INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE SECOND MEETING OF THE ICAO NEW FLIGHT PLAN FORMAT STUDY GROUP

INFPL SG/2

(Cairo, Egypt 7 – 8 July 2010)

The views expressed in this Report should be taken as those of the MIDANPIRG ICAO New Flight Plan Format Study Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG/12 and any formal action taken will be included in the Report of the MIDANPIRG/12.

Approved by the Meeting
and published by authority of the Secretary General

TABLE OF CONTENTS

Page

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Second Meeting of the ICAO New Flight Plan Format Study Group (INFPL SG/2) was convened at the ICAO MID Regional Office in Cairo, Egypt, 7-8 July 2010.

2. OPENING

2.1 The Meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office who welcomed the delegates to Cairo. In his welcome address Mr. Faqir recalled the reason for amendment to the flight plan provisions in order to support future needs of aircraft with advanced capabilities. He highlighted that this meeting being conducted back –to-back with the workshop on ICAO NEW Flight Plan Format 4-6 July 2010, in order for the Study Group to propose follow-up actions on the outcome of the workshop. Mr. Faqir emphasized to the meeting the need to finalize the Draft Strategy for the transition that was developed by the INFPL SG/1 and to update the Status of MID States readiness for implementation of the New Flight Plan provisions before the applicability date of 15 November 2012 to keep all users and other States aware of the MID Regions progress related to the implementation of the provision in Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

3. ATTENDANCE

3.1 The meeting was attended by a total of Sixty (60) participants from twelve (12) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Libya, Oman, Qatar, Saudi Arabia, Sudan and UAE) and two (2) Organizations (IATA and IFALPA). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The Rapporteur of the meeting was Mr. Hassan Karam Ali, from UAE, Mr. Raza Gulam, Regional Officer, Communications, Navigation and Surveillance (CNS), Mr. Saud Al Adhoobi, Regional Officer, Air Traffic Management (ATM) acted as secretaries of the meeting and Mr. Jehad Faqir, Deputy Regional Director, supported the meeting.

5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of Provisional Agenda

Agenda Item 2: Follow-up on INFPL SG/1 and other meeting Conclusions and Decisions related to INFPL

Agenda Item 3: Status of Implementation of INFPL

Agenda Item 4: Strategy and Action Plan for implementation of INFPL in the MID Region

Agenda Item 5: Future work programme

Agenda Item 6: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 2/1: *QUESTIONNAIRE ON THE STATUS OF IMPLEMENTATION INFPL*

DRAFT DECISION 2/2: *TERMS OF REFERENCE OF THE INFPL STUDY GROUP*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the provisional agenda as at paragraph 6 of the history of the meeting.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON INFPL SG/1 AND OTHER MEETINGS CONCLUSIONS AND DECISIONS RELATED TO INFPL

2.1 The meeting recalled that MIDANPIRG/11 re-iterated the need for each MIDANPIRG subsidiary body to review the MIDANPIRG Conclusions/Decisions related to its Terms of Reference (TOR) and decide whether to maintain, remove or replace these Conclusions/Decisions with more up-to-date ones.

2.2 The meeting noted that with a view to improve the efficiency of the process of follow-up of MIDANPIRG Conclusions and Decisions, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS

That,

a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);

b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and

c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.

2.3 The meeting was informed that the status of follow up actions and recommended updates to MIDANPIRG/11 conclusions and decisions, are posted every six months on the ICAO MID website.

2.4 The meeting recalled that MIDANPIRG/11 agreed with MSG/1 that the Conclusions/Decisions which are of general nature and whose status of implementation would be "Ongoing" for many years are more suitable for inclusion in the Air Navigation Plan, Handbooks, Manuals, Guidelines, etc, as appropriate.

2.5 The meeting noted that MIDANPIRG/11 agreed that in accordance with the ICAO Business Plan and the requirements for performance monitoring, the MIDANPIRG Conclusions/Decisions and associated follow-up action plan should be formulated with clear tasks, specific deliverables and defined target dates. Accordingly, those statements without requirement for specific follow-up activities should be reflected in the report and should not be formulated in the form of Conclusion or Decision.

2.6 Based on the above, MSG/2 meeting agreed that each Draft Conclusion and Decision formulated by MIDANPIRG and its subsidiary bodies should respond clearly to the following four Questions (4-Ws: why, what, who and when).

2.7 The meeting noted the follow-up actions taken by concerned parties as **Appendix 2A** to the Report on Agenda Item 2 on the status of Conclusion related to the TOR of the Study Group.

APPENDIX 2A

FOLLOW-UP ON INFPL SG/1 AND OTHER MEETINGS CONCLUSIONS AND DECISION RELATED TO INFPL

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That, a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months); b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.	Implement Conclusion	ICAO States Subsidiary Bodies ICAO	State Letter Updated Action Plan Updated Action Plan Updated follow up Action Plan posted on web	Every six months Every six months Every six months	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM					
That, MID States:	State Letter	ICAO	State Letter	Mar. 2009	Replaced and superseded by Draft Dec. 5/3 and Conc. 5/5 of CNS/ATM/IC SG/5
a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;	Study Group Established	States	Members of the Group	Jun. 2009	
	Follow-up with States	Study group	Report of CNS and CNS/ATM/IC SG	Jan. 2010	
- the Study Group to follow the ICAO guidance for the implementation of Flight plan and Implementation check list in **Appendices 5.5B** and **5.5C** to the Report on Agenda Item 5.5; and			New FPL Implemented	Nov. 2012	
b) implement the new ICAO model Flight Plan form by applicability date.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/70: REGIONAL PERFORMANCE FRAMEWORK **That,** a) **a regional performance framework be adopted on the basis of and alignment with the** Global Air Navigation Plan, the Global ATM Operational Concept, and **ICAO guidance material and planning tools. The** performance framework should include **the** identification of regional performance objectives and completion of regional performance framework forms; and b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs, be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies	Follow up on Conclusion Update Regional performance objectives	ICAO, CNS/ATM IC SG MIDANPIRG	Adoption of Performance Framework approach and Regional Performance Objectives Updated Regional performance objectives	Feb. 2009 Ongoing	Replaced and superseded by Draft Conc. 5/1 and 5/2 of CNS/ATM/IC SG/5 and MSG/2 Draft Conc. 2/2 and 2/3
CONC. 11/71: NATIONAL PERFORMANCE FRAMEWORK **That, MID States be invited to adopt a national performance framework on the basis of ICAO guidance material and ensure their alignment** with the regional performance objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives and completion of national performance framework forms.	Follow up on Conclusion Update National performance objectives	ICAO, MIDANPIRG, States	Adoption of National performance framework approach Development of State Performance Objectives Updated Regional performance objectives	Feb. 2009 Nov. 2009 Ongoing	Replaced and superseded by Draft Conc. 5/1 and 5/2 of CNS/ATM/IC SG/5 and MSG/2 Draft Conc. 2/2 and 2/3

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/8: ICAO NEW FLIGHT PLAN MODEL IMPLEMENTATION That, States be urged to: a) Secure necessary budget for the implementation of the new FPL model project; b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible; c) develop National PFF related to the new FPL Model project with clearly established performance objectives and timelines; and d) take all necessary measures to comply with the applicability date of 15 November 2012.	Implement the Conclusion	ICAO States	State Letter Feedback from States	Dec. 2009 Feb. 2010	Replaced and superseded by Draft Conc. 5/5 and 5/6 of CNS/ATM/IC SG/5
CONC. 11/9: ICAO NEW FLIGHT PLAN MODEL SEMINAR That, in order to assist States in the preparation for the timely implementation of the new ICAO Flight Plan Model, the ICAO MID Regional Office organize a Seminar on this subject in 2010.	Organize the Seminar	ICAO	Summary of Discussion	Dec. 2010	(To be closed)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT DEC. 5/3: TERMS OF REFERENCE OF THE INFPL STUDY GROUP That, the Terms of Reference and Work Programme of the ICAO New FPL Format Study Group (INFPL SG) be as at **Appendix 2A** to the Report on Agenda Items 2.	Implement the SG Work Programme	INFPL SG CNS/ATM/IC SG	INFPL SG/2 Report	July 2010	Replaced and superseded by Draft Dec. 2/2 of INFPL SG/2
DRAFT CONC. 5/4: INFPL FORMAT IMPLEMENTATION ISSUES That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.	States to provide issues that need clarification /resolution	States ICAO	Updated MID issues in FITS	July 2010	On going
DRAFT CONC. 5/5: ICAO NEW FPL PROGRESS REPORTS That, MID States be urged to send progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) Three months or at least whenever major progress is achieved.	Implement conclusion and provide progress reports	ICAO State	State Letter Progress report	Every 3 month	On going

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT CONC. 5/6: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION That, States be urged to: a) secure necessary budge for the implementation of the ICAO New FPL Format; b) initiate necessary negotiation with their ATC systems manufactures/vendors for the implementation of necessary hardware/software changes, as soon as possible; c) develop National PFF related to the ICAO New FPL format project with clearly established milestones with timelines; and d) take all necessary measures to comply with the applicability date of 15 November 2010.	Implement the Conclusion	ICAO States	State Letter Feedback from States	March 2010 July 2010	On going
DRAFT CONC. 5/7: FDPS SSRCA REQUIRED FUNCTIONALITY That, MID States be urged to upgrade their FDPSs to include the SSRCA required functionality in conjunction with ICAO New Flight Plan (INFPL) upgrade.	States Upgrade FDPS's	States	New Functions	2012	Fine tuning was suggested para 3.12 of INFPL SG/2 refers

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REPORT ON AGENDA ITEM 3: STATUS OF IMPLEMENTATION OF INFPL

3.1 The meeting noted that ICAO MID Regional Office sent State Letter AN 7/33 – 09/254, dated 4 August 2009 requesting all MID States to provide focal points of contact and an initial assessment of the expected impact that the implementation of the provisions of Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition(PANS-ATM, Doc 4444) i.e the revised flight plan format and associated ATS messages, could have on the procedure and systems in their State(s).

3.2 The meeting noted that most likely the following systems will be affected by the implementation of amendment 1 depending on the degree of integration of the systems within States and with neighboring State: AFTN System, Repetitive Flight Plan System, Flight Data Processing System (FDP), Flight Progress Strip Printing, and Flight Plan Display (HMI). Accordingly, States may consider the impact studies as indicated in above ICAO MID Regional Office State Letter.

3.3 The meeting further noted that considering the importance of harmonized implementation, the Air Navigation Commission (ANC) requested the Air Navigation Bureau (ANB) to develop a system that could monitor the implementation of the amendment also help States with the implementation. In this respect, the ANB developed a web tool called Flight Plan Implementation Tracking System (FITS), which is dedicated to monitor the implementation around the world and to serve as a forum to clarify issues related to implementation. The FITS can be accessed at http://www2.icao.int/en/FITS/Pages/home.aspx.

3.4 The INFPL SG/1 meeting discussed the progress achieved and issues faced by other ICAO Regions, where many specific regional issues were brought up by these Regions. Accordingly INFPL SG/1 meeting encouraged MID States to present and post any specific issues in the FITS.

3.5 The meeting was apprised on the achievement in UAE for the implementation of the INFPL and noted that UAE are in advance stage. UAE also provided presentation on prototype demo on conversion NEW to PRESENT during the workshop.

3.6 The meeting noted that Saudi Arabia had already started the procurement and initiated the necessary process for the implementation of the ICAO New Flight format, using the Matrix presented at the last INFPL SG Meeting. The information provided as per agreement during INFPL SG/1 that States provide ICAO MID Regional Office with progress report every three months or when major achievements occur.

3.7 The meeting reviewed and updated the list of focal point as at **Appendix 3A** to the Report on Agenda Item 3.

3.8 The meeting noted that INFPL SG/1developed a table reflecting the Status of implementation of the INFPL in the MID States giving details on the appointment of focal points, budget allocation, milestone and the implementation date, while discussing this table the meeting agreed to change some fields as follows: “Implementation date” to become “readiness date” and added column for the date of submission of the INFPL implementation plan and column for the vendors involved in the upgrade which is updated as at **Appendix 3B** to the Report on Agenda Item 3.

3.9 The above **Appendix 3B** showed that many States present at the meeting use Thales vendor and according to the information received from the States using Thales, it was noted that Thales didn't provide the readiness date for the upgrade software and hardware. Accordingly the meeting suggested that the States using Thales could take the same approach of the States in Europe (COOPANS) and negotiate jointly with Thales.

3.10 The meeting reiterated the need for all MID States to provide progress report as called and agreed by INFPL SG/1 meeting and CNS/ATM/IC SG/5 meeting Draft Conclusion 5/5:

DRAFT CONCLUSION 5/5: ICAO NEW FPL PROGRESS REPORT

That, MID States be urged to send progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) three months or at least whenever major progress is achieved.

3.11 Furthermore the meeting noted that the SSRCA SG/3 meeting held in Cairo 18-19 April 2010 analyzed the replies received from MID States with regard to the FDPS capability Questionnaire that was sent in State letter AN 6/17-10/109 dated 28 March 2010, which were reviewed and updated as at **Appendix 3C** to the Report on Agenda Item 3.

3.12 The meeting noted that SSRCA SG/3 meeting developed draft conclusion 3/1 which was endorsed by CNS/ATM/IC SG/5 meeting (Cairo, 15-17 May 2010) as Draft Conclusion 5/7.

3.13 Based on the deliberation and the knowledge gained during the INFPL Workshop 4-6 July 2010 and considering the outcome of the workshop which recognized that the INFPL implementation is massive, accordingly, the meeting agreed that fine tune is required to the Draft Conclusion 5/7 of the CNS/ATM/IC SG/5 meeting to make it more clear and redrafted as follows:

DRAFT CONCLUSION 5/7: FDPS SSRCA REQUIRED FUNCTIONALITY

That, MID States be encouraged ~~urged~~ to consider the upgrade of their FDPSs to include the directional assignment capability in conjunction with ICAO new Flight Plan (INFPL) upgrade.

3.14 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.

INFPL SG/2
Appendix 3A to the Report on Agenda Item 3

NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Bahrain	Salah Mohamed Alhumood	Head, Aeronautical Information & Airspace Planning	Civil Aviation Affairs Bahrain International Airport P.O. Box 586 KINGDOM OF BAHRAIN	shumood@caa.gov.bh	+97317321992	+973117 321 180	+9733640 0424
Egypt	Ashraf Mostafa Mohamed Korany	Director Fpt & Rpl	National Air Navigation Services Company, Aeronautical Information Centre, Cairo International Airport, T2, Cairo 11776 A..R.E.	Ashraf.korany64@yahoo.com	+22678882 +22678885	+22652460 +22652492	+012031043
Iran	Behzad Soheil	Expert in Charge of Radar Information and Flight Data	Tehran Area Control Center (Shahid Shahcheraghi) Central Bldg of Iran Airports Company, Mehrabad Int'l Airport, Tehran, I.R. of Iran P.O.Box 13445-1558, Postal Code 1387835283	Behzad.soheil@yahoo.com Behzad.soheil@gmail.com	+982144544114	+982144544115	+989125544193
Iraq	Adnan Mahmood Omar	Chief Briefing Officer	Baghdad International Airport	aldoor_adnan@yahoo.com			+9647901792154
Israel							
Jordan	Mrs. Muna Al naddaf	Head of AFTN/AIS/AMHS Maintenance section	Civil Aviation Regulatory Commission P.O.Box 7547 Postal 11110 Amman - JORDAN	aftn ais@carc.gov.jo	(962-6) 489 1653	(962-6) 489 1473	(962-77) 939 5224
Kuwait	Dawood A. Al Jarah	Head of AFTN Section	Navigational Equipment Department, Directorate General of Civil Aviation, Kuwait International Airport, P.O.Box 17 – Safat, 13001 – Safat – Kuwait	kudata3@hotmail.com	+96524732530	+96524721279	+96599088511
Lebanon							

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Libya							
Oman	Jaffer Abdulla Amir Moosani	Assistant Chief AIS	Directorate General of Meteorology and Air Navigation (DGMAN) P.O.Box 1311 Code 111 Sultanate of Oman	aisaip@yahoo.com	+968 2451 9850	+968 2451 9350	+968 9931 6040
Qatar	Faisal Al-Qahtani	Head of AIS	Civil Aviation Authority P.O.Box 3000 Doha – QATAR	faisal.alqahtani@caa.gov.qa	+974 4656554	+974 4656221	+974 5537060
Saudi Arabia	Waleed M. Almadani	ATM operation and planning manager	General Authority of Civil Aviation P.O.Box 929 Jeddah 21421 - SAUDI ARABIA	almadani6@yahoo.com	+96626717717ext 1817	+96626717717ext 1818	+966505674867
Sudan	Mr. El Nour Ahmed Mohamed	AFTN Chief Engineer	Civil Aviation Authority Khartoum Airport Khartoum - SUDAN	elnour_ahmed@hotmail.com	(249) 83 777 121	(249) 83 777 121	(249) 91 355 2173
Syria	Ghadeer Ali Hossieno	Chief of AIP/Deputy Chief of AIS	Syrian Civil Aviation Authority Al Najmeh Square P.O Box 6257 Damascus-Syria	Ghadeer72@hotmail.com	+963 11 540 10191	+963 11 646 1208	+963 94 4405 877
UAE	Hassan Karam	Director Air Navigation Services	General Civil Aviation Authority P.O.Box 6558 Abu Dhabi, United Arab Emirates	hkaram@szc.gcaa.ae	+971 2 599 6883	+971 2 599 6888	+ 97150818 7492
Yemen							

INFPL SG/2
Appendix 3B to the Report on Agenda Item 3

STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION

	Focal point	Manf. cont / Budget	Milestone	Date of Acceptance of new format	Date of Submission of Implem. Plan	Vendors involved	Remarks
Bahrain	√	√ / √	**4**	**1july2012**	1 Mar 2010	Avitech	
Egypt	√	√ / √	**3**			Comsoft Thales	
Iran	√	√ / √	**3**				
Iraq	√		**2**				
Israel							
Jordan	√	√ / √	**3**	**1 June 2012**		Avitech	
Kuwait	√	√ / √	**3**				
Lebanon							
Libya						INDRA	
Oman	√	√/√	**3**			Comsoft INDRA	
Qatar	√	√/√	**5**	**1 July 2012**	21Mar 2010	Comsoft Selex	
Saudi Arabia	√	√/√	**4**	**1 July 2012**		Thales Comsoft	
Sudan	√	√/√	**3**			Thales	
Syria	√		**2**				
UAE	√	√/√	**5**	**Feb 2011**	TBD	Thales Comsoft	ACC
Yemen							

Mile Stone:

1- Empty
2- Analysis of the draft amendment
3- Evaluation of current system
4- Introduction of capability to pass new information
5- Check of AIDC / OLDI compatibility
6- Coordination with neighboring ANSP and airspace users
7- Implementation of new system

INFPL SG/2
Appendix 3C to the Report on Agenda Item 3

MID FDPS ANALYSIS

	BAHRAIN	**EGYPT**	**IRAN**	**IRAQ**	**KUWAIT**	**OMAN**	**QATAR**	**SAUDI ARABIA**	**SYRIA**	**UAE**
ATS SYSTEM	**Thales**	**EUROCAT 2000**		**Raytheon Autotrac II**		**Raytheon Autotrac II**		**Thales EUROCAT X**		**Comsoft**
Type of code DIF T/D	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Directional Assignment	YES	YES	YES	NO	NO	YES	YES	YES	NO	NO
Multiple Assignment	NO	NO	YES	NO	NO	NO	YES	YES	NO	YES
Time ref assignment	YES	NO	NO	NO	NO	YES	NO	YES	NO	NO
Other method	NO	YES	Six categories off line defined.	YES *Oldest code different code pools*	NO	NO	YES Manual orders and messages reception	YES Manual assignment by Controller	NO	NO
Time of assignment spec	Off line defined time	SSR code is assigned at pre-activation time for departure flights. Pre-activation time is off-line defined parameter in the range of 15 to 120 minutes	From DEP aerodrome	0 to 60 minutes set for 30 min	Assigned manually regardless	On start - up	Upon manual activation or system parameter before ETD	At creation of FPL	Immediately upon issuing DEP Clearance	Start - up

	BAHRAIN	EGYPT	IRAN	IRAQ	KUWAIT	OMAN	QATAR	SAUDI ARABIA	SYRIA	UAE
DLA/DEP	The system retains the code, or the operator can remove the code, releasing it for future use (after the recycle time has expired)	SSR code is frozen and stored in the table for a period of time. After that period the code is released and could be used on other flights. The flight will be assigned another code when pre-activated again. If pre-activated within the frozen period, the SSR code is retained	It will not use again for the next two hours	Will remain assigned to the delayed flight	The code stays assigned to a particular A/C for 3 hours	Retains the same code	Manually deactivated	Controller has to finish or Cancel the FPL.	After one hour the code will be inactivated	Code not issued for DLA Manual removal for return to gate
Transparency	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
Code retention	NO	NO	YES	YES	NO	YES	YES	YES	YES	YES
Protection	NO	NO	YES	NO	NO	YES	YES	YES	NO	NO

	BAHRAIN	EGYPT	IRAN	IRAQ	KUWAIT	OMAN	QATAR	SAUDI ARABIA	SYRIA	UAE
Saturation	An error message is presented to the operator when all codes are used.	Codes shall always be assigned from the appropriate code category. De-assignment shall be performed either at cancellation or when a new code is assigned	Print out	*One code is reserved as a basic code.*	Not Applicable		The system provides indication when parametric percentage of slots (or combination of slots) is not available for assignment	Various capacity thresholds are defined in system		Not Applicable
Recording	Run log which includes received radar tracks (including SSR)	None	Print out	*billing data is automatically collected, has the SSR code listed*	None		Logs and Data Reduction Tools	*Java aided DAF Environment;*	In the Data base of the FDPS, and in the RDP system	FDP logs and RDP recordings are kept
Automation	ABI, ACT, and LAM YES rest NO	ABI, ACT, LAM, PAC AND MAC YES rest NO	ABI, ACT, LAM,AND PAC YES rest NO	ABI, ACT, LAM,AND PAC,MAC YES rest NO	Not Applicable		ABI, ACT, LAM, PAC, MAC, INF, REV and COD YES	ABI, ACT, LAM,AND PAC,COD YES rest NO	NO	ABI, ACT, PAC and LAM YES rest NO

REPORT ON AGENDA ITEM 4: STRATEGY AND IMPLEMENTATION PLAN FOR THE INFPL IN THE MID REGION

4.1 The meeting noted that the MIDANPIRG/11 meeting (Cairo, Egypt, 9-13 February 2009) agreed that a Study Group be established and develop the regional technical guidance material and to coordinate transition plans with common strategies and mitigation measures, taking into consideration the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM, (DOC 4444, applicable 15 November 2012).

4.2 The meeting further noted that the INFPL SG/1 meeting reviewed ICAO Guidance material for implementation of the ICAO New flight plan format and associated ATS messages which are Amendment 1 to the Fifteenth Edition of the PANS ATM DOC 4444, applicable 15 November 2012.

4.3 The INFPL SG/1 meeting reviewed the comparison Table between the 'PRESENT' and 'NEW' flight plans and agreed that any conversion should only be done according to the globally agreed ICAO guidance furthermore, the meeting agreed to the following terminology in order to keep consistency:

> **Present**: refers to the existing flight plan and associated ATS message formats as defined in the current version of the PANS-ATM.
>
> **New**: refers to the amended provisions as contained in Amendment 1 to the PANS-ATM, where the provisions for the ICAO New Flight Plan Format.
>
> **Applicability Date:** is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

4.4 The meeting noted that the INFPL SG/1 meeting discussed thoroughly the strategy for Implementation of the ICAO New Flight Plan Format and associated ATS messages as called by Amendment 1 to PANS-ATM, for the MID Region and was of the view that it is necessary to have harmonized implementation plan, and defined clear understanding of transition.

4.5 The INFPL SG/1 meeting encouraged MID States to procure the necessary software and hardware needed for the implementation of the ICAO New Flight Plan Format and to conduct internal and external testing in close coordination with users, accordingly the meeting developed a draft MID Regional Strategy for implementation of INFPL.

4.6 Based on the above the meeting reviewed the draft Strategy and was in agreement that the transition strategy should be in line with what was presented by ICAO during the workshop on INFPL 4-6 July 2010 as at **Appendix 4A** to the Report on Agenda Item 4.

4.7 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.

4.8 Based on the number of States implementation plans received the INFPL SG/3 meeting will develop regional contingency plan if required, however it was highlighted that user will not submit any PRESENT flight plan after 15 November 2012, also contingency is not feasible for long period.

4.9 Based on the above the meeting was of the view that the MID Region Strategy, contingency plan, implementation plan, INFPL implementation guidance and other references to be compiled in a document that will be used as a guidance to assist States in the implementation of the INFPL in the MID Region. The proposed table of contents is at **Appendix 4B** to the Report on Agenda Item 4. The meeting agreed that a draft document be presented in the first available opportunity.

4.10 The meeting noted that MIDANPIRG/11 meeting was informed that in order to facilitate the realization of a performance based Global Air Navigation system, ICAO has made significant progress in the development of relevant guidance material, which includes the "Global Air Traffic Management Operational Concept (Doc 9854)", the "Air Traffic Management System Requirements (Doc 9882)" the "Manual on Global Performance of the Air Navigation System (Doc 9883)"; and the "Global Air Navigation Plan (Doc 9750)".

4.11 The meeting also noted that MIDANPIRG/11 meeting, while adopting a regional performance framework under Conclusion 11/70, invited States to implement a National Performance Framework (MIDANPIRG /11 Conclusion 11/71 refers), on the basis of ICAO guidance material aligned with the Regional Performance Objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives taking into consideration user expectations and completion of national performance framework forms for all air navigation areas.

4.12 The meeting further noted that the outcome of the above process would result in an output and management form that has been designated as "Performance Framework Form (PFF)". The PFF has been standardized for application to both the Regional and the National planning framework.

4.13 Based on the above the meeting reviewed and updated the Regional PFF related to the implementation of the ICAO New Flight plan format and related ATS messages as at **Appendix 4C** to the Report on Agenda Item 4.

4.14 Furthermore the meeting noted that CNS/ATM/IC SG/5 harmonized all Regional PFF and developed the following Draft Conclusions:

DRAFT CONCLUSION 5/1: ORGANIZATION OF NATIONAL PERFORMANCE FRAMEWORK WORKSHOP

That, MID States be encouraged to organize at national level, workshops on the Development of National performance framework with ICAO assistance.

DRAFT CONCLUSION 5/2: PERFORMANCE FRAMEWORK

That, prior to 31 March 2011:

a) MID States be urged to develop/update their National PFFs in order to ensure their alignment with the regional performance objective and to support the agreed MID Metrics; and

b) users be urged to provide their needs and expectations of the Air Navigation Systems for inclusion in the regional and National PFF.

4.15 Based on the above the meeting encouraged MID States to conduct awareness campaigns and seminars on national level on all air navigation related development and especially the ICAO New FPL Format which will allow the required number of staff being trained.

4.16 The meeting noted that ICAO MID Regional Office conducted workshop on ICAO New FPL format 4-6 July 2010, after being approved as a SIP, mainly to raise the awareness of States in the MID Region on the critical issues related to the implementation of amendment 1 to PANS-ATM with a view to ensure timely implementation by the applicability date which is set to of 15 November 2012.

4.17 The meeting was apprised on the work programme of the workshop which was as follows:

a) review of the Amendment requirements and related available guidance material;

b) assessment of the technical impact the changes to the FPL format will have on the automated ATM Systems and Communication Systems, and need for upgrade/procurement of ATC automated Systems hardware/software and associated issues (necessary budget, training, etc);

c) assessment of the impact the changes to the FPL format will have on the operational environment and need for training of the operational personnel;

d) presentation of MID States' Action Plans and experiences related to the implementation of the new FPL Format Project;

e) sharing the experience of adjacent regions related to the implementation of the new FPL Format;

f) development of a model for State Action Plan to facilitate implementation of the new format of the ICAO FPL; and

g) development of Recommendations for a coordinated regional planning and timely implementation of the new format of the ICAO FPL by the applicability date of 15 November 2012.

h) prototype demo for conversion was presented by Vendor with the support of UAE.

4.18 The meeting was satisfied with the outcome of the workshop which is at **Appendix 4D** to the Report on Agenda Item 4 and agreed that implementation of the outcome should be considered and brought to the attention of MIDANPIRG/12 as an agreed outcome from the INFPL Study Group meeting.

4.19 The meeting thanked the ICAO MID Regional Office for the conduct of the workshop and especially the last session which encouraged all participating States to present their replies to the questionnaire. Furthermore that meeting agreed that this questionnaire should be sent through State letter to all MID States for formal replies by 30 August 2010, and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/1: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION

That MID States, be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 of the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444)}as at ***Appendix 4E*** *to the Report on Agenda Item 4, before 31August 2010.*

4.20 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.

4.21 The meeting noted IATA member airlines position which is in line with ICAO MID adopted Strategy, that effective 15 November 2012 all MID States will accept and disseminate 'NEW' FPL's and if any MID State transition occurs earlier, that State should ensure that the 'PRESENT' flight plan is supported till the applicability date.

4.22 The meeting agreed that in the unlikely event that a MID State or an ANSP does not implement the new INFPL, that State shall publish the none compliance in their State AIP as a 'significant difference' to the PANS ATM as described under Annex 15, 4.1.2-c, prior to 15 November 2012 and it will be listed in the MID Air Navigation deficiencies list.

4.23 The meeting noted that IATA member airlines will provide the necessary support during the external testing for implementation of INFPL and will provide a list of airlines that will support the necessary test during all phases of the transition period.

4.24 The meeting encouraged all MID States to provide feedback on IATA draft Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444 which is at **Appendix 4F** to the Report on Agenda Item 4.

INFPL SG/2
Appendix 4A to the Report on Agenda Item 4

MID REGION
DRAFT STRATEGY FOR THE IMPLEMENTATION OF
ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required;

2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations and will use globally harmonized information attributes;

3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;

4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems, while taking into account compatibility with existing systems, human factors, training, and cost.

5) The ICAO new flight plan Format introduces considerable changes related, inter-alia, to Performance Based Navigation (PBN), Automatic Dependent Surveillance - Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.

6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period.

7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012

8) The risk of all users simultaneously commencing “NEW” on the common implementation date without proper testing with the States.

The MID Region implementation of Amendment 1 to the PANS-ATM shall:

1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;

2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15 November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:

1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "Guidance for implementation of flight plan information to support Amendment 1 of the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444)"

2) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;

3) Eliminate or minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;

4) Declare a preparation transition period from 1 January 2012 until 14 November 2012, comprising;

- Before 31 March 2012 - ANSPs software delivery and internal testing,
- 1 April to 30 June 2012 – ANSPs external testing and
- 1 July to 14 November 2012 – airspace users testing

5) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;

6) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;

7) States Implementing NEW before 15 November 2012 should have the possibility to process both present and new

8) MID States shall no support present after 15 November 2012

9) That Regional Contingency plan to be discussed and agreed by the INFPL SG.

INFPL SG/2
Appendix 4B to the Report on Agenda Item 4

Table of Content

INFPL SG/2
Appendix 4C to the Report on Agenda Item 4

MID REGIONAL PERFORMANCE OBJECTIVES
ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Environment	• reductions in fuel consumption and CO_2 emission
Efficiency	• ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information
Safety	• enhance safety by use of modern capabilities onboard aircraft
KPI	• status of implementation of ICAO new FPL provisions • status of updates in the FITS
Proposed Metrics:	• number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of States providing the focal points and initiated impact studies

Strategy
Short term (2008-2012)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	• analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 – 2011	INFPL SG States	valid
	• plan the transition arrangements to ensure that the changes from the PRESENT to the NEW ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009-2012	States INFPL SG	valid
	• States to assign focal points and form and internal nucleus team	2009 - 2010	States	valid
	• Planning and implementation of transition Strategy	2009-2012	INFPL SG	valid
	• States to assign focal points and form and internal nucleus team	2009 - 2010	States	valid
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	States	valid

Strategy ***Short term (2008-2012)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• Develop Regional contingency plans	July 2010- July 2011	INFPL SG	
	• Develop National contingency plans	July 2010- July 2011	States	
	• ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions	2009 - April 2012	States/Vendors	valid
	• ensure that issues related to the ability of all system to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- April 2012	States/Vendors	valid
	• ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- 2012	INFPL SG States	valid
	• ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 – 2012	INFPL SG States	valid
	• in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications	2009- 2012	States	valid
	• internal testing	2009 – June 2012	States	valid
	• external testing	1 April to 30 June 2012	States	valid
	• airspace users testing	1 July to 14 November 2012	States and users	valid

Strategy ***Short term (2008-2012)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• ensure the training of relevant stakeholders (air traffic controllers, com, ops, etc..)	2009 - 2012	States and ANSP	valid
	• develop and make available, guidance material for users, including but not limited to ANSP personnel and user	2009 - 2010	IATA INFPL SG	valid
	• establish a central depository (FITS) in order to track the implementation status	Ongoing	ICAO	Completed
	• inform the ICAO regional offices on an ongoing basis	Ongoing- Dec 2012	States	Valid
linkage to GPIs	GPI/18 Aeronautical Information			

INFPL SG/2
Appendix 4D to the Report on Agenda Item 4

Outcome of INFPL Workshop Cairo, 4-6 July 2010

- Recognized that change is massive and needs immediate action by States
- MID Region agreed transition Strategy should be aligned with the ICAO Recommended Strategy
- States to send their Impact studies and Implementation Plans to MID Regional Office before MIDANPIRG/12 (17 – 21 October 2010)
- Close coordination with users and neighbouring Regions is essential
- No deviation from ICAO Guidance
- IATA users to support the testing phase
- States to develop procedure for acknowledgment of FPL (accept or reject of FPL)
- Global Forum on INFPL to be Organized in 2011

INFPL SG/2
Appendix 4E to the Report on Agenda Item 4

WORKSHOP ON ICAO NEW FPL FORMAT
(Cairo, Egypt, 4-6 July 2010)

Questionnaire on Status of Implementation INFPL {Amendment 1 of the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444)}

State: ---------- Date: 06 July 2010

Please review each question carefully. The participants are expected to reply and present necessary information during the Workshop in presentation on the last day.

Q1. Has your State designated a Point of Contact to coordinate the activities of this implementation?

_____

_____

Q2. Do you fully understand the details of the changes to the Filed Flight Plan (FPL) and associated messages in Amendment 1 of the PANS-ATM Doc 4444, 15th edition (Ref. ICAO State letter AN13/2.1-08/50 of 25 June 2008)?

a) In your compliance to the changes in Amendment 1, is there any part of Amendment 1 in which your State identifies any major problem to comply?

_____

_____

b) Has your State considered the accommodation of the 120 hour filing provision outlined in Amendment 1?

_____

_____

Q3. Do you understand the Guidelines for Implementation of Amendment 1 published by ICAO (Ref. ICAO State letter AN 13/2.1-09/9 of 6 February 2009)?

a) Have you considered a strategy for transitioning NEW FPL and related messages to the PRESENT/EXISTING format?

_____

_____

Q4. Do you know about the regional actions defined in draft MID Regional Strategy for implementation of this amendment?

a) Do you understand the phased transition approach?

_____

_____

b) Do you intend to comply with the dates contained in Phase 2 (transition) of the approach (i.e., you plan to be ready to begin accepting NEW format FPLs and related messages between 1 April and 30 June 2012)?

_____

_____

Q5. Have your State formed a team to oversee the implementation of Amendment 1?

a) Have you identified the parties within your State that are involved in this implementation and that are affected by this amendment?

_____

_____

b) Have you considered the automation and/or procedural impacts involved in the implementation of Amendment 1?

_____

_____

c) Have you established a delivery date for software changes that will allow for sufficient internal and external testing prior to regional implementation of the NEW format between 1 April 2012 and 30 June 2012?

_____

_____

d) Has your States fully considered the training implications of Amendment 1?

_____

_____

e) Has your State defined an action plan for carrying out the different aspects of this implementation?

_____

_____

ICAO - ATC Flight Plan Changes

Applicability date November 15, 2012

D R A F T

IATA Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444

Infrastructure Strategy, SO&I, Montréal, Canada

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TABLE OF CONTENTS

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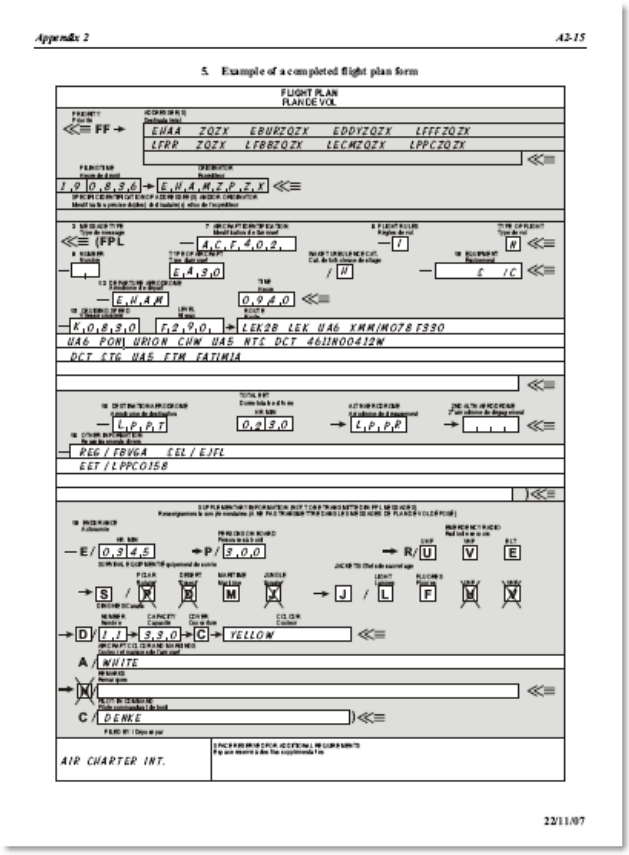
On 25 June 2008 ICAO issued State Letter AN13/2.1-08/50 amending the 15th edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM), Doc. 4444. This amendment lays down the revised guidelines to be followed by Airlines for filing all IFR Flight Plans and for ATS Units in accepting and processing them on a global basis. These changes become effective for application, November 15, 2012.



Appendix 2 A2-15

5. Example of a completed flight plan form

FLIGHT PLAN
PLAN DE VOL

FF → EHAA ZQZX EBURZQZX EDDYZQZX LFFFZQZX
LFRP ZQZX LFBBZQZX LECMZQZX LPPCZQZX

1 9 10 8 3 6 → E H A M Z P Z Y

(FPL
4 C F 4 0 3
E 4 3 0
E H A M
0 9 4 0
K 0 8 3 0
F 2 9 0 → L E K 2 8 L E K U A 6 Y M M / M 0 7 8 F 3 3 0
U A 6 P O M U R I O N C H M U A 5 N T C D C T 4 6 1 1 N 0 0 4 1 2 W
D C T S T G U A 5 F T M F A T I M A

L P P T
0 2 3 0
L P P P

R E G / F B V G A S E L / E J F L
E E T / L P P C 0 1 5 8

E/ 0 3 4 5 P/ 3 0 0 R/ U V E
S/ X B M X J/ L F M V
D/ 1 1 3 3 0 C → YELLOW
A/ WHITE
X
C/ D E N K E

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Plans and for ATS Units in accepting and processing them on a global basis. These changes become effective for application, November 15, 2012.

An Outline

A Filed Flight Plan (FPL) is a pre-formatted form that is required to be filled by an IFR airline operator and filed with the local Air Traffic Unit at the airport of departure. This information is used by the ATC unit, well before a flight departure in order to formulate and issue a take-off and route clearance. The basic requirements to file an IFR flight plan are found in ICAO Annex 2, Rules of the Air and designated as an ICAO Standard. By implication, an ICAO 'Standard' usually means that all, if not the majority of ICAO member countries (there are 180 ICAO member States today), will be faced with the obligation of either implementing the Standard or filing a 'difference' with the Standard if they deliberately choose not to do so. Generally speaking, a Standard ensures global acceptance and thus also making it a globally implemented procedure.

The requirement for filing a Flight Plan as an ICAO global Standard also means finding the ways and means of establishing and running a stable and cohesive system on a global basis. Both Airlines and States alike need to find the right software, systems and ability to work with a common set of forms and formats in order to meet the flight plan filing requirements to meet

their operational needs. Over the years, Airlines and States have been led to adopt systems (with increasing levels of automation) to generate flight plan data as in the case of an airline and process the data, as in the case of the ATS Unit. A clear and precisely formatted flight plan information is thus at the core to successful implementation and flight efficiency. Filing a flight plan before departure has come to stay as a globally accepted norm among ATC authorities and Airlines alike.

The main drivers to ensure system functionality within an ATC facility and those of an airline are however distinctly different. For the Airline, strict compliance with the globally accepted baseline format is key. Further, as airline flights fly through multiple regions and time zones, it ~~is~~ also becomes critical to allow for sufficient flexibility to accommodate specific data requirements within specific ATC units. We shall see examples of such unique ATC requirements in a later chapter.

ATC units on the other hand are driven by their own operating environment, where system hardware and software design is built to cope with their specific wants and needs. If the FPL filed does not suit the local ATC unit requirements, the FPL is generally rejected or manually ''forced'' into the system. Ground ATC flight data systems (or host system) ~~They~~ are prone to parse or truncate the filed FPL's to extract only those data elements that are required by their facility, discarding the rest. As the flight progresses, this reduced data set may not always serve the needs of all the downline stations, th~~i~~us creating further adaptation, automation and affects the quality of the service offered to the flight as it progresses into the enroute or terminal domains. It becomes quite apparent that airlines as users are not as fortunate as individual ATC units. Airlines are left with little choice – but need to understand and comply with all the nuances and formats through~~t~~ out their flight network.

Each airline through its pilot or flight dispatcher constructs and files an ICAO FPL and arranges to file it with the local ATS unit before a flight can depart. Usually, this is done in paper form and either presented in person or faxed to the ATS office of departure. While retaining the same format and layout, FPL data filings over the AFTN have come to rapidly replace the paper form and have facilitated remote Flight Plan filings and addressing to multiple destinataires.

The FPL format is no more than a form-completion exercise and arranged as such, in a series of numbered 'Fields'. Each Field~~, each with a~~ groups ~~s~~specific ~~group of~~ data-sets, such as Route, Remarks, Equipment Suffixes etc. The data is also grouped within the flight plan form to collate certain sets of data for onward transmission to down-line Area Control Centers (ACC's). The 2nd part of the flight plan under Field 19 (Supplementary Information) is not transmitted. Once filed, the formatted form is used by the ATC facilities to construct and generate flight start-up and route clearances. It also forms the basis for flight tracking both within an ACC using flight strips and coordination with other ACC's for inter-center flight data exchange. As a general rule, the higher the level of automation and software integration, the more complex it becomes to cope with automation and software changes.

Terminology

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In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is relevant to this guidance material:

- **PRESENT** format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.
- **NEW** format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.
- **Applicability Date** is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

The Problem today

While the requirement to file an ICAO flight plan before departure is well understood and can universally meet compliance, the format, layout and schema for the various data fields that are commonly used in constructing the ICAO Flight Plan can and have become quite complex over the years. With the impending changes in 2012, these complexities can only increase – if the underlying concerns are not carefully evaluated and addressed.

Today's concerns to the airline group result from the diverse application and unique requirements from different States as flights operate around the world today. These difficulties stem mainly from the FPL format as it is designated under the ICAO provisions and the manner in which it is implemented and automation practices within each State. We take a look at these two issues separately.

PANS to ICAO Standard

The Standards of Annex 2 and Annex 11 govern the application of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444). Although the contents of a flight plan are an Annex 2 Standard, the format is not. Flight planning automation systems of airlines and the flight data processing systems of ANSP's are totally dependent upon clearly defined fields and format. In today's world of required automation support, IATA is of the opinion that a uniform application of the ICAO flight plan into a specific electronic format is necessary for the interests of safety and regularity of international aviation.

Many have questioned why the ICAO flight plan format contained in the PANS-ATM is not an ICAO Standard? ICAO Doc 8143 (Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct) outlines the following criteria for the development of Standards and Recommended Practices (SARPS):

a) To qualify as a Standard, the specification must be such that its uniform application by all Contracting States is necessary in the interests of safety or regularity of international air navigation.

b) To qualify as a Recommended Practice, a specification must be such that its uniform application by all Contracting States is considered desirable, but not essential, in the interests of safety, regularity or efficiency of international air navigation.

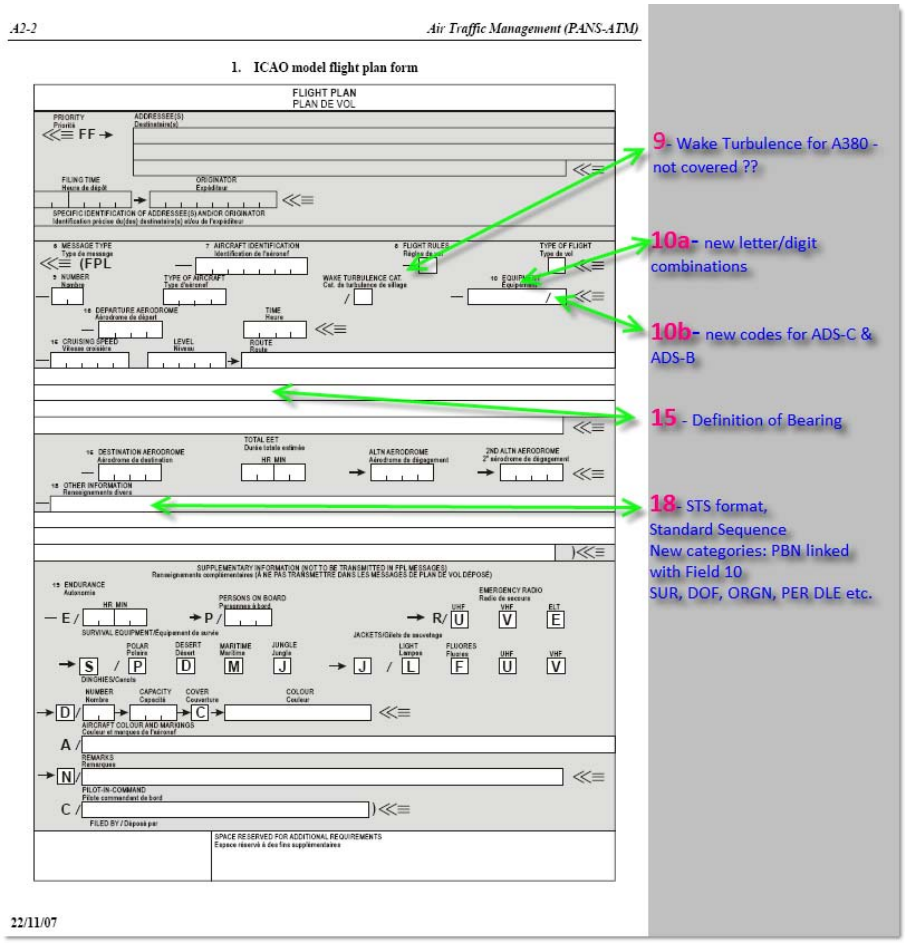
The FPL form and format is prescribed in Doc.4444, Procedures for Air Navigation Services- Air Traffic Management (PANS ATM), Appendix 2. Although the ICAO FPL format is well known, used globally, and remains as the single universally accepted guideline; some minor variations in the manner in which several States have implemented these data adaptations within their local host data processing units has resulted in non-standard compliance. As airlines operate on a global basis, the onus to understand and comply with different State requirements in order to suit local data host systems falls squarely on airlines as users. These diverse global requirements must be fully understood and complied with. Failure to do so would result in a flight plan rejection, where such a system of validation exists. In most cases, non-compliance for an airline would be recognized only at departure time. Which in turn results in the start-up clearance being delayed or refused. The problem thus exacerbated to the time of flight departure negatively affects the commercial flight aspects; a situation that no airline would like to find itself in; nor afford.

The importance of filing a flight plan using the correct format cannot be emphasized more. In the vast majority of cases, local ATS units tend to accept flight plans as filed. An incorrectly filed format when introduced into the automation of the host flight data processing system generates reject messages requiring manual data operator intervention or the lack of any flight data in the system causing refusal of a start-up clearance at the time of departure. This situation usually manifests itself in the ATS Unit and the Tower usually at departure time and with little means for an airline to recognize and rectify the situation in a timely manner. A delayed flight start-up clearance and therefore departure delays result.

There are a select few Flow Control Units such as Eurocontrol (CFMU) that act as a flight data hub to collect and validate data from Airlines for onward transmission to individual ATS units. The automation feature generates a ‘Reject’ at the time of filing, should the FPL not respect any of the format restrictions. An Error message is consequently generated and returned to the airline for corrective action.

It is clearly the manner in which each State has chosen to best adapt these guidelines to its local procedures that has generated the concerns that exists today. For example, Australia requires that "ADSB" is filed as the first element for RMK/ in Item 18. Similarly, Algeria requires all Datalink equipped airplanes to report "Algiers FANS 1" or "Algiers FANS A" in the RMK/ in Item 18. Greece requires that all Item 10 entries (after S) must be in alphabetical order. Further, the ICAO Pans ATM provisions allow for the letters ‘’W’’, ‘’X” and ‘’Y’’ to be used at the discretion and as designated by the State.

Some host configurations are restrictive to the number of characters that can be processed by the system. France for example was limited to 800 characters, India to 2800 characters etc. It will become clear from the foregoing that the complexities that exists for airlines especially



those operating on an international basis is logistically challenging. Further, the provisions of the PANS ATM are non-binding on States to recognize or even justify implementing. Given these practical difficulties that exist in the current implementation, let's take a look at some of the impending changes planned for 2012.

The 2012 Changes

Comment [I2]: I suggest that the Flight plan sample comes below the comments on 2012 changes. Preferably place in page 9

While staying with this overall functionality, the FPL form and its respective 'Fields' have been revised and enhanced considerably with several changes due for 2012. The enhanced features of the 2012 changes will additionally allow for improved levels of ATC service. By cross-referencing to filed equipage suffixes, such as /R (indicates flight PBN approvals), ATC clearances will include these higher levels of flight procedure efficiencies as part of the flight clearances through the flight.

Just as it is important for the airlines ~~as~~ (the primary FPL ~~Filers to~~Filers) to comply with these new requirements globally, so also is it imperative that the accepting ATC facilities also recognize and accept these new formats and their contents. A globally harmonized acceptance

is imperative in order to translate a well meaning concept into successful implementation. This is particularly so for those airline flights crossing one or several Flight Information Region (FIR's), so that they can remain assured that the data filed under a single FPL is acceptable through the entire flight.

Flight plan data essentially captures a functional combination of any airplane's Communication, Navigational and Surveillance capabilities. In order for the flight to avail of the most optimal level of service, it is important for ATC systems to decode and match this capability and offer an equivalent level of service. Flight data handling and exchange especially within the larger and more sophisticated ATC systems relies on extensive automation. It is a practical and well recognized fact that several ATC facilities around the world will require major software and/or hardware changes to adapt their accepting FPL host systems. These changes can be long in planning and scheduling till the time to implement and involve major cost outlays. Both these factors will continue to bear a large impact on the success of these changes.

The magnitude or the geographical distribution of those ATC facilities that will not be ready with these changes for the 2012 cutover is largely unknown and logistically impossible to fully monitor. Further, the visibility of implementation plans or any recognition of these impending changes within the 180 ICAO member States and their AIS facilities has been, at best, limited. This is driven largely by the fact that these changes are embodied under the hierarchy of the Global 'Procedures for Air Navigation Services' (PANS) document. As such, PANS ~~are~~ hold no more than the status of ICAO-recommended Air Traffic Management procedures that do not carry the same authority or applicability of the ICAO Standards & Recommended Procedures (SARP's)[1]. While the concept is well-meaning, successful implementation will be key.

The timing and issuance of this State Letter allowed for over 4 years of lead-time to all stakeholders, Airlines and ATS Units in preparation. Although the format will remain relatively consistent with that being used today, numerous changes will be required in the abbreviations, sequencing and various Field descriptors used in the ICAO Flight Plan form. By implication, airlines as the primary filers of IFR flight plans would need to ensure that these changes are scrupulously complied with. Failing to do so will result in rejection of a FPL and hence delays to departure.

As a consequence of these modifications, substantial system and work practice changes will be required by Airlines and ANSP's alike. Therefore, IATA considers these changes important enough to warrant early preparations by all airlines and includes close stakeholder involvement with ICAO, Regional Planning groups and the local AIS facilities themselves.

1.1 In order to promote a smooth cut-over on the Applicability date of November 15,

[1] SARP's are binding on every member State, failing which non-implementation is recognized by the filing of a State 'difference to the Convention'.

2012, IATA has prepared this Guidance Material to assist airlines and to increase the level of awareness and preparedness among IATA members.

1.2 IATA airline members are strongly encouraged to review this material for the impact on your flight operations for

a. The new flight plan and ATS messages formats required as of the applicability date 15th November 2012
~~b.~~The specific requirements in coding the airline software changes and system automation required to support these changes to pre-empt rejection of filed FPL's
b.
c. The compatibility of the local operating AIS environments that you fly in. The new flight plan and ATS message formats that will be filed as of November 15, 2012 must not be rejected.

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Implications on the Airline

These changes will in all probability require for airline systems to adapt and conform to the new data fields, sequence and alphanumeric coding. Likewise, the acceptance of the new format filed by the airlines as of 2012 is contingent to the adaptation of each of the local ATS Providers' flight data processing systems (FDPS). This compatibility will ensure that the new flight plans filed are accepted without any cause for rejection or denial of service. Although the effective date for the changes in the Filed Flight Plan (FPL) ~~are~~ is November 15, 2012, airlines and States can transition to the new format at any time.

IATA believes that the implementation (and not the Concept) will be at test during and after the 2012 cut-over. IATA therefore considers it of critical importance to validate the universal acceptance and implementation by airlines and ATC facilities alike. After take-off, onward transmittal of the Filed Flight Plan (FPL) data and the accompanying Air Traffic Service (ATS) Messages in their new formats are thereafter necessary to formulate route clearances and assign efficient terminal & arrival procedures to each airplane according to its declared capability. Maintaining the continuity of this information is therefore critical all the way till the flight arrives at its destination. Given that Filed Flight Plans (FPL's) are filed at the Aerodrome of Departure, IATA also believes that it is equally critical that the Current Flight Plans (CPL) and similar data messages exchanged between States and ANSPs are likewise formatted and handled in a similar manner. It needs to be validated that critical flight data information is both accepted and communicated down line by AIS office and ANSP along the route of flight.

An Overview of the impending changes

Comment [I3]: Can we arrange this in ascending order i.e. start with changes in filed 10a,10b,13a,15,18 etc

New	Description of Changes	Impact Statement	Comments

Requirements			
Item 18 Date of Flight (DOF)	New field in Item 18. Filing permitted up to 120 hours in advance	Poor acceptance by ATC. Unlikely to be implemented as a global standard. Attracts numerous CHG, DLA etc. messages	Not all States will implement. Some do not see the benefit. FPL likely to be rejected.
Item 10a General	Up to 25 characters; Letter-number combinations; numbers always follow letters	Program Mapping & Pairing of number-letters and link with Item 18 qualifiers	
Item 10a GBAS (A), LPV/SBAS (B)FMC-WPR (E1) etc..	These are region-specific implementations – e.g. LPV/SBAS is only an FAA Operational system.	All other States, especially the Legacy host systems must not reject such filings by airlines	Not all States will see the need to upgrade their host systems to parse these fields.
Field 10a & Field 18	Filing /J in 10a will require pairing additional annotations in Field 18 J1 = CPDLC ATN VDLM2 J2 = CPDLC FANS 1/A HFDL J3 = CPDLC ATN FANS 1/A VDLMA J4 = CPDLC FANS VDLM2 J5 = CPDLC FANS 1/A SATCOM (INMARSAT) J6 = CPDLC FANS 1/A SATCOM (MTSAT) J7 = CPDLC FANS 1/A SATCOM (Iridium)	Mainly Enroute services. Critical that AIS ground systems communicate these filed capabilities downstream.	Predicated on acceptance by ground systems and inter-center communications
Field 10a ''Y''	Represents 8,33kHz radio channel spacing. Only a European requirement	Field ''Y'' was designated previously as ''when prescribed by ATS''	Any ATS systems using ''Y'' must discontinue to do so.
Field 10b Surv. Capabilities	Major expansion in field to include B1 = ADS-B out, 1090 MHz B2 = ADS-B out/in, 1090 MHz U1 = ADS-B out UAT etc. etc.	All States need to ensure that their systems automation will accept these new fields to 1. accept FPL's without rejects 2. communicate down-line ATC	Global ANSP acceptance critical
Field 10a & 10b FANS 1/A capabilities	Field 10a: ''J'' Field 10b: ''D1''or ''G1''	J = CPDLC capabilities D1 or G1 = ADS-C FANS or ATN	There is currently no known published Standard for ADS via ATN
Item 15 Bearing & Distance	Fixed-Radial Distance used for route check	Can be up to 11 characters long. Includes all Significant Points	Allows ANSP's to dictate Magnetic or True degree references
Item 18 'preferred' to 'defined' sequence	The sequence of Item 18 filings must be respected	Ensure no hyphens Ensure that the / (oblique) used as a valid indicator Free text limited (e.g. /RMK)	ANSP's to ensure that entire field length processed and not
Field 18 DLE/	Signifies Enroute Delays or Holding	Identify Significant points where occurs, 4-figure time in hhmm. ANSP's to modify interfaces to use such data filed	Airlines to examine individual systems for how this can be done
Field 18 TALT/	Take-off Alternate	To be determined and filed by airlines	
Field 13a EOBT	Requires same EOBT to be filed with any subsequent CHG, DLA, CNL, ARR, RQS messages	For ANSP implementation	
Item 18 DOF/	As above, any subsequent CHG, DLA messages etc. must include DOF/		
Item 10a Standard Equipment	ADF no longer considered as ''standard equipment''	''F'' is the only means for an ANSP to ensure ADF capability – where required.	
Item 10a Use of ''Z''	''Z'' in Item 10a denotes ''Other capabilities''	Which in turn is associated with a COM/ NAV/ or DAT/ field in Item 18	
Item 18 PBN/	The 2012 changes have restricted this field to a 16 character limit	IATA suggests that more room should be built in to the software development to buffer for any subsequent variances or combinations	ASPAC TF is reviewing
Item 18 SUR/	An additional field to add any Surveillance capabilities not provisioned under Item 10b	This is a free-text field and will be incumbent upon ANSP's to read, validate, use and re-transmit the data	Field 18 entry is linked to Field 10b

Item 10a /P1-P9	Reserved for Required Communications Performance (RCP)	Future use. Software provisioning will be required.	
Item 18 /ORGN	Originator's AFTN address	Assessment required to ensure that Flow Management Systems will not REJECT a FPL that does not contain an /ORGN suffix	
Item 18 /PER	As per ICAO PANS OPS Doec.8168 Vol.1 Accepts only 1 character	Assessment required where more than 1 character may be necessary due multiple FIR requirements (e.g. TMA & Oceanic)	
Item 18 /DLE	Insert Significant point(s) on the route where a delay is planned to occur followed by length of delay in hhmm	Airlines will be required to ensure that software does this calculation and generates this data automatically in Field 18.	Problematic if "hard-coding" required in FPS.
Item 18 /TALT	Specify take-off alternate	Requires reconfiguration of FPS	
Item 18 /DOF	When this Field is used in the FPL, the airline MUST also include the /DOF in any subsequent CHG, DLA & CNL messages	When /DOF is NOT filed, ensure that any CHG, CNL, DLA messages carries an additional field of -0	
Item 18 /STS	Although a 'free-text' field, the abbreviations & sequence must be scrupulously followed	Any other 'special handling' status items to be included under /RMK	
Item 18 /PBN	Limited to 16 characters	IATA suggests that software adaptation must provide allowance for a much higher character limit to absorb future PBN expansion	With all the possible permutations inclusive, there are currently 48 characters currently possible.
Item			

Reasons for Concern

Comment [I4]: I would rename this header to be IATA's Concern and I would propse it comes after the header called Implications in page 13.

The main rationale for the new FPL format and its changes is ~~in~~ that it allows users to benefit from modern aircraft capabilities, such as Performance-based Navigation procedures- i.e. RNAV and RNP arrival and departure procedures. Such changes are fully embraced by the airlines and without exception likely to be ready for the 2012 deadline.

There are however many complexities that emerge in the changeover process and in the timeframes leading up to the November 2012 cutover. These complexities are generally manifested at the implementation level at the time when airlines file flight plans. Processing of these flight plans are done by ANSP's on a regional and global basis, determined by route of flight.

With this 4 year lead-time in hand, IATA is maximizing awareness among all airlines; that they are fully prepared for and understand the requirements under these changes.

For Airlines as users, two principal areas of concern emerge, mainly at the implementation phase.

1. **Supporting dual systems 'old' or 'new' before or after 2012.**

   A significant portion of the problem is addressed by limiting the exposure to two different systems – the 'old' and the 'new'. From an internal software logistics

perspective, for an airline this avoids the complexities involved in updating and modifying flight planning systems by means of a direct cut-over; somewhat as seen with the implementation of RVSM.

From an external procedural perspective and given the variable transition period leading up to the November 15, 2012 deadline, users will also face the dilemma of whether to maintain the functionality of the 'old' [2]system up until the cut-off date. This decision will be dictated by the transition program adopted by the major ANSP that they usually interface with. For example, a domestic airline in Europe might find it beneficial to changeover prior to the Nov.2012 cutover in aligning to the dates of the CFMU transition. Flying back from outside the CFMU area might however pose a problem, where the NEW features might not be available in the non-CFMU ANSP's.

Therefore, supporting and maintaining two FPL systems for an extended period, as well as planning for a flight that crosses successive FIR's that fall in different stages of implementation is clearly impractical from both a service and logistical point of view. The airline flight planning/dispatch services today operates to a high degree of automation. Likewise, the data flow in the flight plan filing process within the ANSP is also reliant on a high degree of data transfer capability between ATS units. Without significant increases in workload it would be inconceivable to anticipate any manual modifications. Any 'weak link' in the data chain results in lost or corrupted flight information. In view of the enhanced services that these new data elements should provide, they can only be justified by airlines as a one-time effort.

IATA's position is to encourage all airlines to plan for a single system cut-over (as was done with RVSM) from the old to the new, to coincide with the November 15, 2012 Applicability date.

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Comment [I5]: I suggest to Italize IATA recommendation

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2 Understanding the importance of Global applicability of common standards

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Changes to airline flight planning systems will entail major modifications to the automation, databases and formatting. A large part of the reconstructed Field descriptors and sequence of entries are likely to result in major software changes and/or system and workload reconfigurations, all with consequent costs. At this point, it still remains unknown if and to what magnitude of costs these system changes would entail. Further, it is quite conceivable that the additional cost outlay could be an option that an airline might choose not to exercise. In which case, the airline would need to carefully evaluate the costs of the upgrade vis-à-vis the potential benefits if and where they can be gained. This could well be the case where a majority of ~~an~~ airlines' operations are covered within a regional or State basis covering a single ANSP.

Comment [I6]: Did you mean to say covered by a single ANSP?

[2] For clarity and without reference to the current dateline, we have deliberately chosen to depict the 'PRESENT' format as 'OLD'.

The readiness of the ANSP will therefore be the key determinant to justify if an airline should (or not) changeover to the 'NEW' system.

The functional nature of airline Flight Planning operations whereby FPL's are filed from a remote and centralized location precludes awareness of local requirements, peculiarities, host system limitations etc. This is particularly the case with medium to large airlines operating an international network. Filing of the FPL is done remotely, by electronic means. Maintaining and using a standardized system that would apply on a global basis is therefore crucial to justify the decision to change over to the 'NEW' system.

The November 15, 2012 Applicability Date

Several ANSP's have brought to IATA's attention the inherent risks and dangers of a large-scale cutover by airlines on the Applicability date of November 15, 2012. Significant risks have been identified for the inability of ATC host automation or software to cope with rejections or manual data modifications on a mass scale. ANSP's that are currently planning to carry out the 2012 changes have chosen therefore to phase-in and trial these changes in a staggered manner. It can be expected that some regional airlines will be approached by their local ANSP to carry out limited time trials using the 'new' format, sometime before November 2012. These trials will be limited in scope and time. To note that any ANSP's choosing to implement the ''NEW'' system before the applicability date will be required to ensure ''backward compatibility'' for the 'OLD' format. Hence airlines being approached by ANSP's for the purposes of a time-limited trial will not be expected to modify their in-house FPL generating systems but could well manually make these inputs to align with the 'NEW' format on an ad-hoc basis. A look-up table to co-relate the OLD to NEW formats is provided in Annex A.

The Implications of the Transition Period

Comment [I7]: This header is a bit misleading. I would suggest calling "Implications of the ICAO Flight plan Format Changes-During Transition". As mentioned above I would suggest that this goes at the top of page11.

Implications on Users

The implications on Users will be four-fold:

Comment [I8]: 5 have been listed so we may need to change this.

Adaptability to current airline flight planning software and work practices.

a) **Delays:** In terms of the daily operation, the conformity of a FPL with the ANS system is usually known while calling for start-up. A reject of a FPL becoming

known at this late stage can only result in a flight delay and a situation that no airline can justify, much less afford.

b) **Costs**: Most airline flight planning systems are vendor-provided solutions. Hence, it will not be a viable option for airlines to sustain both systems simultaneously either during or after the transition.

c) **Automation**: Sequencing and formatting the FPL format to allow a partial dissemination of 'some OLD' and 'some NEW' during the transition will be impractical for a dispatcher in terms of workload and manual interventions.

d) The challenge of accurately **tracking Transition dates** - as States randomly migrate from 'OLD' to 'NEW', as well as

e) **Tracking States** that have not or chosen not to adopt the PANS ATM changes.

~~Possible i~~Implications on local and en-route host Air Traffic Information Systems.

a) The possibility for an airline operating across multiple FIR's – primarily through ~~through~~ a mix of 'OLD' FIR's **after** the Transition period. Such a situation requires that these ANSP's convert the 'NEW' to the 'OLD' for their own use. While transferring the flight to the upline ANSP, they are then required to convert the 'OLD' to the 'NEW'.

b) Specific residual ANSP peculiarities or host limitations that remain post-2012 (e.g. restricted number of characters in Item 10, required sequences in field 18, etc.) The logistics of host software upgrades and costs have yet to be established.

c) Testing and compatibility for inter-center data exchange. with adjoining Centers. A higher level of automation usually means a higher level of effort to ensure system compatibility.

d) Being the dictate of an ANSP service, it is foreseeable in some rare cases (e.g. purely domestic operations) that some airlines will involuntarily remain with the 'old' well after the 2012 deadline.

Based on early feedback received from ANSP's through their Regional Planning Groups, it is understood that the 2012 FPL changes will also affect business systems such as Overflight and Terminal charge software, data warehouses and maintenance of master databases that feed, for example, Staff planning. Besides FPL handling, other ancillary messages such as CHG, CNL, DLA etc. will also require re-adaptation within the host systems. These changes

will al~~e~~so imply increases in Field size, accomodation of alpha-numeric data, DOF handling and handling of new switches & identifiers that will now appear on such messages.

These changes also spill-over to human-machine interfaces (HMI) affecting ATC displays and separation and traffic management softwares that are dependent on Field 10 and Field 18 data. For example 'EUROCAT', a flight data processing system used in Australia will reject the new data fields filed under 10a, 13b and 18 unless the software is modified with the new data codes.

IATA considers that applying a staggered implementation strategy leading to the applicability date in all probability would be impractical for the airlines. IATA promotes a coordinated transition on a single calendar date whereby all users switching-over to the NEW format would occur on the same day (i.e. on Applicability Date). This strategy we feel would be the most favourable solution for the airlines. Maintaining two distinct format outputs within any airline flight planning system is neither logistically feasible, nor is it cost effective. For the flight dispatchers to individually determine between the ''current'' and ''new'' would further be workload intensive and not a practical option to adopt; by far outweighing the benefits.

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IATA also recognizes that a large-scale switch over within an ANSP facility, especially for the more automated flight data processing systems could result in system failures. It is therefore crucial that States and ANSP's consider pre-implementation safety analyses and introduce back-up systems and other mitigations to manage these risks effectively.

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Some States and their ANSP's have considered it necessary to migrate in a more phased manner. This would imply that some implementations would introduce the NEW format well before the Applicability date of November 2012. These ANSP's would however need to simultaneously support the ability to be ''backward compatible'' in the reverse-translation of OLD to NEW and vice-versa. Thus an airline filing OLD will have its data translated into the NEW format via an equivalence table. An airline filing NEW will be recognized and accepted directly into the system. While transferring flight data to down-line ATS units, such ANSP's will then reconvert the NEW data into the OLD format with a similar 'equivalence table'. Inter-Center data compatibility must be maintained in order to support OLD formats all the way till the applicability date of November 2012.

A gradual and progressive switch-over to the NEW capability will occur, leading to a full cut-over on Applicability date. While the early transition will remain transparent to users, it will also mean that any airline filing the 'OLD' format after 2012 will be rejected.

Under the phased approach, some States and their ANSP's may call for collaboration with airlines on a selective basis to facilitate system tests. In this event, airlines could anticipate requests from ANSP's and AIS facilities via AIC or NOTAM to commence as early as 1 July 2012. IATA considers that the methodology and procedures could result in operational irregularities and cautions for a closely coordinated effort with the ANSP.

Importantly, ANSPs and users would be encouraged to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to NEW during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012).

Comment [I9]: I suggest we introduce another header here, may be call it; ICAO Flight Format-New Data sets.

There are several new data sets that are being introduced under the 2012 changes. Some of the more significant changes and their impact on airlines and ANSP's are outlined below.

Date o~~O~~f Flight (DOF)/ - Five Day (120 hour) Advance FPL Filing

The Amendment 1 provisions enable flight plans to be filed up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing ICAO provisions and as practiced by most ANSP's around the world.

Experience among Air Traffic data system experts suggests that such a large time window where FPLs are submitted well in advance of off-block time (120 hours instead of 24 hours) risks attracting a large number of CHG (change) messages. Airlines would be prone to change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications from what has originally been filed over this 120 hour window. Also as upper wind updates occur within flight planning systems after the FPL has been filed, route changes and altitude changes can also result, thus attracting CHG messages as well.

ATS Units are thus questioning if the additional message traffic that the enlarged 120 hour window might attract would in-fact add any value to the airline operators. They think not and feel instead that the increased complexity for the many ATS units along the path of flight that have to process the extra modification messages might be counter productive.

To exacerbate this existing problem, in one instance an Asia/Pacific State has already published a constraint in its AIP under which flight plans are not accepted more than 8 hours prior to EOBT. While this debate continues among ICAO, States and ANSP's to assess the value of implementing the change from 24 hours to 5 days before departure time in the various regions across the world, some States have clearly indicated that legacy host systems would not be able to support this feature, as it would involve entire system changes.

Notwithstanding, some States already have some capacity for DOF, albeit disabled in their systems at the moment. In these cases, where financial impacts were much less, it is logical for such ANSPs to proceed with 120 hour filing capability. It is also possible that some States will prefer to proceed with a DOF retrofit to legacy systems in time for the November 2012 implementation. However, the potential impacts of the implementation of an 'island' airspace which was accepting 120 hour lodgement should be considered in terms of the impact of neighbouring airspaces not accepting 120 hour lodgements, particularly in relation to inter-center configuration.

IATA has voiced concern through the various ICAO formal (and informal) Regional groups that it participates in order to ensure a globally harmonized and practical approach to the DOF implementation. This is yet another example of how ~~a~~ globally accepted procedures under the PANS may not be implemented in a uniform manner, thus leading to confusion among the international airline operators. Considering the unknown complexities of a universally accepted 5 day DOF implementation, IATA recommends that all airlines maintain the 24 hour filing time-limit until such time that a longer DOF acceptance period can be validated. This is likely to occur beyond the 2012 timeframe.

Use of DOF beyond 24 hours

Use of a DOF/ indicator in Item 18 beyond the 24 hour limit may trigger the usual ANSP error message within an AIS facility. Please continue to monitor with your local AIS unit using prevailing FPL filing error message handling procedures.

Use of P1-P9 in Field 10a

In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), the 2012 changes identify alphanumeric entries for P1-P9 in Field 10a as "Reserved for RCP." The following guidelines regard filing and processing P1-P9 in Item 18 continue to apply:

a) Even though there is no current need or use for this information, airlines may consider building in a software characteristic to generate P1-P9 data, when required in the future. This will avoid transition issues and minimize costly adaptation when these items will begin to be required in the future.

Changed definition of "S" in Field 10a

The definition of standard equipment grouping in Field 10a ("S") now changes. It no longer includes ADF. A FPL may have many common elements under Field 10a that uniquely

identify it as being in either PRESENT or NEW format. It will therefore be important for airlines to understand that as of 2012, ADF capability will be excluded from Field 10a ("S").

It is therefore essential to understand that none of the ANSP's covered under your flight can assume or will be able to avail of ADF information from filed FPL's as of 2012. IATA recommends that airlines clearly emphasize the new provisions of not being required to file ADF capability, though available on the airplane. Any extraneous ANSP requirements that continue to insist on ADF capability (i.e. ''/F") must be refused in the interest of respecting the global applicability of ICAO defined procedures. Please notify your IATA regional office in such an event.

Consistency between Field 10a and PBN/ in Item 18

The PBN/ indicator introduced with the 2012 changes reflects navigational capability with respect to accuracy as also information regarding what type of navigational equipment is used to achieve it. This introduces a constant cross-referencing between PBN/ in Item 18 and Field 10a. This complexity could pose a logistical and challenge in programming airline flight planning softwares because of the nature of Item 18 data. Field 18 co-related entries could result in inconsistencies between the two fields. IATA recommends that a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

- If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a "G" must be included in Field 10a;
- If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a "D" must be included in Field 10a;
- If B1 or B4 is filed, then an "O" or "S" and a "D" must be included in Field 10a (i.e., "SO" or "SD" must appear in 10a);
- If B1, B5, C1 or C5 are filed, then an "I" must be included in Field 10a; and
- If C1, C4, D1, D4, O1 or O4 are filed, then a "D" and an "I" must be included in Field 10a (i.e., "D I" must appear in 10a).

Validity Checking & Processing of Item 18 Indicators

The 2012 changes clearly define the specific indicators that should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to an optional or preferred field data entry. Finally, the rules for some items are quite explicit and several ANSP automation systems around the world will be 'hard-coded' to look for and read these specific nuances. IATA recommends the following guidelines regard use of Item 18:

a) Airlines should not accept indicators in Item 18 that are not defined in the PANS-ATM. 'Local' or non-standard indicator requirements must be brought to the attention of your regional IATA office.

b) Airlines should verify with their local AIS units that the Item 18 entries are not truncated for character length. Often data truncation does eliminate the more important data which may be of use to down-line ATC units.

Airlines can be expected to prepare for the following field 18 entries as the very minimum and to perform a validity check of Item 18 indicators as below:

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters –or- a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters

Indicator	Contents
TYP/	Free text *Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.*
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field
PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below: • *Category **A:*** less than 169 km/h (91 kt) indicated airspeed (IAS) • *Category **B:*** 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS • *Category **C:*** 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS • *Category **D:*** 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS • *Category **E:*** 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS • *Category **H:*** Specific procedures for Helicopters.
ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

Table 5-1: Item 18 Indicator Validity Check

Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

The changes specify that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/ should contain the name and location of the aerodrome. It also requires that *"…For aerodromes not listed in the relevant Aeronautical Information Publication [AIP], indicate location as follows …".* The following guidelines will promote common interpretation and filing practices:

a) If the aerodrome identifier is not in ICAO DOC 7910, *Location Identifiers*, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.

b) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

Use of the DLE/ indicator in Item 18.

The 2012 Amendment defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:

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a) The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator will generate an error message, resulting in possible rejection and/or delays.

Conversion from NEW format to PRESENT format

The ICAO Transitional Guidance outlines the conversions from NEW to OLD format. It also allows for a short transition period to allow ANSP's with a suitable length of time required to carry out host system changes. Airlines are however not required to comply with the NEW formats till the Applicability date of November 15, 2012. In the event an ANSP decides to Transition to the ''NEW" format prior to the Applicability date of November 2012, the onus of supporting the ''OLD'' and ''NEW'' format will rest with this ANSP. As such they will also be responsible for ensuing compatibility with down-line and up- line ATS offices to ensure that all airlines filings of the ''OLD'' format will be supported right up to the Applicability date.

Where ANSP's decide to Transition prior to the November 2012 cut-over, airlines will note the significance of changes to the Field 10a, Field 10b, and Field 18. This would be the case where some airlines might decide to cut-over earlier in order to avail of the recognition

provided by Fields 10a and 10b – mainly to the PBN capabilities. It might be advantageous for airlines in this case, for example, to file the ''NEW'' format flight plans to include RNAV/RNP terminal procedures before Nov.2012. This early changeover will assure an improved and higher level of service to the airlines by recognizing the aircraft capabilities.

Conversion of Field 10a

For airlines who have decided to make large scale change-overs to the ''NEW'' format well before the Applicability date, some backward compatibility in the airline host system may be required. This scenario would be true where the airline operates in a mixed environment of ANSP's, one or more that accepts NEW and the rest OLD. The airline will, in this scenario be required to retain the ability to file the OLD format with any ANSP's (at the point of departure) where only the OLD format is supported and may choose to use the NEW format at departure points where this format is supported.

Where such a situation might be the case, a working table is provided for the benefit of airlines in order to configure their systems to effectively manage the transition in working with two systems in parallel. This Table will provide a *Conversion of Field 10a,* as shown below, to be used for conversion of NEW Field 10a to OLD Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Field 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns.

Comment [I10]: Where? I think it is important we put the reference

Comment [I11]: We may need to include the header “State Letter”

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/9 6 February 2009

Subject: Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444)

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif

Secretary General

Enclosure:

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444)

~~A - 2 -~~

ATTACHMENT to State letter AN 13/2.1 – 09/09

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444)

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicability date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the* Air or the PANS-ATM regarding completion and acceptance of a flight plan.

2. OBJECTIVE

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. SCOPE

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. Guideline 1

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. Guideline 2

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. **Guideline 3**

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

Note – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.

6.5. **Guideline 4**

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

6.7. **Guideline 6**

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

~~A - 2~~

7. CONVERSION OF NEW ITEMS 10 AND 18 TO PRESENT ITEMS 10 AND 18

Comment [I12]: Is this part of the state letter? If not I would prefer it to go right under page A23.

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	

	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V
	J4		J	DAT/V
	J5		J	DAT/S
	J6		J	DAT/S
	J7		J	DAT/S
	K		K	
	L		L	
	M1		Z	COM/INMARSAT
	M2		Z	COM/MTSAT
	M3		Z	COM/IRIDIUM
	O		O	
	P1-P9(Reserved)			
	R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

~~A - 2 -~~

Sur	N		N	
	A		A	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

— END —

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'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
N		N	
S		V O L	
S F		S	
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
H		H	
I		I	
J1		J	DAT/V
J2		J	DAT/H
J3		J	DAT/V
J4		J	DAT/V
J5		J	DAT/S
J6		J	DAT/S
J7		J	DAT/S
K		K	

~~A- 2-~~

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
L		L	
M1		Z	COM/INMARSAT
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
O		O	
P1-P9		*Reserved- should not be present.* ***Remove*** *items if present (i.e. do not make information part of the PRESENT format plan).*	
R	PBN/A1	R Z	NAV/RNP10
R	PBN/B1	R	
R	PBN/B2	R	
R	PBN/B3	R	
R	PBN/B4	R	
R	PBN/B5	R	
R	PBN/B6	R	
R	PBN/C1	R Z	NAV/RNAV2
R	PBN/C2	R Z	NAV/RNAV2
R	PBN/C3	R Z	NAV/RNAV2
R	PBN/C4	R Z	NAV/RNAV2
R	PBN/D1	P R	
R	PBN/D2	P R	
R	PBN/D3	P R	
R	PBN/D4	P R	
R	PBN/L1	R Z	NAV/RNP4

~~A - 2 -~~

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
R	PBN/O1	P R	NAV/RNP1
R	PBN/O2	P R	NAV/RNP1
R	PBN/O3	P R	NAV/RNP1
R	PBN/O4	P R	NAV/RNP1
R	PBN/S1	R Z	NAV/RNP APCH
R	PBN/S2	R Z	NAV/RNP APCH BARO VNAV
R	PBN/T1	R Z	NAV/AR APCH RF
R	PBN/T2	R Z	NAV/AR APCH
T		T	
U		U	
V		V	
W		W	
X		X	
Y		Y	
Z	COM/ nnnn	Z	COM/ nnnn
Z	NAV/ nnnn	Z	NAV/ nnnn
Z	DAT/ nnnn	Z	COM/ nnnn

Table 6-1: Conversion of Field 10a

Conversion of Field 10b

6.3 Table 6-2: *Conversion of Field 10b,* as shown below, is to be used for conversion of NEW Field 10b to OLD Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	**Item 18**	**Field 10b**	**Item 18**

~~A - 2 -~~

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	**Item 18**	**Field 10b**	**Item 18**
N		N	
A		A	
C		C	
E		S	
H		S	
I		I	
L		S D	
P		P	
S		S	
X		X	
B1			COM/B1
B2			COM/B2
U1			COM/U1
U2			COM/U2
V1			COM/V1
V2			COM/V2
D1		D	
G1		D	

Table 6-2: Conversion of Field 10b

Conversion of Item 18

6.4 Table 6-3: *Conversion of Item 18,* as shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

'NEW' Data Content	Conversion to 'PRESENT' Data Content

~~A - 2 -~~

Item 18	Item 18
STS/	STS/ copy text over • Except change “ATFMX” to “ATFMEXEMPTAPPROVED”
SUR/	RMK/ SUR <text after SUR/>
DOF/	Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use.
DAT/	COM/
DLE/	RMK/ DLE <text after DLE/>
ORGN/	RMK/ ORGN
TALT/	RMK/ TALT <text after TALT/>
PBN/	***See Table 5-1 above***
All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in Tables 6-1 and 6-2 above.	

Table 6-3: Conversion of Item 18

Differentiating between NEW format and PRESENT format

As mentioned earlier, Airlines have been provided the option of changing over to the NEW format before November 2012. This would occur in conjunction with such ANSP’s that support the NEW format. It might be true in isolated cases where a large ANSP chooses to initiate a transition well before November 2012. Airlines operating largely within a single ANSP or domestically might find this option useful. Although it is IATA’s belief that a single changeover would be in the airlines’ best interests, it might benefit some airlines to changeover earlier (along with supporting ANSP’s). Leveraging the advanced airplane capabilities could become a sufficient incentive to justify an early changeover.

This is a decision that an airline must carefully consider along-with its ANSP’s so that the logistics of managing the OLD and the NEW system during this transition phase does not overweigh the benefits of utilizing the enhanced airplane capabilities.

Airlines can expect to be required to undergo specific testing along-with the ANSP in order to adapt to the requirement of the ANSP to be ‘’backwards compatible’’ during the Transition phase.

For those airlines who continue to remain with the OLD format after an ANSP has entered a transition phase, a validation guideline is provided.

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Where an ANSP has declared that it can accept NEW format, airlines can continue filing OLD and the following filings will be used by the ANSP to make the determination that the FPL is indeed in the OLD format:

a) In Field 10a if the Qualifier J, M or D is filed.

b) In Item 18 an entry used for STS/ is not in the allowed list for NEW.

c) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

7.4 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:

a) In Field 10a if any of the following qualifiers are filed: E1, E2 , E3 , J1, J2 , J3 , J4 , J5, J6, J7 , M1 , M2 , M3, P1, P2 , P3 , P4 , P5 , P6 , P7.

b) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 ,V1 , V2 , O1 or G1.

c) In Item 18 if PBN/ is filed.

d) In Item 18 if SUR/ is filed.

e) In Item 18 if DLE/ is filed.

f) In Item 18 if TALT/ is filed.

7.5 If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study. After November 15, 2012 all FPLs will be assumed to be in NEW format.

ATS Messages

Item 18 DOF

8.1 The FPL&AM/TF considers that ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1.

Comment [I13]: AM/TF???

The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states *"Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information".*

8.2 The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 *"Other information (using more than one line if necessary)".*

8.3 Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:

a) Insert DOF/YYMMDD in Item 18 if that indicator has been previously specified;

b) If the DOF/ indicator has not been previously specified insert zero (0) in Item 18

8.4 Example ATS messages based on this interpretation are shown below:

~~A - 2 -~~

Modification (CHG) Messages

- (CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBD1151 VTBD)
- (CHG-ABC123-NZAA2300-VTBS-0-16/VTBD1151 VTBD)
- (CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045-18/DOF/091121) *

* **Note:** if changing DOF insert the complete content of Item 18 in Item 22

Flight Plan Cancellation (CNL) Messages

- (CNL-ABC123-NZAA2300-VTBS-DOF/091120)
- (CNL-ABC123-NZAA2300-VTBS-0)

Delay (DLA) Messages

- (DLA-ABC123-NZAA2345-VTBS-DOF/091120)
- (DLA-ABC123-NZAA2345-VTBS-0)

Departure (DEP) Messages

- (DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120)
- (DEP-ABC123/A0254-NZAA2347-VTBS-0)

Request Flight Plan (RQP) Messages

- (RQP-ABC123-NZAA2345-VTBS-DOF/091120)
- (RQP-ABC123-NZAA2345-VTBS-0)
- (RQP-ABC123-NZAA-VTBS-DOF/091120)
- (RQP-ABC123-NZAA-VTBS-0)

Request Supplementary Flight Plan (RQS) Messages

- (RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120)
- (RQS-ABC123/A0254-NZAA2345-VTBS-0)

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Arrival (ARR) Messages

- (ARR-ABC123-NZAA-VTBS1315)
- (ARR-ABC123-NZAA0145-VTBS1315) **
  ** **Note:** include EOBT (Field Type 13b) if known

– END –

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Appendix A

Generic Working Paper for IATA Airlines and Regional Offices

~~A - 2 -~~

Appendix B

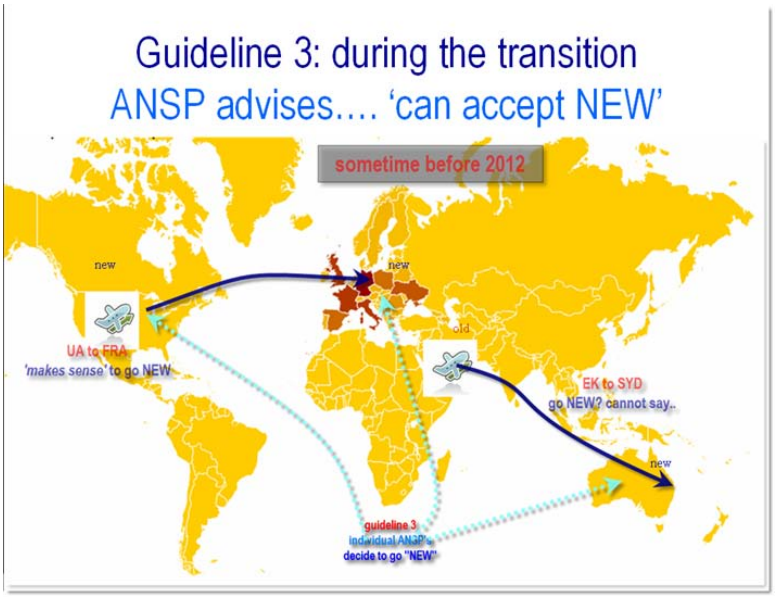
Full text of ICAO State Letter and Working Equivalence Tables for conversion of OLD to NEW

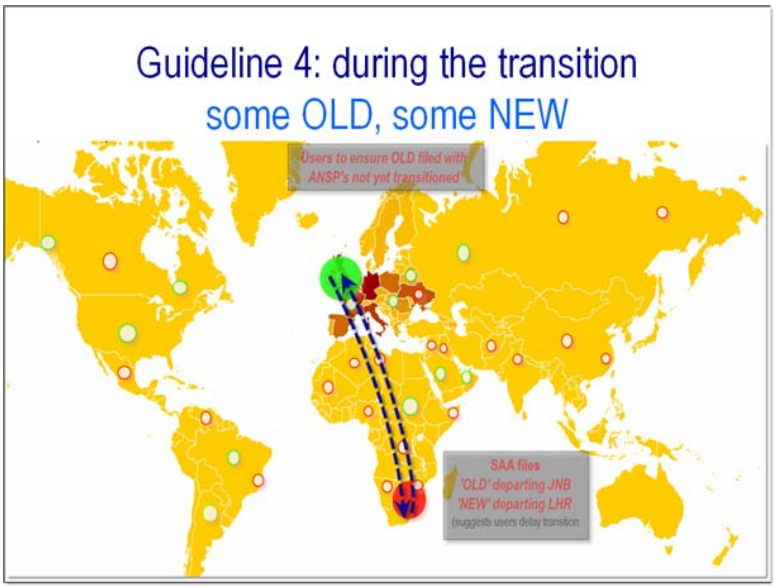
~~A - 2 -~~

Appendix D

A graphical representation of the ICAO Transition Guidelines

~~A - 2 -~~


Guideline 3: during the transition
ANSP advises…. 'can accept NEW'
sometime before 2012
new
new
old
UA to FRA
'makes sense' to go NEW
EK to SYD
go NEW? cannot say..
new
guideline 3
individual ANSP's
decide to go "NEW"


Guideline 4: during the transition
some OLD, some NEW
Users to ensure OLD filed with
ANSP's not yet transitioned
SAA files
'OLD' departing JNB
'NEW' departing LHR
(suggests users delay transition

~~A - 2 -~~


Guideline 5: ICAO's role
facilitation
communicating changes
State
ANSP
ICAO website
PIRG
State 1
State 2
State 2
State 3
State 4
State 5
State 6
State 7
State 8
State 9
State 180
User 13
User 12
User 11
User
User 9
User 8
User 7
User 6
User 5
User 4
User 3
User 2
User 1


Guideline 6: ANSP's
handling new
backward compatibility
lost in translation
Enroute ANSP new
use conversion table
Enroute ANSP old
DEP ANSP new

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 The meeting noted that as the aviation industry has evolved into a less regulated and more corporatized environment with greater accountabilities, the advantages of implementing a performance-based air navigation system are becoming increasingly apparent.

5.2 The meeting noted that in order to maintain conformity and alignment of the Terms Of Reference (TOR) format used in MIDANPIRG Procedural Handbook with the ICAO Council and Air Navigation Commission (ANC) format, the MSG/2 meeting held in Amman, Jordan, 9 - 11 March 2010, agreed that the format of the TOR of the different MIDANPIRG Sub-Groups should be harmonized with the format of the PIRGs TOR approved by the ICAO Council.

5.3 Based on the above and taking into consideration the developments in the work programme of the INFPL Study Group. The meeting reviewed and updated the Terms of Reference and work programme of the Study-Group as at **Appendix 5A** to the Report on Agenda Item 5 and agreed to the following Draft Decision:

DRAFT DECISION2/2: REVISED TOR OF THE INFPL STUDY GROUP

*That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at **Appendix 5A** to the Report on Agenda Item 5.*

5.4 In accordance with the MIDANPIRG Procedural Handbook and the work that needs to be achieved by the Study Group the meeting agreed on the dates of the INFPL SG/3 to be in the first quarter of 2011 and the venue will be Cairo unless a State is willing to host the meeting, and the dates will be confirmed according to the workload of the ICAO MID Regional Office and in coordination with the rapporteur of the Study Group.

5.5 Furthermore it was agreed that the Study group should meet every six months, the tentative schedule of meeting will be (February 2011, September 2011, March 2012 and September 2012) based on the States requirement and frequency of meeting could change based on issues raised which require the Study Group action.

5.6 Furthermore and in accordance with the ICAO business plan and the requirements for performance monitoring, the meeting developed a follow-up action plan on the results of the meeting, as at **Appendix 5B** to the Report on Agenda Item 5.

INFPL SG/2
Appendix 5A to the Report on Agenda Item 5

ICAO NEW FLIGHT PLAN FORMAT STUDY GROUP (INFPL SG)

REVISED TERMS OF REFERENCE AND WORK PROGRAMME

1. TERMS OF REFERENCE

1.1 In support for the implementation of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) that was approved, on May 2008 and will become applicable on 15 November 2012, MIDANPIRG/11 established ICAO New FPL Study Group (INFPL SG), which will:

- conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012;
- identify, study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO New Flight Plan (INFPL) and associated ATS Message formats;
- prepare implementation plan for the MID Region;
- the INFPL address contingency arrangements for States that cannot comply by the due date; and
- the INFPL SG will Report its progress to CNS/ATM/IC SG also to closely inform the ATM/SAR/AIS SG and the CNS SG.

1.2 In order to meet the Terms of Reference, the INFPL SG shall:

a) Compile the impact Studies and submitted to ICAO MID Regional Office for local systems and external system;

b) assess the Impact on inter-system co-ordination messaging (e.g. AIDC and OLDI);

c) Urge States to accord high priority to allocate necessary budget for the implementation of the new FPL Model Project;

d) develop Strategy for the implementation of INFPL and Associated ATS Messages;

e) prepare and promulgate coordinated MID Region transition strategies and plans with associated timelines to enable the streamlined implementation;

f) update the Information Management system to track implementation timelines for various States/systems (FITS);

g) study the Implications for presentation formats, including paper & electronic flight progress strips;

h) coordinate studies for Impacts with users;

i) appropriately coordinate the timed withdrawal of existing State or Regional specific requirements to ensure consistency with new Flight Plan format;

j) prepare and maintain a Regional Performance Framework form (PFF) and assist States to prepare national PFF;

k) assist States to Implement ICAO New Flight Plan Format on target date; and

l) assess Post Implementation issues.

COMPOSITION

MIDANPIRG Provider States, IATA, IFALPA, EUROCONTROL and IFATCA

Other representatives from industry and user Organizations having experience in the Flight Planning systems and procedures could participate as observers in the work of the INFPL SG, as appropriate.

INFPL SG/2
Appendix 5B to the Report on Agenda Item 5

FOLLOW-UP ACTION PLAN ON INFPL SG/2 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT CONC. 2/1: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION That MID States, be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 of the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444)}as at **Appendix 4E** to the Report on Agenda Item 4, before 31 August 2010.	Follow up on reply with States	ICAO State	State letter Replies	15 July 2010 30 August 2010	
DRAFT DEC. 2/2: REVISED TOR OF THE INFPL STUDY GROUP That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at Appendix 5A to the Report on Agenda Item 5.	Implement work programme	ICAO INFPLS SG	INFPL SG/3 report	February 2011	

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 Nothing has been discussed under this Agenda Item.

INFPL SG/2
Attachment A to the Report

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