



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 in the MID Region

STATUS OF INFPL IMPLEMENTATION IN MID REGION

(Presented by the Secretariat)

SUMMARY

This paper provides the status of INFPL implementation in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- CNS/ATM/IC SG/6 Report
- INFPL SG/3 Report
- Joint ACAC/ICAO INFPL Workshop/Seminar Report
- MIDANPIRG/12 Report

1. INTRODUCTION

1.1 The MIDANPIRG/12 meeting, held in Amman, 9-13 October 2010 was attended by a total of seventy six (76) participants, which included experts from twelve (12) States (Bahrain, Egypt, Iraq, Iran (Islamic Republic of), Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and U.A.E.) and four (4) International Organizations (CANSO, IATA, IFALPA and Jeppesen).

1.2 The third meeting of the INFPL Study Group was held at the ICAO MID Regional office back to back with the INFPL Seminar Egypt, 19- 21 and 22-23 June 2011 respectively. The seminar was attended by a total of 57 participants from 8 States, 3 International Organizations and 3 systems suppliers. The meeting was attended by a total of Forty seven (47) participants from eleven (11) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen), one (1) International Organization (IATA) and one systems supplier (Comsoft).

1.3 The joint ACAC/ICAO workshop/seminar was held in Jeddah, Saudi Arabia 16-18 January 2012. The event was attended by ninety four (94) participants from eleven (11) States, and three (3) organizations.

1.4 The Sixth Meeting of the MIDANPIRG CNS/ATM/IC SG was held at the ICAO MID Regional Office in Cairo, Egypt, 31 January – 02 February 2012 was attended by a total of 34 participants, which included delegates from seven (7) States (Bahrain, Egypt, Iran, Jordan, Oman, Saudi Arabia and U.A.E.) and three (3) International Organizations (CANSO, IATA and IFALPA).

2. DISCUSSION

2.1 The meeting may wish to note that ICAO New Flight Plan Format Study Group (INFPL SG) held three meetings, where the contact details of the focal points were updated as at **Appendix A** to this working paper.

2.2 The meeting may wish to note that MIDANPIRG/12 recognized that the implementation of ICAO new FPL format is a substantial task and requires from States to secure a budget for the implementation of the new FPL Format Project. In addition States were urged to develop the technical requirements related to the upgrade of their ATC systems to comply with the new FPL format provisions and to initiate the necessary negotiations with vendors as soon as possible. Accordingly, the meeting reiterated MIDANPIRG/12 Conclusion:

CONCLUSION 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION

That, MID States be urged to:

- a) secure necessary budget for the implementation of the ICAO New FPL Format;*
- 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 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 2012*

2.3 Based on the above, and the information gained from the advanced INFPL Implementation Seminar held in Cairo, 19-21 June 2011, it was highlighted that even manual flight plan system requires an upgrade even though it may only involve procedural changes training and documents. Accordingly, INFPL SG/3 meeting updated the Regional Performance Framework Forms (PFF) which were reviewed by CNS/ATM/IC SG/6 as at **Appendix B** to this working paper and urged MID States to develop and update their own National PFF.

2.4 The INFPL SG/3 meeting noted IATA views with regard to the significant changes to the ICAO Flight Plan (FPL) as at **Appendix C** to this working paper, since these changes are driven mainly in recognizing the service capabilities of modern aircraft and are expected to bring substantial improvement in delivering service and benefits. The meeting reiterated the requirement for the support of the testing phase which was agreed to be carried out along with IATA users.

2.5 The CNS/ATM/IC SG/6 meeting was apprised of States concern on some erroneous flight plan filing on the current flight plan system, the meeting reiterated the request to Bahrain and UAE to provide information of any improvement in the flight plan filing which is to be presented to the INFPL SG*/4 meeting.

2.6 The CNS/ATM/IC SG/6 meeting noted that ACAC and ICAO organized a joint INFPL implementation workshop/seminar which was generously hosted by the General Authority of Civil Aviation in Saudi Arabia, 16-18 January 2012, with ninety four (94) participants from eleven (11) States and three (3) organizations. Where the Status of implementation was updated as at **Appendix D** to this working paper.

2.7 The meeting may wish to note that the following States provided their national PFF for the implementation of INFPL as at **Appendix E** to this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this working paper and its appendices;
- b) provide update to **Appendices A and D**; and
- c) review and update **Appendix B**; and urge States that did not develop National PFF for the INFPL implementation to do so.

APPENDIX A

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
Egypt	Mr. Mahmoud Mohammed Aly	Manager Of Research and Development	National Air Navigation Services Company, CANC building Airport road , Egypt.	redcoode@yahoo.com	+	+20237740809	+201006851155
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
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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	Ali Jammoul	AIS supervisor	Air navigation department –AIS Beirut airport -3 rd floor		+9611629023	+9611629067	+96170312539

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
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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
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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
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APPENDIX B

IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Environment	<ul style="list-style-type: none"> reductions in fuel consumption and CO₂ emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP
Efficiency	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> enhance safety by use of modern capabilities onboard aircraft
KPI	<ul style="list-style-type: none"> status of implementation of ICAO new FPL provisions status of updates in the FITS
Proposed Metrics:	<ul style="list-style-type: none"> 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

	<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
ATM Operational Concept Components	Projects/Tasks	Linkage to ASBU Module	Timeframe Start/End	Responsibility	Status
SDM	<ul style="list-style-type: none"> Planning and implementation of transition elements 		2009-2012	INFPL SG	valid
	<ul style="list-style-type: none"> States to assign focal points and form and internal nucleus team 		2009 - 2010	States	valid
	<ul style="list-style-type: none"> ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed 		2009- 2012	States	valid
	<ul style="list-style-type: none"> ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form 		2009 - 2012	States	valid
	<ul style="list-style-type: none"> ensure that issues related to the ability of all system to pass information correctly and to correctly identify the order in which messages are received, to ensure that 		2009- 2012	States	valid

	<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
ATM Operational Concept Components	Projects/Tasks	<i>Linkage to ASBU Module</i>	Timeframe Start/End	Responsibility	Status
	misinterpretation of data does not occur				
	<ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> ensure that there are no individual State peculiarities or deviations from the flight plan provisions 		2009- 2012	States	valid
	<ul style="list-style-type: none"> ensure that the accepting ATS Reporting Office 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
	<ul style="list-style-type: none"> plan the transition arrangements to ensure that the changes from the current 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
	<ul style="list-style-type: none"> in order to reduce the chance of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should 		2009- 2012	States	valid

	<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
ATM Operational Concept Components	Projects/Tasks	<i>Linkage to ASBU Module</i>	Timeframe Start/End	Responsibility	Status
	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.				
	<ul style="list-style-type: none"> • internal testing 		2009 – June 2012	States	valid
	<ul style="list-style-type: none"> • external testing and transition into operation 		1 April to 30 June 2012	States	valid
	<ul style="list-style-type: none"> • airspace users validation and filling of NEW FPLs if appropriate 		1 July to 14 November 2012	States and users	valid
	<ul style="list-style-type: none"> • Plan and ensure the training of relevant stakeholders (air traffic controllers, etc) 		2009 - 2012	States	valid
	<ul style="list-style-type: none"> • develop and make available, guidance material for users, including but not limited to ANSP personnel 		2009 - 2011	INFPL SG	valid

	<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
ATM Operational Concept Components	Projects/Tasks	<i>Linkage to ASBU Module</i>	Timeframe Start/End	Responsibility	Status
	<ul style="list-style-type: none"> establish and enhance as appropriate a central depository (FITS) in order to track the implementation status 		Ongoing	ICAO	Completed
	<ul style="list-style-type: none"> inform the ICAO regional offices on an ongoing basis 		Ongoing- Dec 2012	States	Valid
linkage to GPIs		GPI/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

APPENDIX C

IATA Views on the changes requirement for the implementation of ICAO New flight plan format

- I. The changes will require major system adaptations and changes for both airlines and ANSP's, With the ultimate goal of fully realizing positive benefits from these changes, all airlines and ANSPs together must File, Accept and Transmit the NEW Format and contents of the FPL as to ensure a smooth transition.
- II. From airline perspective it is critical that all designated ATS offices currently accepting Filed Flight Plans from airlines and thereafter disseminating to down line ATS units, do so without cause for Rejection or Modifying critical flight data. The consequences can only delay flights on ground and/or longer routings and en-route delays – imposed on the airlines as the end-user.
- III. The airline systems that generate FPL's will need software changes to conform to the new data fields, sequence and alphanumeric coding. An accurate understanding, "mapping" and depiction of each aircraft capabilities and re-programming the FPL outputs to reflect this capability will be required. Dispatcher and Flight crew awareness will be performed by IATA for their member airlines and IATA expressed its agreement to invite none IATA members to their INFPL trainings and awareness campaigns.
- IV. IATA member airlines preparedness are taking necessary steps to ensure smooth transition through:
 - a) Ensuring that the Operational staff including flight crew are aware of the 2012 FPL changes and their implications.
 - b) That their FPL system has been upgraded to handle the 'NEW' FPL format and has been tested with ANSPs.
 - c) That the ANSP's in their areas of operations have deployed systems that are capable of handling 'NEW' FPL format.
 - d) That its Flight Crew and Flight Dispatchers are fully trained and understand the new requirements.
 - e) That the airline has good inventory of their aircraft on board equipments and their capabilities and the relevant Flight Planning databases have been updated to reflect this.
 - f) That the relevant Operational procedures and documentations have been reviewed to reflect the 2012 FPL format changes.
- V. States and ANSP provide the update to ICAO MID Regional Office in order to update the FITS to reflect the tests with users, which will be used by IATA to know which States already implemented.

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

Contingency

- 1- No contingency all systems will be upgraded**
- 2- converter will be used**
- 3- ready to support neighbouring states for conversion**

APPENDIX E

JORDAN INFPL Implementation PFF

IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS				
BENEFITS				
Environment	Reductions in fuel consumption.			
Safety	Enhance safety by use of modern capabilities on board aircraft			
Efficiency	<ul style="list-style-type: none"> • Ability of air navigation services providers to make maximum use of aircraft capabilities. • Ability of aircraft to conduct flights more closely to their preferred destinations. • Facilitate utilization of advanced technologies. 			
Short term Strategy (2010-2012)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
	Take all necessary measures to implement the provisions of amendment 1 to the 15 th edition of the PANS-ATM Doc 4444 with applicability date 15 November 2012.			
	CARC established a national working group and assigned a focal point.	2010	CARC	Completed
	Perform the automation/procedural impact study, and identify the required upgrade for affected systems.	2010	INFPL WG	Completed
	Develop a training and awareness plan for air traffic controller, flight data units, AIS and other relevant personnel.	Q4 2010	INFPL WG	Completed
	Develop a national implementation plan for the new changes of ICAO flight plan.	Ongoing	INFPL WG	Valid
Develop a national contingency plan to ensure seamless transition with no loss of service.	Ongoing	INFPL WG	Valid	

	Procure the needed hardware and software to facilitate the conversion from new to present FPL format.	Ongoing	Technical support Dept. INFPL WG	Valid
	Software delivery and Internal testing	Q4 2011	INFPL WG	Valid
	Develop information for incorporation into publication (AIP, AIC, Doc 7030)	Q1 2012	INFPL WG	Valid
	Testing with Airspace user	Q2 2012	INFPL WG Airlines	Valid
	Testing with Adjacent (External Testing)	Q2 2012	INFPL WG	Valid
	Inform the ICAO MID office on an ongoing basis. To keep Flight Information tracking system (FITS) updated.	Ongoing	INFPL WG	Valid
References:	<ul style="list-style-type: none"> • Amendment 1 to 15th edition of PANS-ATM Doc 4444. • ICAO guidance material for implementation. • MID region-interim strategy for the implementation of INFPL format. 			

OMAN INFPL Implementation PFF

IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption and CO2 emission
Efficiency	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft
KPI	<ul style="list-style-type: none"> • status of implementation of ICAO new FPL provisions • status of updates in the FITS
Proposed Metrics:	<ul style="list-style-type: none"> • 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

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	
	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	Done
	Planning and implementation of transition Strategy	2009 - 2012	INFPL SG	Under development
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009 - 2012	States	Valid
	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	Under prose's
	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	

	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

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	
	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, GPI/5 RNAV and RNP (Performance-based navigation), GPI/9 Situational Awareness			

SAUDI ARABIA INFPL Implementation PFF

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

IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
Environmental	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency capabilities information	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft. 			
KPI	<ul style="list-style-type: none"> • status of implementation of ICAO new FPL provisions • provision of updates for the FITS 			
Proposed Metrics	<ul style="list-style-type: none"> • meeting the deadline for implementation of the ICAO new FPL provisions • provision of a focal point and relevant update studies. 			
Strategy				
Short Term (2008 - 2010)				
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.	2010 – 2011	SED/ATM	Ongoing
	(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS.	2010 – 2011	SED/ATM	Ongoing
	(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	2010 – 2011	SED/ATM	Ongoing
	(d) Dammam new APP Thales – as for	2010 – 2011	SED/ATM	Ongoing

	<p>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>	<p>DEC 2011</p>	<p>Performance Based IMPL. Group</p>	<p>Ongoing</p>
		<p>2010 – 2011</p>	<p>SED/ATM</p>	<p>Ongoing</p>
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>DEC 2011</p>	<p>SED/AT</p>	<p>Ongoing</p>
	<p>(b) The AIT application used by several AFTN message recipients and originators is not compliant and cannot accept at message origination and display on receipt all relevant information in the original FPL.</p>	<p>DEC 2011</p>	<p>SED/AT</p>	<p>Ongoing</p> <p>To change AIT terminals for CADAS</p>
3. RSAF	<p>Advise RSAF of the requirements of Amendment 1.</p>	<p>NOV 2010</p>	<p>ATM</p>	<p>Completed</p>

4. Airline Operators	(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. See Note 1 under Remarks.	NOV 2011	SAUDIA/SED/AT	Ongoing
	(b) Other airlines – no action required except for those who make use of the AIT application. See Note 2 under Remarks.	MID 2011	Airline Ops/SED/AT	Ongoing Terminals to change to CADAS
5. Documentation	(a) KSA AIP – Check and confirm any changes.	DEC 2011	ATM/AIS	Ongoing
	(b) ATSP 7300.1.1 – Check and confirm any changes.	DEC 2011	ATM	Ongoing
	(c) ATSP 7300.1.2 (Centers) – Check and confirm any changes.	DEC 2011	ATM/ATS Centers	Ongoing
	(d) ATSP 7300.1-3 – Check and confirm any changes.	DEC 2011	ATM/AT Section	Ongoing
	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	DEC 2011	ATM/AT Section	Ongoing

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.	2010 - 2011	ATM/AT Section	Ongoing
7. Testing	(a) Internal Testing	2010 – JUN 2012	ATM/AT/SED/ System Vendor	Ongoing
	(b) External Testing	1 APR – 30 JUN 2012	ATM/SED (System Vendor?)	Ongoing
	(c) User Testing	1 JUL – 14 NOV 2012	Airline Opr./ATM/ SED	Ongoing
8. KSA Contingency Plan (KSA INFPL Implementation Plan)	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	1 JUL – DEC 2010	KSA INFPL Group	Ongoing – Draft complete AUG 2010

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 -