International Civil Aviation Organization

ICAO New Flight Plan Format Study Group (INFPL STG)

Fifth Meeting
(Cairo, Egypt, 03 - 05 September 2012)

Agenda Item 3:   **Status of Implementation of INFPL in the MID Region**

INFPL IMPLEMENTATION STATUS

(Presented by 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.

Action by the meeting is at paragraph 3.

1.   INTRODUCTION

1.1   In accordance with Agenda Item 3: Status of Implementation of INFPL, of the Study Group 5 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.   DISCUSSION

2.1   **Appendix A** to this working paper 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 until 10 July 2012.

3.   ACTION BY THE MEETING

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

APPENDIX A

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 • 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 • provision of updates for the FITS			
Proposed Metrics	• meeting the deadline for implementation of the ICAO new FPL provisions • 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 – as for Jeddah/Riyadh systems above.	**Mid - 2013**	**SED/ATM**	**Ongoing**
	(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	**Done**	**Performance Based IMPL. Group**	**Completed**

	changes they require. (**f**) Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.	**Mid - 2013**	**SED/ATM**	
2. Message Switching System	(**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.	**JUN - 2012**	**SED/AT**	**Completed**
	(**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. Change to CADAS	**DONE**	**SED/AT**	**Ongoing**
3. RSAF	Advise RSAF of the requirements of Amendment 1.	**DONE JAN - 2011**	**ATM**	**Completed Latent FDP system**
4. Airline Operators	(**a**) Saudia – coordinate as required to test the converter from SITA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their FOIS that the conversion functions correctly.	**DONE**	**SAUDIA/SED/AT**	**Testing will continue etc**
	(**b**) Other airlines – no action required except for those who make use of the AIT application.	**DONE**	**Airline Ops/SED/ AT**	**CADAS training to be completed.**
5. Documentation	(**a**) KSA AIP – Check and confirm any changes.	**DONE**	**ATM/AIS**	**Completed**
	(**b**) ATSP 7300.1.1 – Check and confirm any changes.	**SEP 2012**	**ATM**	**Ongoing**
	(**c**) ATSP 7300.1.2 (Centers) – Check and	**OCT 2012**	**ATM/ATS Centers**	**Ongoing**

	confirm any changes.			
	(d) ATSP 7300.1-3 – Check and confirm any changes.	**DONE FEB 2012**	**ATM/AT Section**	**Yet to be distributed**
	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	**DONE**	**ATM/AT Section**	**Yet to be distributed**
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**	**Completed Final Operational training will be completed before HAJJ.**
7. Testing	(a) Internal Testing	**DONE**	**ATM/AT/SED/ System Vendor**	
	(b) External Testing	**DONE**	**ATM/SED**	**Testing to continue as required.**
	(c) User Testing	**1 JUL – 14 NOV 2012**	**Airline Opr./ATM/ SED**	
8. KSA Contingency Plan (KSA INFPL Implementation Plan)	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	**DONE**	**KSA INFPL Group**	**Completed**
9. Safety Assessment	Safety and Quality Assurance Dept. involved as required by Annex 11.	**JUL – 2012**	**Safety & Quality Assurance Dept.**	**Completed**
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**
11. Issue of AIC for guidance for INFPL 2012 Implementation in KSA	Draft prepared and AIC to be issued - SEP 2012	**SEP 2012**	**ATM/AIS**	**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

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