



*International Civil Aviation Organization*

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

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

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

**STATUS OF INFPL IMPLEMENTATION IN BAHRAIN**

*(Presented by Kingdom of Bahrain)*

**SUMMARY**

This paper provides the status of INFPL implementation in Bahrain  
Action by the meeting is at paragraph 3.

**REFERENCES**

- Bahrain AIP AIC 04/12
- Kingdom of Bahrain Guidance Material for the Implementation of new FPL

**1.       INTRODUCTION**

1.1           The ICAO have announced changes to the ICAO model flight plan form and ATS Messages in Amendment 1 to 15th Edition of PANS ATM Doc 4444 which will become applicable on 15 November 2012. 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.

1.2           Preparations for the changes are therefore made well in advance of 15 November 2012. It is essential to the success of this implementation that all airspace users shall be adhered to submit and process flight plans in accordance with Amendment 1 to PANS-ATM (Doc 4444) Fifteenth Edition.

**2.       DISCUSSION**

2.1           The Kingdom of Bahrain and the State of Qatar set their implementation process in line with the ICAO MID Region's plan as declared transition period and a phased implementation from 1 January 2012 until 15 November 2012. The phased implementation comprises of;

**Phase 1** - 1 January to 31 March 2012 : ATS Service provider software delivery and testing (Done)

**Phase 2** - 1 April to 30 June 2012 :ATS Service provider external testing (Done)

**Phase 3** - 1 July to 15 November 2012 : Airspace users testing including airlines and general aviation

**FLIGHT PLAN SUBMISSION FROM 01ST JULY 2012 UP TO 14TH NOVEMBER 2012**

All airspace users including airlines and general aviation submit their FPLs either through dispatch, via AFTN, SITA, facsimile or through phone shall be encouraged to comply with the NEW Flight Plan format. Submission of Flights Plans under PRESENT format will be accepted under certain constraints.

Flight plans in the NEW format may be submitted up to 120 hours prior to **Estimated Off Block Time**. Any changes must refer to the flight plan's **Date Of Flight** to ensure the correct flight plan is changed.

**FLIGHT PLAN SUBMISSION after 15th November 2012**

All airspace users including airlines and general aviation submit their FPLs either through dispatch, via AFTN, SITA, facsimile or through phone shall be strictly comply with the NEW Flight Plan format **only**. Flight Plans with the PRESENT format will no longer be accepted.

**DEFINITIONS**

**PRESENT** format is defined as ICAO flight plan and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

**NEW** format is defined as ICAO flight plan and ATS message formats specified in Amendment 1 to 15th Edition of PANS ATM Doc 4444.

2.2 **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 Bahrain.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note content of this Working Paper and **Appendix A** ; and
- b) provide Feedback from States that we have done testing with.

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APPENDIX A

| <b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b> |   |
|--|---|
| <b>Benefits</b>                                |   |
| <b>Environment</b>                             | <ul style="list-style-type: none"> <li>reductions in fuel consumption and CO<sub>2</sub> emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP</li> </ul>  |
| <b>Efficiency</b>                              | <ul style="list-style-type: none"> <li>ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>optimized demand and capacity balancing through the efficient exchange of information</li> </ul> |
| <b>Safety</b>                                  | <ul style="list-style-type: none"> <li>enhance safety by use of modern capabilities onboard aircraft</li> </ul>   |
| <b>KPI</b>                                     | <ul style="list-style-type: none"> <li>status of implementation of ICAO new FPL provisions</li> </ul>   |
| <b>Proposed Metrics:</b>                       | <ul style="list-style-type: none"> <li>number of Airlines meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>number of States meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>number of FPLs in the Error Queue in the AIM System.</li> </ul>  |

| <i>Strategy</i><br><i>Short term (2010-2012)</i><br><i>Medium term (2013 - 2016)</i> |   |                            |                            |               |
|--|---|----------------------------|----------------------------|---------------|
| <b>ATM OC COMPONENTS</b>   | <b>TASKS</b>  | <b>TIMEFRAME START-END</b> | <b>RESPONSIBILITY</b>      | <b>STATUS</b> |
| <b>SDM</b>   | <ul style="list-style-type: none"> <li>Studying present system and assess its capability.</li> </ul>  | 2009-2010                  | IT                         | Completed     |
|  | <ul style="list-style-type: none"> <li>assign focal points to ICAO and form and internal team</li> </ul>  | 2009 - 2010                | Director Air Navigation    | Completed     |
|  | <ul style="list-style-type: none"> <li>ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed</li> </ul>  | 2009- 2012                 | Head AIS                   | valid         |
|  | <ul style="list-style-type: none"> <li>Allocating sufficient funds</li> </ul>   | 2011                       | Director Air Navigation    | Completed     |
|  | <ul style="list-style-type: none"> <li>ensure that the automation and software requirements of ATM systems are fully adaptable to the changes envisaged in the new FPL form</li> </ul>  | 2009 - 2012                | Euro CAT-C Project Manager | valid         |
|  | <ul style="list-style-type: none"> <li>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 misinterpretation of data does not occur</li> </ul> | 2009- 2012                 | Head AIS                   | valid         |
|  |   |                            | March 2012                 | Head AIS      |

| <i>Strategy</i><br><i>Short term (2010-2012)</i><br><i>Medium term (2013 - 2016)</i> |   |                            |                                       |        |
|--|---|----------------------------|---------------------------------------|--------|
| ATM OC COMPONENTS  | TASKS   | TIMEFRAME START-END        | RESPONSIBILITY                        | STATUS |
|  | <ul style="list-style-type: none"> <li>Procure the software.</li> </ul>   |                            |                                       | Valid  |
|  | <ul style="list-style-type: none"> <li>Develop a national contingency plan to ensure seamless transition with no loss of service.</li> </ul>  | NOV 2011                   | Head AIS                              | Done   |
|  | <ul style="list-style-type: none"> <li>Install the Software in all Briefing Units</li> </ul>  | April 2012                 | Head AIS                              | valid  |
|  | <ul style="list-style-type: none"> <li>ensure that the AIM System accepts and disseminates all aircraft capabilities and flight intent to ATM System as prescribed by the PANS-ATM provisions</li> </ul>                  | 2009 – 2012                | EURO CAT-C Project Manager            | valid  |
|  | <ul style="list-style-type: none"> <li>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</li> </ul> | 2009-2012                  | EURO CAT-C Project Manager & Head AIS | valid  |
|  | <ul style="list-style-type: none"> <li>Awareness phase. Inform all AIS &amp; ATC personals about the new ICAO FPLs Form.</li> </ul>   | April 2012                 | Head of Training                      | valid  |
|  | <ul style="list-style-type: none"> <li>Determine a date for transition run</li> </ul>   | July 2012                  | Head AIS                              | Valid  |
|  | <ul style="list-style-type: none"> <li>Safety Assessment</li> </ul>   | October 2012               | SMS Manager                           | Valid  |
|  | <ul style="list-style-type: none"> <li>Perform a trail test on one of the stations before going country wide.</li> </ul>  | April 2012                 | Head AIS                              | Valid  |
|  | <ul style="list-style-type: none"> <li>internal testing on all Stations</li> </ul>  | June 2012                  | Head AIS                              | valid  |
|  | <ul style="list-style-type: none"> <li>external testing and transition into operation (Neighboring State)</li> </ul>  | 1 April to 30 June 2012    | Head AIS                              | valid  |
|  | <ul style="list-style-type: none"> <li>Regional Testing with Singapore</li> </ul>   | July 2012                  | Head AIS                              | Valid  |
|  | <ul style="list-style-type: none"> <li>airspace users validation and filling of NEW FPLs (GFA, BAB „and AC Bahrain registration )</li> </ul>  | 1 July to 14 November 2012 | Head AIS and users                    | valid  |
|  | <ul style="list-style-type: none"> <li>Training phase. Ensuring all</li> </ul>  | October 2012               |                                       | valid  |

| <i>Strategy</i><br><i>Short term (2010-2012)</i><br><i>Medium term (2013 - 2016)</i> |   |                     |                             |        |
|--|---|---------------------|-----------------------------|--------|
| ATM OC COMPONENTS  | TASKS   | TIMEFRAME START-END | RESPONSIBILITY              | STATUS |
|  | Briefing Offices & air traffic controllers, are adequately trained and aware of the expected changes.   |                     | Head AIS & Head of Training |        |
|  | <ul style="list-style-type: none"> <li>• inform the ICAO regional offices on post implementation</li> </ul>   | On-going - Dec 2012 | Head AIS                    | valid  |
| <b>linkage to GPIs</b>   | 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. |                     |                             |        |

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