

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE SIXTH MEETING OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE

FPLT TF/6

ESAF REGIONAL OFFICE

(Nairobi, Kenya, 3 – 5 October 2012)

The views expressed in this Report should be taken as those of the AFI Flight Plan Transition Task Force and not of the Organization. This Report will, however, be submitted to the APIRG and any formal action taken will be published in due course as a Supplement to the Report.

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The sixth meeting of the AFI Flight Plan Transition Task Force (FPLT TF/6) was held at the ICAO ESAF Regional Office at the United Nations compound in Nairobi, Kenya, from 3 to 5 October 2012.

2. OPENING

2.1 The Meeting was opened by Mr. Meshesha Belayneh, Regional Director, Eastern and Southern African (ESAF) Regional Office. In his opening remarks, Mr. Belayneh welcomed the delegates to Nairobi and to the sixth and last meeting of the AFI Flight Plan Transition Task Force. He expressed appreciation on the level of attendance and acknowledged the efforts of the States and organizations that had made it possible for their officials to attend the event.

2.2 Mr. Belayneh noted that the Task Force had covered considerable ground since it was established, in providing guidance to States and facilitating coordination within the AFI Region to ensure harmonized activities towards the desired implementation readiness. He further noted that the Regional Offices had provided support to States through various means, including four coordination workshop/meetings conducted during April and May 2012. Missions to States having implementation challenges were undertaken to assist them. Despite slow start and various challenges encountered, most States in the AFI Region had achieved the desired status of readiness. He reminded the meeting that the NEW flight plan format is to be implemented by all ICAO Contracting States at the same time; that is 0000 hours UTC on 15 November 2012, without exception.

2.3 Mr. Belayneh reiterated the need for States to continue with their coordination and cooperation efforts in ensuring not just the individual States' readiness, but the Regional readiness. On the matter of supporting each other, he urged States and Air Navigation Services Providers not to take actions that could lead to undue increase in safety risks, such as allowing increased operation of aircraft without flight plans across Flight Information Region (FIR) borders that could lead to serious Air Traffic Services incidents.

2.3 Finally, Mr. Belayneh reminded the participants that their primary role was to ensure clarity on specific actions that are to be taken by individual States and ANSPs who were critically late with their implementation schedules. This would ensure their ability to process the NEW flight plan format in the event that the solutions expected to be completed in the October/November timeframe were not ready before 15 November 2012. He then declared the sixth meeting of the AFI Flight Plan Transition Task Force formally open.

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3. ATTENDANCE

3.1 The meeting was attended by a total of fifty-eight (58) participants from twenty-two (22) States and three (3) international organizations. The list of participants is at **Attachment A** to this Report.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Seboeso Machobane, Regional Officer ATM/SAR from the ESAF Regional Office was the Secretary of the meeting. He was supported by Messrs. David Labrosse, Regional Officer ATM/SAR and Prosper Zo'o-Minto'o, Regional Officer CNS, who are also from the ESAF Regional Office.

5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

STRATEGIC OBJECTIVES	AGENDA ITEM NO.	SUBJECT
A	1	Adoption of provisional Agenda and Election of Chairperson and Rapporteur
A	2	Review of Conclusions and action items
A	3	Review of ANSPs' Readiness
A	4	Assessment of Regional testing results
A	5	Specific action to be carried out by ANSPs that are not ready
A	6	Measures to be taken to address other outstanding issues
	7	Any other business

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7. CONCLUSIONS AND DECISIONS

7.1 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 Task Force'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.

7.2 Decision 6/1 formulated during the FPLT TF/6 meeting is reflected in **Attachment B** to this Report.

**REPORT ON AGENDA ITEM 1: ADOPTION OF PROVISIONAL AGENDA AND ELECTION OF
THE CHAIRPERSON AND RAPPORTEUR**

1.1 The meeting reviewed the proposed agenda for the Sixth Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/6) and adopted it as indicated in paragraph 6 of the History of the Meeting.

1.2 With regard to the election of the Chairperson and Rapporteur, the meeting recalled that Mr Francois Coetzee, Senior Manager Aeronautical Information, Air Traffic and Navigation Services (ATNS), South Africa, and Mr Hitler A. Olwenge, Manager Air Traffic Services, Kenya Civil Aviation Authority (KCAA) had served for two terms as Chairperson and Rapporteur respectively to the FPLT TF/4 (Mahe, Seychelles, 20 to 22 February 2012) and FPLT TF/5 (Dakar, Senegal, 31 July to 3 August 2012) meetings. The meeting thanked Messrs Coetzee and Olwenge for their contribution and support to the Task Force by facilitating its work during the past two events.

1.3 The meeting agreed that the Secretariat should facilitate its deliberations and in this regard, Mr. Seboeso Machobane, Regional Officer ATM/SAR from the ESAF Regional Office facilitated the meeting. He was supported by Messrs. David Labrosse, Regional Officer ATM/SAR and Prosper Zo'o-Minto'o, Regional Officer CNS, also from the ESAF Regional Office.

REPORT ON AGENDA ITEM 2: REVIEW OF CONCLUSIONS AND ACTION ITEMS

2.1 The meeting recalled the APIRG/18 Conclusions and Decision related to the FPL 2012 implementation and reviewed the AFI Strategy for implementation of NEW ICAO flight plan format and supporting air traffic services messages.

2.2 The meeting reviewed information regarding other developments affecting regional and global implementation of Amendment 1 to Doc 4444, 15th Edition, including the two draft Conclusions formulated during the FPLT TF/5 meeting in Dakar, Senegal (***Draft Conclusion 5/1: Issuance of an AIC and Draft Conclusion 5/2: Acceptance of NEW Flight Plan by States***). The meeting noted with appreciation that no AFI State had indicated to ICAO that they would not be able to meet the deadline of 15 November 2012.

2.3 The Secretariat reiterated the need for those States that have not yet done so, to issue an AIC in accordance with FPLT TF/5 Draft Conclusions, as a matter of urgency. The list of Conclusions and Decision from the APIRG/18 and FPLT TF/5 meetings is at **Appendix 2A** to the report on agenda item 2.

REPORT ON AGENDA ITEM 3: REVIEW OF ANSPs' READINESS

3.1 The meeting noted that the ESAF and WACAF Regional Offices had convened four Flight Plan Coordination Workshop/Meetings (FCWMs) during the period of April to May 2012 with the following objectives:

- Share views and information regarding action items to achieve readiness for implementation of the NEW ICAO FPL 2012, in particular engineering aspects;
- Review planned operational aspects of each Centre and identify interoperability issues;
- Provide consideration for non-automated systems;
- Establish the type of training planned and agree on harmonization and sharing of training facilities and human resource capacity;
- Address specific issues related to Phase 2 of the transition period, starting from 1 July 2012;
- Address any other air navigation implementation issues that may be identified as relevant, to ensure successful implementation of the NEW FPL on 15 November 2012; and
- Assess air navigation service providers (ANSPs) progress towards the desired readiness for implementation, as detailed in the Regional Strategy for implementation.

3.2 Furthermore, in addition to the updates which States were to provide periodically as agreed by the FPLT Task Force, the ESAF and WACAF Regional Offices had circulated a series of questionnaires for AFI States to provide updates to ICAO on their status of implementation readiness.

3.3 The meeting noted that from the information provided, many States/ANSPs had achieved significant progress despite starting their readiness processes several months behind the Regional target dates. Many challenges had also been overcome or alternative means of readiness adopted. However, a degree of uncertainty still existed with a number of States/ANSPs in that their scheduled dates of solution delivery was in the October 2012 time- frame, with essential testing extending into November 2012.

3.4 It was noted with concern that some of the States that were facing significant delays were also not responding to the questionnaires or providing information in any other form regarding progress or challenges they were facing. Some of the concerned States had been invited to the FPLT TF/6 meeting but they had not attended.

3.5 Algeria, South Africa, Uganda and ASECNA made presentations providing details on their status of readiness. Amongst others, Algeria shared experiences on the testing results related to their converter. It was noted there was a number of unexpected functional intricacies of the converter including loss of data. Some of the functional operations were found unacceptable and had to be resolved by making software changes after the installation. South

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Africa indicated that they had progressed to permitting the filing of both NEW and PRESENT by a number of selected users.

3.6 In addition to providing updates on the schedule for automation solution delivery and tests, Uganda informed the meeting that arrangements were being made with Nairobi to handle Entebbe traffic in the event of a delay in delivery of the upgraded system or any unforeseen circumstances. ASECNA indicated that it had observed a lack of awareness by local operators in many of its member States. In order to address this concern, ASECNA had circulated separate letters to the concerned operators, detailing their roles and the sequence of events leading up to the 15 November 2012.

3.7 A briefing was also provided by South Sudan, indicating that training of personnel would commence in October 2012, and that the process of installing new equipment was ongoing.

3.8 The Civil Aviation Caretaker Authority for Somalia (CACAS) reported that it would make provisions to facilitate processing of flight plans of domestic and international flights in and out of Mogadishu, which represents approximately 15% of the total movements in their FIR. An agreement with neighboring States is being considered to facilitate transmission and acceptance of PRESENT flight plans. CACAS was urged to ensure that its capability to process the NEW FPL was ascertained and tested before 15 November 2012, to adopt specific action dates and provide periodic updates to the ESAF Regional Office.

3.9 Ethiopia raised concern with regard to lack of readiness of some States that could impact on the proper transmission of flight plans as of 15 November 2012. It was noted that the status of readiness of Djibouti, last reported during FCWM in April 2012 to be significantly behind schedule, had not been updated. Actions that Djibouti was to take in order for Ethiopia to provide support had not been undertaken. Furthermore, attempts to obtain information from Djibouti by several parties, including the Ethiopian Civil Aviation Authority, had not been successful. IATA informed the meeting that they had been in contact with Djibouti, who had indicated that they would be ready by 14 November 2012. However, no formal communication had been provided to ICAO.

3.10 It was noted that the AFTN system upgrade installed in some States (Burundi, Lesotho, Rwanda and Swaziland) required some software adjustment. The modification was described as minor and was expected to be carried out in the week of 8 October 2012. Lesotho indicated that training of personnel had been delayed due to funding which had not yet been identified.

3.11 Nigeria indicated that it was positive that readiness will be achieved by 15 November 2012, and that this will be based on the upgrade of the automation system. It was acknowledged that the new installation could take time to stabilize and accordingly, Nigeria was urged to work on appropriate contingency measures, including the AFTN-based manual processing of flight plans.

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3.12 The Secretariat indicated that from the mission carried out in Angola in the week of 24 September 2012, necessary software changes were to be carried out during the first week of October 2012. The VSAT link between Luanda and Brazzaville was still unavailable due to lack of interoperability between the two VSAT systems. As such, ATS messages to Brazzaville would be routed through Johannesburg.

3.13 The following States had provided limited or no information on their status of readiness:

- a) Angola: Limited information; no response to questionnaire. A mission was undertaken by ICAO from 28 to 29 September 2012 to determine level of readiness.
- b) Djibouti: No update since April, no response to Regional Office. Additional efforts by the ESAF Regional Office to collect information were unsuccessful.
- c) DRC: No updates; did not return questionnaires. Additional efforts by the WACAF Regional Office to collect information were unsuccessful.
- d) Ghana: No updates; did not return the September questionnaire.
- e) Malawi: Limited information; did not return the questionnaire issued in September 2012. Additional efforts by the ESAF Regional Office to collect information were unsuccessful.
- f) Sao Tome & Principe: No updates; did not return the September questionnaire. Additional efforts by the WACAF Regional Office to collect information were unsuccessful.

3.14 More details on the status of readiness and follow-up actions by States/ANSPs are contained in the Appendixes reflected in paragraph 3.16 below.

3.15 The meeting noted that only twenty-six States had published aeronautical information circulars (AICs) or aeronautical information publication (AIP) supplements. It was further noted that in some cases, States were holding back on the publications, until they were certain that their implementation readiness would meet the deadline. It was however highlighted that the lack of a publication in essence means that a State will not be processing the NEW FPL as of 15 November 2012. In view of the fact that all States have provided information to ICAO and the Task Force, indicating that they will be ready as of 15 November 2012, all States that had not done so, were urged to make the appropriate publications, taking due cognizance of the time remaining to the implementation date.

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3.16 The meeting established three small working groups (SWGs), with Kenya, South Africa and the Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA) as Rapporteurs, to update the information provided in **Appendices 3A**, and **3B1 – 3B3** to the report. The updated information was presented and reviewed during the plenary. Based on the information provided in the above-mentioned Appendices, the meeting was able to update the status of readiness of AFI States as of 5 October 2012, using a color coding matrix to denote the levels of risk; ‘Very Low’ to ‘High’ (‘green’ to ‘red’), as reflected in **Appendix 3C** and **Appendix 3D** respectively.

REPORT ON AGENDA ITEM 4:

ASSESSMENT OF REGIONAL TESTING RESULTS

4.1 The meeting recalled that the FPLT TF/5 meeting (Dakar, Senegal, 31 July to 3 August 2012), had reviewed the status of readiness information reflected in the summary of discussions from the four Flight Plan Coordination Workshops/Meetings (FCWMs) and had provided updates thereto.

4.2 The meeting discussed the issue of on-going coordinated testing, in addition to the AFI-Wide testing that took place on 1 October 2012. Most States, including Main Aeronautical Fixed Telecommunications Network (AFTN) Communication Centres that were able to process the NEW flight plan reported positive results.

4.3 The meeting recognized that in view of limited time remaining before the roll-over date, coordinating additional dates for testing at Regional level could become difficult. Increased activities in the exchange of air traffic services messages, including the NEW flight plan between AFTN Communication Centres are among the challenges expected. The meeting agreed that further tests could be organized and coordinated by the individual centres. More importantly, it was acknowledged that the onus to contact centres that are ready and to arrange for the testing would be on those centres that are yet to carry out necessary testing. This could be coordinated through the contact points that have been provided by the Task Force.

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**REPORT ON AGENDA ITEM 5: SPECIFIC ACTION TO BE CARRIED OUT BY AIR
NAVIGATION SERVICE PROVIDERS (ANSPs) THAT ARE
NOT READY**

5.1 The meeting noted that most ICAO Regions have completed the preparatory phases preceding the airspace user implementation transition phase, which is from 1 July 2012 to 14 November 2012. It was noted however that some States in the AFI Region were still in the ANSP implementation phase (1 April 2012 to 30 June 2012) and that more effort and resources would be needed to accelerate the process towards full readiness.

5.2 The meeting was also provided with information on actions that were being considered by some States and Air Navigation Service Providers (ANSPs) that were behind schedule, in order to achieve the necessary readiness to accept and transmit the NEW flight plan by 15 November 2012.

5.3 The meeting agreed that States/ANSPs categorized as having ‘Medium Risk’ to ‘High Risk’ should provide weekly updates on progress to the ESAF and WACAF Regional Offices as of Friday 12 October 2012.

5.4 It was further noted that many States had not yet signed revised Letters of Agreement/Procedures (LOA/Ps) with their neighbouring States. The meeting urged the States and ANSPs to expedite signing of LOA/Ps between them. Action required by States and ANSPs have been reflected in columns G to I of the table in **Appendix 3D** to the report on agenda item 3.

**REPORT ON AGENDA ITEM 6: MEASURES TO BE TAKEN TO ADDRESS OTHER
OUTSTANDING ISSUES**

6.1 The meeting recalled the developments and challenges related to the implementation of the NEW ICAO flight plan identified in the previous agenda items and considered additional measures that could be taken in order to supplement mitigation efforts for adoption towards its successful implementation.

6.2 In reviewing the critical elements towards implementation readiness, including the technological requirements, the meeting requested that AFI States adopt the following measures:

- a) Every State is urged to commence receiving and transmitting both PRESENT and NEW with effect from 20 September 2012. States that have not done so are urged to involve users and to commence processing both NEW and PRESENT without further delay;
- b) States whose tests results are not positive are expected to provide the meeting with information on challenges encountered, and hereafter, to inform the respective Regional Office periodically (weekly), without necessarily being prompted to do so;
- c) States, whose system automation has been scheduled for late October or early November 2012, are expected to have commenced tests using the AFTN. If they have not commenced tests, they should publish the earliest commencement date as soon as practicable, through an Aeronautical Information Circular (AIC) or any other form of notification;
- d) States that are unable to commit readiness immediately, through an AIC, will be considered as not committing to the 15 November 2012 implementation date, and will be made known to the international aviation community;
- e) States that have not issued an AIC or AIP Supplement, issue a NOTAM;
- f) States that have not already done so, ensure that their AFTN/AMHS is able to process the NEW flight plan;
- g) The NEW flight plan format is to be implemented by all ICAO Contracting States at the same time; that is 00:00 hour UTC on 15 November 2012, without exception;
- h) Each State is expected to update the information on its Flight Plan Focal Point as follows:
 - i. Name of the Focal Point.
 - ii. Email address.
 - iii. Telephone (Office/Mobile).
 - iv. 24 hour Telephone/mobile number.

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- i) Each State is expected to update the information on its Flight Plan Operational Point of Contact (OPC) as follows:
 - i. Name of the OPC.
 - ii. Email address.
 - iii. Telephone (Office/Mobile).
 - iv. 24 hour Telephone/mobile number.
- j) It is expected that with the implementation of the NEW Flight Plan, initially, there could be an increase of missing flight plans rather than the opposite. The issue of missing flight plans is already a significant contributing factor to the high number of ATS incidents including AIRPROXs being experienced in some FIRs in the AFI Region, and therefore, States are urged to take a concerted effort with regard to actions called for under APIRG Conclusion 18/17;
- k) States are urged not to take actions that could lead to undue increase in safety risks. One of such actions would be to allow increased operation of aircraft without flight plans across FIR borders, which is one of the contributing factors of ATS incidents. States should fully appreciate the safety risks and liability issues involved. In addition, FIRs accepting the situation of non-compliance originating from other FIRs should take due cognizance of the impact on their ATS systems, including human factors issues, and other consequences associated with such practices.

6.3 The meeting discussed the matter of *submission of flight plans* extensively. It was acknowledged that while the issues of “missing flight plans” had focused mainly of flight plans that, having being filed, did not reach the intended recipient air traffic services (ATS) units, in many cases the flight plans were not filed. Due to deficiencies in communication facilities, certain practices that had prevailed over time, such as an aircraft getting airborne with the intention of submitting a flight plan during flight, had led to several other operational and regulatory complications. These include aircraft entering controlled airspace, crossing FIR boundaries and international borders, without the necessary flight plan and air traffic control clearance.

6.4 While recognizing the importance of implementing all ICAO provisions, the meeting specifically recalled Standard 3.3.1.2 of Annex 2 to the Chicago Convention, the extract of which is reflected hereunder:

3.3.1.2 A flight plan shall be submitted prior to operating:

- a) any flight or portion thereof to be provided with air traffic control service;*
- b) any IFR flight within advisory airspace;*
- c) any flight within or into designated areas, or along designated routes, when so*

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required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;

- d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;*
- e) any flight across international borders.*

6.5 The meeting recognized that the obligation to comply with the Standard 3.3.1.2 is on all operators, ANSPs and civil aviation authority regulators in the State of departure of aircraft, as well as in the ANSPs and regulators in States and FIRs through which the aircraft were to operate. Compliance with the Standard had become more critical since many airspaces were experiencing a high number of serious ATS incidents, including aircraft proximity situations (AIRPROXs). As such, the implementation of the NEW flight was only an additional critical reason why the practice of accepting aircraft operations that were not compliant with Standard 3.3.1.2 should not be permitted or abetted.

6.6 It was noted, amongst others that while Annex 2 Standard 3.3.1.3 provides filing of flight plans “during flight” and operational details of such action are in ICAO Doc 4444, these in no way conflicted with Standard 3.3.1.2. Furthermore, due consideration should be given to the human factor issues related to ATS personnel assigned with the task of receiving flight plans. Where relevant, such as in respect of ATC units serving high or medium density operation, whether continual or at certain periods of the day, the appropriate ATS authority should prescribe conditions and/or limitations with respect to the submission of flight plans to ATC units while the aircraft is in flight (Ref. Doc 4444 Section 4.4.2). Due cognizance should be given to the mandatory criteria for accepting a flight plan (Ref. Doc 4444 Section 4.4.3) and the implications thereof.

6.7 The meeting was of the view that non-compliance with Annex 2 Standards related to flight plan submission, may over time, have led to complacency and eroded the recognition of safety implications associated with such practices. In this regard the meeting agreed that the matter should be highlighted to States through a State Letter, and requested the Secretariat to take action as necessary. Accordingly, the following Decision was formulated:

Decision 6/1 Compliance with Standards for submission of flight plans

That the ICAO Regional Offices request AFI States to take immediate action to ensure compliance by aircraft operators and air navigation service providers, with the Standards of Annex 2 to the Chicago Convention concerning submission of flight plans. -----

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting reviewed the procedures related to the issuance of aeronautical information circular (AIC), aeronautical information publication (AIP) supplement and the issuance of trigger-NOTAM. It was suggested that all AFI States prepare and submit, to the ICAO Regional Offices, their switch over plan for the roll-over date.

7.2 It was highlighted that the status of readiness of Khartoum Flight Information Region (FIR) was not known to the Task Force and this was of concern, noting that Khartoum was a major FIR in the AFI Region. Participants were requested to contact Khartoum Civil Aviation Authority using the contact information that had been provided by the Task Force to coordinate testing. A similar concern was raised with regard to Ascension and St Helena islands. The Secretariat agreed that necessary information would be obtained through the WACAF Regional Office for dissemination to other States as required.

7.3 The meeting was informed about the ICAO FPL 2012 Coordination Centre which is being set up at ICAO Headquarters, in partnership with the Civil Air Navigation Services Organization (CANSO) and the International Air Transport Association (IATA), to monitor the global roll-over developments, and to provide coordination as necessary. It was acknowledged that such a mechanism would need to be supported by Regional arrangements.

7.4 It was recognized that many centres would be busy with focussing their efforts to ensuring a smooth transition and operation. As such, the reporting to concerned entities, including ICAO, should be kept to a minimum. The roll-over monitoring will therefore operate primarily on information flow from States and the Main AFTN Communication Centres to ICAO. As such, the meeting agreed on the following arrangements:

- a) The ESAF and WACAF Regional Offices will be the main reporting points for coordination of Regional responses;
- b) Communication, particularly reports to the Regional Offices' focal points will be through the AFI AFTN Main Communication Centres. Addis Ababa, Johannesburg and Nairobi Centres will report to ESAF Regional Office, while Brazzaville, Dakar, and Ndjamena will report to WACAF Regional Office;
- c) FIRs hosting AFTN Tributary Centres will make their reports through the Main Communication Centre(s) to which they are linked;
- d) Efforts to resolve issues arising from an FIR will have to be communicated to the Main AFTN Centre involved;
- e) The rollover period requiring the monitoring standby starts on 00:00 UTC on 14 November 2012 and ends on 24:00 UTC on 15 November 2012, unless extended on account of on-going challenges that would warrant such an extension. The extension if necessary will be coordinated by the Regional Offices;
- f) The Regional Offices will be part of the coordination processes from the ICAO FPL 2012 Coordination Centre in Montreal;
- g) The contact points are to be confirmed by the States/ANSPs. However, in the

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absence of such information, the contact points provided during the Flight Plan Coordination Workshops/Meetings (FCWMs), as updated during the FPLT TF/6, will be used as default contacts.

7.5 Consistent with paragraph 7.3 above and as agreed in previous Task Force meetings, all States/ANSPs are to ensure the existence of functional switchover plans as well as contingency arrangements. Participants were encouraged to fully support the follow-up actions from their respective Administrations to ensure States' readiness within the AFI Region.

7.6 There being no other matters for discussion, the Secretariat thanked the participants for their active participation during the various sessions of the Task Force meeting, and highlighted the need for continuous support and cooperation between AFI States and air navigation service providers (ANSPs) towards the successful implementation of the NEW ICAO flight plan.
