



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

**FOLLOW UP ON THE IMPLEMENTATION OF AMENDMENT 1 TO EDITION 15 OF ICAO DOCUMENT 4444 (IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT) IN THE SAM REGION**

(Presented by the Secretariat)

<b>Summary</b>	
This working paper presents information on the activities carried out to date since the seventh workshop/meeting of the SAM Implementation Group (SAM/IG/7) for the implementation of Amendment 1 to Edition 15 of ICAO Document 4444 (Implementation of the new flight plan format)	
<b>References:</b>	
<ul style="list-style-type: none"><li>• Report of the Seventh Workshop/Meeting of the SAM Implementation Group (SAM/IG/7) Project RLA/06/901 (Lima, Peru, 23-27 May 2011);</li><li>• Twelfth Meeting of Civil Aviation Authorities of the South American Region (RAAC/12) (Lima, Peru, 3-6 October 2011).</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A – Safety</i> <i>C – Environmental protection</i>

**1. Background**

1.1 During SAM/IG/7 meeting, three conclusions were formulated in follow-up to the activities taken under consideration in the regional action plan for the implementation of the new flight plan format. These conclusions were oriented, respectively, towards the dissemination of the content in amendment 1 to ICAO PANS/ATM, 15<sup>th</sup> Edition (Doc. 4444) through an AIC, the safety assessment for 30 November 2011, and the implementation of a training programme by 31 October 2011.

1.2 With the aim of monitoring the progress made in the implementation of the amendment, SAM/IG/7 meeting deemed it convenient that web teleconferences be conducted. In this respect, two teleconferences were held, whose results are presented in the Section 2 of this working paper.

**2. Analysis**

2.1 Hereunder is information on the progress made in the implementation of the new flight plan format, in the following activities:

- a) National action plans for the implementation of amendment 1 to ICAO Document 4444, 15<sup>th</sup> Edition
- b) National focal points to coordinate the implementation of amendment 1 to ICAO Document 4444, 15<sup>th</sup> Edition

- c) Implementation of changes to the automated systems
- d) Safety assessment
- e) Training
- f) Other aspects

*National action plans for the implementation of amendment 1 to ICAO Document 4444, 15<sup>th</sup> Edition*

2.2 Almost all the States of the Region have prepared their national action plan for the implementation of Amendment 1 to ICAO Doc 4444, with the exception of Colombia, Ecuador and French Guiana (France).

2.3 In order to ensure compliance with the activities listed in the national action plans, the SAM/IG considered that Directors General of Civil Aviation (DGCA) should approve such plans. In this sense, of all the States that had developed their national action plan, only Brazil, Chile, Paraguay, Peru and Uruguay had their action plan approved by the DGCA.

*National focal points to coordinate the implementation of amendment 1 to ICAO Document 4444, 15<sup>th</sup> Edition*

2.4 In order to coordinate the national activities for the implementation of the amendment, each State of the Region designated a focal point. The list of focal points is shown in **Appendix A** to this working paper. The list with the names of the focal points has been posted on the ICAO Headquarters website (FITS). Focal points will play a major role during the transition periods prior to the date of implementation of the amendment, therefore, it is important that States inform of any changes to same.

*Implementation of changes to the automated systems*

2.5 As follow-up to the implementation of the changes to the automated systems, **Appendix B** to this working paper presents the progress achieved by some States of the Region.

*Updating to the national documentation regarding the new flight plan format*

2.6 In follow-up to Conclusion SAM/IG/7-7 - Publication of an AIC for a broad dissemination of Amendment 1 to the 15<sup>th</sup> Edition of ICAO PANS ATM (Doc 4444), which requested States of the Region to draft and publish an Aeronautical Information circular (AIC) no later than 1 August 2011, to date only Brazil and Paraguay have done so. Chile, Panama, Peru and Uruguay informed they are in the process for its publication.

*Safety assessment*

2.7 Some States of the Region have already started with their safety assessment. In this respect, in order to support States in the safety assessment, the *Second Workshop/Seminar for the system safety monitoring after the implementation of Version 01 of the ATS route network of the SAM Region and risk assessment following the implementation of Amendment 1 to the PANS ATM (FPL)* was held in Lima, Peru, from 5 to 9 September 2011. The results obtained from the seminar/workshop are presented in SAM/IG/8-WP/10.

### *Training*

2.8 In follow-up to Conclusion SAM/IG/7-9 - Development of the training programme for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444), **Appendix C** to this working paper presents the progress made in some States of the Region.

### *Other aspects*

2.9 The Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12), held in Lima, Peru, from 3 to 6 October 2011, in follow-up to the implementation of amendment 1 to Document 4444, 15<sup>th</sup> Edition, formulated conclusion RAAC/12-2 – Implementation of Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444 (new flight plan format) in the SAM Region, with the aim that the aeronautical authorities take into consideration its current situation and implement the implementation of pending activities.

### 3. **Action suggested**

3.1 The Meeting is invited to:

- a) Take note of the information provided;
- b) Analyze the aspects in Section 2 of this working paper and proceed to update the information presented;
- c) Update the regional action plan for the implementation of the amendment, on the basis of the progress achieved; and
- d) Analyze any other aspect that the Meeting might deem necessary.

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## APPENDIX A/ APENDICE A

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

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## APPENDIX B

### APPLICATIONS OF CHANGES IN AUTOMATION SYSTEM

1.1 In follow-up to Conclusion SAM/IG/6-11 - *Changes in the AMHS systems and in the FDP for the implementation of Amendment 1 to the PANS/ATM*, States informed on the activities carried out for the making of the changes in the indicated systems.

#### *Argentina*

1.2 The Argentina focal point, even though absent from the web meeting, informed that administrative arrangements would be starting in the first week of August to hire staff for the implementation of the new flight plan format, which should be installed in all AMHS terminals in the country before 31 December 2011. During the transition phase, the terminal will be capable of sending both the NEW and the CURRENT format, depending on what the addressee has installed. With regard to FDP, Argentina informed that the FDP processing with the new flight plan format will be tested at the CIPE and Cordoba simulators between December 2011 and February 2012. Between February and March 2012, the FDP change will be implemented in the Ezeiza simulator. Between June and November 2012, the Cordoba and Ezeiza ACCs would have the FDPs operational with the new format.

1.3 In addition, Argentina indicated that the new version of the Indra Aircom 2100 system takes in consideration the simultaneous acceptance of the NEW and CURRENT flight during the transition period, the acceptance of the flight plan with up to 120 hours in advance, and the conversion of the NEW flight plan format to the CURRENT one. Also, the radar data processing system includes the changes necessary to interpret the aircraft approved to operate with PBN procedures.

#### *Brazil*

1.4 Brazil informed it had made coordinations with the AMHS and automated system provider (ATECH) regarding the changes necessary to be made in order that all systems accept the new flight plan format during the transition period.

#### *Chile*

1.5 Chile informed it had already coordinated with the AHMS system (Thales), as well as the automated systems (Eurocat 1000 and Thales C) providers with the aim that the changes are included by the date indicated in Conclusion SAM/IG/6-11.

#### *Panama*

1.6 Panama informed that, in view of the moving of the ACC, by the end of 2012 there were plans of counting with a new AMHS system (Thales) and a new automated system (Indra FDP, RDP) which would count with the changes required for the new flight plan format.

1.7 Since the installation of these new systems could suffer delays on the date programmed, Panama will make the necessary arrangements with the current AMHS and FDP systems for the acceptance of the new flight plan format by 15 November 2012.

*Paraguay*

1.8 Paraguay informed that, to make the changes in the AMHS systems, it had elaborated a guarantee extension document with the system provider, which includes the implementation of the new templates in the AMHS terminals, as well as the training of the technical and operational staff. A contract extension has also been drafted with the automated system provider (INDRA) to include the changes in the new flight plan format in the FDP and RDP. Since these documents are near their approval, Paraguay indicated it would be complying with the dates indicated in Conclusion SAM/IG/6-11 (31 December 2011 for the AMHS and 31 March 2012 for the FDP).

*Peru*

1.9 The Peru focal point, even though unable to assist to the web meeting, informed it had coordinated with the AMHS system provider (COMSOFT) and the Lima ACC automated system provider (INDRA) to have the changes required by the new flight plan format as per the dates indicated in Conclusion SAM/IG/6-11.

*Venezuela*

1.10 Venezuela indicated that coordinations with the AMHS system provider (Radiocom) had been completed, and that it was expected that by 31 December 2011 the AMHS terminals would have the template duly installed with the new flight plan format. In addition, they had coordinated with the ACC Maiquetia automated system provider (ATECH) for the making of the changes required by the FDP, as well as with the domestic APP FDP system provider (SELEX System). In this respect, information was received that the changes in the system would be ready between April and May 2012.

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## APPENDIX C

### TRAINING

1.1 In follow-up to Conclusion SAM/IG/7-9 - *Development of the training programme for the implementation of Amendment 1 to the 15th Edition of ICAO PANS ATM (Doc 4444)*, SAM States should adopt the corresponding measures to draft a training programme for the personnel that needs to be familiar with, and know how to apply, the modified concepts, especially air traffic controllers and ARO/AIS operators, for the implementation of Amendment 1 to the PANS-ATM, and send it to the ICAO SAM Regional Office **no later than 31 October 2011**.

1.2 States participating in the web meeting informed the following:

#### *Brazil*

1.2.1 Brazil informed that, as part of the training programme for the implementation of the new flight plan format, it has scheduled a course on the dissemination of the Amendment for its operational personnel, as well as on the job training courses for the operational and technical personnel, to be carried out as the changes in the equipment involved in the new flight plan format occur (AMHS, FDP, RDP).

1.2.2 The duration of the Amendment dissemination courses will be of two weeks. The first course is scheduled for August and will then be repeated in September, November and December. For the users, a 10-hour dissemination courses are foreseen.

#### *Chile*

1.2.3 Chile indicated that the training of operational personnel, as well as of the users, is being carried out through an internet long distance course.

#### *Panama*

1.2.4 Panama informed it has scheduled a 40-hour course for the operational personnel to be carried out this year and, for the users, it has programmed a series of lectures.

#### *Paraguay*

1.2.5 Information was received that since 20 July 2011 Paraguay had started with a training programme for the operational sector, as well as with the civil pilots association. It has scheduled to hold a seminar for the first week of August in the Guaraní airport and, later on, another at the Asunción international airport.

#### *Venezuela*

1.2.6 Venezuela informed it is preparing the material necessary to start with a training programme for the operational, technical personnel and users, in the course of 2011 and first months 2012.

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