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**Agenda Item 8: Implementation of the new flight plan format**

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

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents information on the results obtained during the second seminar/workshop on the implementation of the new flight plan format, for its analysis by the task force on the implementation of the new flight plan format.	
<b>Reference:</b> Second seminar/workshop on the implementation of the new flight plan format (Lima, Perú, 19-20 May 2011)	
<b>ICAO strategic objectives:</b>	<i>A - Safety C - Environmental Protection and Sustainable Development of Air Transport</i>

**1. Background**

1.1 In follow-up to the activities related with the implementation of the new flight plan format, the second seminar/workshop on the implementation of the new flight plan format was held in Lima, Peru, from 19 to 20 May 2011. The seminar was conducted as part of an ICAO special implementation project (SIP).

1.2 The seminar/workshop counted with the participation of 9 SAM States, one airline representative (LAN Perú), industry representatives (Atech, COMSOFT, INDRA and THALES), and ICAO representatives, totalling 36 participants.

1.3 The objective of the seminar/workshop was to present the progress, as well as the difficulties encountered in the initial implementation phase, both in the SAM Region as in other ICAO regions, as well as to provide guidelines for the corresponding transition period, and a safety assurance analysis.

1.4 The seminar/workshop had a ten-session agenda, shown in **Appendix A** to this working paper.

## 2. **Analysis**

2.1 As a result of this analysis, note was taken on the progress made in the implementation of the new flight plan format in the SAM States and in the other regions. In this respect, it was observed that most SAM States had drafted their national action plans for the implementation of the new flight plan format and that the implementation strategy was aimed towards the updating of all national documentation, the safety assurance analysis, the analysis and implementation of changes in the automated systems, and the training programme.

2.2 With the aim of supporting States in the identification of all aspects necessary for the implementation of the new flight plan format, a calendar of events with all activities to implement in the transition phase of the new flight plan format was presented, for both States already having automated systems implemented, as those with manual systems. Copy of same are shown in **Appendices B and C**, respectively.

2.3 The seminar/workshop updated the list of focal points shown in **Appendix D** to this working paper.

2.4 In addition, with the aim of following-up on the new flight plan format activities, the seminar/workshop considered upon the need of carrying out web conferences on a monthly basis, as of June 2011, with the focal points.

2.5 **Appendix E** to this working paper presents a summary of the activities taken into account in the seminar/workshop.

## 3. **Action suggested**

3.1 The Meeting is invited to analyze the content of this working paper, as well as of its appendices, in order to update the regional action plan, as well as the SAM States national plans.

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## APPENDIX A



**International Civil Aviation Organization**  
 South American Regional Office (SAM)  
**ICAO Second Seminar/Workshop on the Implementation of New Flight Plan Format**  
**Amendment 1 to the 15<sup>th</sup> Edition of Doc 4444 PANS/ATM in the SAM Region**  
 Lima, Peru 19 -20 May 2011

## PROVISIONAL AGENDA

<b>THURSDAY, 19 MAY 2011</b>
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HOUR	SUBJECT	EXPOSITOR
08:15-08:45	<b>Registration</b>	
08:45-09:00	<b>Opening of the Seminar/Workshop</b>	ICAO
<b>SESSION 1:</b>	<b>Detailed implementation plans of the new flight plan format</b>	
09:00-09:30	Follow up on the SAM Regional Plan	Onofrio Smarrelli, ICAO
09:30-10:30	Follow up of activities developed by SAM States based on their national action plans	Delegates from SAM States
10:30-11:00	<i>Coffee break</i>	
11:00-11:30	Follow up of activities developed by SAM States based on their national action plans	Delegates from SAM States
	Produce a "change" model for States that have a Flight Plan Manual	Tom Brady, ICAO
<b>SESSION 2:</b>	<b>Detailed transition plans for the new flight plan format</b>	
11:30-12:00	Transition entry criteria, transition planning and de-conflicting of transitions	Tom Brady, ICAO
<b>SESSION 3:</b>	<b>Testing for the implementation of the new flight plan format</b>	
12:00-12:30	Discussion on facility testing, adjacent FIR tests, adjacent regional test and Oceanic tests	ICAO, SAM States, airspace users and industry
<b>SESSION 4:</b>	<b>Industry and stakeholder</b>	
12:30-13:00	Industry activity on the implementation of the new flight plan format	ATECH, COMSOFT, INDRA and THALES

<b>THURSDAY, 19 MAY 2011</b>
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HOUR	SUBJECT	EXPOSITOR
<b>13:00-13:30</b>	<i>Coffee break</i>	
13:30-14:30	Industry activity on the implementation of the new flight plan format	ATECH, COMSOFT, INDRA and THALES
	Discussion about activities that States have made with stakeholders (general aviation, security, military, airline, airport and flight plan filing agencies)	ICAO, SAM States and airspace users
<b>SESSION 5:</b>	<b>Documentation to be updated</b>	
14:30-15:00	Analysis of the documentation to be updated in reference to the new flight plan format	Tom Brady, ICAO
	Discussion on the documentation to be updated: AIP, SUPPs, controller manual of operations, flight data handling (ANSP), operator manual, dispatcher manual, airport documentation and training manual	ICAO, SAM States and airspace users

<b>FRIDAY, 20 MAY 2011</b>
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HOUR	SUBJECT	EXPOSITOR
<b>SESSION 6:</b>	<b>Safety assurance</b>	
09:00-10:00	Safety assurance in the implementation of the new flight plan format in the SAM Region	Jorge Avila, Brazil
	Consideration for transition safety and transition hazard identification (HAZID)	Tom Brady, ICAO
<b>SESSION 7:</b>	<b>Training template</b>	
10:00-10:30	Discussion on training template for ATC, FPL handling staff, aircrew and dispatchers	ICAO, SAM States and airspace users
10:30-11:00	<i>Coffee break</i>	
<b>SESSION 8:</b>	<b>Spreading the message</b>	
11:00-12:00	How to use the FITS	Tom Brady, ICAO
	ICAO in conjunction with the SAM States will proceed to update the FITS	ICAO and SAM States

**FRIDAY, 20 MAY 2011**

<b>HOUR</b>	<b>SUBJECT</b>	<b>EXPOSITOR</b>
	Distribution of leaflets/handouts and posters related to the new flight plan format implementation	
<b>SESSION 9: Finance</b>		
12:00-12:30	Discussion about the internal and external financial funds for the implementation of the new flight plan format	ICAO, SAM States and industry
<b>12:30-13:00</b>	<i>Coffee break</i>	
<b>SESSION 10: Strategic support teams</b>		
13:00-13:30	Discussion on ANSP micro management, regional membership, tool kit and contingencies	ICAO, SAM States and industry
13:30-14:00	Summary of the recommended actions	ICAO
14:00-14:30	<b>Distribution of certificates and closing ceremony</b>	

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October 2008

May 2010

December 2010

December 2011

January 2012

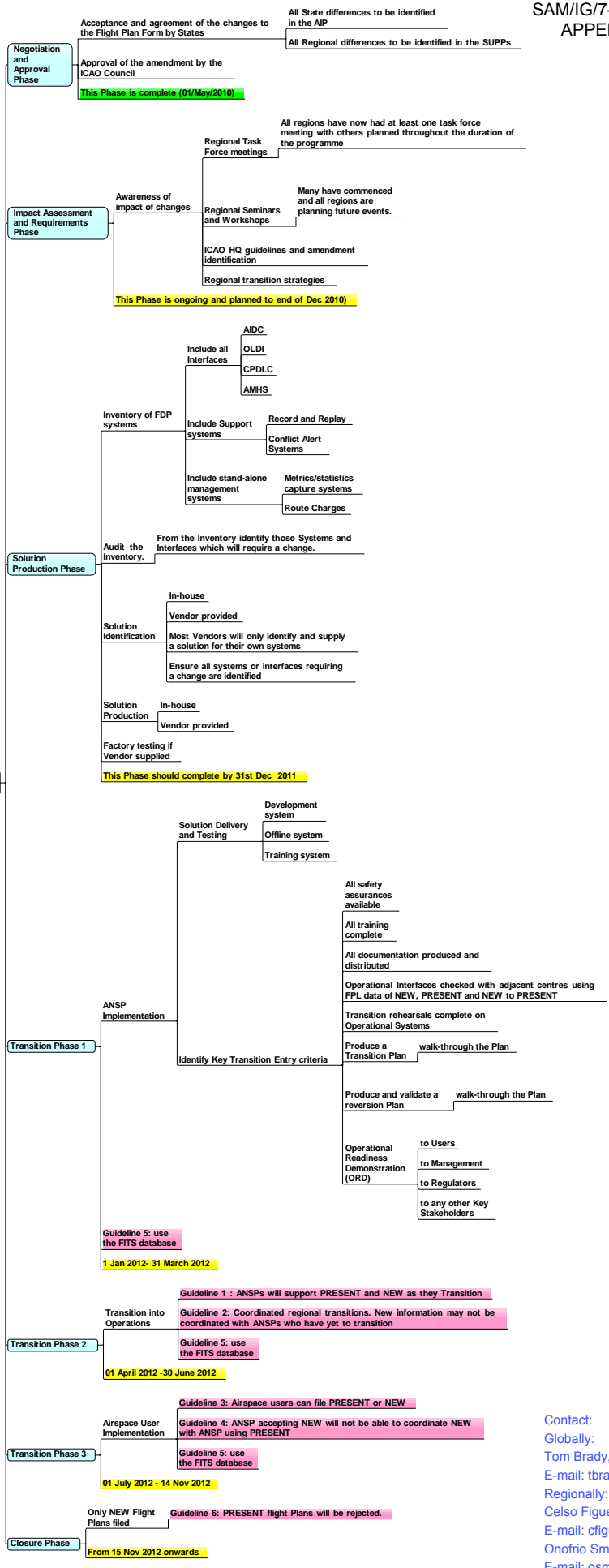
April 2012

July 2012

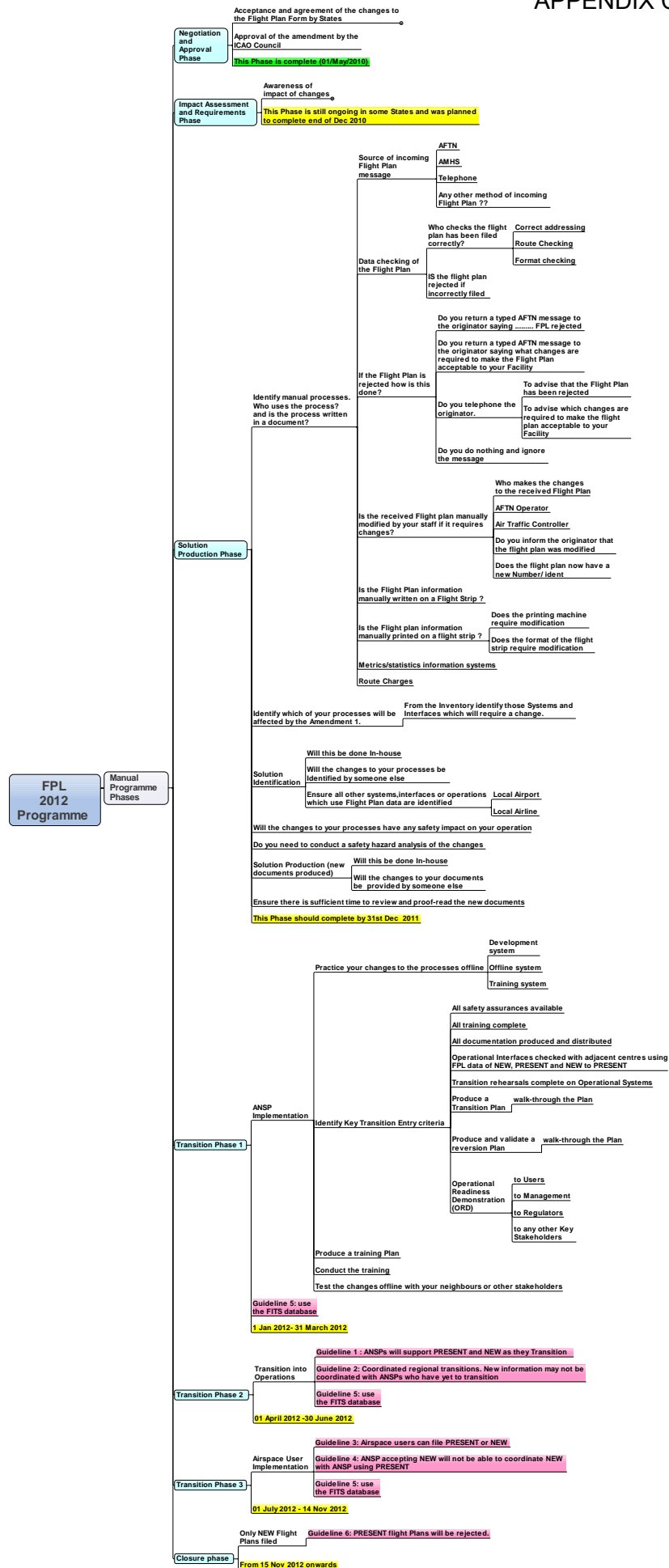
November 2012

**FPL 2012 Programme**

Programme Phases



Contact:  
 Globally:  
 Tom Brady, FPL2012 Consultant  
 E-mail: tbrady@icao.int  
 Regionally:  
 Celso Figueiredo, RO/ATM/SAR  
 E-mail: cfigueiredo@lima.icao.int  
 Onofrio Smarrelli, RO/CNS  
 E-mail: osmarrelli@lima.icao.int



## APPENDIX D / APENDICE D

**PUNTOS FOCALES PARA LA COORDINACIÓN DEL FORMATO DE PLAN DE VUELO /  
FOCAL POINTS FOR THE COORDINATION OF THE FLIGHT PLAN FORMAT**

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
<b>Argentina</b>		Omar Gouarnalusse Departamento CNS de la Dirección Nacional de Servicio de Navegación Aérea y Aeródromo, ANAC	ogouarna@faa.mil.ar	T: + 54 11 4317 6667
<b>Bolivia</b>		Daniel Cassio Bustamante Leyton Inspector ATM/SAR, DGAC	dbustamante@dgac.gob.bo	T: +591 4 459 3101
<b>Brasil</b>	ATM/ PBN	Jorge Wilson de Avila F. Penna Departamento de Control del Espacio Aéreo, DECEA	adjpln@decea.gov.br	T: +5521 94997635 +5521 21016477
<b>Chile</b>		Marcial Vidal Arriagada Controlador de Tránsito Aéreo, DGAC	mvidal@dgac.cl	T: +56 2 290 4709
<b>Colombia</b>	PBN	Gladys Mercedes Roa de la Cruz AIS, UAEAC	gladis.roa@aerocivil.gov.co	T: +571 266 3693 +571 266 2514
<b>Ecuador</b>		Ivan Guillermo Sala Garzon Jefe Departamento Radar	ivan_salas@dgac.gov.ec	T: +5932 222 8309
<b>French Guiana</b>		Jean Jacques Deschamps Head, Technical Department for the ANSP in French Antilles and Guyana, DIRAC	jean- jacques.deschamps@aviation- civile.gouv.fr	
<b>Guyana</b>		Chaitrani Heeralall Director Air Navigation Services, CAD	dans@gcaa-gy.org	T: +592 261 2217 F: +592 261 2293
		Rickford Samaroo Manager ATS Operations, CAD	satcori@hotmail.com	T: +592 261 2564 F: +592 261 2279
<b>Panamá</b>		Arístides Villareal Jefe del Departamento de Telecomunicaciones, AAC	avillareal@aeronautica.gob.pa	T: +507 501 9825/501 9826 F: +507 501 9848
<b>Paraguay</b>		Liz Rocío Portillo Castellanos Sección Normas y Reglamentos, DINAC	nyrlrpc@dinac.gov.py lizroportillo@gmail.com	T: +595 21 205 365
		David Ricardo Torres Sección Terminales AMHS/GTE, DINAC	dr.torres33@gmail.com	T: +595 21 645707/08 +595 21 205365 F: +595 21 645598
<b>Perú</b>		Paulo Vila Inspector CNS, DGAC	pvila@mtc.gob.pe	T: +511 615 7880 F: +511 615 7881
<b>Suriname</b>		Lunette Rinelda Edam AIS/Maps and Charts and Communication	ais@cadsur.sr; edamlunette@hotmail.com	T: +597 498-898 F: +597 498-901
		Doris Kranenburg AIS/Maps and Charts and Communication	ais@cadsur.sr; dol2burg@hotmail.com	Tel.: +597 498-898 Fax: +597 498-901

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
<b>Uruguay</b>		Rosanna Barú Banchieri Encargada Departamento de Servicios Aeronáuticos, DINACIA	navegacionaerea@dinacia.gub.uy rocbb17@gmail.com	T: +5982 604 0408 – Ext. 4461
<b>Venezuela</b>		Kender Ferrer Jefe OPS ACC MIQ, INAC	k.ferrer@inac.gob.ve	T: +58 212 580 4444 F: +58 426 3317 687
		Vicente Fiore Jefe de MMTO Radar Maiquetía, INAC	v.fiore@inac.gob.ve	T: +58 416 6235 643
		Benjamín Uquillas Jefe Subcentro Comunicaciones Maiquetía, INAC	buquillas@gmail.com	T: +58 412 721 5068

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**APPENDIX E****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 15<sup>th</sup> 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**

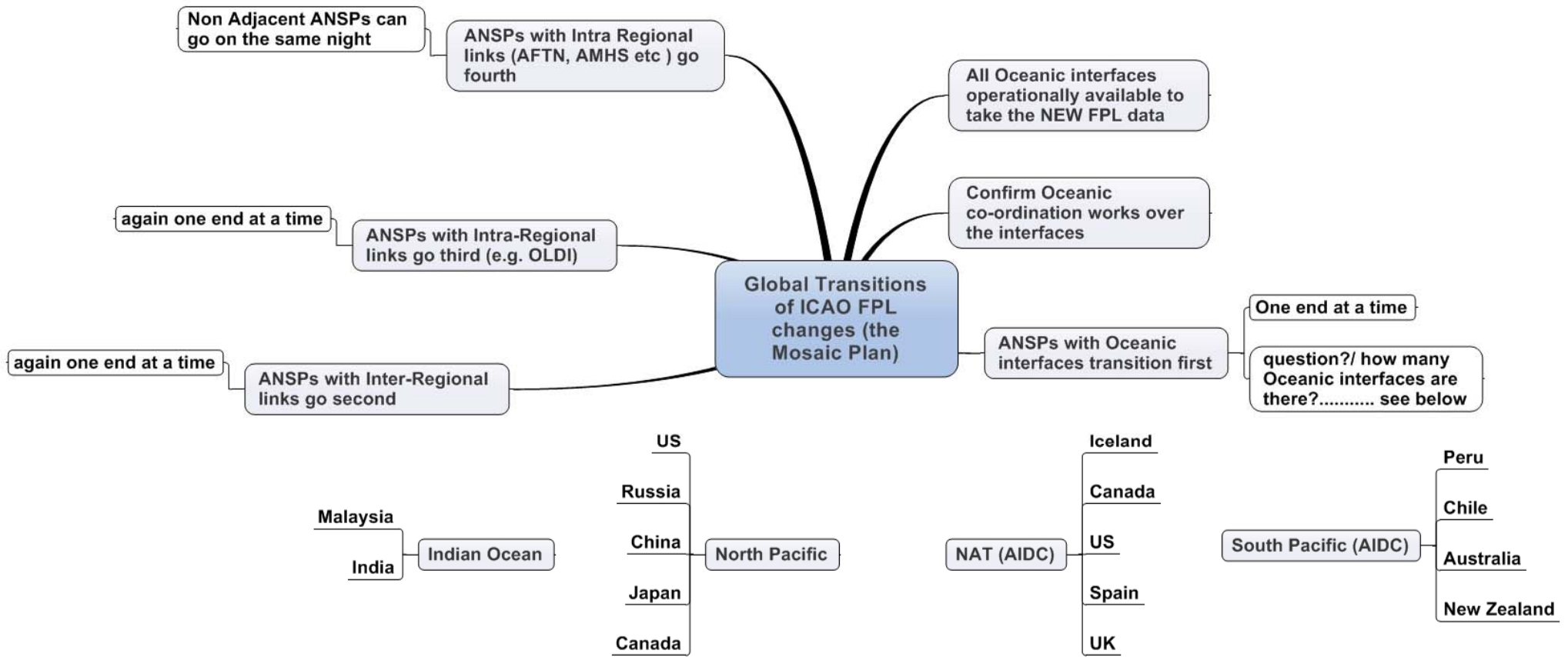
During the event, States were informed that all changes, as well as equipment, software, training, documentation and other activities required for the implementation of the new flight plan format, are to be borne by each aeronautical administration's funds. **Attachment E** shows the various finance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

### **SESSION 10 - Strategic support teams**

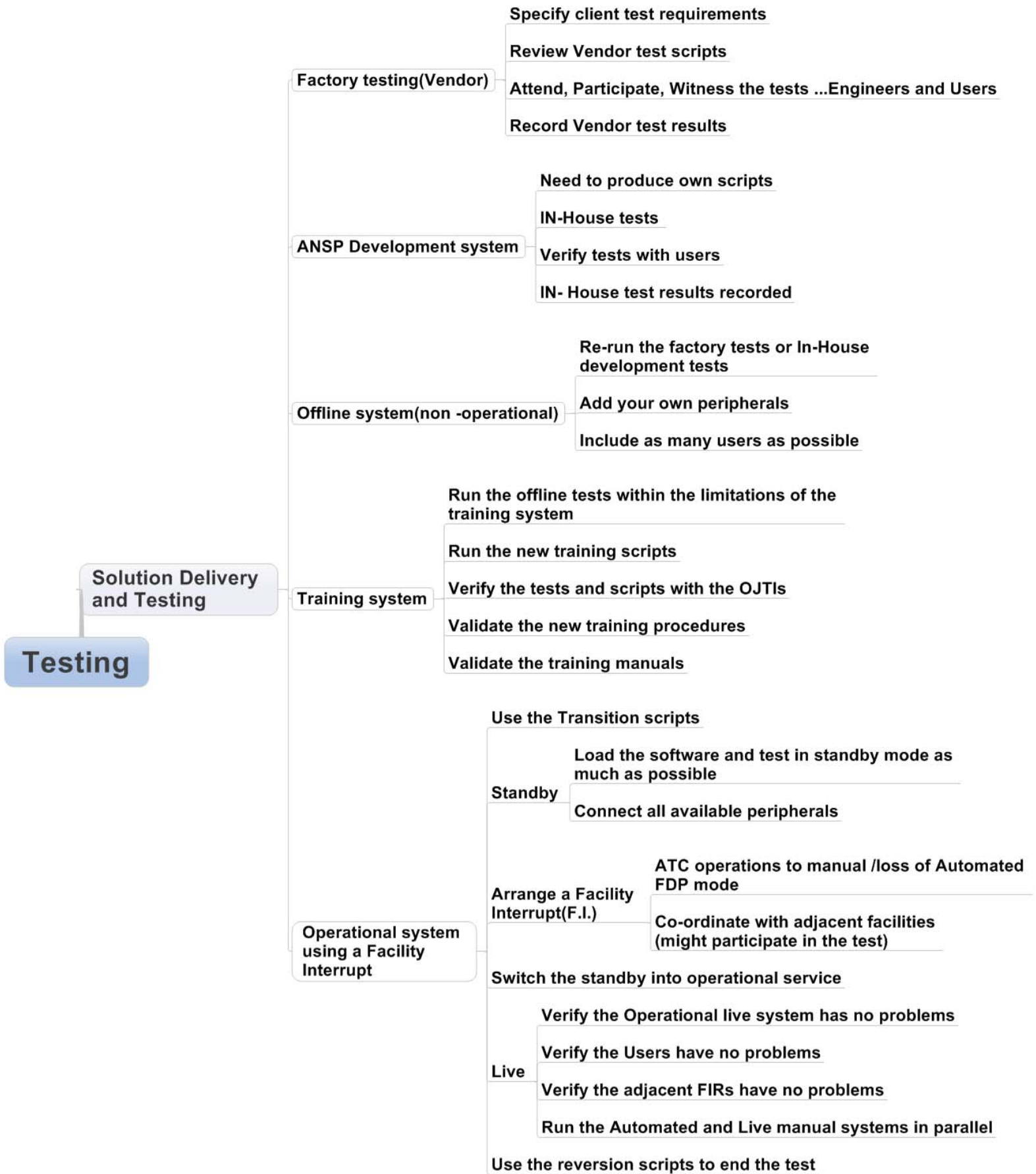
During this sesión, the air navigation services provider (ANSP) micro-management, regional membership, tool kit and contingencies, were discussed upon. **Appendix F** presents a summary of the aspects related with strategic support teams.

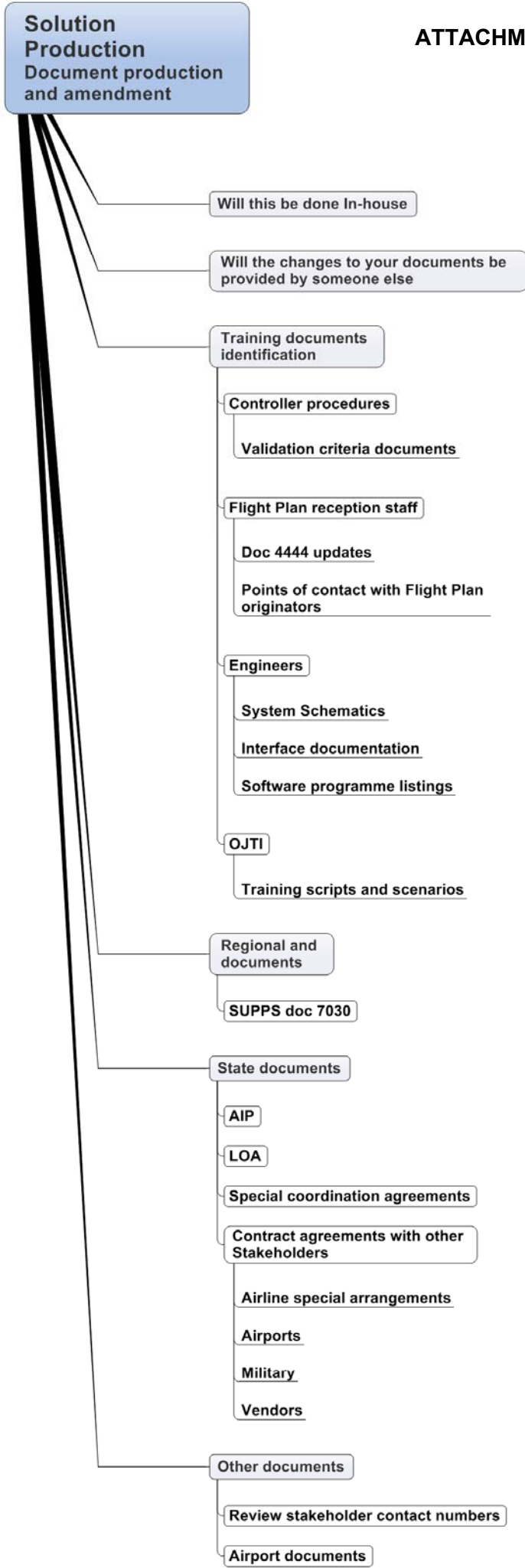
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# ATTACHMENT A / ADJUNTO A



# 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!

International Civil Aviation Organization

Home English

**FITS**  
ICAO Public > Home > FITS

**Flight Plan Implementation Tracking System**  
This site was developed to help Air Navigation Service Providers and airspace users to monitor the implementation status of the new ICAO flight plan form established by the Amendment 1 to PANS-ATM (Doc 4444), Fifteenth Edition.  
Last update: 03/Dec/2009

**ICAO FIR WEB map interactive**

**By Region**

Link
APAC/Bangkok
ESAF/ Nairobi
EURNAT/Paris
MID/Cairo
NACC/Mexico City
SAM/Lima
WACAF/Dakar

http://192.206.28.81/firworld/default.aspx

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

See the timeline overleaf...



# SAFETY FITS

[www.icao.int](http://www.icao.int)



October 2008

May 2010

December 2010

December 2011

January 2012

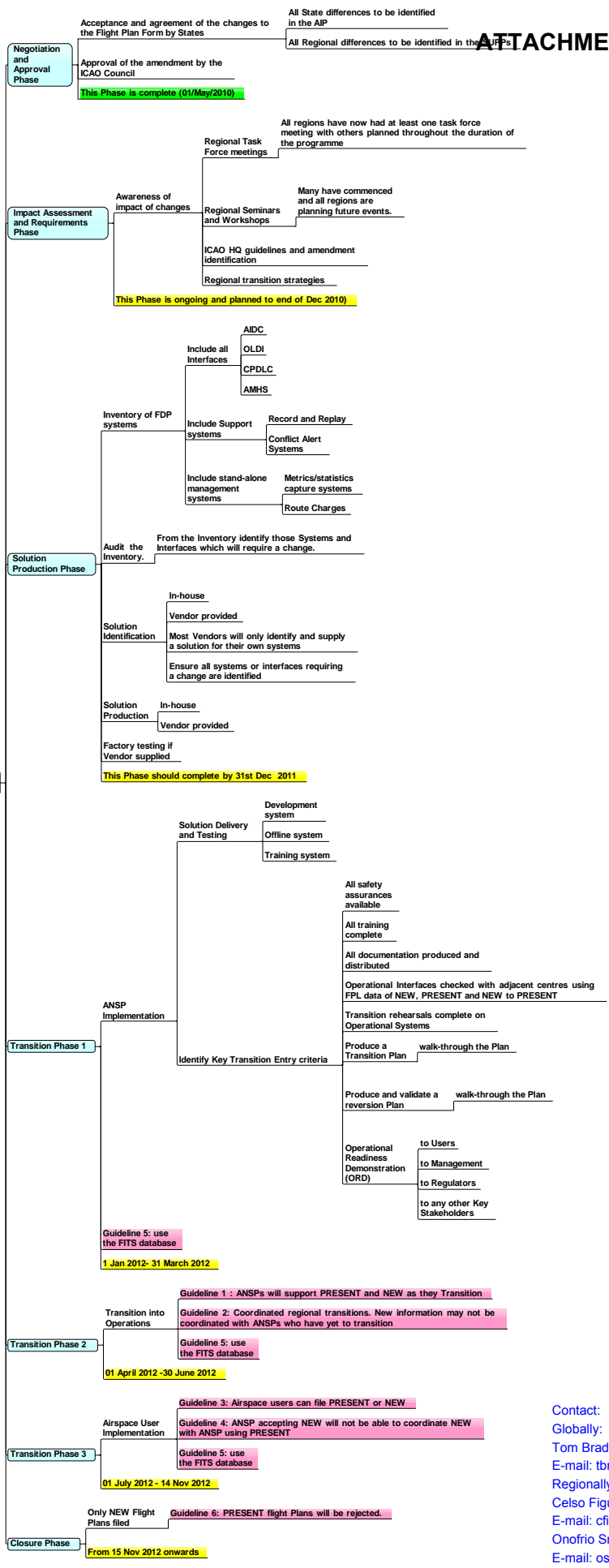
April 2012

July 2012

November 2012

**FPL 2012 Programme**

Programme Phases



Contact:  
 Globally:  
 Tom Brady, FPL2012 Consultant  
 E-mail: tbrady@icao.int  
 Regionally:  
 Celso Figueiredo, RO/ATM/SAR  
 E-mail: cfigueiredo@lima.icao.int  
 Onofrio Smarrelli, RO/CNS  
 E-mail: osmarrelli, RO/CNS

ATTACHMENT E / ADJUNTO E

