



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

Fourteenth Meeting
(Jeddah, Saudi Arabia, 15-19 December 2013)

**Agenda Item 4: Performance Framework for Regional Air Navigation Planning and
Implementation**
4.6 CNS/ATM

ICAO NEW FPL FORMAT POST IMPLEMENTATION ISSUES

(Presented by the Secretariat)

SUMMARY

This paper presents the lessons learned from the implementation of ICAO New Flight plan format (INFPL) and addresses post INFPL implementation issues.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG Procedural Handbook

1. INTRODUCTION

1.1 Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) was approved, on May 2008. The amendment, became applicable on 15 November 2012, it encompassed a substantial revision to the ICAO flight plan as contained in Appendix 2 to the PANS-ATM. Noting the complexity of implementing ICAO New FPL format MIDANPIRG/11 established regional Group to support the implementation in the MID Region.

1.2 The seventh meeting of the MIDANPIRG CNS/ATM/IC SG was held at the ICAO MID Regional Office in Cairo, Egypt, 07 October – 09 October 2013.

2. DISCUSSION

2.1 The meeting may wish to recall that on 15 Nov 2012 implementation of the ICAO New Flight Plan Format (INFPL) was successfully achieved being an important and critical project of the magnitude of the Y-to-K cutover in the year 2000.

2.2 The successful INFPL implementation in the MID Region was achieved without hindrance; owing to the good preparations and collaboration between ANSPs, airspace users, airports, regulators, manufacturing industry, and International and Regional Organizations.

2.3 The meeting may wish to note some of the lessons learned from the implementation of the ICAO New Flight Plan (INFPL) were highlighted by IATA during CNS/ATM/IC SG/7 meeting, as follows:

- a) ANSP-User Consultation: 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.
- b) Stakeholders across the aviation value chain came together with the aim of successfully implementing a project for the Region.
- c) Provision of a common test guideline greatly facilitated a smooth testing process and transition for all participants.
- d) Early notification and sharing of information between States/ANSPs and airlines provides facilitated transition.
- e) Early indication from ICAO of the intention to introduce changes is advantageous.
- f) Early publication of a stable specification is a requirement in project of such magnitude.
- g) The importance of a good awareness campaign and the provision of good training material.
- h) The importance of consistent message to be provided to all stakeholders by ICAO, IATA and CANSO.

2.4 IATA highlighted during the CNS/ATM/IC SG/7 meeting that there still remain some outstanding issues that need to be addressed at global level. Furthermore, the meeting noted with concern that some MID States are still using convertors and/or support from other States to convert flight plans to old flight plan format.

2.5 The CNS/ATM/IC SG/7 meeting recalled that the use of convertors was a temporary solution for States to meet the INFPL implementation date of 15 November 2012. It was highlighted that the continuous use of convertors will limit the benefits of the INFPL and will not serve the purpose for which the new format was introduced.

2.6 Based on the above, the meeting agreed to the following Draft Conclusion:

Why	To get full benefits of INFPL implementation
What	State letter / Upgrade system
Who	ICAO MID Office / Concerned MID States
When	February 2014 / December 2014

DRAFT CONCLUSION 7/7: INFPL POST IMPLEMENTATION- SYSTEM UPGRADES

That, concerned States be urged to upgrade their systems to ensure handling of the ICAO New Flight Plan format before 31 December 2014.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the lessons learned from the INFPL implementation; and
- b) endorse the Draft Conclusion in para 2.6.

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