



International Civil Aviation Organization

**MIDANPIRG CNS/ATM/IC Sub-Group
(CNS/ATM/IC SG)**

**Seventh Meeting
(Cairo, Egypt, 07-09 October 2013)**

Agenda Item 5: Regional Air Navigation Planning and Implementation Issues

INFPL LESSONS LEARNED

(Presented by MEAUSE)

SUMMARY

On 15 Nov 2012 the standard ICAO format for airline flight plans changed. This global ICAO initiative added and/or modified several new fields in the ICAO Flight Plan to reflect current aircraft navigational and communications capabilities; facilitating enhanced service delivery.

This working paper outlines lessons learned from the INFPL 2012 project and remaining outstanding issues.

Action by the meeting is at paragraph 4.

1. INTRODUCTION

1.1 The successful implementation of the ICAO New Flight Plan Format (INFPL) was an important and critical project of the magnitude of the Y-to-K cutover in the year 2000.

1.2 ANSPs and airline in the MID region worked together to ensure:

- a) Both ANSPs and airlines were ready for the 15th Nov 2012 cut-over date.
- b) Support is provided to ANSPs that would not have been met the Applicability Date
- c) Provide progress reports to ICAO on INFPL 2012 implementation status

1.3 Furthermore, operational readiness tests were conducted in the MID Region between ANSPs and the Airlines prior to the implementation date of November 15th, 2012 to:

- a) demonstrate the new software functionality;
- b) enable the new functionality to be tested;

- c) enable familiarization of ATCO/Pilots with the new functionality;
- d) demonstrate the ability of ATC Units to correctly identify and validate New format flight plan and associated messages; and
- e) demonstrate the ability of flight plan originators to create new format flight plan and associated messages.

1.4 The new flight plan cut-over in the MID Region was achieved without hindrance; owing to good preparations that started two years in advance. However there still remains some outstanding issues that need to be addressed.

2. DISCUSSION

2.1 The following table summarized remaining outstanding issued after 15 November 2012:

ISSUE	STATE/ANSP	REMARKS	STATUS
<p>Wake Turbulence category “J”</p> <p>Some states rejecting “J” advised in ICAO State Letter but not amended in the PANS ATM documents.</p> <p>Europe require “J” (Although CFMU will convert) Not a FPL2012 triggered issue but – Requires Global solution/amendment of Docs.</p>	<p>FAA,</p> <p>NAV CANADA,</p> <p>Australia,</p> <p>Ethiopia</p>	<p>Existed pre FPL2012 but remains an issue in terms of harmonisation</p>	<p>-Open-</p>
<p>ACAS:</p> <p>AIP China GEN 1.5-2 para 2.2.4 does require that ACAS II equipped aircraft file "ACAS" in Item 18 RMK/</p>	<p>China - ATMB</p>		<p>Open – no other State requires this</p>
<p>ADS-B:</p> <p>NavCanada requires ADSB entry in item 18, although the prerequisites are defined as per ICAO Doc 4444 for item 10b.</p>	<p>Nav Canada</p>		<p>Open – information covered in 10b therefore repeated in Field 18 should not be required</p>

Approach Category: Argentina rejecting FPLs, as they now want the approach category.	Argentina		Open
RVR/: Causing rejection of flight plans	Brazil, Japan, Australia (manual workaround)	Pre FPL 2012 – EUR have required this for 10 yrs	Open – -
NAV/: FAA requires NAV/ -entry in item 18: The use of NAV/RNVD1E2A1 will still be required to obtain RNAV-1 departure and arrival route assignment.	FAA		Feedback indicates FAA can't accept the new PBN information.

2.2 Some States/ANSPs have used converters or signed Letters Of Agreements with other States/ANSPs for changeover between OLD and NEW flight plan formats to meet the Applicability Date. In due course and after a certain date all States/ANSPs should have their own software which will enable them to handle and process flight plans in the “new” format and to consider the appropriate FPL entries operationally.

3. LESSONS LEARNED

3.1 ANSP-User Consultation:

3.1.1 The Operational Readiness Tests carried out by MID airlines and ANSPs prior to implementation provided a platform for collaboration and consultation in order to meet the Applicability Date.

3.1.2 Stakeholders across the aviation value chain came together with the aim of successfully implementing a project for the Region.

3.1.3 Provision of a common test guideline greatly facilitated a smooth testing process and transition for all participants.

3.2 Early notification and sharing of information between States/ANSPs and airlines provides facilitated transition.

3.3 Early indication from ICAO of the intention to introduce changes is advantageous.

3.4 Early publication of a stable specification is a requirement in project of such magnitude.

3.5 The importance of a good awareness campaign and the provision of good training material.

3.6 The importance of consistent message to be provided to all stakeholders by ICAO, IATA, and CANSO.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) urge MID States that are still utilizing retrofitted flight plan converters to complete system up-grade/replacement by December 2013;
- b) urge States that have agreed with adjacent States/ANPs to complete conversion between OLD and NEW on their behalf to complete their system up-grade/replacement by December 2013;
- c) encourage States and airlines to share their experience and results from the INFPL 2012 project; and
- d) take the necessary actions with regards to the remaining open items post implementation on 15 November 2012.

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