



International Civil Aviation Organization

**ICAO New Flight Plan Format Study Group
(INFPL SG)**

Fourth Meeting
(Cairo, Egypt, 27 - 29 February 2012)

Agenda Item 3: Status of implementation of INFPL

INFPL IMPLEMENTATION STATUS IN SAUDI ARABIA

(Presented by Kingdom of Saudi Arabia)

SUMMARY

This Information Paper provides the Meeting with an updated Performance Objectives Framework Form for the Kingdom of Saudi Arabia for present status of the Implementation of INFPL 2012.

1. INTRODUCTION

1.1 In accordance with Agenda Item 3: Status of Implementation of INFPL, of the Study Group 4 Meeting, the Kingdom of Saudi Arabia has pleasure in the provision of an updated Performance Objectives Framework Form with regard to the implementation of INFPL 2012.

2. INFORMATION

2.1 Attached is a copy of the updated Performance Objectives Framework Form as it relates to the present status of implementation of INFPL 2012 for the Kingdom of Saudi Arabia.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided in the attached PFF.

**SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE
ATM PERFORMANCE OBJECTIVES**

| IMPLEMENTATION OF THE NEW ICAO FPL FORM | | | | |
|--|--|----------------------------|--------------------------------------|----------------|
| Benefits | | | | |
| Environmental Efficiency | • reductions in fuel consumption • ability of air navigation service providers to make maximum use of aircraft capabilities trajectories • facilitate utilization of advanced technologies thereby increasing efficiency exchange of information | | | |
| Safety | • enhance safety by use of modern capabilities onboard aircraft. | | | |
| KPI | • status of implementation of ICAO new FPL provisions • provision of updates for the FITS | | | |
| Proposed provisions | • meeting the deadline for implementation of the ICAO new FPL | | | |
| Metrics | • provision of a focal point and relevant update studies. | | | |
| Strategy Short Term (2008 - 2012) | | | | |
| ATM OC COMPONENTS | TASKS | TIMEFRAME START-END | RESPONSIBILITY | STATUS |
| ATM Systems | (a) Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction. | Mid - 2013 | SED/ATM | Ongoing |
| | (b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS. | Mid – 2013 | SED/ATM | Ongoing |
| | (c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages. | Mid - 2013 | SED/ATM | Ongoing |
| | (d) Dammam new APP Thales | Done | Performance Based IMPL. Group | Ongoing |

| | | | | |
|------------------------------------|--|-------------------|----------------|----------------|
| | <p>– as for Jeddah/Riyadh systems above.</p> <p>(e) Liaise with Performance Based Navigation (PBN) Implementation Group to ensure they are aware of the requirements of Amendment 1 and that they accept responsibility for any changes they require.</p> <p>(f) Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.</p> | Mid - 2013 | SED/ATM | |
| 2. Message Switching System | <p>(a) Jeddah, Riyadh & Dammam – the CADAS application is compliant and that the syntax checking on both proforma and free text for FPL and other ATS messages is compliant.</p> <p>(b) The AIT application used by several AFTN message recipients and originators is not compliant and cannot accept at message</p> | APR - 2012 | SED/AT | Ongoing |
| | | DONE | SED/AT | Ongoing |

| | | | | |
|-----------------------------|--|---|---|---|
| | origination and display on receipt all relevant information in the original FPL. Change to CADAS | | | |
| 3. RSAF | Advise RSAF of the requirements of Amendment 1. | DONE JAN - 2011 | ATM | Completed Latent FDP system |
| 4. Airline Operators | <p>(a) Saudia – coordinate as required to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their FOIS that the conversion functions correctly.</p> <p>(b) Other airlines – no action required except for those who make use of the AIT application.</p> | <p>NOV 2011</p> <p>APR - 2012</p> | <p>SAUDIA/SED/AT</p> <p>Airline Ops/SED/AT</p> | <p>Ongoing Testing etc</p> <p>Ongoing Terminals to change to CADAS</p> |
| 5. Documentation | <p>(a) KSA AIP – Check and confirm any changes.</p> <p>(b) ATSP 7300.1.1 – Check and confirm any changes.</p> <p>(c) ATSP 7300.1.2 (Centers) – Check and confirm any changes.</p> <p>(d) ATSP 7300.1-3 – Check and confirm any</p> | <p>MAY 2012</p> <p>MAY 2012</p> <p>MAY 2012</p> <p>DONE FEB 2012</p> <p>MAY 2012</p> | <p>ATM/AIS</p> <p>ATM</p> <p>ATM/ATS Centers</p> <p>ATM/AT Section</p> <p>ATM/AT Section</p> | <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Yet to be distributed</p> <p>Ongoing</p> |

| | | | | |
|---|--|--|---|--|
| | changes. (e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary. | | | |
| 6. Training | ATM – Letter to both ATC and Communication Centers & Units to ensure they are aware of changes and to take the necessary planning action for staff training. | DONE 2010 - 2011 | ATM/AT Section | Complete |
| 7. Testing | (a) Internal Testing (b) External Testing (c) User Testing | 2010 – JUN 2012 1 APR – 30 JUN 2012 1 JUL – 14 NOV 2012 | ATM/AT/SED/ System Vendor ATM/SED (System Vendor?) Airline Opr./ATM/ SED | Ongoing Ongoing Ongoing |
| 8. KSA Contingency Plan (KSA INFPL Implementation Plan) | The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document. | 1 JUL – DEC 2011 | KSA INFPL Group | Completed |
| 9. Safety Assessment | Safety and Quality Assurance Dept. involved as required by Annex 11. | JUL – 2012 | Safety & Quality Assurance Dept. | Ongoing |
| 10. Removal of redundant software: (a) ATM (b) Message Systems | May not be a problem as new software will directly replace present. AIDA-NG CADAS | Mid - 2013 Not Known During 2013 | SED/ATM | Ongoing |

Abbreviations Used in KSA PFF Table

| | |
|--------|---|
| AFTN | Aeronautical Fixed Telecommunications Network |
| AIDC | ATS Inter-Center Data Communications |
| AIP | Aeronautical Information Publication |
| AIS | Aeronautical Information Service |
| AIT | AFTN Intelligent Terminal (AFTN software package) |
| APP | Approach |
| AT | Aeronautical Telecommunications |
| ATC | Air Traffic Control |
| ATM | Air Traffic Management |
| ATS | Air Traffic Services |
| ATSP | Air Traffic Services Procedures |
| CADAS | COMSOFT Aeronautical Data Access System |
| CHG | Modification Message |
| COMM | Communications |
| CNL | Cancellation Message |
| DEP | Departure Message |
| FDP | Flight Data Processor |
| FOIS | Flight Operations and Information System |
| FPL | Flight Plan |
| GACA | General Authority of Civil Aviation |
| KSA | Kingdom of Saudi Arabia |
| MMI | Man-Machine Interface |
| OLDI | Operational Link Data Interface |
| PBN | Performance Based Navigation |
| RQP | Request Plan |
| RQS | Request Supplementary Plan |
| SAUDIA | Saudi Arabian Airlines |
| SED | Systems Engineering Department |

- END -