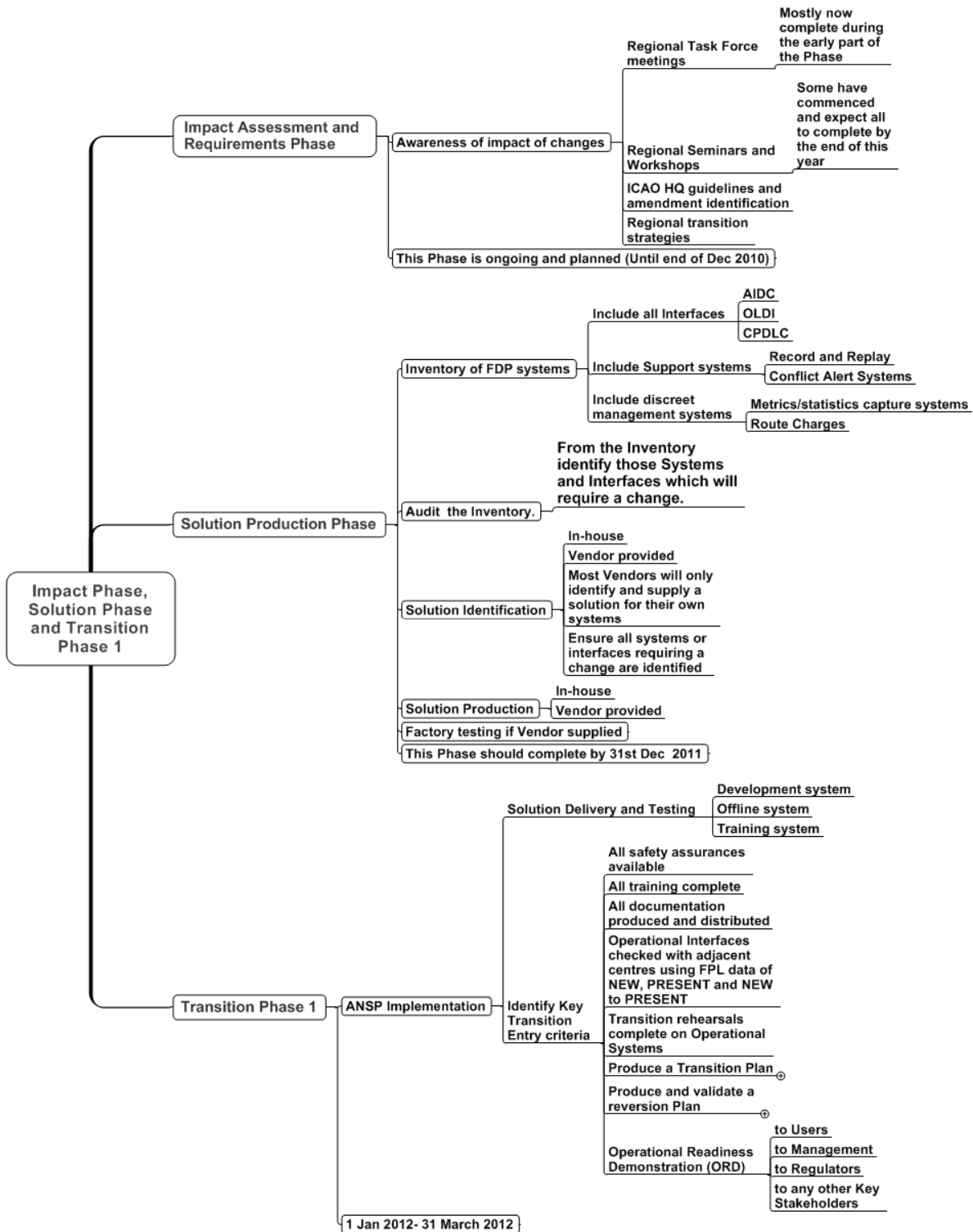


Figure 2: FPL 2012 Programme Impact, Solution and Transition 1 Phases.