



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE**

**REPORT OF THE FIFTH MEETING OF THE  
AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF/5)**

*(Dakar, Senegal, 31 July to 3 August 2012)*

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- i -  
FPLT TF/5 Report  
History of the Meeting

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**TABLE OF CONTENTS**

	<b>Page</b>
<b>PART I - HISTORY OF THE MEETING</b>	
1. Introduction and Opening .....	ii
2. Officers and Secretariat .....	ii
3. Attendance .....	ii
4. Language.....	ii
5. Agenda.....	iii
6. Conclusions and Decisions .....	iii
 <b>PART II - REPORT ON AGENDA ITEMS</b>	
Report on Agenda Item 1 .....	1-1
Report on Agenda Item 2.....	2-1
Report on Agenda Item 3 .....	3-1
Report on Agenda Item 4.....	4-1
Report on Agenda Item 5 .....	5-1
Report on Agenda Item 6 .....	6-1
Report on Agenda Item 7.....	7-1
Report on Agenda Item 8.....	8-1
 List of Participants .....	 Attachment A
List of Conclusions and Decisions .....	Attachment B

## **PART I – HISTORY OF THE MEETING**

### **1. INTRODUCTION AND OPENING**

1.1 The Fifth meeting of the AFI Flight Plan Transition Task Force (FPLT TF/5) was held at the Conference Room of the ICAO WACAF Regional Office, Dakar, Senegal, from 31 July to 3 August 2012.

1.2 Welcome remarks were delivered by Mr. Mam Sait Jallow, Regional Director, ICAO Western and Central African (WACAF) Regional Office. He welcomed all the delegates on behalf of ICAO and recalled the work done within the framework of the NEW FPL implementation preparatory actions, by the Fourth FPLT/TF meeting (Mahé, Seychelles 20 - 22 February 2012) and the four Flight Plan Coordination Workshop/Meetings (FCWM) held in April and May 2012 in the Region.

1.3 Mr. Jallow recalled that, in accordance with the AFI Strategy for Implementation of the New ICAO Flight Plan Format, the Region is now in the transition period which is dedicated to airspace users implementation and testing of the new Flight Plan format and that, accordingly all ANSPs should have completed their preparatory actions in terms of installation/updating of their FPL and ATM systems, training of personnel and internal and external testing. While recognizing that this is not actually so in all cases, he congratulated and encouraged all the stakeholders in the AFI region for their continued efforts to ensure timely readiness for implementation of the new flight plan format. Likewise, he called upon all those that are facing challenges to take the opportunity of the meeting to share experiences with others and seek solutions and support.

1.4 Mr. Jallow reckoned that, in view of the limited time remaining before the implementation date of 15 November 2012, the meeting should consider as a matter of priority, the issue of missing flight plans, the roll-over monitoring, the assistance that may be required by some States and contingency measures during the roll over as well as post implementation periods.

1.5 Lastly, he recalled that success in this matter will only come from the continuous and close coordination/cooperation between all stakeholders.

### **2. OFFICERS AND SECRETARIAT**

2.1 The meeting was chaired by Mr. François Coetzee, Senior Manager Aeronautical Information, ATNS, South Africa while Mr. Hitler A. Olwenge Manager ATS, KCAA, Kenya, was the Rapporteur of the Task Force. Mr. Seboeso Machobane, Regional Officer, ATM/SAR (ICAO ESAF Office) was the Secretary of the meeting. He was supported by Messrs. Sadou Marafa, Regional Officer, ATM/SAR (ICAO WACAF Office), François Salambanga, Regional Officer CNS and Georges Baldeh, Regional Officer AIM from ICAO WACAF Office.

### **3. ATTENDANCE**

3.1 The Task Force meeting was attended by a total of 45 participants from seventeen (17) States, and three (3) organisations. The list of participants is at **Attachment A** to this Report.

### **4. LANGUAGE**

Discussions were conducted in the English language and documentation was issued in the same.

## 5. AGENDA

5.1 The following Agenda was adopted:

STRATEGIC OBJECTIVES	AGENDA ITEM NO.	SUBJECT
A	1	Adoption of the Agenda and Election of Chairperson and Rapporteur
A	2	Update on the latest developments in the preparation for 2012 implementation
A	3	Status of implementation of the regional strategy, plan and guidance to reflect the intended activity, i.e. assessment of States readiness
A	4	Missing flight plans
A	5	Implementation including Roll over monitoring
A	6	Assistance that may be required
A	7	Contingency arrangements
A	8	Review of Terms of Reference (TOR) of the FPLT Task Force and Work Programme
A	5	Any other business

## 6. CONCLUSIONS AND DECISIONS

### DEFINITION

6.1 All APIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the APIRG and its contributory bodies.

### LIST OF CONCLUSIONS AND DECISIONS

6.2 The list of FPLT TF/5 Conclusions and Decisions is at **Attachment B** to this Report.

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**PART II: REPORT ON AGENDA ITEMS****Agenda Item 1: Adoption of the agenda and Election of the Chairperson**

1.1 The meeting reviewed and agreed on the proposed agenda for the Fifth meeting of the Flight Plan Transition Task Force (FPLT TF/5), copy of which had been forwarded to States and organizations as an attachment to the invitation letter. The agenda was adopted as indicated in paragraph five (5) of the History of the Meeting.

1.2 The meeting recalled that at its fourth meeting ( Mahé, Seychelles, 20 - 22 February 2012), Mr. Francois Coetzee, Senior Manager Aeronautical Information, Air Traffic and Navigation Services (ATNS), South Africa, was elected to serve for two terms as Chairperson of the Task Force. Similarly, Mr. Hitler A. Olwenge, Manager Air Traffic Services, Kenya Civil Aviation Authority (KCAA) was elected as Rapporteur. Furthermore that the Chairperson should be active in following up with States and the Regional Offices, on the work of the Task Force in between meetings, and to provide a detailed progress report to the next meeting. Accordingly, Messrs. Coetzee and Olwenge continued to officiate as Chairperson and Rapporteur respectively.

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**Agenda Item 2: Update on the Latest Developments in the Preparation for 2012 Implementation**

2.1 The meeting received a presentation on the latest developments in the preparation for implementation of the NEW flight plan format. It was noted among others that in many respects, most ICAO Regions have completed the preparatory phases preceding the "Airspace User Implementation" transition phase, which is 1 July 2012 to 14 November 2012. However, many States in the AFI Region were still completing tasks related to the "ANSP Implementation" phase (1 April to 30 June 2012). The following were also noted:

- The NACC Region had elected to delay their offer of operational capability i.e. the ability to process both PRESENT and NEW until mid-September.
- Eurocontrol and the US FAA are offering significant test facilities.
- It was important to maintain a high profile on awareness of the impending changes, as part of supporting the involvement of all stakeholders.

2.2 It was also noted that there globally were still issues and concerns regarding the progress to achieving full implementation readiness, including the following:

- Some States are behind in the implementation schedule;
- Inability for some ANSPs to accept the NEW Flight Plan from 1 July 2012 may mean a reduced opportunity for Airlines to test;
- Some States are not providing their updated implementation progress to ICAO Regional Offices for entry into the FITS database;
- Lack of contact with some States led us to believe they are not making sufficient progress;
- More effort was required to ensure that other stakeholders such as business, military and general aviation are aware of the impact.

2.3 The meeting noted that guidance had been developed in the EUR Region to address the issue of limitation in the descriptors that could be accommodated in field 10 of the NEW FPL, particularly with regard to inclusion of LORAN C aircraft capability. The meeting formed a Small Work Group (SWG) to review the guidance material on the filing of capabilities descriptors (*SWG-FCD*) for use by AFI States. The meeting adopted the outcome of the *SWG-FCD* as at **Appendix 2A** to the report on agenda item 2.

2.4 The meeting also noted that the EUR Region had developed a template AIC for the introduction of the NEW FPL. In this regard, the meeting formed a *SWG-Publication* to review the material in conjunction with the NOTAM template that had been developed by the AFI FPLT TF/4 meeting and distributed to AFI States in April 2012. The *SWG* agreed that the material would be useful for States that had not already published such introduction of the NEW FPL, and accordingly adapted it for use by AFI States that have not yet develop such material. The meeting adopted the template AIC as at **Appendix 2B** to the report on agenda item 2 and accordingly formulated the following Draft Conclusion.

**Draft Conclusion 5/1:**

**That AFI States that have not already issued comprehensive AICs introducing Amendment 1 to Doc 4444 15 edition, issue the AIC and consider the template at Appendix 2B to this report for such AIC.**



INTERNATIONAL CIVIL AVIATION ORGANIZATION

GUIDANCE FOR THE PROVISION OF  
COMMUNICATIONS, NAVIGATION AND SURVEILLANCE  
(NAV/COM/SUR)  
INFORMATION IN THE NEW ICAO 2012 FLIGHT PLAN

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**Prepared by the APIRG AFI 2012 Flight Plan Transition Task Force  
Meeting and Published by authority of the Secretary of APIRG**

**July 2012**



## GUIDANCE FOR THE PROVISION OF CNS (NAV/COM/SUR) INFORMATION IN THE NEW ICAO 2012 FLIGHT PLAN

### 1-Introduction

Amendment 1 to PANS-ATM i.e. the 'FPL2012 changes', has provided a large number of new indications for the provision of Communication, Navigation and Surveillance (CNS) related capabilities and approvals within the flight plan. This paper offers guidance in the filing of CNS related information and in doing so addresses the two issues described in the following paragraphs.

### 2-Issues

The 2012 changes permit only 8 indications within the PBN element of Item 18. However, it is not uncommon for a flight to qualify for more than 8, leaving the pilot/company with a problem to solve and many unanswered questions.

In some cases, particularly within the surveillance domain, indications for a particular function have a comparable hierarchical relationship where it can be stated that inclusion of 'lower' indications is unnecessary when 'higher' ones are applicable to the flight. Indeed both systems and ATC staff may find that the inclusion of a 'lower' capability can be confusing when a 'higher' indication is also included for the flight. This guidance identifies these cases and, where appropriate, recommends only the inclusion of the 'higher' level capability.

### 3-Scope

This guidance material has been developed by the AFI 2012 Flight Plan Transition Task Force. The guidance it provides is therefore applicable within the AFI region. It has also been informally coordinated with some other regional task forces in an effort to achieve a common approach, and has received only positive responses. It is therefore hoped that other regions may well adopt the same guidance.

### 4-Guidance

It is worth remembering that specific PBN capabilities are to be amplified in Item 18.

#### 4.1. Filing Navigation Capability (Item 10a and Item 18 PBN/)

The process to identify, consolidate and file the appropriate capability and equipment indications in the FPL has been broken down into the following 5 steps:

<b>Step 1</b>	<b>Identify the PBN NAV spec "approvals" held for each phase of flight (from Oceanic to Approach)</b>
<b>Step 2</b>	<b>File "R" for PBN in Item 10</b>
<b>Step 3</b>	Enter "PBN/" in item 18 and apply the guidance to reduce the number of indicators in item 18 PBN (max)
<b>Step 4</b>	If more than 8 indicators remain, identify those considered least relevant to the flight and insert them within Item 18 under NAV/
<b>Step 5</b>	Identify the specific NAV equipment supporting each capability and file in Item 10 thereby ensuring conformity with the content of Item 18 PBN.

2A-3  
Appendix 2A to the Report on Agenda Item 2

**Step 1** Identify all the relevant PBN codes (if any) per flight phase

		All permitted sensors	GNSS	DME / DME	VOR / DME	DME / DME / IRU (or INS / IRS for B5)	LORAN
En-Route: Oceanic & Remote continental	RNP4	L1					
	RNAV10/RNP10	A1					
En-Route Continental	RNAV5	B1	B	B3	B4	B5	B6
	RNAV2	C1	C2	C		C4	
	RNAV1	D	D	D		D	
TMA Arrival/Departure	RNAV1(*)	D1	D2	D3		D4	
	RNP1	O1	O2	O3		O4	
Approach	RNP APCH	S					
	RNP APCH with Baro VNAV	S					
	RNP AR APCH with RF	T1					
	RN PAR APCH without RF	T2					

**Step 2** If the flight qualifies for one or more of the codes/capabilities identified under Step 1, insert the indicator 'R' in Item 10a.

**Step 3** Apply the following guidance to reduce the number of PBN codes.

**RNAV 5:**

- Insert only B1 if the flight qualifies for all of the following: B2, B3, B4, B5.
- Insert B6 if the flight qualifies by using LORAN C.

**RNAV 2, RNAV 1 and RNP 1:**

- Insert C4, D4 or O4, as appropriate, if the flight qualifies via DME/DME and DME/DME/IRU  
e.g. file C4 if both C3 and C4 apply, file D4 if both D3 and D4 apply, etc.
- Insert only C1, D1, O1, as appropriate, if "all sensors and IRU" capable  
e.g. file C1 if both C2 and C4 apply, file D1 if both D2 and D4 apply, etc.

2A-4  
Appendix 2A to the Report on Agenda Item 2

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**RNP APCH:**

- Insert either S1 or S2, subject to capability

**RNP AR APCH:**

- Insert either T1 or T2, subject to capability

**Step 4** If having applied the guidance provided in Step 3 there are still more than 8 PBN codes remaining:

- Identify the capabilities considered to be the least relevant to the flight;
- Insert them under Item 18 within the NAV/ element;
- Insert the letter 'Z' in Item 10a.

For example, inclusion of an RNP APCH capability will not be a priority if none of the destination or alternate aerodromes provide such a procedure.

**Step 5** Identify the navigation equipment used in achieving the capabilities indicated under PBN and ensure they are included in Item 10a.

For any PBN capability:

- If 'all sensors' or GNSS is filed then 'G' must be present in Item 10a;
- If 'all sensors' or DME/DME is filed then 'D' must be present in Item 10a;
- If 'all sensors' or INS/IRU is filed then 'I' must be present in Item 10a;
- If DME/DME/IRU is filed then 'D' and 'I' must be present in Item 10a.

For RNAV 5 capability:

- If filing B1 or B4 then 'O' or 'S' and 'D' must be present in Item 10a.

The table in **Attachment A** provides an indication of the navigation equipment by which a PBN capability is achieved.

#### 4.2. Filing Surveillance (SUR) Capability (Item 10b)

**Transponder Modes A, C & S**

- Insert only one of the published indicators, as appropriate.

For example, if the aircraft is capable of Mode S including aircraft identification, pressure-altitude and enhanced surveillance capability only the letter 'H' is required, there is no need to include 'S', 'C' or 'A'.

**ADS-B**

- Insert either B1 or B2  
and/or
- Insert either U1 or U2  
and/or
- Insert either V1 or V2

**ADS-C**

- Insert D1 and/or G1

**EXAMPLE**

2A-5  
Appendix 2A to the Report on Agenda Item 2

An example FPL as filed today, in PRESENT Format:

(FPL-TESTLLE-IS  
-A388/H- SDHIJPRWXYZ/SD  
-FAJS1655  
-N0484F320 DCT NESAN UQ40 EVIPI DCT ETMIT/N0488F330 UM214 XOSIV/N0493F360 UM214  
ITLOR/N0490F380 UM214 PODGA/N0487F400 UM214 GARIN UP126 LUMED/N0487F400 UM215 GIANO  
UL12 ELB UM729 LUKIM UN851 ROLSA  
-EDDF0948 EDDK  
-EET/FBGR0026 FVHF0046 FLFI0105 FZZA0156 FCCC0357 FTTT0424 HLLL0610 LMMM0742 LIRR0759  
LIMM0855 LSAS0918 EDUU0930 EDGG0940 REG/DAIMC SEL/FJEL OPR/DLH NAV/RNP1 RNP4 RNAV1  
RNAV2 RNAV5 RNAV10 DAT/SVM RMK/ADSB ACASII EQUIPPED  
RMK/TCAS DOF/120801 RVR/200)

The following table shows the NEW capability indications applicable to the flight (PRESENT indications are not repeated) and the consolidated result after application of the guidance material:

	Capability	Designator	After Consolidation
Item 10a	CPDLC ATN VDL Mode 2	J1	J1
	CPDLC FANS 1/A SATCOM (INMARSAT)	J5	J5
Item 10b	Transponder Mode S including aircraft ident, pressure altitude and enhanced surveillance	H	L
	Transponder Mode S including aircraft ident, pressure altitude, extended squitter (ADS-B) and enhanced surveillance	L	
	ADS-B with dedicated 1090MHz ADS-B 'out' and 'in' capability	B2	B2
Item 18	PBN/		
Phase of Flight			
Oceanic/Remote Continental	RNAV10	A1	A1
	RNP4	L1	L1
Continental En-Route	RNAV5 GNSS	B2	B1
	RNAV5 DME/DME	B3	
	RNAV5 VOR/DME	B4	
	RNAV5 INS	B5	
Continental En-Route & Terminal	RNAV2 GNSS	C2	C1
	RNAV2 DME/DME/IRU	C4	
	RNAV1 GNSS	D2	D1
	RNAV 1 DME/DME/IRU	D4	
Terminal only	RNP1 GNSS	O2	O1
	RNP1 DME/DME/IRU	O4	
Approach	RNP APCH with BARO-VNAV	S2	S2

The resultant NEW format FPL having applied the guidance material:

(FPL-TESTLIN-IS  
-A388/H-GSDHIJ5J1RWXY/B2L  
-FAJS1655  
-N0484F320 DCT NESAN UQ40 EVIPI DCT ETMIT/N0488F330 UM214  
XOSIV/N0493F360 UM214 ITLOR/N0490F380 UM214 PODGA/N0487F400 UM214  
GARIN UP126 LUMED/N0487F400 UM215 GIANO UL12 ELB UM729 LUKIM UN851  
ROLSA  
-EDDF0948 EDDK  
-PBN/ A1L1B1C1D1O1S2 NAV/DECCA DOF/120801 REG/DAIMC  
EET/FBGR0026 FVHF0046 FLFI0105 FZZA0156 FCCC0357 FTTT0424 HLLL0610  
LMMM0742 LIRR0759 LIMM0855 LSAS0918 EDUU0930 EDGG0940 SEL/FJEL  
RVR/200 OPR/DLH RMK/TCAS)

Note:

- the PBN/ indication contains 7 designators which is within the limit allowed by PANS-ATM.
- Field 10b contains one surveillance indication as oppose to the potential 'S', 'H', 'L'
- Field 10a contains the applicable designators and, due to the addition of the 'G', is now consistent with the capabilities provided in PBN
- removal of the unnecessary NAV/ and DAT/ indications in Field 18 also required removal of the 'Z' from Field 10a.
- removal of the unnecessary 'ADSB' text from within RMK/.

2A-7  
Appendix 2A to the Report on Agenda Item 2

Attachment A

The table reflects the sensors by which a PBN qualification is achieved.  
This is a tool to determine the minimum requirement for Item 10 as a function of the content of Item 18.

Item 18 (PBN ...)	Item 10 (nav related aspects only)												Standard (VHF RTF/ VOR/ ILS) S
	GBAS A	LPV B	LORAN C	DME D	ADF F	GNSS G	Inerty I	MLS K	ILS L	VOR O	PBN approved R	TACAN T	
RNAV 10						G*	I*				R		R
RNAV 5				D		G	I			O*	R		S*
				D		G					R		
				D						O*	R		S*
											R		
RNAV 2		C											
				D		G	I				R		
				D		G					R		
				D							R		
RNAV 1				D									
				D		G	I				R		
				D		G					R		
				D							R		
RNP 4													
						G					R		
RNP 1													
				D		G	I				R		
				D		G					R		
				D							R		
RNP APCH													
RNP APCH (LNAV)						G					R		
RNP APCH LNAV/VNAV						G					R		
RNP AR													
with RF													
without RF						G					R		
						G					R		

\* either G and/or I  
\* either O or S  
\* either O or S

2B-1  
FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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**STATE  
Authority  
AERONAUTICAL INFORMATION SERVICES  
POSTAL ADDRESS  
CITY**

**DRAFT**

Tel: XXXXXXXX  
Fax: XXXXXXXX  
E-mail : YYYYYYY  
          : YYYYYY  
URL : <http://www.>

AIC NN/12

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**INTRODUCTION**

The International Civil Aviation Organization (ICAO) has agreed to make changes to the content and format of the ICAO flight plan form (FPL). These changes become globally applicable on 15 November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes [STATE] is amending its flight planning requirements.

PRESENT refers to the current ICAO flight planning provisions, which will no longer be applicable after 15 November 2012.

NEW refers to the ICAO flight planning provisions, as detailed in Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15<sup>th</sup> Edition. These provisions become globally applicable from 15 November 2012.

**REQUIREMENT**

For flights operating within [STATE] airspace the following shall apply.

Beginning [12 November 2012 at 0000 UTC], all flight plans should be filed using the NEW content and format.

Flight plans filed using the PRESENT content and format will continue to be accepted until **2400 UTC on 14 November 2012.**

Flight plans using the PRESENT content and format, which are filed after **2400 UTC on 14 November 2012**, will not be accepted. Attachment A to this AIC shows the indications within a flight plan that will be used to identify its format as either NEW or PRESENT.

As of [15 November 2012 at 0000 UTC], [STATE] will accept IFR and VFR flight plans filed up to [120] hours in advance of the Estimated Off-Block Time (EOBT).

or

Operators are reminded that [STATE] accepts VFR flight plans filed up to [NUMBER] hours in advance of the Estimated Off-Block Time (EOBT). This requirement will remain valid after **14 November 2012.**

### GUIDANCE

If any portion of a flight is planned to take place, or may possibly take place, after **2400 UTC on 14 November 2012**, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

Repetitive Flight Plans (RPLs) for the **2012/2013 winter season** should be submitted using the NEW content and format. An RPL with a validity period that extends beyond **14 November 2012** will not be accepted in PRESENT format.

During the transition period (prior to 15 November 2012) operators are responsible for transmitting the appropriate flight plan content and format accepted by the Air Navigation Services Providers (ANSP) that will provide services in the airspace where the flight will take place. To obtain this information reference may be made to the ICAO Flight Plan Implementation Tracking System (FITS) website (<http://www2.icao.int/en/FITS/Pages/home.aspx>). The applicable Aeronautical Information Publications (AIP) should be consulted for the official notifications provided by States.

Operators are strongly encouraged to always include the Date of Flight (DOF) in Item 18 of the flight plan. It is mandatory to include DOF if the flight plan is filed more than 24 hours in advance of the EOBT.

Operators should note the changed intention of Item 10 of the FPL. Under the NEW provisions, Item 10 indicates equipment and capabilities. Capability is comprised of three elements:

- a) presence of relevant serviceable equipment on board the aircraft;
- b) equipment and capabilities commensurate with flight crew qualification; and
- c) where applicable, authorization from the appropriate authority.

Attachment B to this Aeronautical Information Circular describes the changes to the ICAO FPL content and format in detail. The amendment to the ICAO flight planning provisions is available on the ICAO website ([www.icao.int/esaf](http://www.icao.int/esaf) and [www.icao.int/wacaf](http://www.icao.int/wacaf)).



FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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**AIC Attachment A – Indications of NEW and PRESENT formats**

A flight plan is deemed to be PRESENT format if it contains any of the following indications:

- a) In Field 10a : J, M;
- b) In Field 10b : D;
- c) In STS/ : ATFMEXEMPTAPPROVED, free text i.e. any indication other than those specified;
- d) In PER/ : Indications other than A, B, C, D, E, H

A flight plan is deemed to be NEW format if it contains any of the following indications:

- a) In Field 10a : E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7, P8, P9;
- b) In Field 10b : E, H, L, B1, B2, U1, U2, V1, V2, D1, G1;
- c) In Item 18 : PBN/, SUR/, DLE/, TALT/
- d) In STS/ : ATFMX
- e) In DAT/ : characters other than S, H, V, M
- f) A CHG, CNL, DLA, DEP messages containing Field 18

If a flight plan contains none of the indications above it qualifies as both NEW and PRESENT and will until **2400 UTC on 14 November 2012** be treated in accordance with the format that will be determined by the air traffic services [air navigation services] provider. Flight plans filed in the PRESENT are not applicable after **2400 UTC on 14 November 2012**.

FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

The ICAO provisions have been amended to specify that flight plans may not be filed more than 120 hours in advance of the EOBT.

When it is necessary to delay a flight over the midnight period, thereby changing the DOF, it is recommended to use a CHG message indicating the modification to both Field 13 (including EOBT) and Field 18 (including DOF). It should be noted that when modifying a field the data for the complete field must be provided and not just the modified elements, this is particularly significant for modifications to Field 18.

Air Traffic Services (ATS) data systems may impose constraints on information in flight plans. Significant constraints are to be notified in Aeronautical Information Publications (AIP).

The changes made to specific FPL Items are as follows:

Item 7 – Aircraft Identification – the explanation of this provision has been clarified to specify that the aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols. No other changes have been made to the provision.

Item 8 – Flight Rules and Type of Flight – the explanation of the provision related to indicating flight rules has been clarified. It has also been clarified that it must be specified in Item 15 (Route) the point or points at which a change in flight rules is planned. Additional text has been added to highlight that the status of the flight is to be denoted in Item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS are to be denoted in Item 18 following the RMK indicator. No other changes have been made to the provision.

Item 10 – Equipment and Capabilities – numerous changes have been made to this provision. It is important to note that Item 10 now also indicates capabilities, which consists of three elements: presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with crew qualifications; and, where applicable, authorization from the appropriate authority.

The following provisions are applicable to Item 10a (Radio communication, navigation and approach aid equipment and capabilities):

*INSERT* one letter as follows:

N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

AND/OR

*INSERT* one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)

FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

E3	PDC ACARS	O	VOR
F	ADF	P1- P9	Reserved for RCP
G	GNSS (See Note 2)		
H	HF RTF	R	PBN approved (see Note 4)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2(See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HF DL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 5)

Any alphanumeric characters not indicated above are reserved.

*Note 1* If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

*Note 2.* If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

*Note 3.* See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

*Note 4.* If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

*Note 5* If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ , NAV/ and/or DAT, as appropriate.

*Note 6* Information on navigation capability is provided to ATC for clearance and routing purposes.

The following provisions are applicable to Item 10b (Surveillance equipment and capabilities):

INSERT N if no surveillance equipment for the route to be flown is carried or the equipment is unserviceable,

OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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- A Transponder — Mode A (4 digits — 4 096 codes)
- C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

*SSR Mode S*

- E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
- L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P Transponder — Mode S, including pressure-altitude, but no aircraft identification capability
- S Transponder — Mode S, including both pressure altitude and aircraft identification capability
- X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

*Note.*— *Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.*

*ADS-B*

- B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1 ADS-B "out" capability using UAT
- U2 ADS-B "out" and "in" capability using UAT
- V1 ADS-B "out" capability using VDL Mode 4
- V2 ADS-B "out" and "in" capability using VDL Mode 4

*ADS-C*

- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

*Note.*— *Additional surveillance application should be listed in Item 18 following the indicator SUR/*

Item 13— Departure aerodrome and time — some clarifications have been made and additional provisions included regarding how to indicate departure aerodromes which have not been assigned an ICAO four-letter designator. The following provisions are applicable to Item 13:

*INSERT* the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

*OR*, if no location indicator has been assigned,

*INSERT* ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/,

FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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*OR*, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

*OR*, if the flight plan is received from an aircraft in flight,

*INSERT* AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

*THEN, WITHOUT A SPACE,*

*INSERT* for a flight plan submitted before departure, the estimated off-block time (EOBT),

*OR*, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15c Route (including changes of speed, level and/or flight rules) – an editorial change has been made to clarify that it is possible to indicate, at a single point, where it is planned that a change of speed or level or both is planned to commence, or a change of ATS route and/or a change of flight rules.

The provision has been expanded to include the possibility of describing a significant point in the route as a bearing or distance from a "reference point", rather than only from a navigational aid, as follows:

*Bearing and distance from a reference point:*

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "LV" should be expressed as LV180040.

Item 16 - The title of Item 16 has been clarified to specify that the "alternate aerodrome(s)" being referred to is(are) the destination alternate aerodrome(s). Additionally, the provision related to estimated elapsed time has been clarified, along with the descriptions of how to indicate the locations, as follows:

Destination aerodrome and total estimated elapsed time (8 characters)

*INSERT* the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, *Location Indicators*,

*OR*, if no location indicator has been assigned,

*INSERT* ZZZZ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

*THEN WITHOUT A SPACE*

*INSERT* the total estimated elapsed time.

*Note.*— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

FPLT TF/5 Report  
 Appendix B to Report on Agenda Item 2

Destination alternate aerodrome(s)

*INSERT* the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

*OR*, if no location indicator has been assigned to the destination alternate aerodrome(s),

*INSERT* ZZZZ and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

Item 18 – Other Information – significant changes have been made to these provisions.

Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

The provision has been clarified to indicate that hyphens "-" or oblique strokes "/" should only be used as described.

The provision has been amended such that only indicators described in the provisions may be used, and they must be inserted in the order shown. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	<b>RNAV SPECIFICATIONS</b>
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors

FPLT TF/5 Report  
 Appendix B to Report on Agenda Item 2

B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	<b>RNP SPECIFICATIONS</b>
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and

FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "LV" should be expressed as LV180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

RVR/ The minimum RVR requirement of the flight.

*Note.— This provision is detailed in the Africa-Indian Ocean Regional Supplementary Procedures (AFI SUPPs, Doc 7030), Chapter 2.*

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.



FPLT TF/5 Report  
Appendix B to Report on Agenda Item 2

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*Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.*

- PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume 1 — Flight Procedures*, if so prescribed by the appropriate ATS authority.
- ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.
- Examples: RIF/DTA HEC KLAX  
RIF/ESP G94 CLA YPPH
- RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.
- RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

*Note.— This provision is detailed in the Africa-Indian Ocean Regional Supplementary Procedures (AFI SUPPs, Doc 7030), Chapter 2.*

- END -

3-1  
FPLT TF/5 Report  
Report on Agenda Item 3

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**Agenda Item 3: Status of implementation of the regional strategy – States readiness**

3.1 The meeting recalled that during the period of April to May 2012, four Flight Plan Coordination Workshop / Meetings (FCWMs) were convened in Addis Ababa, Nairobi, Johannesburg and Dakar as follows:

➤ Addis Ababa	17-18 April 2012
➤ Nairobi	24-25 April 2012
➤ Johannesburg	8-9 May 2012
➤ Dakar	22-23 May 2012

3.2 It was acknowledged that the events successfully achieved their objectives. Importantly the FCWMs were invaluable in establishing the status of readiness and facilitating coordination between States, in particular between air navigation service providers (ANSPs) hosting the AFI Rationalized AFTN Main Communication Centres, and those hosting the related Tributary Centres.

3.3 The meeting reviewed the status of readiness information reflected in the summary of discussions of the FCWMs (**Appendix 3A Attachments 1-4**), and provided the update as at **Appendix 3B** to the report on agenda item 3.

3.4 The meeting discussed the issue of coordinated testing, in addition to the AFI-Wide testing that is scheduled for 1 October 2012. It was recognized that coordinating more dates at Regional level would be difficult. However, it was agreed that coordinated testing within each individual AFI Rationalized AFTN Main Communication Centre could be arranged by the respective Main Centres. It was also agreed that testing between the Main Centres could be coordinated. In this regard, the Main Centres coordinated schedule for external (Main Centre to Main Centre) is at **Appendix 3C** to the report on agenda item 3.

3.5 IATA highlighted that user participation was constrained by the lack of specific procedures from ANSPs, for the air operators to participate, noting that user participation was successfully facilitated by such procedures in other Regions. It was highlighted that, pursuant to the Seychelles meeting, States/ANSPs are expected to provide specific procedures as soon as practical to meet their testing processes and facilitate the optimum participation by users. It was also noted that the acceptance of both NEW and PRESENT by many ANSPs from September will facilitate the user participation with minimal if any particularly or unique procedures.

3.6 In view of the above, the Task Force formulated the following Draft Conclusion:

**Draft Conclusion 5/2:**

**That, in order to facilitate airspace user participation the NEW FPL implementation readiness process, AFI States:**

- (a) that have not already done so, are encouraged to schedule to accept and process both PRESENT and NEW FPL from the AIRAC date of 20 September 2012; and
- (b) if unable to accept both PRESENT and NEW FPL with effect from the AIRAC date of 20 September 2012, be encouraged to do so as soon as practical after that date.

**COVER PAGE FOR APPENDIX 3A TO  
REPORT ON AGENDA ITEM 3  
4 ATTACHMENTS**

***Appendix 3A-Attachment 1 – (Pdf document)***  
**FCWM-Addis Ababa**

**OUTCOME OF GROUP DISCUSSIONS AND AGREED ACTIONS**

***Appendix 3A-Attachment 2 – (Pdf document)***  
**FCWM-Nairobi**

**OUTCOME OF GROUP DISCUSSIONS AND AGREEMENT BY STATES**

***Appendix 3A-Attachment 3 – (excel document)***

**STATUS REPORT JOBOURG**

***Appendix 3A-Attachment 4 – (Excel document)***

**STATUS REPORT DAKAR FCWM SUMMARY SHEET**

3B-1  
FPLT TF/5 REPORT  
Appendix 3B to the Report on Agenda Item 3

Update on the Status of Readiness in the AFI Region (ESAF and WACAF area as well as Alger FIR)

No.	State/ANSP/FIR	Update information	Remarks
	Rwanda	AFTN templates were upgraded in mid-July and training has been provided. Invitation for testing sent out. User awareness done out.	
	Kenya	Software installation completed. Tests start week of August 6. Clock synchronized with GPS. Technician on site for Eurocat C upgrade. The latter however, does not affect external FPL 2012 readiness schedule. User awareness done, and dispatcher training planned	
	Benin	Existing FPL system is compliant; No Automated ATM system; Accepting FPL in new and present format end July 2012; Training commenced	
	Bissau Guinea	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012; No Automated ATM system; Tests in August ; Training commenced	
	Burkina Faso	Existing FPL system is compliant; No Automated ATM system; Accepting FPL in new and present format end July 2012; Tests in August ; Training commenced	
	Cameroun	Existing FPL system is compliant; No Automated ATM system; Accepting FPL in new and present format end July 2012; Training commenced	
	Central African Republic	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012; No Automated ATM system ; Tests in August ; Training commenced	
	Chad	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012. Automated ATM system delivered by Thales: strip printer upgraded in April 2012; FDPS system will be upgraded in October/November; meanwhile, converters will be used from July. Tests in August. Training in progress	
	Congo	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012. Thales FDPS system upgraded in April 2012; Tests in July and August. Training in progress	
	Cote d'Ivoire	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012. Automated ATM system delivered by Thales: strip printer upgraded in April 2012; FDPS system will be upgraded in August; Tests in September. Training in progress	
	Gabon	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012; No Automated ATM system ; Tests in August ; Training commenced	
	Equatorial Guinea	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012; No Automated ATM system; Tests in August; Training commenced	
	Madagascar	Automated FPL operations with system delivered by SAGEM, upgraded in July 2012. Automated ATM system delivered by Thales: strip printer upgraded in April 2012; FDPS system upgraded in July; Tests in August. Training in progress	
	Mali	Existing FPL system is compliant; Automated ATM system to be replaced by a FDPS: Call for tender released, delivery in July 2013. Meanwhile, converters will be used from July 2012; Training in progress	
	Mauritania	Existing FPL system is compliant; Automated ATM system to be replaced by a FDPS: Call for tender released, delivery in July 2013. Meanwhile, converters will be used from July 2012; Training in progress	
	Niger	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012. Automated ATM system delivered by Thales: strip printer upgraded in April 2012; FDPS system will be upgraded in October/November; meanwhile, converters will be used from July. Tests in August. Training in progress	
	Senegal	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012. Automated ATM system delivered by Thales: strip printer upgraded in April 2012; FDPS system upgraded in June; Tests in July and August. Training in progress	

3B-2  
FPLT TF/5 REPORT  
Appendix 3B to the Report on Agenda Item 3

No.	State/ANSP/FIR	Update information	Remarks
	Togo	Existing FPL system is compliant; No Automated ATM system; Accepting FPL in new and present format end July 2012; Training commenced	
	Union des Comores	Automated FPL operations with system delivered by COROBOR, upgraded in July 2012; Tests in August; Training commenced	
	South Africa (ATNS & CAA)	Will be ready for mixed environment, accepting NEW and PRESENT from 20 September 2012. Awareness campaigns done. CAA communication strategy is being intensified	
	Mauritius	Has been ready for testing, awaiting testing readiness by others.	
	Seychelles	Ready for testing, awaiting testing readiness by others.	
	Tanzania	ATALIS system upgrade contract signed. Installation and Internal Testing: 4 Aug 2012 to 31 Aug 2012 Will be ready for 1 October 2012 AFI-Wide testing. External testing: 1 <sup>st</sup> to 30 <sup>th</sup> Sep 2012. Airspace User testing: 2 Oct to 14 Nov 2012	
	Uganda	Letter of commitment to deliver before 15 Nov. signed with vendor, however, specific dates not agreed until contract is signed. AFTN links established with Nairobi and Johannesburg. However, AFTN templates yet to be upgraded to accept NEW. Transit time with Nairobi reduced to 2 minutes.	Upgrade of AFTN templates outstanding
	Botswana	Upgrade of automation delayed due procurement process. Has decided to upgrade AFTN as fallback position.	
	Swaziland	AFTN Terminal and templates have been upgraded. Ready for testing	
	Zambia	Contract awarded for AMHS upgrade to handle NEW. AFTN Terminal upgraded	
	Mozambique	AFTN upgrade contract signed in June and equipment installed. System tested with Johannesburg. Will be ready for FPL testing 15 September.	
	Malawi	AFTN Terminal and templates have been upgraded. Ready for testing	
	Lesotho	AFTN Terminal and templates have been upgraded. Ready for testing	
	Namibia	Software upgrade completed and tested.	
	Roberts FIR	AMHS installation and training completed, internal testing within the Roberts FIR was conducted from 3 – 5 June, 2012. Testing with Dakar scheduled for third week of August 2012. FDPS update contract signed with INTELCAN. However, FDPD upgrade programme does not affect readiness to receive/transmit NEW FPL	
	Guinea (Conakry)	AMHS installation and training completed, internal testing within the Roberts FIR was conducted from 3 – 5 June, 2012. Testing with Dakar scheduled for third week of August 2012.	
	Liberia	Same as above	
	Sierra Leone	Same as above	
	Cape Verde	Experiencing delays. Trials scheduled for September 1.	Dates details to be provided
	Alger	FPL system ready. Will be using converter to interface with ATM system. Contract signed with converter provider	
	Gambia	Training completed. Testing started 26/7/2012 with Dakar, ongoing.	

Note: IATA highlighted that user participation is constrained by lack of specific procedures for airlines to participate. It was agreed that, pursuant to the Seychelles meeting, States/ANSPs should be expected to provide specific procedures to meet their testing processes.

3C-1

FPLT TF/5 REPORT  
Appendix 3C to the Report on Agenda Item 3

**AFI Main Communication Center Testing plan for Nairobi**

Testing Main Centre	Dates in August	Jo'burg	Niamey	Brazzaville	Dakar	Addis Ababa	Jeddah	Seychelles	Mogadishu	Dar es Salaam	Entebbe
Nairobi	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>

**AFI Main Communication Center Testing plan for Johannesburg**

Testing Main Centre	Dates in August	Nairobi	Brazzaville	Dakar	N'djamena	Niamey
Johannesburg	13 <sup>th</sup> & 16 <sup>th</sup>	13 <sup>th</sup> & 16 <sup>th</sup>	20 <sup>th</sup> & 22 <sup>nd</sup>	27 <sup>th</sup> & 29 <sup>th</sup>	17 <sup>th</sup>	24 <sup>th</sup>

4-1  
FPLT TF/5 Report  
Report on Agenda Item 4

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**AGENDA ITEM 4: Missing Flight Plans**

4.1 The meeting noted that while a detailed analysis of the missing flight plan survey outcome had not yet been effected, the following issues remain outstanding and still need the ANSPs to take effective measures to address.

- lack of appropriate operational actions regarding ATS messages in particular initiating/responding to RQS/RQP messages;
- lack of formal (adopted by the organization) standard operational procedures for ATS messages handling staff and associated training;
- untrained filers and flight crew;
- unsynchronized clocks, implementation of GPS synchronization;
- transit time delays;
- internal systems delays. e.g. a FPL arrives but there is a delay in the system to generate ATC display and flight strip; and
- communication links – Unserviceable or poor availability of links.

4.2 The meeting raised concern in this context that links through Kinshasa were among the major contributors to missing flight plans. It was noted that an ATM coordination meeting had been scheduled from 21 to 24 August 2012 at the ESAF Regional Office in Nairobi. States (and ANSPs) invited to the meeting were those responsible for the provision of air navigation services (ANS) in Khartoum FIR and FIRs adjacent thereto (East, West and South), Kinshasa and the FIR adjacent thereto. It was expected that the communication links will be discussed at this meeting. The meeting noted nevertheless, that the issues of communication links with Kinshasa had been outstanding for many years and several solutions had been envisaged but not implemented. It was therefore, hoped that the coordination meeting could facilitate decisive progress on the matter.

5-1  
FPLT TF/5 Report  
Report on Agenda Item 5

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**AGENDA ITEM 5: IMPLEMENTATION INCLUDING ROLLOVER MONITORING**

5.1 The meeting discussed the issue of switchover (14/15 November 2012 UTC) and agreed that a degree of guidance would be useful for States as part of their implementation readiness. A *SWG-Rollover* guidance was formed to work on the guidance. It was acknowledged that the material required more time than was available during the FPLT TF/5 schedule. However, *SWG* successfully produced material which was considered by the plenary meeting.

5.2 It was acknowledged that, in accordance with the status of readiness that had been reported, most States would have acquired significant experience of handling the NEW FPL by 15 November 2012 and the risk of unexpected difficulties should be relatively low. In this regard, it was debatable as to what ideal period could be defined as the rollover period. For ANSPs whose preparedness was low, such a period could be longer for those would have already achieved stability in the acceptance and processing of both NEW and PRESENT FPL. The meeting agreed that rather than defining a rollover period, guidance should indicate recommendable times for specific action items. The meeting adopted the rollover guidance as at **Appendix 5A** to the report on agenda item 5, and requested the Regional Office to distribute it to States.



5A-1  
FPLT TF/5 Report  
Appendix 5A to the Report on Agenda Item 5

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**AFI SWITCH – FPL 2012 OVER PLAN  
FROM PRESENT TO NEW FORMAT FLIGHT PLAN**

**RECOMMENDATIONS**

It is recommended that States:

- Review the switchover plan, against their own detailed switchover plan and incorporate any amendments as required.
- Action any additional requirements as issued periodically by the ICAO regional offices.

**1. INTRODUCTION**

1.1 The AFI FPL2012 Task Force has provided a Switchover Plan for States to adapt to their own local requirements. The principle concerns of the Aviation Community have been addressed in the AFI Switchover Plan. This document should be referred to by States to produce a plan that will be relevant to them. This will in effect mean that there will need to be greater detail for individual actions within each State.

1.2 The process will culminate in the switchover from present format flight plan to new format flight plan at 00H01 UTC on 15 November 2012, which will require specific attention to ensure a safe and effective changeover with the minimum disruption to the flow of air traffic. It is anticipated that all flight plans for flights with part or whole of their flight taking place post 00h01 on 15 November 2012 will be filed in new format.

1.3 The ICAO AFI regional Officers will act as regional monitoring offices, and states are expected to provide status reports to these Officers.

**2. ACTIONS PRIOR TO ToS (12-14 November 2012)**

2.1 AFI FPL2012 implementation readiness reporting will continue throughout the switchover period.

2.2 Flight planning, will continuously be checked during the switchover period for irregularities including incorrect flight plan format.

2.3 Within the switchover period there will continue to be increased contact between stakeholders (airspace users, ANSP, states, aerodrome operators etc.) and the overall awareness as to the necessary flight planning format will be reinforced. Warnings will be provided to filers who file in present format of the impending implementation of the new format flight plan.

2.4 Repetitive Flight Plans (RPLs), where applicable, for the 2012/2013 winter season should be submitted using the NEW content and format. An RPL with a validity period that extends beyond 15 November 2012 will not be accepted in PRESENT format.

2.5 During the switchover period ground communication facilities must be available and ready for immediate use and adequately supported by competent technical staff.

2.6 States/FIRs/ACCs will ensure that the current LOA/LOP/MOU, where applicable, are easily accessible for reference purposes during the Switchover period.

**3. AWARENESS CAMPAIGN**

3.1 During the switchover period operators should be reminded of the flight planning Requirements.

5A-2  
FPLT TF/5 Report  
Appendix 5A to the Report on Agenda Item 5

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**4. SWITCHOVER (15 November 2012) Time of Switchover (ToS)**

4.1 Switchover: A prime activity of the switchover period will be the switchover from PRESENT to NEW format flight plan. For ANSPs that will already be accepting both PRESENT and NEW (which will be most if not all), this will entail the disabling the PRESENT capabilities.

4.2 Aircraft in Flight at Time of Switchover. Flight where part of the flight will take place after 00h01 UTC on 15 November 2012 shall be filed in new format.

4.3 Staffing Levels at Time of Switchover.

- During the Switch over period full flight planning staff numbers must be available to boost shift levels to accommodate potential additional tasks.
- Comprehensive briefings will be provided by supervisors to all operational staff during ToS.
- Flight plan staff management shall suspend operational training during the switchover period.

4.4 Contingency Planning. Contingency procedures will be applicable during this period to address system failures. States/ANSP's should therefore review their contingency procedures and ensure applicability.

**5. IMMEDIATE POST IMPLEMENTATION PHASE  
(SWITCHOVER – 15-18 November 2012)**

5.1 Seventy-two hours after the introduction of FPL2012 each state will be required to provide an initial report to ICAO AFI regional offices followed by an update by the 30 November 2012. States experiencing problems or envisaging problems will report such along with remedial actions to address these. The report must cover the following:

- Staffing (availability, competence)
- Equipment (availability / redundancies)
- Procedures (what works and what does not)
- Missing flight plans

**6. CONCLUSION**

6.1 Each state should include the minimal guidance provided in this document into their states transition plan.

6.2 There is a high requirement for continuous and clear communication/co-ordination between all stakeholders (Airspace users, ANSP, State, ICAO etc.) to reinforce the training and awareness activities that have taken place leading up to switchover.

**NO. TASK IDENTIFICATION DURATION START END**

1. Nominate the persons in charge of switch over activities.
2. List key persons and display it in the briefing, flight planning/ATS message handling offices, and ATS Units operational rooms. Availability of these persons during the rollover period should be clear ensure continuity.
3. Carry out the operation checks of the by Fax, email and AFTN messages exchange with the Points of Contact at the appropriate centre and the adjacent ACCs and military.

5A-3  
FPLT TF/5 Report  
Appendix 5A to the Report on Agenda Item 5

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6. Simulate switchover exercise. ACCs test software changes to accommodate FPL2012 are in place and functional.
10. Not later 31 October 2012, update and sign RELEVANT all letters of agreement/procedures (LOA/LOP) by integrating the FPL2012 requirements with effective date on 15 November 2012 where applicable
11. Organize a particular awareness campaign to address ALL stakeholders including the military, where applicable
12. Ensure that no major modification to the ATS equipment will be carried out during the month of November 2012
13. Prepare and publish a *Trigger NOTAM* two (2) weeks before ToS; i.e. 1 November 2012, notifying the implementation of FPL2012 and relevant procedures to be applied.
17. Provide daily the situation of the operating condition of the equipment requirements;
18. Where applicable, adjust the flight planning and ACCs staffing in order to provide extra personnel;
20. Refresh the operational staff on the duty in FPL2012 implementation.
21. Roster engineering staff for shift night of 14 Nov/15 Nov 2012 to make necessary system configuration changes.
22. Develop system configuration change document and plan in advance
23. At 22h00 UTC on 14 Nov 2012, commence effect configuration changes in background
24. At 00h00 UTC on 15 November 2012 effect configuration changes and re-start systems if necessary.

6-1  
FPLT TF/5 Report  
Report on Agenda Item 6

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**AGENDA ITEM 6: Assistance that may be required**

6.1 The meeting acknowledged that there were States that could still benefit from direct assistance and discussed some of the specific items of the assistance that may be provided. It was, however, noted that the formation of an assistance group would need financial support, the source of which is yet to be identified. It was noted that Regional Offices have some capability within existing funds and could provide support to a few selected States. Nevertheless, the meeting was invited to make the Secretariat aware of expertise that could be invited to participate in assistance missions, should need arise and resources permit.

7-1  
FPLT TF/5 Report  
Report on Agenda Item 7

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**AGENDA ITEM 7: Contingency arrangements**

7.1 The meeting discussed and agreed on the need for ANSPs to develop contingency plans for the implementation of the NEW FPL. It was acknowledged that some ANSPs would have already developed the contingency plans, particularly those ANSPs whose safety management systems (SMS) were well established and fully operational. However, there were still a number of States/ANSPs who could benefit from guidance on what aspects should be considered in developing contingency plans. In this regard, the meeting agreed to list of items for consideration in developing contingency plans as at **Appendix 7A** to the report on agenda item 7.

7A-1  
FPLT TF/5 Report  
Appendix A to Report on Agenda Item 7

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## CONTINGENCY ARRANGEMENTS

### GENERAL ISSUES

#### Contingency Phases

All approaches to contingency are based on the global standard that, without exception, all States will commence the implementation of NEW FPL on 15 November 2012.

#### Fallback arrangements

In certain cases it may be deemed that the progression of the desired, planned solution that is already underway, has a high risk of completion too close to the 15 November 2012 implementation date such that testing will be compromised. It may then be advisable for the ANSP to focus on readiness manual systems or less complex technological solutions. e.g. Focus on AFTN system that has been upgraded for NEW FPL, as opposed to automation that has a risk of not being ready on time for reasonable testing before implementation date.

#### Strategic contingency plan

**Considered for foreseeable implementation difficulties other than fallback position**

#### Tactical contingency plan

Developed for probable failures of or within otherwise well planned and functional systems. All ANSPs should have a tactical contingency plan

#### General Considerations

- Contingency always has a cost
  - Staff resources
  - Additional finance
  - Delays to traffic
- Safety
  - No increase in safety risks as generally throughput of traffic and therefore ATC workload is reduced.
  - All contingency arrangements must however be subject to the usual safety assessments as demanded by the Safety regulator
- It is unlikely that Airspace Users will be given the opportunity to utilise the PBN capabilities of the aircraft

7A-2  
FPLT TF/5 Report  
Appendix A to Report on Agenda Item 7

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## ANSP CONTINGENCY ASPECTS

- *A Convertor system will allow ANSPs to accept the NEW ICAO Flight Plan without rejection*
  - Cost of convertor is less than the cost of upgrading or replacing a Flight Data Processing system.
  - Convertors are automated such that there will be no perceived delay to traffic movements.
  - The disadvantage is that the enhanced information available in the NEW flight plan will not be readily available to the Air Traffic Controller.
  - Aircraft are unlikely to be offered the use of PBN routes more suited to the aircraft capabilities.
  - The ANSP is unlikely to be able to pass on the Flight Plan to the next ANSP in the NEW format.
  - Some Vendors may consider leasing Convertor systems as often these convertors will be used as a short-term measure until the main Flight Data processing system is replaced.
- *Manual intervention*
  - ANSPs will need to make available additional staff to receive the NEW Flight Plan without rejection.
  - Manually extract and produce the equivalent of a PRESENT flight plan which is acceptable to their current Flight Data Processing system.
  - Additional staff will be required to be rostered on duty to accept the NEW flight plan until such time as contingency is no longer required.
  - It is likely that additional staff will need to be trained to handle the increased flight plan intervention.
    - these additional staff could possibly be found from additional recruitment, "abinitio" controllers or ATC students.
- *Neighbouring State conversion*
  - It may be possible for a neighbouring State to offer a downstream conversion of the NEW flight plan to the PRESENT flight plan to allow adjacent States to continue to work in the present format.
  - The conversion capability is likely to be automated.
  - Manual conversion to the PRESENT flight plan for downstream transmission will require additional staff for the ANSP providing this service.
  - Downstream conversion to NEW is not supported by ICAO and IATA and should be used with caution.

**Note:** States/ANSPs considering conversion for use other than internally (interface with internal systems/subsystems), should clearly consider safety as well as other implications including legal (liability) of such approach.

8-1  
FPLT TF/5 Report  
Report on Agenda Item 8

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**AGENDA ITEM 8: REVIEW OF THE TASK FORCE TERMS OF REFERENCE (TOR)  
AND WORK PROGRAMME**

8.1 The Task Force recalled that the APIRG/17 meeting (Ouagadougou, Burkina Faso, 2-6 August 2010), established the FPLT task force with the objective to coordinate States preparedness, facilitate coordination in the AFI Region and with other ICAO Regions and provide guidance in order to enable harmonized implementation of the provisions of Amendment 1 to the 15th Edition of PANS-ATM (Doc 4444), as part of the overall requirement for a regional and global implementation of the new ICAO model flight plan, and to facilitate effective and successful transition. The TOR was duly revised by the APIRG/18 meeting (Kampala, Uganda 27 - 30 March 2012) under its Decision 18/16.

8.2 The FPLT TF/5 meeting reviewed TOR as approved by the APIRG/18 meeting, and agreed that the TOR continues to adequately guide the Task Force in discharging its objectives. The Task Force also discussed the need for its continuity after the 15 November 2012 implementation date and agreed that based on foreseeable circumstances there was no need for the Task Force after that date.

8.3 With regard to the FPLT TF/6 meeting, it was recalled that the FPLT TF/4 meeting (February 2012) had agreed on the FPLT TF/6 to be after the *AFI-Wide* solutions testing by ANSPs in October 2012. The meeting noted that the week of 8 October 2012 would have been ideal as it would allow the data from the *AFI-Wide* testing that was scheduled for 1 October 2012 to be analyzed for consideration by the FPLT TF/6. However, due to conflicting high priority activity that has been scheduled on that week, the meeting agreed to convene FPLT TF/6 from **3 to 5 October 2012** in Nairobi Kenya, unless a State in the ESAF area of accreditation offered to host the meeting. The meeting agreed that the FPLT TF/6 meeting should specifically address the following:

- Readiness of each ANSP.
- Assessment of results from testing since April 2012
- Specific action to be carried out by ANSPs that are not ready, which are feasible to be successfully implemented in the remaining time.
- Measures to be taken to address other outstanding issues, which measures should be feasible to be successfully implemented in the remaining time.

8.4 In order for the FPLT TF/6 to successfully address the envisaged issues, the meeting emphasized the importance for States to provide update information in advance of the meeting in order to facilitate processing of such information for the FPLT TF/6 meeting.



FPLT TF/5 Report  
Appendix to Report on Agenda Item 8

**TERMS OF REFERENCE AND WORK PROGRAMME  
FOR THE AFI PBN/GNSS TASK FORCE**

**1. TERMS OF REFERENCE**

- a) Carry out specific studies in support of the implementation of Performance Based Navigation (PBN) in the AFI Region, according to the ICAO Strategic Objectives and Global Plan Initiative (GPI) 5 and related GPIs (GPIs 7, 10, 11, 12, 20, 21 including CNS related GPIs).
- b) Identify other issues/action items arising from the work of ICAO or for consideration by ICAO in order to facilitate regional and global harmonization of existing applications as well as future implementation of Performance Based Navigation operations.
- c) Determine and recommend, on the basis of the studies, the PBN strategy and Implementation Plan for the AFI Region, based on the ICAO PBN Implementation goals as reflected in assembly resolution 36-23.
- d) Assist States that may require support in the implementation of PBN.

**2. WORK PROGRAMME**

Activity/Task	Assigned person/organ	Target date
<ol style="list-style-type: none"> <li>a) Study and assess the Regional RNAV and RNP requirements.</li> <li>b) Initially focus assistance to States that may require support on development of the State PBN implementation plans.</li> <li>c) Identify priority routes and terminal areas where RNAV and RNP should be implemented.</li> <li>d) Identify priority runways for Approach Procedures with Vertical Guidance (APV) to be implemented based on the ICAO RNP APCH navigation specification (APV).</li> <li>e) Develop an amendment proposal to the AFI Regional Supplementary Procedures concerning the implementation of PBN in the Region.</li> <li>f) Identify guidance material and training needs.</li> <li>g) Follow up on the developments in ICAO affecting the Global Plan and PBN in particular, in order to update the Regional plans accordingly.</li> <li>h) Coordinate with other ICAO Regions as necessary to address implementation interface issues.</li> <li>i) Undertake other functions relevant to implementation of PBN as assigned by APIRG.</li> <li>j) Develop and update (as necessary) the Regional PBN Implementation Strategy and Plan.</li> <li>k) Develop the PBN performance objectives and related action plans for en-route, terminal and approach phases of flight.</li> <li>l) Report to APIRG through its ATM and CNS Sub- groups.</li> </ol>		

**3. THE TASK FORCE SHALL BE GUIDED BY THE FOLLOWING PRINCIPLES**

1. The Task Force shall in its work be guided by the following principles:

FPLT TF/5 Report  
Appendix to Report on Agenda Item 8

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- a) Implementation of PBN shall follow the ICAO PBN goals and milestones.
- b) Avoid undue equipage of multiple on board equipment and/or ground-based systems;
- c) Avoid the need for multiple airworthiness and operational approvals for intra- and interregional operations;
- d) Continue application of conventional air navigation procedures during the transition period, to guarantee the operations by users that are not RNAV- and/or RNP-equipped;
- e) The first regional PBN Implementation Strategy and Plan should address the short term (2008-2012), medium term (2013-2016) and take into account long term global planning issues;
- f) Cognizance that the primary objective of ICAO is that of ensuring the safe and efficient performance of the global Air Navigation System, ensure that pre- and post-implementation safety assessments will be conducted to ensure the application and maintenance of the established target levels of safety;
- g) Take into account the introduction of new technologies, encourage implementation and development in GNSS;
- h) Coordinated implementation with other relevant Regional Plans;
- i) Apply ICAO guidance material and information as may be applicable to the Region to facilitate the implementation of PBN.

#### 4. COMPOSITION OF THE TASK FORCE:

**States:** AFI States and States having territories in the AFI Region

*(The next Task Force Meeting to decide on a list of core member States/organizations, preferably not exceeding 15).*

*The Task Force comprises of the following expertise from the AFI Region:*

*Regulatory authorities and ANSP professionals who are charged with the responsibilities relating to PBN implementation. These may be from various fields of air navigation service, as well as airworthiness and operations. However they will primarily be from the following field/areas:*

1. Air Navigation Services (ATM, AIM CNS (including GNSS experts)
2. Data managers (whose functions included ATM, CNS and aircraft navigation capabilities related data)
3. Flight Operations and Airworthiness professionals who are charged with the responsibilities for operational approvals

*The Task Force comprises of the following expertise:*

*Regulatory authorities and ANSP professionals who are charged with the responsibilities relating to PBN implementation. These may be from various fields of air navigation services or flight operations;*

*Professionals from Regulatory authorities who are charged with the responsibilities for operational approvals. These will include such officials as from air navigation service, flight operations and airworthiness fields.*

*Note: States are requested to include in their delegations: PBN experts, GNSS (CNS) experts, as well as official experts involved in the PBN approval process of aircraft operators.*

**Organizations:** ASECNA, IATA, IFALPA, IFATCA and ESA. Additional representatives and expertise from International/Regional Organizations as well as States from other ICAO Regions may be invited when required.

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE**

**Fifth Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/5)  
(Dakar, Senegal, 31 July to 3 August 2012)**

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Attachment A-2  
FPLT TF/5 Report - Attachment A

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Attachment A-3  
FPLT TF/5 Report - Attachment A

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Attachment A-4  
FPLT TF/5 Report - Attachment A

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Attachment A-5  
FPLT TF/5 Report - Attachment A

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Attachment B-1  
FPLT TF/5 Report - List of Conclusions and Decisions

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**Draft Conclusion 5/1:**

That AFI States that have not already issued comprehensive AICs introducing Amendment 1 to Doc 4444 15 edition, issue the AIC and consider the template at Appendix 2B to this report for such AIC.

**Draft Conclusion 5/2:**

That, in order to facilitate airspace user participation the NEW FPL implementation readiness process, AFI States:

- a) that have not already done so, are encouraged to schedule to accept and process both PRESENT and NEW FPL from the AIRAC date of 20 September 2012; and
- b) if unable to accept both PRESENT and NEW FPL with effect from the AIRAC date of 20 September 2012, be encouraged to do so as soon as practical after that date.

END