



International Civil Aviation Organization
CAR/SAM Regional Planning Implementation Group (GREPECAS)
**Second Meeting of the Communications, Navigation and Surveillance / Air
Traffic Management Subgroup (CNS/ATM/SG/2)**
(Mexico City, Mexico, 16 to 19 November 2010)

Agenda Item 2: Follow-up to the implementation status of the performance based navigation systems plans for the CAR and SAM Regions and to the latest amendments to the ATM- and CNS-related SARPS

IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN FORM (FPL)

(Presented by the Secretariat)

SUMMARY

This working paper offers a summary on ICAO guidelines for the implementation of the new flight plan format, with the corresponding follow-up to implementation activities, highlighting the current activities which States should focus on, as well as the activities on the transition phase to be started.

References:

- ICAO State letter on the new flight plan format: AN 13/2.1-08/50 dated 25 June 2008, AN 13/2.1-09/9 dated 6 February 2009 and AN 13/2-10/31 dated 29 March 2010;
- NAM/CAR Regional Performance Based Air Navigation Implementation Plan [NAM/CAR RPBANIP Ver 1.0 (May 2010)];
- GREPECAS/15 final report; and
- Summary of discussions of the ICAO Workshop for the Implementation of the New Flight Plan Format for the NAM/CAR Regions, Mexico City, Mexico, 12 to 13 July 2010.

ICAO Strategic Objectives:

This working paper is related to Strategic Objectives A and D

1 Introduction

1.1 Through State letter AN 13/2.1-08/50 of 25 June 2008, informed on Amendment 1 to the 15th Edition of PANS-ATM, Doc 4444, related with the updating to the ICAO flight plan format/model, to become applicable on 15 November 2012. The amendment takes into consideration the needs of aircraft with advanced capabilities and requirements developed for air traffic management (ATM) automated systems, taking into account at the same time compatibility with existing systems, human factors, training, cost and transition aspects.

1.2 To facilitate the implementation of the new FPL format ICAO, through letter AN 13/2.1-09/9 dated 6 February 2009, ICAO presents guidelines to facilitate airspace users and air navigation services providers (ANSPs) the simultaneous use of CURRENT and NEW information of the flight data processing systems during the transition period. In addition, it presents a table to convert the new 10 and 18 items to the CURRENT items, for coordination purposes with the adjacent ANSPs that only accept the CURRENT.

1.3 ICAO also developed a public web site, Flight Information Tracking System (FITS) and, through ICAO letter AN 13/2-10/31 dated 29 March 2010, urged States to interact and extensively use the FITS, which is available in <http://www2.icao.int/en/FITS/Pages/home.aspx>.

1.4 For the global harmonization of activities for this implementation, GREPECAS Conclusion 15/35 – *Implementation of the new ICAO flight plan model*, required the drafting of a regional CAR/SAM strategy for the implementation of the new flight plan format and the provisions associated with ATS messages, which was elaborated by the CNS/ATM/SG/1 meeting and urged States, through its Conclusion CNS/ATM/1-8, to develop their action plans, designate experts to participate as points of contact to coordinate with other air navigation services providers of States/Territories/International Organizations from adjacent flight information regions (FIRs), implementation matters of ATS messages related with the implementation of the new ICAO flight plan format (FPL); and inform the result of this implementation to the ICAO NACC and SAM Regional Offices, not later than 30 November 2011.

2 Analysis

2.1 Due to the importance as regards the allotment of necessary resources, the advanced planning of activities and the impact in the current systems and services related with the implementation of the new FPL, States have adopted many agreements at the various NAM/CAR meetings of civil aviation directors, SAM implementation group (SAM/IG) meetings and at GREPECAS level.

2.2 To achieve regional coordination and harmonization for the implementation of the new FPL, NAM and CAR States/Territories/International Organizations have included in the E/CAR, C/CAR and CA/ANE/WG working groups work programmes, the RPO Implementation of the New Flight Plan Format within the NAM/CAR RPBANIP. It was agreed that this RPO will serve as a regional reference for the drafting of national action plans, with the aim of duly complying with this implementation.

2.3 In the SAM Region, coordinations for the implementation of the new flight plan format are being conducted through meetings of the SAM implementation group (SAM/IG), with the support of RLA/06/901 Project.

2.4 With the coordination and support of ICAO for the harmonization of States implementation activities, the following events have been held:

- a) For the NAM and CAR Regions, the ICAO NACC Regional Office, with the support of the United States Federal Aviation Administration (FAA), organized an ICAO Workshop for the Implementation of the New Flight Plan Format for the NAM/CAR Regions in Mexico City, Mexico, 12 to 13 July 2010. The **Appendix** to this working paper presents the outcome and recommendations of the workshop and an action plan based on performance, which identifies deadlines and points of contact (PoC) responsible for monitoring the progress, so as to achieve a successful and coordinated implementation of the new flight plan format. All the documentation is available at the website: <http://www.mexico.icao.int/Meetings/FlightPlan.html>; and
- b) For the SAM Region, a Seminar/Workshop on the Implementation of the New Flight Plan Format for the SAM Region was held in Lima, Peru, from 13 to 15 September 2010, through a Special Implementation Project (SIP) and with the support of RLA/06/901 project. From the analyses and debates carried out through the working papers and presentations, a series of actions to be adopted that will permit a harmonized implementation of Amendment 1 were agreed

upon. A summary of the actions adopted is shown in **Appendix B** to this working paper. All documentation is available at the webiste: http://www.lima.icao.int/MeetProg/mt_MeetingDocumentation.asp? wShortTitle = FLIGHTPLAN&wLanguage=S&wYear=2010.

The list of valid PoCs for the CAR/SAM Regions is shown in **Appendix C** to this paper.

2.5 CAR/SAM States, Territories and International organizations, in follow-up to Conclusion CNS/ATM/1-8 approved by the GREPECAS fast track mechanism, nominated experts to participate as PoC for coordinations referring to the implementation of the ICAO new flight plan format (FPL). **Appendix C** to this working paper presents the list of CAR/SAM PoC. States, Territories and International organizations who have not assigned their PoC, should do so soonest. In addition, any changes in same should be immediately informed to the corresponding Regional Offices.

2.6 The CAR/SAM strategy groups the activities into 3 phases: Preparation, Transition and Post-implementation, coinciding with the implementation plans of other Regions, to facilitate their follow-up and have an efficient designation of resources and activities.

2.7 With regard to the activities corresponding to the preparation phase, an evaluation on the impact that the implementation of the new flight plan format has started:

- a) In the NAM/CAR regions, the ICAO NACC Regional Office sent States and ANSPs (EMX0827 of 14 September 2010) a chart to be completed with information on the technical, operational and management impact of this implementation in their systems.
- b) In the SAM Region, a preliminary assessment on the impact that the new flight plan format implementation will have on the systems intervening in the presentation, transport, processing and presentation of the flight plan, has been carried out. The results of the evaluation are available among the documentation presented at the Seminar/Workshop on the Implementation of the New Flight Plan Format for the SAM Region and at the sixth meeting of the SAM Implementation Group (SAM/IG/6) (Lima, Peru, 19-23 October 2010), both available at the ICAO SAM Regional Office web site.

2.8 States, ANSPs and international organizations should examine the implementation activities set in the strategy and corresponding action plans, with particular attention in the compliance with the critical dates in the transition phase, which also requires a great commitment to achieve a harmonized global implementation and transition. The compliance with this action plan will permit guaranteeing the continuity of operations during the transition period, taking into consideration that the flight plan information presented is essential for the ATM system.

2.9 In addition, NAM/CAR/SAM States/Territories, International organizations should coordinate their implementation plans with the respective ICAO Regional Office well in advance to the target date, in order that airspace users and ANSPs can coordinate and solve any unforeseen operational topic.

2.10 In both the CAR and SAM implementation works, note has been taken that some States have already adopted action plans to implement the ICAO new FPL format. In this regard, it is important that the activities planned are in alignment with the CAR/SAM regional strategy, in order that all efforts are regionally and globally coordinated towards a harmonized implementation.

2.11 GREPECAS, through the CNS/ATM Subgroup, established Project C3, entitled Implementation of the New ICAO Flight Plan Format, which intends to support in the implementation, through the generation of various products (deliverables), detail which is presented in WP/06, and its implementation progress, in WP/13.

2.12 To ease the task of the states in this implementation, the information in the FITS has been updated, by adding:

- a) Updating of the PoC contact information,
- b) Status of implementation by FIR;
- c) A discussion forum and detail as to how to carry out this implementation (team discussion);
- d) A follow-up to consults (issue tracking list);
- e) A calendar of global/regional meetings and events (calendar); and
- f) All reference documentation in support to this implementation.

2.13 In addition, some web pages have been created at the regional offices to support in the follow-up and carrying out of the implementation activities, as in the case for the NAM/CAR Regions, a section has been implemented at the ICAO NACC Regional office website, where States will have available the list of NAM/CAR PoCs, all valid references for the follow-up to the implementation, the regional agreements supporting same, and other relevant information (<http://www.mexico.icao.int/ATM.html#FPL>).

3 **Suggested Action**

3.1 The Meeting is invited to:

- a) Review and update the list of points of contact (PoC) for the implementation of the new flight plan format for the CAR/SAM Regions described in Appendix B to this paper;
- b) Inform on the progress made in the implementation activities, including capabilities assessments and trials between processing systems, requirements, dissemination and publication of flight plan information;
- c) Review and update the information contained in the ICAO FITS system, as per the information presented in para. 2.12; and
- d) Examine any other considerations that it might deem convenient.

APPENDIX A



INTERNATIONAL CIVIL AVIATION ORGANIZATION

NACC REGIONAL OFFICE

**ICAO WORKSHOP FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT
(Mexico City, Mexico, 12-13 July 2010)**

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 In order to support and promote the implementation of the changes to the filed flight plan and its associated messages in Amendment 1 of the PANS-ATM Doc 4444, 15th edition, ICAO, with the support of the United States carried out the aforementioned workshop for the NAM/CAR regions. The event was also attended by the GREPECAS CNS/ATM/SG Project C3, Implementation of the new flight plan format, Coordinator. The workshop objectives were to provide States/Territories and COCESNA and ECCAA in the NAM/CAR Regions with the following:

- a) a forum for the understanding and comprehension of the amendment;
- b) exchange experience and lessons learned from the preparatory actions made by other States; and
- c) discuss and organise the regional NAM/CAR activities for this implementation.

1.2 The workshop followed-up on the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Regional Performance Objective No. 8 *Implementation of the New FPL*, applying the guidelines contained in Amendment 1 of Doc 4444 as well as the GREPECAS Regional Strategy for the Implementation of the new FPL format. The final workshop programme is available on <http://www.mexico.icao.int/Meetings/FlightPlan.html>.

1.3 The event was aimed at operational personnel responsible for providing flight plan management and flight plan dispatching services, technical personnel involved with flight plan processing related systems, (FDPs, SDPs, etc.) and States' designated focal points for dealing with the implementation of the new FPL format.

1.4 The main workshop goals were the identification of those stakeholders who are involved in the implementation of New Flight Plan Format; the possible operational, technical and system impacts; the evaluation of flight plan processing capabilities; the follow-up on the tasks and timelines for this implementation; and the proposal of actions for its implementation and follow-up by the NAM/CAR working groups. The development of these goals were guided as reflected in the information provided on the workshop and the experience presented by States (presentations), the regional references (strategy and implementation guidelines) and the information collected through the New Flight Plan Implementation Status questionnaires.

1.5 The workshop was attended by 31 participants from 12 States, 4 international organizations and one industry representative. The list of participants and speakers is available in **Attachment A** to this Report (not included in this paper).

1.6 Mr. Victor Hernández, Regional Officer, Air Traffic Management and Search and Rescue, opened the workshop on behalf of Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office. Mr. Julio Siu, Regional Officer, Communications, Navigation and Surveillance, carried out the coordination of the event, which had several presentations by the United States, with the assistance of Mrs. Diane Bodenhamer from the Federal Aviation Administration (FAA), and by ICAO, with the assistance of Mr. Tom Brady, Consultant (FPL 2012 Programme), Air Navigation Bureau, ICAO Headquarters. Presentations were also provided by Mexico, United States and COCESNA on their national implementation experience and by the CNS/ATM/SG Project C3 Coordinator from Brazil and the company Indra.

2. DISCUSSIONS

2.1 On the first day of the workshop, participants were provided with presentations covering the general concept of Amendment 1 to Doc 4444; the ICAO guidelines and FITS application; the description of differences from PRESENT and NEW FPL format for flight plans and ATS messages; the conversion table and the evaluation of system considerations for the new FPL format and the global and regional references (CAR/SAM regional strategy, NAM/CAR RPBANIP) for the implementation of this amendment. A briefing on the workshop task descriptions and work methodology was provided to the participants to develop the objectives and goals of the workshop. The participants recognised the importance to follow-up on the activities and dates for this implementation, taking into consideration the regional coordination and the commitment to achieve the milestones for a regional successful implementation.

2.2 On the second day, the workshop continued with the case studies experienced by Mexico, United States and COCESNA regarding the preparatory actions for the implementation of the amendment, the GREPECAS Project C3 activities and the next activities according to the regional planning. Based on this information, the participants identified stakeholders and parties involved in this implementation, conducted a preliminary analysis regarding the technical, operational and system impact and presented some considerations and concerns to be taken into account for the implementation of the amendment. All the participants presented their current implementation status and tentative action plans to carry out this implementation.

2.3 The participants recognised the importance of the evaluation table used to identify the potential impacts for the implementation of the amendment, the conversion table description and the system evaluation spreadsheet presented by the United States, all of them essential for conducting the analysis on each State, leading users through a detailed analysis process that identifies the impact of each change on flight plan filers, flight planning services, flight data processing systems and flight data users, while providing guidance for each case. This information is available on ICAO NACC Webpage: <http://www.mexico.icao.int/Meetings/FlightPlan.html>

3. RECOMMENDATIONS

3.1 As a result of the discussions, the workshop developed the following recommendations, to be addressed by States and ICAO, as appropriate:

- a) NAM/CAR States/Territories/COCESNA and ECCAA should have their national action plan for the implementation of the new FPL format in accordance to the NAM/CAR RPBANIP Regional performance Objective No. 8 and GREPECAS Regional Strategy for all phases of implementation for a harmonised and coordinated regional implementation. Non-compliance with the New FPL Format will be addressed as a deficiency within the GANDD. Sub-regional work on this matter by each of the working groups (C/CAR/WG, CA/ANE/WG and E/CAR/WG and NACC/WG) is important.
- b) NAM/CAR States/Territories/COCESNA and ECCAA should develop their national implementation plans in advance to the regional milestones, in accordance with the GREPECAS Strategy phases and in coordination with the ICAO NACC Regional Office so that airspace users and the ANSP can respond and solve any operational or/and technical non-compliance with Amendment 1 in time. By December 2010, all States/Territories/COCESNA and ECCAA should have their Plans ready and submitted to the ICAO NACC Regional Office. The relevant actions and milestones are shown in the Implementation Plan presented in **Attachment B**.
- c) In the development of their National Plans, NAM/CAR States/Territories/COCESNA and ECCAA should also consider the following activities:
 - encourage participation in the regional implementation events (seminars, workshops, meetings, courses, etc.);
 - based on the ATM operational requirements, review the AIDC messages defined in the PANS-ATM and ICD documents, and complete the operational specifications for OLDI/AIDC implementation;
 - develop agreements with adjacent ANSPs;
 - analyse the impacts of current problems with missing and duplicate flight plans and implement mitigation measures;
 - consider the implementation of a centralised FPL unit by FIR;
 - establish a CDM process with air operators, ANSPs, pilots, dispatchers, general aviation and ATCOs to resolve unforeseen operational issues;
 - ensure publication of regulations, procedures, transition actions, trials and other informative publications (poster, videos, folders, etc.) for all stakeholders;
 - conduct a safety assessment (monitoring) programme before and post implementation; and
 - develop and conduct training programmes for ATCOs, pilots, AIS personnel, dispatchers, etc., as required.

- d) regarding the evaluation and analysis for this implementation, NAM/CAR States/Territories/COCESNA and ECCAA should consider the impact on airline flight planning systems and ATC automation systems, as well as the large number of ancillary systems that would also be affected by the changes to the flight plan and ATS messaging formats, which includes all interrelated systems such as AIS handling, data communications between ANSPs and airspace users. The initial impact evaluation table should be completed by the States/Territories/COCESNA and ECCAA by **30 September 2010**.
- e) concerning the ICAO Flight Plan Implementation Tracking System (FITS) application, the following was suggested:
- NAM/CAR States/Territories/COCESNA and ECCAA should use and interact with the FITS webpage:
<http://www2.icao.int/en/FITS/Pages/home.aspx>
 - ICAO consider the addition of links to the Regional Office websites related to the new FPL format implementation as well as the links to State Implementation Action Plans, in order to facilitate the exchange and sharing of information on this implementation.
- f) for an effective coordination, NAM/CAR States/Territories/COCESNA and ECCAA should designate their State points-of-contact PoCs for the coordination of the FPL implementation activities between the ICAO NACC Regional Office and the other States. The current designated PoCs are:
- | | |
|------------------------------------|---|
| Aruba: | Louis Reed / Joselito Andrade |
| Barbados: | Shirley Ford |
| Cayman Islands: | Walter Ebanks |
| Costa Rica: | Steve Solano |
| Cuba: | Fidel Ara |
| Dominican Republic: | Betty Castaing / Julio Mejia |
| El Salvador: | Marco Antonio Henríquez / Rolando Hernandez |
| Haiti: | Marc Paulemon |
| Jamaica: | Maxine Allen |
| Mexico: | Sergio Valencia / Miguel Angel Reyes |
| Netherlands Antilles
(Curaçao): | Jacques Lasten / Percy J. A. Lourensz |
| Trinidad and Tobago: | Randy Gomez |
| United States: | Diane Bodenhamer |
| COCESNA: | Mayda Avila |
| ECCAA / OECS States: | Anthony Meade |
- g) ICAO to assist the NAM/CAR States/Territories/COCESNA and ECCAA on the monitoring and implementation of the activities, guiding possible training and conducting meetings for the harmonised implementation of the amendment.

- h) for the successful implementation of the new FPL format, NAM/CAR States/Territories/COCESNA and ECCAA should make use of the different sources of information available such as:

FAA

- Flight Plan Website <http://www.faa.gov/ato?k=fpl>
- 2012 Information <http://www.faa.gov/go/fpl2012>

ICAO Regional Office

<http://www.mexico.icao.int/Meetings/FlightPlan.html>

ICAO Headquarters

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

ID	Task Name	Start	Finish	Resource Names	Timeline (2008-2016)											
					08	2009	2010	2011	2012	2013	2014	2015	2016			
1	Etapa de Preparacion / Preparation Phase	Fri 20/02/09	Thu 30/12/10	Etapa de Preparacion/ Preparation	30%											
2	✓ Guías sobre la transición al Nuevo Formato de Plan de Vuelo Presentado/ Guidelines on transition to new Flight Plan Format	Fri 20/02/09	Fri 20/02/09	OACI/ICAO	OACI/CAO											
3	✓ Elaborar una estrategia regional de transición al nuevo formato de plan de vuelo presentado/ Develop regional strategy for transition to new Flight Plan Format	Fri 19/03/10	Fri 19/03/10	GREPECAS	↓ GREPECAS											
4	Id. de interesados involucrados y posible impacto de la implantación del nuevo formato de plan de vuelo presentado (FPL/RPL/CPL)/ Id of stakeholders involved and possible impact by implementation of New Flight Plan Format (FPL/RPL/CPL)	Thu 01/10/09	Wed 30/06/10	S/T/IO												
5	Evaluación de las capacidades actuales/futuras de procesamiento de plan de vuelo con respecto al Nuevo formato de plan de vuelo presentado/ Evaluation of current/future flight plan processing capabilities regarding the New Flight Plan Format.	Thu 01/10/09	Thu 30/12/10	S/T/IO												
6	Etapa de Transicion / Transition Phase	Mon 03/01/11	Thu 15/11/12	Etapa de Transicion/ Transition Phase												
7	Identificación de las partes principales que consideran la afluencia de datos de FP y definición de los pasos de transición basados en:/ Identification of major parties considering FP data flow and definition of transition steps based on:	Mon 03/01/11	Thu 30/06/11	S/T/IO												
8	Sistemas con capacidad de procesar ambos formatos: actual y NUEVO/ Systems with capability to process both formats: current and NEW.	Mon 03/01/11	Thu 30/06/11	S/T/IO												
9	Sistemas a modernizarse /implementarse antes del 2012 y que seran capaces de procesar el nuevo formato de plan de vuelo / Systems to be upgraded /implemented before 2012 and that will be capable to process New Flight Plan Format.	Mon 03/01/11	Thu 30/06/11	S/T/IO												
10	Elaboración de procedimientos de contingencia y determinación de consideraciones técnicas/ operacionales para la transición/ Development of contingency procedures and determination of operational/ technical considerations for the transition	Mon 03/01/11	Thu 30/06/11	S/T/IO												
11	Publicación de acciones de transición, ensayos y otras publicaciones requeridas para los usuarios e interesados/ Publication of Transition Actions, Trials and other required publications for users and stakeholders	Fri 01/07/11	Sun 01/07/12	S/T/IO												
12	Entrega y prueba de Cambios Software y otros ajustes/ Delivery and assessment of software changes and other adjustments	Mon 18/07/11	Sun 01/04/12	S/T/IO												
13	Conducir ensayos entre sistemas con capacidad de procesamiento del NUEVO Plan de vuelo/ Conduct trials between systems with NEW flight Plan processing capacity.	Mon 18/07/11	Sat 30/06/12	S/T/IO												

Project: NEW FLIGHT PLAN FORMAT Date: Mon 13/09/10	Task		Milestone		External Tasks	
	Split		Summary		External Milestone	
	Progress		Project Summary		Deadline	

ID	Task Name	Start	Finish	Resource Names	08	2009	2010	2011	2012	2013	2014	2015	2016
					2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	Q2Q3Q4Q1	
14	Evaluación de las acciones de transición y hacer ajustes/ Assessment of Transition Actions and make adjustments	Mon 18/07/11	Sat 30/06/12	S/T/IO					S/T/IO				
15	Disponer sistemas con capacidad de procesamiento del NUEVO formato/ Available Systems with capability to process NEW format.	Mon 02/04/12	Sat 30/06/12	S/T/IO: Capacidad Proc. NUEVO/ Capacity to process NEW					S/T/IO: Capacidad Proc. NUEVO/ Capacity to process NEW				
16	Disponer sistemas con capacidad de procesar ambos formatos: ACTUAL y NUEVO/ Available Systems with capability to process both formats: CURRENT and NEW.	Sun 01/07/12	Thu 15/11/12	S/T/IO: Capacidad Proc. NUEVO-ACTUAL/ Capacity to Process NEW-CURRENT					S/T/IO: Capacidad Proc. NUEVO-ACTUAL/ Capacity to Process NEW-CURRENT				
17	Fecha META Aplicacion NUEVO Formato/ Target date for NEW Format application	Thu 15/11/12	Thu 15/11/12	Fecha META/ TARGET DATE					Fecha META/ TARGET DATE				
18	Etapa de Post-Transicion/ Post-Transition Phase	Fri 16/11/12	Fri 04/01/13	Etapa de Post-Transicion/ Post-Transition Phase					Etapa de Post-Transicion/ Post-Transition Phase				
19	Evaluaciones de irregularidades post-implementacion / Evaluation of post-implementation irregularities	Fri 16/11/12	Fri 04/01/13	S/T/IO / ICAO					S/T/IO / ICAO				
20	Monitorear las actividades de transición/ Monitor the transition activities	Fri 02/10/09	Fri 04/01/13	Monitoreo/ Monitoring: OAC/ICAO					Monitoreo/ Monitoring: OAC/ICAO				
21	Garantizar que los requerimientos de los sistemas automatizados contienen todos los cambios del formato FPL/ Ensure that the requirements for the Automated Systems cover all the FPL format changes	Mon 05/10/09	Fri 04/01/13	S/T/IO					S/T/IO				
22	Garantizar la adecuada modificación de los sistemas automatizados ATM / Ensure the appropriate modification of the ATM Automated Systems	Fri 02/10/09	Wed 14/11/12	S/T/IO					S/T/IO				
23	Llevar a cabo un análisis comparativo de datos de plan de vuelo procesados en el formato NUEVO con los mismos datos tratados en el formato ACTUAL/ Conduct a comparative analysis of FPL data processed in the NEW Format with the data in the CURRENT format	Wed 30/06/10	Fri 30/12/11	S/T/IO					S/T/IO				

Project: NEW FLIGHT PLAN FORMAT Date: Mon 13/09/10	Task		Milestone		External Tasks	
	Split		Summary		External Milestone	
	Progress		Project Summary		Deadline	

APPENDIX B

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SAM REGIONAL OFFICE**

**SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF THE NEW FLIGHT PLAN
FORMAT IN THE SAM REGION
(Lima, Peru, 15-19 September 2010)**

SUMMARY OF ACTIONS ADOPTED

1. Background

1.1 The Seminar/Workshop on the Implementation of the New Flight Plan Format in the SAM Region was held in the ICAO South American Regional Office at Lima, Peru, from 13 to 15 September 2010, and was attended by 41 delegates from 10 States – Argentina, Bolivia, Brazil, Chile, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela, 1 International Organization – IATA, and 5 industry providers -- Adacel Inc., Atech, Indra, Ineco-Tifsa and Radiocom Inc.

1.2 During the Seminar/Workshop presentations and working papers were made by ICAO, the industry and States, as air navigation services providers (ANSP) and users of the airspace, on the introduction to the new flight plan format, Amendment 1 to the PANS/ATM, Doc 4444, 15th Edition.

1.3 The presentations, working papers and complete report of the event can be found at the following ICAO SAM Regional Office Web site: http://www.lima.icao.int/MeetProg/mt_MeetingDocumentation.asp?wShortTitle=FLIGHTPLAN&wLanguage=S&wYear=2010.

2. Summary of actions adopted

2.1 From the analysis and debate on the presentations and working papers during the Workshop session, a series of actions were agreed upon to be adopted that will allow a harmonized implementation of Amendment 1. The list of actions is as follows:

2.1.1 States and other key stakeholders will 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>. The corresponding information should be sent to ICAO South American Regional Office, who will publish it on the FITS web site. ANSPs will actively share test information and will endeavour to conduct joint interface tests with neighbouring ANSPs.

2.1.2 States will draft technical specifications for the implementation of modifications to the templates of the installed AMHS terminals will begin, so that they will accept the new alphanumeric values in Item 10 of the new flight plan format, as well as the increase in the capacity of alphanumeric characters in Items 10 and 18 of AMHS terminals. Changes should be implemented by 31 December 2011.

2.1.3 States will prepare technical specifications will begin, so that flight plan processing systems (FDP) can process the changes made in the new flight plan format. The changes in the FDP should be completed by the end of March 2012.

2.1.4 Since the analysis of the impact of the implementation of the new flight plan format on automated systems was done only on the automated systems installed in the main ACCs of the SAM Region, States will continue analysing all the automated systems installed at national level in APP towers and other ACCs. This analysis should be completed by October 2010, and the results should be sent to the ICAO South American Regional Office by the aforementioned date. With regard to the analysis of the impact in the implementation of the new flight plan format, **Appendix A** presents the results of the tests carried out at the main ATS units of Argentina, Brazil, Chile, Colombia, Ecuador, Panama, Peru and Venezuela. In addition, **Appendix B** presents a list of systems and equipment at the main ATS units in the SAM Region, involved in the introduction, processing and presentation of a flight plan. From the tests carried out, it is to be highlighted that the automated systems affected by the new flight plan format are the templates of the AMHS terminals, as well as the FDP systems, which do not accept alphanumeric characters in Boxes 10 and 18 of the new flight plan format, neither the E, H and L characters in Box 10b (surveillance equipment and capabilities). Further information is in Appendix A.

2.1.5 In order to measure the implementation process of Amendment 1 to PANS ATM document, the following metrics were agreed:

- a) Number of States with their national plans for the implementation of Amendment 1 of the PANS/ATM prepared, approved and under development;
- b) Number of States with National Committees duly implemented;
- c) Number of States that expect to comply with the dates proposed for the transition and application of the new FPL format;
- d) Number of States that have initiated the impact study; and
- e) Number of States that have appointed focal points for the coordination of activities for the implementation of the new flight plan format.

2.1.6 States that have not yet done so and taking as reference the model action plan presented by the Secretariat and the action plan presented by Brazil shown as **Appendices C and D** to this Executive Summary, present their national plans or their drafts during the SAMIG/6 Meeting (18 to 22 October 2010).

2.1.7 ICAO SAM Office study the possibility to request RLA/06/901 Project to sponsor a Workshop/Seminar in order to carry out a quantitative assessment of the risks of the system before the implementation of Amendment 1 of PANS/ATM and document it through the formulation of a safety implementation plan and in this way comply with the provisions of ICAO Annex 11 (para. 2.27).

2.1.8 As far as possible, Brazil presents to SAMIG/8 Meeting (October 2011) the instruction and training manual to be developed for the implementation of Amendment 1 to PANS/ATM as reference material that could be used by SAM States.

2.1.9 Establish, within the scope of the SAM Implementation Group, a working group to evaluate and determine, from the operational point of view, the requirements that the implementation of Amendment 1 could generate in automated systems for their appropriate response. In this regard, the seminar requested that Appendix A to WP/08 be included as reference material to develop this task (see **Appendix E**).

2.1.10 The ICAO SAM Regional Office, when events related with the implementation of Amendment 1 are carried out, invite representatives from the industry involved in the provision of equipment related with the implementation of the changes to the flight plan to participate.

2.1.11 That the SAM States analyze the proposals presented by INDRA, ADACEL and RADIOCOM with regard to the solutions adopted in order that the CURRENT and NEW flight plan format shown in **Appendices F, G and H** of this Summary operate during the transition period.

2.1.12 The list of focal points for the coordination of the flight plan format was updated and it was recommended that any change be immediately informed to the Regional Office. The updated list is included as **Appendix I**.

2.2 The Appendices mentioned in paras. 2.1.4 to 2.1.12 are found in the web site indicated in para. 1.3 of this Appendix B. As **Attachment** to this Appendix is *the SAM Action Plan for the implementation of the new flight plan format – Amendment 1 to the 15th Edition of ICAO Doc 4444 (PANS/ATM)*.

ATTACHMENT TO APPENDIX B

ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT – AMENDMENT 1 TO THE 15th EDITION OF ICAO DOCUMENT 4444 (PANS/ATM)

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Approval of Amendment 1 to the 15th Edition of PANS/ATM – Doc 4444 – <i>(Procedures for air navigation services – air traffic management)</i> (ICAO State letter 13/2.1-08/50 of 25 June 2008)	SAM States	Take note of the Amendment	December 2008	Completed
Guidelines for the inclusion of the flight plan information as per Amendment 1 to the 15th Edition of PANS/ATM- Doc 4444 (ICAO State letter AN 13/2.1-09/9 of 6 February 2009)	SAM States	Take note of the ICAO guidelines	June 2009	Completed
Draft a regional strategy for the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Regional strategy for the implementation of Amendment 1 to the 15 th Edition of the ICAO PANS-ATM - Doc 4444	October 2009	Completed.
Draft a national plan for the implementation of Amendment 1 to the PANS/ATM	SAM States	National plan for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	November	Brazil drafted a complete national plan. Guyana, Panama, Paraguay and Uruguay drafted preliminary national plans.
Nomination of focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	SAM States	SAM States focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	7 May 2010	

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Analyze the checklist of systems involved in the flight plan process to evaluate the impact of the implementation of the new flight plan format in the automated systems	SAM/IG meeting	Checklist of systems involved in the flight plan process and its impact on the new flight plan format	SAM/IG/5	Completed
Carry out an analysis on the impact of the implementation of the new flight plan format in the SAM States automated systems	SAM States	Impact of the implementation of the amendment in the automated systems	End of August 2010	
Preparation of a SAM seminar/workshop for the implementation of Amendment 1 to the PANS/ATM	ICAO Secretariat	Seminar/Workshop for the Implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 13 to 15 September 2010	Completed
Hold national meetings between providers and users when implementing Amendment 1 to the PANS/ATM	SAM States	Establishment of a national schedule of meetings for the implementation of Amendment 1 to the PANS/ATM	Necessary national meetings for 2010-2012	
Prepare user and service provider personnel on the implementation of Amendment 1 to the PANS/ATM	SAM States	Service provider and user personnel trained on Amendment 1 to the PANS/OPS, under a national training programme	October 2010-November 2012	
Study the implementation of the transition to the new flight plan format (operation taking under consideration the current and new format)	RLA/06/901 project	Study the implementation of Amendment 1 to the PANS/ATM, during the transition phase	December 2010	
Implementation of the new flight plan format in accordance with the strategy on the implementation of Amendment 1 to the 15th Edition of the PANS/ATM- Doc 4444	SAM States	Systems involved in the FPL process with capability to operate the new FPL format	End of June 2012	

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Implementation of activities permitting systems involved in the FPL to operate with the current and new FPL	SAM States	Systems involved in the FPL process with capability to act upon the current and new flight plan during the transition period	End of 2012	If the new plan is implemented before June 2012, same will be only used on a trial basis (national, intra- and inter-regional), continuing to operate with the current flight plan format. In addition, during this period, pre-operational trials can be carried out (national, intra- and inter-regional)
Keep the Regional Office informed on the progress of activities, as well as on date changes in the action plans	SAM States	Unpdated informatin of the action plan	Continuous process until 15/12/2012	
Implementation of operational phase with the current and new flight plan	SAM States	Systems involved in the FPL process operating with the current and new format	1 July 2012 to 15 November 2012	The new FPL format should not become operational before 1 July 2012

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

REGION CAR				
Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
Anguilla		N/A	N/A	N/A
Aruba		Louis Reed	N/A	N/A
		Joselito M. Correia de Andrade Chief CNS/ATM Systems Aruba Department of Civil Aviation	joselito.correideandrade@aruba.gov.aw	Tel. + 1297 593 2923
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Belize / Belice		Ernest Arzu	N/A	N/A
Bermuda		N/A	N/A	N/A
British Virgin Islands / Islas Vírgenes Británicas		N/A	N/A	N/A
Canada		N/A	N/A	N/A
Cayman Islands / Islas Caimanes		Walter Ebanks Senior Manager Air Navigation Services Cayman Islands Airports Authority	walter.ebanks@caymanairports.com	Tel. + 345 943 7070
Costa Rica		Steve Solano Bolaños Director de Navegación Aérea Dirección General de Aeronáutica Civil	Ssolano@dgac.go.cr	Tel. + 506 2231-4924
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APPENDIX C / APÉNDICE C

CNS/ATM/SG/2-NE/20 – WP/20

Note / Nota: N/A = Not available / No Disponible

10-Nov-10

REGION CAR				
Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
Curaçao		Jacques Lasten	N/A	N/A
		Percy J.A. Lourenz Chief AIS Netherlands Antilles Netherlands Antilles Air Traffic Control (NAATC)	p.lourensz@naatc.an	Tel. + 599 9 839 3510
Dominican Republic / República Dominicana		Betty Castaing Encargada Sección de los Servicios de Información de Vuelo (FIS) Instituto Dominicano de Aviación Civil (IDAC)	bcastaing@idac.gov.do bcastaing@hotmail.com	Tel. + 1809 221 7909 ext. 458/519
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Honduras		Henry Matamoros	N/A	N/A
Jamaica		Maxine Allen	N/A	N/A
México / Mexico		Sergio Valencia	N/A	N/A
Montserrat		N/A	N/A	N/A
Netherlands / Países Bajos		N/A	N/A	N/A

Note / Nota: N/A = Not available / No Disponible

10-Nov-10

REGION CAR				
Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
Nicaragua		Luis Aleman		
Sint Maarten		N/A	N/A	N/A
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ECCAA (Antigua and Barbuda, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines)		Charles Anthony Meade Director, ANS Division (Ag) ECCAA	ameade@eccaa.aero	Tel. + 268 462 0000/ 464 3330

REGION SAM				
Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
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REGION SAM				
Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
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— END / FIN —

— C5 —

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