

FPLT TF/2-REPORT

INTERNATIONAL CIVIL AVIATION ORGANIZATION



THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

**REPORT OF THE SECOND MEETING OF THE AFI FLIGHT PLAN TRANSITION
TASK FORCE**

FPLT TF/2

(Nairobi, Kenya, 16 – 18 February 2011)

Approved by the Meeting
and published by authority of the Secretary General

The views expressed in this Report should be taken as those of the APIRG 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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FPLT TF/2
History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Second meeting of the AFI Flight Plan Transition Task Force (FPLT TF/2) was held at the Silver Springs Hotel in Nairobi, Kenya, from 16 to 18 February 2011.

2. OPENING

2.1 The FPLT TF/2 meeting was officially opened on 14 February 2011 together with the *Workshop on ICAO 2012 Flight Plan Provisions* (14-16 February 2011), by Mr. Boitshoko Sekwati, Deputy Regional Director, on behalf of Mr. Meshesha Belayneh, Regional Director, Eastern and Southern African (ESAF) Regional Office.

2.2 In his opening remarks, Mr. Sekwati welcomed all delegates to Nairobi, to the Workshop and to the FPLT TF/2 meeting. He expressed appreciation on the high level of attendance acknowledging this as a positive indication of the AFI States' commitment, and thanked the States and organizations that had made it possible for the officials to attend the two events. He expressed gratitude to Eurocontrol and the US Federal Aviation Administration (FAA) which provided expertise to support the Workshop as facilitators and share their expertise at the Task Force meeting.

2.3 Mr. Sekwati highlighted the current challenges faced by AFI States in the implementation of the NEW ICAO Flight Plan provisions, including time constraints, and called for continuous participation of all stakeholders during the transition period until the implementation date of 15 November 2012, in order to have a harmonized and successful implementation plan at Regional level.

2.4 Finally, Mr. Sekwati wished the participants a fruitful workshop, successful outcome of the meeting and declared the events formally open.

3. ATTENDANCE

3.1 The Workshop and Task Force meeting were attended by a total of 64 participants from nineteen (27) States and four (3) organisations. The list of participants is at the **Attachment A** to the Report.

Note: Two of the participants did not attend the FPLT TF/2 meeting.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Madame Aïchatou Sow, Chief of Air Navigation Department (ANACS) of Senegal. Mr. Seboeso Machobane, Regional Officer, ATM/SAR (ICAO ESAF Office) was the Secretary of the meeting. He was supported by Messrs. Prosper Zo'o-Minto'o, Regional Officer CNS (ICAO ESAF Office), Tom Brady, Consultant (ICAO Headquarters) and David Labrosse, ATM Consultant (ICAO ESAF Office).

5. LANGUAGE

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

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6. AGENDA

6.1 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	Review of implementation implications and development of implementation strategy, plan and guidance
A	4	Review of Terms of Reference (TOR) of the FPLT Task Force and Work Programme
A	5	Date and Venue of the next meeting
A	6	Any other business

7. CONCLUSIONS AND DECISIONS

DEFINITION

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 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

7.2 The list of FPLT TF/2 Conclusions and Decisions is at **Attachment B** to this Report.

FPLT TF/2
Report on Agenda Item 1

PART II: REPORT ON AGENDA ITEMS

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

1.1 The meeting reviewed and agreed on the proposed agenda for the Second Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/2), copy of which had been forwarded to States and international organizations as an attachment to the invitation State Letter. The agenda was adopted as indicated in paragraph 6 of the History of the Meeting.

1.2 On the process of electing the chairman for the AFI Flight Plan Transition Task Force, the meeting noted that at its 11th meeting in Nairobi, 26 – 30 April 2010, the ATS/AIS/SAR Sub-Group was of the view that the Chairmanship of the Sub-Group should rotate among the AFI sub-regions as part of enabling the use of expertise from all parts of the AFI Region as officials of the Sub-Group.

1.3 The Task Force agreed that the Chairperson should be active in following up with States and Regional Offices, on the work of the Task Force. Accordingly, while embracing a similar approach as the ATS/AIS/SAR Sub-Group, the Task Force agreed that the Chairperson should nevertheless chair two meetings in order to enable him/her to actively support the work of the Task Force in between meetings, and to provide a detailed progress report to the next meeting.

1.4 In light of the above, and in accordance with established procedure within APIRG, the representative from Seychelles proposed Madame Aïchatou Sow, Chief of Air Navigation Department (ANACS) of Senegal, as Chairperson. The proposal was seconded by the representative from Kenya, and the meeting acknowledged the nomination by acclamation. Accordingly Madame Aïchatou Sow was elected as the first Chairperson of AFI Flight Plan Transition Task Force.

1.5 In accepting the election, Madame Sow thanked the participants for their confidence in her, and assured them that, with their able support she will do her best to serve the proceedings of the Task Force.

1.6 The meeting also nominated Ms Lise Rita Morel, General Manager, Telecommunications and Information Systems, Seychelles Civil Aviation Authority, as Rapporteur to the Task Force.

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Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: UPDATE ON LATEST DEVELOPMENTS IN THE
PREPARATION FOR 2012 IMPLEMENTATION**

Objective of PANS-ATM, Amendment No.1

2.1 The meeting recalled that the primary objective of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), is to meet the needs of aircraft with advanced capabilities and the evolving requirements including compatibility of automated ATM systems, thereby supporting the realization of enhanced safety, efficiency and environmental benefits.

2.2 The Amendment, which was approved on 28 May 2008, calls for substantial changes to ICAO flight plan to take effect from 15 November 2012. The extent of changes, however, would vary from one air navigation service provider to another.

2.3 The meeting noted that further information could be obtained from the Flight Plan Implementation Tracking System (FITS) website, <http://www2.icao.int/en/FITS/Pages/home.aspx>, which has been established by ICAO to monitor the implementation of the new FPL in all ICAO Regions, and to help States and any other organization involved in flight data processing system to clarify issues related to the interpretation and implementation of the new FPL provisions.

Outcome of APIRG/17 meeting

2.4 The meeting reviewed Conclusions and Decisions of the APIRG/17 meeting, Ouagadougou, Burkina Faso, 2-6 August 2010, which are applicable to the FPLT Task Force, as well as Conclusions and Decisions of the First Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/1) Johannesburg, South Africa, 13-14 September 2010, and updated information on follow up action items as at **Appendix 2A** and **Appendix 2B** to the report on agenda item 2 respectively.

Workshop on the 2012 Flight Plan Provisions

2.5 The meeting recalled that, in order to facilitate continuous awareness, participation and necessary role playing by various stakeholders, the APIRG/17 Meeting in August 2010 adopted Conclusion 17/62: *Convening of a Workshop on Implementation of New ICAO Flight Plan Model Provisions*, calling on Regional Offices to arrange workshops to sensitize and inform States, ANSPs and related entities on the 2012 flight plan provisions. In this regard the first of such workshops was convened in Nairobi 14-16 February 2011.

2.6 The workshop provided a wide range of information including technical aspects of the changes, planning and coordination issues, as well as developments in other Regions. Detailed presentations were made regarding progress in Europe and in the airspace in which the US Federal Aviation Administration provides air navigation services.

2.7 The meeting acknowledged the benefits of the Workshop. Sixty four (64) participants from 27 States and four (4) organizations participated in the workshop. Presentations at the Workshop were made by facilitators from ICAO HQ, ICAO ESAF, EUROCONTROL, US FAA, as well as the following States and organization which shared their experiences and progress in the preparations: Kenya, Morocco, South Africa, Tanzania, and ASECNA.

Note: ASECNA Represented 17 States, 3 of which also physically participated at the Workshop.

FOLLOW UP ON APIRG/17 CONCLUSIONS/DECISIONS APPLICABLE TO THE AFI FPLT TRANSITION TASK FORCE

Conclusions/Decisions No. Strategic Objectives	Title of Conclusion /Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable Intended Outcome	Target Dates	Status of Implementation
CONCLUSION 17/41 A	ATM PERFORMANCE FRAMEWORK	<p>That, the AFI performance framework forms formulated by the Special AFI/08 RAN Meeting regarding performance objectives in the fields of ATM and SAR are updated as at Appendix 3.4A to this report:</p> <p>Appendix 3.4A (1) Implementation of the new ICAO Flight Plan Provisions;</p> <p>Appendix 3.4A (2) Optimization of the ATS route Structure in en-route airspace;</p> <p><i>Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace;</i></p> <p>Appendix 3.4A (4) Optimization of vertically guided RNP approaches;</p> <p><i>Appendix 3.4A (5) Search and Rescue.</i></p>	<p>Review and update the FPL PFF</p> <p>To develop a national performance objectives plan</p> <p>To implement the national performance objectives plan</p>	<p>ICAO ROs APIRG</p> <p>States</p> <p>States</p>	<p>Updated PFF</p> <p>National performance objective plan</p> <p>Implemented national performance objectives plan</p>	<p>Every FPLT TF meeting</p> <p>2010</p> <p>2010-2012</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p>
DECISION 17/61 A	ESTABLISHMENT OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)	<p>That, in order to enable a harmonized regional implementation of Amendment 1 to the Fifteenth edition of PANS-ATM (Doc 4444) in coordination with other ICAO Regions:</p> <p>(a) The AFI Flight Plan Transition Task Force (FPLT TF) is established with the terms of reference (TOR) at Appendix 3.4J to this report;</p> <p>(b) The Task Force should, if practical hold its first meeting as soon as possible but no later than September 2010;</p>	Hold meetings	ICAO ROs FPLT TF	Coordinated planning and implementation	2010-2012	On-going

Conclusions/Decisions No. Strategic Objectives	Title of Conclusion /Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable Intended Outcome	Target Dates	Status of Implementation
		<p>(c) AFI States are urged to provide to the Task Force information requested with regard to its studies and assessments, with minimum delay; and</p> <p>(d) APIRG noting that its next regular meeting could be in late 2011, directed the ATS/AIS/SAR SG to endorse the Regional strategy and plan including changes thereto, on its behalf.</p>					
CONCLUSION 17/62 A	CONVENING OF A WORKSHOP ON IMPLEMENTATION OF NEW ICAO FLIGHT PLAN MODEL PROVISIONS	That, in order to enable the optimum contribution of relevant stakeholder in the transition to and implementation of the new ICAO flight plan mode provisions, Regional Offices arrange workshops to sensitize and inform States, ANSPs and related entities.	Organize workshops	ICAO ROs	Workshops	<p>14-16 Feb 2011 (Nairobi)</p> <p>12-16 Sep 2011 (Dakar)</p>	<p>On-going</p> <p>Scheduled</p>

Note 1: ICAO has established the following Strategic objectives for the period 2011-2012-2013

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.

FOLLOW UP ON CONCLUSIONS & DECISIONS FROM THE FIRST MEETING OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF/1)

Conclusions/Decisions No. Strategic Objectives	Title of Conclusion /Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable Intended Outcome	Target Dates	Status of Implementation
DRAFT CONCLUSION 1/1 A	STRATEGY FOR IMPLEMENTATION OF NEW ICAO FLIGHT PLAN FORMAT	That, in order to implement the NEW flight plan format in a progressive and harmonized manner: a) the AFI Strategy for Implementation of NEW ICAO Flight Plan format is adopted as at Appendix 3A to the report on agenda item 3; and b) States and users are urged to continue their implementation planning based on the Strategy	Develop national strategy	States	National Strategy	2010	Completed
			Implement national strategy	States	Implemented national strategy	2010-2012	On-going
DRAFT DECISION 1/2 A	REVISED TERMS OF REFERENCE OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)	That, in order to enable the work of the FPLT TF, the Terms of Reference of the Task Force is revised as at Appendix B to the report on agenda item 4.	Give effect to TOR	FPLT TF	Revised FPLT TOR	2010-2012	On-going

Note 1: ICAO has established the following Strategic objectives for the period 2011-2012-2013

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.

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Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW OF IMPLEMENTATION IMPLICATIONS AND DEVELOPMENT OF IMPLEMENTATION STRATEGY, PLAN AND GUIDANCE

Background

3.1 The Task Force recalled details relating to Amendment 1 to the 15th Edition of ICAO PANS-ATM (Doc 4444), which is an interim step towards a completely revamped system of interaction between aircraft and the ATM system, wherein the aircraft will be an integral part of the ATM system as envisaged in the Global ATM Operational Concept, enabling functionalities such as, reduced vertical separation minimum (RVSM), Performance Based Navigation (PBN), Required Communication Performance (RCP), Automatic Dependent Surveillance – Broadcast (ADS-B) and Global Navigation Satellite systems (GNSS).

3.2 It was also recalled that the Special AFI/08 Regional Air Navigation Meeting (SP AFI/08 RAN) Durban, South Africa, 24 to 29 November 2008, noted that the impact of the modifications to flight data processing systems would vary from one air navigation service provider and State to another depending on their data requirements, the level of validation necessary and the types of systems in place. As a result, this would require significant effort and lead time for States, air navigation service providers and aircraft operators and that changes to the flight plan will have considerable consequences on ANSPs flight data processing systems and the use of data in ANSP automation which support communication with aircraft as the flight progresses.

3.3 Furthermore, the SP RAN Meeting had recognized that because the change-over should be coordinated with all stakeholders, the planning and implementation regional groups (PIRGs) should develop coordinated transition plans with common strategies and mitigation measures and therefore agreed to a basic checklist in the form of a Performance Framework Form (PFF), to be followed by States and used by APIRG to monitor transition efforts. Accordingly, the SP AFI/08 RAN Meeting had formulated Recommendation 6/5 – *Implementation of the new ICAO model Flight Plan Form*.

Regional implementation strategy

3.4 Based on outcome of the *Workshop on 2012 FPL Provisions* and discussions relating to latest developments in the preparations for implementation, the meeting reviewed and updated the AFI Strategy for the Implementation of the New ICAO Flight Plan Format and Supporting ATS Messages, as at **Appendix 3A** to the report on agenda item 3.

National performance objectives

3.5 The Task Force reviewed the content of the Performance Framework Form (PFF), which was initially formulated by the SP AFI/08 RAN Meeting and subsequently adopted by the APIRG/17 meeting in August 2010 under Conclusion 17/41: *ATM Performance Framework*.

3.6 On discussing the planning and implementation implications related to Amendment 1 to Doc 4444 15th Edition, the meeting reviewed the ICAO implementation guidelines, which were circulated to States and international organizations under State Letter Ref.: AN 13/2.1-09/9 dated 6 February 2009.

3.7 The FPLT TF/2 meeting recognized that guidance was required in the development of National Performance Objectives for implementation of the New ICAO FPL Provisions by 15 November 2012, in order for States/ANSPs to expedite planning processes. In this regard, the meeting

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reviewed the generic PFF which was the outcome of the *Workshop on 2012 FPL Provisions*, Nairobi 14-16 February 2011, modified and adopted it as at **Appendix 3B** to the report on agenda item 3, as exemplary guidance to States.

Transition challenges

3.8 The meeting recalled issues of concern raised at the First Task Force Meeting (FPLT TF/1), as well as during the *Workshop on 2012 FPL Provisions* relating to the transition period in which some providers and airlines might make uncoordinated changes. Other concerns include the possible requirement for changes in one Region (or sub-region) and not others, requiring airlines to support both “PRESENT” and “NEW” at the same time, as well as post implementation (residual) challenges that may very well include ANSPs that will not have implemented as of 15 November 2012.

Development of an action plan

3.9 The meeting recognized the requirement to clearly identify actions necessary in the planning preparedness for implementation of the 2012 FPL provisions, other than those actions in the APIRG Conclusions and Decisions. In this regard, the Task Force adopted the task list at **Appendix 3C** to the report on agenda item 3, which also identifies responsible parties and target dates.

FAA’s experience

3.10 The meeting was apprised on the planning and implementation harmonization efforts by the US Federal Aviation Administration (FAA). Amongst others, the meeting noted that the FAA has adopted an interregional strategy under which the FAA participates in various ICAO regional 2012 task forces. The FAA has identified a transition period of 1 January 2012 through 14 November 2012. The meeting noted the various elements of the FAA’s plans and status relative to each phase of the transition. These include flight data processing systems (FDPS) and flight plan filing systems that will require modifications and engineering changes. Action has also been identified for changes required by the NEW flight plan provisions, which will require corresponding changes to international interface control documents (ICD), notably the North Atlantic (NAT), Pacific (PAC) and North American (NAM) ICDs.

3.11 It was noted that the FAA provides guidance to filers online at: www.faa.gov/ato?k=fpl. ICAO 2012 flight plan form information is provided at: www.faa.gov/go/fpl2012. The website includes information on monthly teleconferences, the FAA implementation of NEW flight plan provisions and presentations that provide an overview of the changes introduced by Amendment 1 to the 15th Edition of Doc 4444. Materials are also available upon request to Ray.Ahlberg@faa.gov

Conversion of new items 10 and 18 to the present items 10 and 18

3.12 The meeting discussed the ICAO guidelines related to the conversion of NEW items 10 and 18 to PRESENT items 10 and 18 which concern aircraft equipment and capabilities, based on the conversion tables adopted by other ICAO Regions as provided by the FAA and EUROCONTROL. These guidelines were developed in order to facilitate concurrent use of both PRESENT and NEW by airspace users and ANSP flight data processing systems during the transition period. Emphasis was put on Implementation guideline No.6 which states as follows:

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Guideline 6

- a) *During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.*
- b) *It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.*
- c) *PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.*
- d) *There is no intent for PRESENT to be converted to NEW during the transition period.*

3.13 Following discussions that took place, the meeting agreed that the objective of the conversion table is to adopt a common conversion approach which is consistent and acceptable to all affected ANSPs in order to harmonize global implementation. Based on that, it endorsed the conversion table already adopted by other ICAO Regions and accordingly formulated the following conclusion.

Draft Conclusion 2/01: Conversion table applicable in the AFI Region

That, the conversion table shown at Appendix 3E to the report on Agenda item 3 is applicable in the AFI Region to facilitate a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

Missing flight plans

3.14 The meeting was informed that APIRG/17 expressed concerns at the high rate of missing flight plans in the AFI Region which, if not effectively addressed, could be expected to result in more serious implications when the new ICAO model flight plan is implemented in November 2012 (APIRG/17 Conclusion 17/42 refers). Accordingly, the Task Force requested AFI States to address this outstanding issue in a timely manner while preparing for the transition to the new ICAO flight plan form.

**(DRAFT) AFI STRATEGY FOR THE IMPLEMENTATION OF
NEW ICAO FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES**

Recognizing that:

- 1) The Global Air Traffic Management Operational Concept (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;
- 2) ATM Requirement 87 in the Manual of Air Traffic Management System Requirements (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;
- 3) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems;
- 4) The complexities inherent in automated computer systems preclude the adoption of a single regional implementation date and transitions to the new flight plan format will therefore occur in accordance with the declared transition period described in this document.
- 5) All States shall implement all provisions of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012).
- 6) APIRG 17 established the AFI FPLT TF under Decision 17/61 to facilitate and guide the transition and implementation.

The AFI implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement all the provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States, having taken all practical efforts to fully implement all the Amendment 1 provisions in accordance with guidelines, are obliged, in event of any non-implemented provisions, to inform ICAO about the “significant difference” in accordance with established ICAO procedures by 30 June 2011 and publish such difference in their State AIPs. However, that such action may not be taken before interested stakeholders including international organizations have been given an opportunity to intervene in pre-empting the “significant difference.”

Note: *The “significant difference” in this context does not relate to Standards and the obligation imposed by Article 38 of the Convention. It however, relates to provisions of Annex 15 to the Convention, inter alia, under section 4.1 thereof, regarding publication of significant differences between State practices and SARPs and procedures.*

- 3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate the 'NEW' flight plan and associated ATS message formats only, and capabilities for 'PRESENT' flight plan provisions are forthwith discontinued.

(Note: In the context of the implementation, 'PRESENT' refers to the existing flight planning and ATS message formats as defined in the current version of the PANS-ATM and 'NEW' refers to the amended provisions as contained in Amendment 1 to the PANS-ATM.)

The AFI transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APIRG's FPLT TF;
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material circulated under cover of State Letter AN 13/2.1-09/9 dated 6 February 2009;
- 3) Ensure that the FPLT TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Take all necessary measures to ensure that State specific constraints are reduced, if not eliminated;
- 5) Declare a transition period from 1 January 2012 until 14 November 2012, comprising:
 - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 – ANSPs implementation, and
 - 1 July to 14 November 2012 – airspace users testing and implementation.
- 6) Notwithstanding paragraph 5 above, commence with implementation process as soon as practical, and not await the transition period;
- 7) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period.
- 8) Insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period.
- 9) Recognizing the risk to automated systems of having all airspace users simultaneously commencing 'NEW' on the common implementation date (15 November 2012), encourage users to take full advantage of the airspace users testing and implementation period to ensure operational readiness of flight planning systems;
- 10) Encourage States (ANSPs) and airspace users to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to 'NEW' during the airspace users testing and implementation period (i.e. 1 July – 14 November 2012);

- 11) Encourage States (ANSPs) and airspace users to immediately commence preparations to implement Amendment 1 provisions in accordance with the declared transition period and report progress to the Regional Offices quarterly (i.e., January, April, July and September).
- 12) Require States to inform the Regional Offices of scheduled transition dates immediately (not later than 30 June 2011);
- 13) Make necessary preparations in order to accommodate up to 120 hours prior to Estimated Off Blocks Time (EOBT) as of 15 November 2012; and
- 14) Require that States retain capability to simultaneously support 'PRESENT' and 'NEW' provisions (flight plan and ATS message format) from the activation of their 'NEW' capabilities until the end of the transition period (i.e. until and inclusive of 14 November 2012), at which point 'PRESENT' capability shall be discontinued.

Performance Objectives

ATM PERFORMANCE OBJECTIVES

REGIONAL PERFORMANCE OBJECTIVE - IMPLEMENTATION OF THE NEW ICAO FPL PROVISIONS BY 15 NOVEMBER 2012				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency 			
Safety	<ul style="list-style-type: none"> • optimized demand and capacity balancing through the efficient exchange of information • enhance safety by use of modern capabilities onboard aircraft 			
<i>Strategy</i>				
<i>Short term (2010-2012)</i>				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AUO SDM	<ul style="list-style-type: none"> • plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service • ensure that the capabilities of local systems are fully adaptable to the changes envisaged in the new FPL form • ensure the ability of FDPS's to parse information correctly to guarantee that misinterpretation of data does not occur • analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any issue regarding the provision of service by the flight planning facility itself or downstream units • ensure that there are no individual State peculiarities or deviations from the flight plan provisions • ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions 	2009-June 2011	States	Ongoing
		2010	States	Ongoing
		2010	States	Ongoing
		2010	States	Ongoing
		2011	States	Ongoing
		2012	States	Ongoing

	<ul style="list-style-type: none"> • in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications • inform on the implementation status to the ICAO regional offices on an ongoing basis • keep the Flight Plan Implementation Tracking System (FITS) up to date based on the information provided by the States 	2010-2012	States	Ongoing
		2010-2012	States	Ongoing
		2010-2012	ICAO Regional Offices	Ongoing
linkage to GPIs	GPI/5 RNAV and RNP (Performance-based navigation) GPI-12 Functional integration of ground systems with airborne system GPI/18 Aeronautical Information			

ATM PERFORMANCE OBJECTIVES

NATIONAL PERFORMANCE OBJECTIVE - IMPLEMENTATION OF THE NEW ICAO FPL PROVISIONS BY 15 NOVEMBER 2012				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information • increase airspace capacity 			
Safety	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft • enhance the success of SAR operations • generally enable PBN and other advanced navigation capabilities 			
Strategy Short term (2010-2012)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AUO SDM	<ul style="list-style-type: none"> • Negotiation and Approval - Acceptance and agreement of the changes to the flight plan form 	May 2010	States	Completed
	<ul style="list-style-type: none"> • Assembly of Focus Team <ul style="list-style-type: none"> ○ Composition of Team ○ Appoint Members ○ Issue Identification ○ 	Until 31 December 2010	States / ANSP's	Complete
	<ul style="list-style-type: none"> • Compilation of Action Plan <ul style="list-style-type: none"> ○ GAP Analysis ○ Identify actions and assign responsibilities ○ Assign Target Dates & Milestones 	Until 31 December 2010	States / ANSP's	Completed

<ul style="list-style-type: none"> • ANSP Implementation • Solution delivery and testing <ul style="list-style-type: none"> - Development - Offline - Training • Identify key translation entry criteria <ul style="list-style-type: none"> - Safety assurance - Training (ongoing beyond Mar 2012) - Documentation production. distribution - Operational interface checks - Transition rehearsals - Transition plans (Document) - Reversion plan development - Operational readiness demonstrations (ORD) <p>(Note this list is far from exhaustive and should be expanded based on the GAP analysis)</p>	<p>February 2011 – 31 Mar 2012</p>	<p>States/ANSP's</p>	<p>Planning of activities to start as soon as possible</p>
<ul style="list-style-type: none"> • Transition into operations 	<p>1 April 2012 - 30 June 2012</p>	<p>States</p>	
<ul style="list-style-type: none"> • In order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should <u>withdraw those requirements</u> in sufficient time to ensure that aircraft operators and flight plan service providers, after 14 November 2012, use only the new flight plan indications <ul style="list-style-type: none"> ○ <u>withdraw requirements</u> ○ <u>issue notification of withdrawal</u> 	<p>2010- December 2011</p>	<p>States/ANSP's</p>	<p>Ongoing</p>
<ul style="list-style-type: none"> • Review SUPPS and align (remove any items which have become obviated by Amendment 1) <ul style="list-style-type: none"> ○ Review Doc 7030 and identify procedures that need action ○ Identify recommendable implementation dates ○ Develop and circulate amendment proposal 	<p>Feb 2011 to June 2012</p>	<p>FPLT TF and Regional Offices</p>	<p>Review to start immediately.</p>
<ul style="list-style-type: none"> • Inform on the implementation status to the ICAO regional offices on an ongoing basis (Quarterly, at end of each quarter) 	<p>2010-2012</p>	<p>States/ANSP's</p>	<p>Ongoing</p>
<ul style="list-style-type: none"> • Keep the Flight Plan Implementation Tracking System (FITS) up to date based on the information provided by the States 	<p>2010-2012</p>	<p>ICAO Regional Offices</p>	<p>Ongoing</p>
<ul style="list-style-type: none"> • Airspace users implementation (Present and New) 	<p>1 July 2012 - 14 November 2012</p>	<p>Airspace users</p>	

	<ul style="list-style-type: none">• Only filing of new flight plans	15 November 2012 onwards.	States Airspace users	
Linkage to GPIs	GPI/5 RNAV and RNP (Performance-based navigation) GPI-12 Functional integration of ground systems with airborne system GPI/18 Aeronautical Information GPI/8 Collaborative Airspace Design and Management			

TASK LIST - SAMPLE TEMPLATE

No.	ICAO Strategic Objective	Associated GPI	Tasks	Objective	Deliverables	Target Date	To be delivered by	Supporting Parties	Status
1	A: Safety	GPI-5, GPI-12, GPI-18	Follow up on States completion of status of implementation plans	To ensure adequate information to facilitate planning and support	Information on status and planning by States	April 2011	ROs (Sebo)	States, ROs (PZ, SM & DL)	Ongoing
2			request States to address the outstanding issue of missing flight plans in a timely manner, while preparing for the transition to the new ICAO flight plan format.						
3									
4									
5									
6									
7									
8									

-----END-----

Agenda Item 3

CONVERSION TABLE FOR NEW ITEMS 10 AND 18 TO PRESENT ITEMS 10 AND 18

The following table has used as a basis the attachment to State letter AN 13/2.1 – 09/9 providing **Guidance for implementation of flight plan information to support Amendment 1 of the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444).**

	NEW data in these columns		Converts to PRESENT data in these columns	
	Field 10a	Field 18	Field 10a	Field 18
COM / NAV	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/ GBAS
	B		Z	NAV/ LPV
	C		C	
	D		D	
	E1		Z	COM/ E1 RMK/FMC WPR ACARS
	E2		Z	COM/ E2 RMK/DFIS ACARS
	E3		Z	COM/ E3 RMK/PDC ACARS
	F		F	
	G	(NAV/nmnn)	G	(NAV/nmnn)
	H		H	
	I		I	
	J1		J ¹	DAT/ V COM/ J1
	J2		J	DAT/ H COM/ J2
	J3		J	DAT/ V COM/ J3
	J4		J	DAT/ V COM/ J4
	J5		J	DAT/ S COM/ J5
	J6		J	DAT/ S COM/ J6
	J7		J	DAT/ S COM/ J7
	K		K	
	L		L	
	M1		Z	COM/ M1 RMK/INMARSAT
	M2		Z	COM/ M2 RMK/MTSAT
	M3		Z	COM/ M3 RMK/IRIDIUM
	O		O	
	P1-P9	Reserved		
	R	PBN/ A1	R and Z	NAV/ A1 RMK/RNAV10 RNP10
		PBN/ B1	R	NAV/ B1 RMK/RNAV5
		PBN/ B2	R	NAV/ B2 RMK/RNAV5
		PBN/ B3	R	NAV/ B3 RMK/RNAV5
		PBN/ B4	R	NAV/ B4 RMK/RNAV5
PBN/ B5		R	NAV/ B5 RMK/RNAV5	
PBN/ B6		R	NAV/ B6 RMK/RNAV5	
PBN/ C1		R and Z	NAV/ C1 RMK/RNAV2	
PBN/ C2		R and Z	NAV/ C2 RMK/RNAV2	
PBN/ C3		R and Z	NAV/ C3 RMK/RNAV2	
PBN/ C4		R and Z	NAV/ C4 RMK/RNAV2	
PBN/ D1		P and R	NAV/ D1 RMK/RNAV1	
PBN/ D2		P and R	NAV/ D2 RMK/RNAV1	
PBN/ D3	P and R	NAV/ D3 RMK/RNAV1		

¹ In Old format, the DAT/ element is compulsory if 'J' is present in Field 10a. However, the PRESENT DAT/ element can only contain the descriptors 'S', 'H', 'V', 'M'.

NEW data in these columns		Converts to PRESENT data in these columns		
Field 10a	Field 18	Field 10a	Field 18	
	PBN/ D4	P and R	NAV/ D4 RMK/RNAV1	
	PBN/ L1	R and Z	NAV/ L1 RMK/RNP4	
	PBN/ O1	P, R and Z	NAV/ O1 RMK/RNP1	
	PBN/ O2	P, R and Z	NAV/ O2 RMK/RNP1	
	PBN/ O3	P, R and Z	NAV/ O3 RMK/RNP1	
	PBN/ O4	P, R and Z	NAV/ O4 RMK/RNP1	
	PBN/ S1	G and Z	NAV/ S1 RMK/RNP APCH	
	PBN/ S2	G and Z	NAV/ S2 RMK/RNP APCH BARO VNAV	
	PBN/ T1	G and Z	NAV/ T1 RMK/RNP AR APCH RF	
	PBN/ T2	G and Z	NAV/ T2 RMK/RNP AR APCH	
T		T		
U		U		
V		V		
W		W		
X		X		
Y		Y		
Z	COM/ nnnn	Z	COM/ nnnn	
Z	NAV/ nnnn	Z	NAV/ nnnn	
Z	DAT/ S, H, V, M or DAT/ nnnn	J and Z Z	DAT/ S, H, V, M COM/ nnnn ²	
NEW data in these columns		Converts to PRESENT data in these columns		
Field 10a	Field 18	Field 10a	Field 18	
SUR/	N	N		
	A	A		
	C	C		
	E		S and D	COM/ E
	H		S	COM/ H
	I		I	
	L		S and D	COM/ L
	P		P	
	S		S	
	X		X	
	B1		D	COM/ B1
	B2		D	COM/ B2
	U1		D	COM/ U1
	U2		D	COM/ U2
	V1		D	COM/ V1
	V2		D	COM/ V2
	D1		D	COM/ D1
	G1		D	COM/ G1

² The NEW definition of DAT/ allows free text, the OLD definition does not. If the NEW DAT/ is compliant with the OLD definition it shall be retained within DAT/ and a 'J' added in Field 10a, if the NEW DAT/ contains free text it shall be translated into COM/.

FPLT TF/2
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: REVIEW OF TERMS OF REFERENCE (TOR) OF THE FPLT TASK FORCE AND WORK PROGRAMME

4.1 It was recalled that at its first meeting in Johannesburg, South Africa, 13 – 14 September 2010, the FPLT Task Force reviewed and updated its terms of reference (TOR) approved by APIRG/17, in order to best facilitate delivery of the mandate assigned to the Task Force. As part of the review of the TOR, the FPLT TF/1 meeting also addressed the issue of participation by members of the Task Force.

4.2 It was also recalled that FPLT TF/1 agreed that the next meeting of the Task Force should adopt a detailed work programme based on the updated PFF related to the 2012 Flight Plan implementation.

4.3 Based on the above, and considering the outcome of the Workshop on 2012 Flight Plan Provisions (Nairobi, 14-16 February 2011), as well as its discussions on the need to develop specific guidelines for ANSPs that are operating manual (non-automated) flight plan processing systems, the meeting reviewed the Flight Plan Task Force Terms of Reference (TOR), developed a detailed Work Programme and agreed on the following Draft Decision.

DRAFT DECISION 2/2: REVISED TERMS OF REFERENCE OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)

That, in order to enable the work of the FPLT TF, the Terms of Reference and Work Programme of the Task Force are revised as at **Appendix 4A** and **Appendix 4B** to the report on agenda item 4.

(This Draft Decision supersedes Draft Decision 1/2 of the FPLT TF/1)

**AFI Flight Plan Transition Task Force (FPLT TF)
Terms of Reference (TOR)**

Terms of reference:

- 1) Conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012) in order to identify, study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO Flight Plan and associated ATS Message formats;
- 2) Collect and analyze information on the status of AFI ANSP flight plan processing systems including ongoing upgrades to such systems;
- 3) On the basis of the above, and in accordance with relevant additional ICAO provisions and the SP AFI/8 RAN Recommendation 6/5, develop a coordinated AFI transition strategy and plan with associated timelines to enable the streamlined coordinated implementation of the amended Flight Plan and ATS Message provisions contained in Amendment 1 to the Fifteenth Edition of the PANS ATM; and
- 4) Periodically review the status of preparedness and propose solutions.

Considerations:

In addressing these terms of reference, the Task Force should consider, *inter alia*, the following aspects:

- a) Likelihood that changes within the systems in the AFI Region could differ from systems in other ICAO Regions and accordingly provide recommendable Regional action with global goals;
- b) Inter and intra regional issues;
- c) Impact on inter-system co-ordination messaging (e.g. ATS AIDC);
- d) Systems that transition early will need to be capable of handling both “NEW” and “PRESENT” instruction sets;
- e) Inter-system exchanges need to take account of differing automation capabilities in order to avoid excessive message rejection;
- f) Establishment of an Information Management system to track implementation timelines for various States/systems;
- g) Management of Repetitive Flight Plans;
- h) Implications for presentation formats, including paper & electronic flight progress strips;
- i) Impacts to users (flight planning systems etc);
- j) Appropriately timed withdrawal of existing State or Regional specific requirements to ensure consistency with new (global) instruction set; and
- k) Existing ICAO guidance material.

Membership

Core members:

- ATM specialist and systems engineering experts (CNS) from AFI States and ANSPs with existing and planned automated flight plan processing systems
- ASECNA, IATA, IFALPA, IFATCA,

Note:

Algeria, Kenya, Senegal, Seychelles, South Africa, Sudan and Tanzania have offered their expertise as core members.

Other members

AFI States and ANSPs other than the above

Expertise from States, ANSPs outside the AFI Region that may be invited by the Task Force based on beneficial inputs they may contribute

Note:

Industry participation including systems providers, if required, is to be included under responsibility of State delegations. The Task Force may however, invite specific expertise from international organizations and relevant aviation industry entities (including vendor organizations) in order to enhance information available for the Task Force to progress its work. Such invitations shall be managed to exclude promotion commercial interests.

Reporting

The Task Force shall report progress to the AFI ATM/AIM/SAR Sub-Group. However, owing to the limited time available for planning and in some cases acquisition of systems, valuable planning information emanating from the Task Force may, after coordination with the Secretary of APIRG be provided to States without waiting for forthcoming meetings of the AFI ATM/AIM/SAR Sub-Group.

**AFI Flight Plan Transition Task Force (FPLT TF)
Work Programme**

No.	Task Description	Priority	Target Date
1.	Review the individual State implementation plans to ensure that there is consistency with Regional planning	A	ongoing
2.	Analyze the status of implementation preparedness from information provided by States through surveys, FITS and other sources with a view to facilitating progress monitoring and necessary action.	A	ongoing
3.	Review impact of issues raised/emanating from other Regions with the objective of identifying commensurate action.	A	ongoing
4.	Consider problems experienced in States and make specific recommendations relating to State specific and general technical and operational aspects.	A	ongoing
5.	Identify the need for development of Regional guidance material and training (including seminars/workshops)	A	ongoing
6.	Develop specific guidelines for ANSPs that are operating manual (non-automated) flight plan processing.	A	FPLT TF/3 (Sept. 2011)
7.	If applicable (see item 5 above) develop guidance material and Recommend training including further seminars/workshops	A	Start immediately as identified in item 5, till October 2011
8.	Carry out periodic review of the Regional strategy and implementation plan, and update/adjust as necessary	A	Every TF meeting
9.	Develop mechanism for receiving test reports during the transition period of July to 14 November 2012 as well response plan for issues that require Regional intervention.	A	September 2011

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FPLT TF/1
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: DATE AND VENUE OF THE NEXT TASK FORCE MEETING

5.1 The Task Force recalled that at its meeting in Johannesburg, South Africa in September 2011, it was agreed that its next meeting would be convened in Dakar, Senegal. However, as subsequently, ICAO arranged two workshops in 2011, the first being in Nairobi, the FPLT TF/2 meeting had been also convened in Nairobi to take advantage of the workshop attendance.

5.2 The meeting noted that the second seminar/workshop on 2012 FPL provisions is already scheduled to be convened in Dakar, Senegal 12-16 September 2011. Furthermore, the meeting acknowledged with appreciation ASECNA's renewed offer to host the next Task Force meeting in Dakar, and similarly to host the second AFI seminar/workshop on 2012 FPL provisions in September 2011.

5.3 In view on the above, the Task Force, acknowledging the success in convening the workshop and meeting in tandem, as has been the case with the first AFI 2012 FPL Workshop and the FPLT TF/2 meeting both of which were held at the same venue (Nairobi, Kenya 14-18 February 2011), agreed to convene the FPLT TF/3 meeting in tandem with the Dakar seminar/workshop in the week of 12-18 September 2011.

FPLT TF/2
Report on Agenda Item 6

Report on Agenda Item 6: Any other business

6.1 The meeting was apprised through a presentation, on the implications should any State/FIR not implement the provisions in Amendment 1 to the 15 edition of PANS-ATM (Doc 4444) relating to the ICAO model flight plan, which become applicable on 15 November 2012.

6.2 It was noted that there were many negative implications, and that the impact would affect a significant number of stakeholders to varying degrees of severity. The negative implications, as indicated at **Appendix 6A** to the report on agenda item 6, include those listed hereunder:

- Delays in leaving the gates/stands at the airport, with consequent effect on the use of gates,
- Passengers stranded in airports due to delays in arrivals and departures,
- Loss of revenue by aircraft operators, ANSPs, airports, and several other industry parties involved in the processing of flights, passengers, etc.
- Flight crew running out of duty time, affecting flight scheduling with a domino effect on other operational aspects,
- High number of change and delay messages due to delays, change of aircraft as a result of changing of crews, etc,
- Holding at FIR boundaries due to aircraft not being coordinated due to flight plans that did not reach some FIRs or were rejected, or had lost part of the data,
- Holding at arrival aerodromes due to unavailability of gates/parking etc.
- Reduced airport throughput,
- Aircraft having to re-route around FIRs,
- Diversions,
- Fuel burn used in holding, unplanned long routes (detours), non-optimum flight levels, etc,
- Excessively high workloads on pilots, air traffic controllers and aeronautical information staff, due to manual re-filing of flight plans, with consequent safety concerns.

6.3 The meeting recognized that the negative implication may not be necessarily well appreciated by all stakeholders including regulatory bodies in civil aviation. As such, education efforts should include highlight on the negative implications of non implementation of all or part of the provisions by one or more States/ANSPs. It was noted however, in addition to the seminars/workshops organized by ICAO, more information will be posted on the FITS website (<http://www2.icao.int/en/FITS/Pages/home.aspx>).



**Workshop on the ICAO 2012 Flight Plan Provisions (2012 FPL) and
Second Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/2)
(Nairobi, Kenya, 14 - 18 February 2011)**

LIST OF PARTICIPANTS

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	EVENTS ATTENDED
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NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	EVENTS ATTENDED
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NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	EVENTS ATTENDED
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NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	EVENTS ATTENDED
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NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	EVENTS ATTENDED
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67.	United States of America / Federal Aviation Administration	Mrs. Diane Bodenhamer	Manager, Technical Performance Support AJE-36 Tel:+202 385 8490 Fax:+202 493 4456 Email: diane.bodenhamer@faa.gov	➤ 2012 FPL Workshop
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FOLLOW UP ON CONCLUSIONS & DECISIONS FROM THE FIRST MEETING OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF/1)

Conclusions/Decisions No. Strategic Objectives	Title of Conclusion /Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable Intended Outcome	Target Dates	Status of Implementation
DRAFT CONCLUSION 1/1 A	STRATEGY FOR IMPLEMENTATION OF NEW ICAO FLIGHT PLAN FORMAT	That, in order to implement the NEW flight plan format in a progressive and harmonized manner: a) the AFI Strategy for Implementation of NEW ICAO Flight Plan format is adopted as at Appendix 3A to the report on agenda item 3; and b) States and users are urged to continue their implementation planning based on the Strategy	Develop national strategy	States	National Strategy	2010	Completed
			Implement national strategy	States	Implemented national strategy	2010-2012	On-going
DRAFT DECISION 1/2 A	REVISED TERMS OF REFERENCE OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)	That, in order to enable the work of the FPLT TF, the Terms of Reference of the Task Force is revised as at Appendix B to the report on agenda item 4.	Give effect to TOR	FPLT TF	Revised FPLT TOR	2010-2012	On-going

Note 1: ICAO has established the following Strategic objectives for the period 2011-2012-2013

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.
