



Agenda Item 5: Follow-up to the actions taken in other ICAO regions with respect to Amendment 1 to the PANS/ATM - Doc. 4444, 15th Edition

ACTIONS TAKEN BY ICAO REGIONS FOR THE IMPLEMENTATION OF THE CHANGES TO THE ICAO FLIGHT PLAN

MULTI-REGIONAL ACTIONS ACROSS ALL ICAO REGIONS

(Prepared by the Secretariat)

SUMMARY

This paper seeks to inform States, and other key stakeholders of the efforts and actions being taken globally to implement Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) and to consider the lessons learned from other ICAO regions.

Action by the FPL 2012 Workshops is in paragraph 4.

COORDINATION

Regional TFs, FPL 2012 Workshops, Regional Offices, ATM ICAO HQ.

REFERENCES

- *Doc 4444, PANS-ATM; and
- *State letter AN 13/2.1-08/50.

This working paper relates to Strategic Objectives A and D.

*Principal references

1. INTRODUCTION

1.1 The Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012.

1.2 The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

1.3 Accordingly, State letter AN 13/2.1-08/50, dated 25 June 2008, was sent to States and international organizations with a) an implementation of the amendment date on 15 November 2012 and b) publication of any differences as of 15 November 2012.

1.4 The ICAO HQ Air Navigation Bureau was tasked by the Council with ensuring the harmonised implementation and transition of all stakeholders to the new Flight Plan on the 15 November 2012.

2. REGIONAL ACTIONS AND ACTIVITIES

2.1 EURNAT

2.1.1 *Extract from the North Atlantic System Planning Group (NATSPG):* Implementation of Air Traffic Services (ATS) interfacility data communications (AIDC). The ANC noted that the date of 15 November 2012 had been agreed to for the implementation of AIDC in the NAT Region and that plans had been made to coordinate with other regional bodies to develop a harmonized multiregional AIDC Interface Control Document (ICD) (NAT SPG Conclusion 45/25). In this respect, the ANC agreed that the Secretariat should ensure proper interregional coordination for the purpose of developing the aforementioned ICD that would be equally useful to other ICAO Regions.

2.1.2 It is the intention of ICAO HQ to encourage early modifications to the AIDC interface in the NAT region so that the AIDC will be available for the coordination of NEW Flight Plan Data by 1 April 2012 thus in time for Transition Phase 2 for ANSPs (Transition into operation 1 April 2012-30 June 2012).

2.1.3 The NAT SPG noted that in order to coordinate the implementation of FPL 2012 at the NAT Region level, the NAT Implementation Management Group (IMG) had developed the NAT Region FPL implementation plan that contained information on contact points and national implementation plans from NAT provider States and Air Navigation Service Providers (ANSPs). The NAT IMG would act as a focal point in coordination of this implementation programme.

2.1.4 *Extract from EUR Workshop in Kiev:* The Workshop provided an excellent opportunity to review the status of the FPL2012 implementation planning by various stakeholders in the ICAO EUR Region. The States participating at the Workshop presented their individual status of planning and implementation. The Workshop confirmed that the overwhelming majority of the States intended to complete their ANS system upgrades by the applicability date of 15 November 2012. The only known exceptions in the EUR at the time of the Workshop were Greece, Ukraine and Spain. Greece did not participate in the Workshop. In the case of Ukraine, most systems would have transitioned by 15 Nov. 2012, except Dnipro ACC (which would be ready in 2013), and Odessa ACC (which had an old system planned to be replaced in 2015). In the case of Spain, transition should be achieved by the end of 2013. However, it was emphasized that necessary arrangements should be in place to ensure that the delays in technical systems readiness would not cause any problems for the airspace users and neighbouring ATC systems.

2.2 MID

2.2.1 INFPLSG2. The meeting received information on the implementation of INFPL in Bahrain and Qatar which had submitted their implementation plans for their States also Jordan provided tasks and actions taken for the implementation of the ICAO new flight plan Format and associated ATS Messages.

2.2.2 The meeting reviewed the draft Strategy and was agreement that the transition strategy should be in line with what was presented by ICAO during the workshop.

2.2.3 The meeting was of the view that contingency plan need to be developed. In this regard the meeting agreed that national contingency plan to be developed and incorporated in the States INFPL implementation plan which should be submitted to ICAO MID Regional Office in three months period.

2.2.4 The meeting requested the ICAO MID Regional Office to prepare a high level histogram based on the replies received from MID States and present to MIDANPIRG/12 in order to encourage all MID States to allocate the necessary budgets and resources for the timely implementation of the INFPL.

2.2.5 Proposed Metrics:

- Number of States meeting the deadline for implementation of the ICAO new FPL provisions; and
- Number of States providing the focal points and initiated impact studies.

2.2.6 KPI

- Status of implementation of ICAO new FPL provisions; and
- Status of updates in the FITS.

2.2.7 **WACAF**

2.2.8 Working with ESAF to convene a joint task Force meeting in September in Johannesburg.

2.3 **ESAF**

2.3.1 *Extract from Quarterly report: 13/14 September FPLT TF/1 First Meeting of the Task Force on the Transition to the New ICAO Flight Plan in Johannesburg, South Africa.*

2.3.2 The objective of the meeting is to develop plan and strategies for the transition to and implementation of the new ICAO model flight plan on November 15, 2012.

2.4 **APAC**

2.4.1 Proposing a seminar in November sometime but may be delayed until early 2011.

2.4.2 States were asked to inform the Regional Task Force by 1 July 2010 when they intend to transition to NEW Flight Plan.

2.4.3 *Extract from Quarterly report: In coordination with Programme Consultant for the ICAO Flight Plan 2012, report of FPL&AM/TF/2, which was held in Bangkok in November 2009, was drawn to the attention on the Interim Regional Implementation Strategy and the Draft Guidance Material and the proposed amendment to implement strategy.*

2.5 **SAM**

2.5.1 **Colombia** (Bogota) report carry out trials to verify the impact of the implementation of the new flight plan format in the automation systems in Bogota in order to verify the impact on the automation systems with the implementation of the new flight plan format (doc 4444, fifth edition, amendment 1), tests were made on the following equipment involved in the flight plan process in Bogotá ATS units: AMHS terminal, repetitive flight plan (RPL), flight data processor, flight strip printer, radar data processor, and flight plan display.

2.5.2 As a result of the tests, it was verified that the FPL template in the AHMS terminal does not accept the new values (letters and numbers) to identify navigation and surveillance equipment and capacity to be filled in item 10 of the FPL format, but in regard to the new information added in item 18 of the FPL format, the same was accepted by the AMHS terminal. For the FDP, all the new values (letters and numbers) to identify navigation and surveillance equipment and capacities were not accepted. For the RPL, flight strip printer, radar data processor, and flight plan display the new FPL format were not affected.

2.5.3 **Venezuela** carry out trials to verify the impact of the implementation of the new flight plan format in the automation system in order to verify the impact in the automation system with the implementation of the new flight plan format (doc 4444, fifth edition, amendment 1), tests were made on the following equipment involved in the flight plan process in Maiquetía ATS units: AMHS terminal, repetitive flight plan (RPL), flight data processor (FDP), flight strip printer, radar data processor and flight plan display. In this respect it was verified that the only equipment that will be affected by the new flight plan format was the flight data processor.

2.5.4 The first week of August a team composed of technical and operational personnel (expert in automation system) visited Chile and Argentina in order to test the equipment installed in Santiago ACC (THALES) and Ezeiza ACC (INDRA) with the new FPL.

3. **ISSUES AND CONCERNS**

3.1 African States are behind the curve. Intend to energise them at the task Force meeting in mid September.

3.2 To support negotiations with system suppliers it is intend to enlist the support of ICAO Technical Cooperation Board to provide a common approach to large suppliers.

3.3 States must see the change as one important step towards a Global ATM and not an isolated project.

3.4 IATA supports a 'Big Bang' switchover on 15th November 2012. This approach is considered very risky considering that unless fully comprehensive testing has been conducted with ANSPs and verified by a test on operational platforms and interfaces the implementation can be jeopardized.

4. **ACTION BY THE WORKSHOP**

4.1 The FPL 2012 Workshop is invited to:

- a) note the information from the ICAO regions as above; and
- b) request States, Regional Offices and other key stakeholders to consider masking 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.