



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**REPORT OF THE FIRST MEETING OF THE ICAO  
NEW FLIGHT PLAN FORMAT STUDY GROUP**

**INFPL SG/1**

*(Cairo, Egypt 15 – 17 February 2010)*

The views expressed in this Report should be taken as those of the MIDANPIRG ICAO New Flight Plan Format Study Group and not of the Organization. This Report will, however, be submitted to the CNS/ATM/IC Sub-Group and any formal action taken will be included in the Report of the CNS/ATM/IC Sub-Group.

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

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History of the Meeting

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

### **1. PLACE AND DURATION**

1.1 The First Meeting of the ICAO New Flight Plan Format Study Group (INFPL SG/1) was convened at the ICAO MID Regional Office in Cairo, from 15-17 February 2010.

### **2. OPENING**

2.1 The Meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office who welcomed the delegates to Cairo. In his welcome address Mr. Faqir recalled the reason for amendment to the flight plan provisions in order to support future needs of aircraft with advanced capabilities. He reiterated the need for INFPL SG to map out the way forward and provide regional guidance and support to ensure smooth implementation of the New Flight Plan provisions before the applicability date of 15 November 2012.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of thirty seven (37) participants from eleven (11) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Qatar, Saudi Arabia, Syria and Yemen) and two (2) Organizations (IATA and IFALPA). The list of participants is at **Attachment A** to the Report.

### **4. OFFICERS AND SECRETARIAT**

4.1 Mr. Raza Gulam, Regional Officer, Communications, Navigation and Surveillance (CNS) and Mr. Saud Al Adhoobi, Regional Officer, Air Traffic Management (ATM) from the ICAO Middle East Office acted as secretaries of the meeting.

### **5. LANGUAGE**

5.1 The discussions were conducted in the English language and documentation was issued in English.

### **6. AGENDA**

6.1 The following Agenda was adopted:

- |                |   |
|----------------|---|
| Agenda Item 1: | Adoption of Provisional Agenda and Election of a Rapporteur                             |
| Agenda Item 2: | Terms of Reference of INFPL Study Group   |
| Agenda Item 3: | Follow-up on MIDANPIRG/11 and other meetings Conclusions and Decisions related to INFPL |
| Agenda Item 4: | Status of Implementation of INFPL   |
| Agenda Item 5: | Strategy and Action Plan for implementation of INFPL in the MID Region                  |

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Agenda Item 6: Future work programme

Agenda Item 7: Any other business

**7. CONCLUSIONS AND DECISIONS – DEFINITION**

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group’s terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

**8. LIST OF CONCLUSIONS AND DECISIONS**

<i>DRAFT DECISION 1/1:</i>	<i>TERMS OF REFERENCE OF THE INFPL STUDY GROUP</i>
<i>DRAFT CONCLUSION 1/2:</i>	<i>INFPL FORMAT IMPLEMENTATION ISSUES</i>
<i>DRAFT CONCLUSION 1/3:</i>	<i>PROGRESS REPORTS</i>
<i>DRAFT CONCLUSION 1/4:</i>	<i>ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION</i>

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**PART II: REPORT ON AGENDA ITEMS**

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

1.1 The meeting reviewed and adopted the provisional agenda as at paragraph 6 of the history of the meeting.

1.2 The meeting agreed unanimously that Mr. Hasan Karam, Director Air Navigation Services, General Civil Aviation Authority of the United Arab Emirates, acts as the Rapporteur of the Study Group.

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Report on Agenda Item 2

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**REPORT ON AGENDA ITEM 2: TERMS OF REFERENCE INFPL STUDY GROUP**

2.1 The meeting noted that the new ICAO flight plan format and related provisions are necessary to allow Air Traffic Management (ATM) systems to make optimum use of advanced aircraft capabilities as well as to meet the evolving requirements of automated ATM systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

2.2 The meeting also noted that new flight plan model introduces considerable changes related, inter-alia, to 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), while maintaining a high degree of commonality with the existing flight plan format.

2.3 Furthermore the amendment to the flight plan 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.

2.4 The meeting was of the view 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.

2.5 The meeting recalled that in order to harmonize and coordinate the implementation of the INFPL MIDANPIRG/11 meeting held in Cairo February 2009 agreed to establish Study Group under conclusion 11/60:

*CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM*

*That, MID States,*

- a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;*
- b) the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5; and*
- c) implement the new ICAO Flight Plan model by applicability date.*

2.6 The meeting recalled that the Study group is tasked to develop the regional guidance material and coordinate transition plans with common strategies and mitigation measures, taking into consideration the ICAO 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) and the Performance Framework Form (PFF) implementation checklist.

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Report on Agenda Item 2

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2.7 The meeting noted that the Terms of Reference (TOR) and Work Programme for the study group were not yet defined, furthermore as the applicability date for the new ICAO flight plan format is defined as 15 November 2012, the meeting was of the view that the INFPL Study Group would be functional until at least that time and probably for a period thereafter to conduct a post implementation review.

2.8 Based on the above the meeting developed TOR and work programme for the study group according to which the Study group will perform its tasks and assist the MID States in fulfilling the implementation of the ICAO New Flight Plan Format by the required target date and consequently agreed to the following Draft Decision:

***DRAFT DECISION 1/1: TERMS OF REFERENCE OF THE INFPL STUDY GROUP***

*That, the Terms of Reference and Work Programme of the ICAO New FPL format Study Group (INFPL SG) be as at **Appendix 2A** to the Report on Agenda Item 2.*

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Appendix 2A to the Report on Agenda Item 2

**TERMS OF REFERENCE**

- Conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012).
- 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 New Flight Plan (INFPL) and associated ATS Message formats;
- Prepare implementation plan for the MID region,
- Provide necessary support and advise to MID States in for the implementation of the INFPL
- Address Contingency arrangements for States that cannot comply by the due date.
- The INFPL SG will Report its progress to CNS/ATM/IC SG and inform CNS SG.

**WORK PROGRAMME**

Task No	Task	Action by	Target date
1	Complete impact Studies and submit to ICAO Mid Regional Office for local systems and external system	State	July 2010
2	Assess the Impact on inter-system co-ordination messaging (e.g. AIDC and OLDI)	States	
3	Secure necessary budget for the implementation of the new FPL Model Project.	States	July 2010
4	Develop AIDC / OLDI guidelines for the interregional connection especially between different ICAO Regions	States/vendors	
5	Develop Strategy for the implementation of INFPL and Associated ATS Messages	INFPL SG	July 2010
6	prepare and promulgate coordinated MID Region transition strategies and plans with associated timelines to enable the streamlined implementation	INFPL SG	Feb 2010
7	Establish of an Information Management system to track implementation timelines for various States/systems;(FITS)	ICAO	On going
8	Implications for presentation formats, including paper & electronic flight progress strips;	States/vendors	
9	Study Impacts to users	IATA/IFALPA	
10	Appropriately timed withdrawal of existing State or Regional specific requirements to ensure consistency with new instruction set	States/INFPL	Nov 2012
11	prepare and maintain a performance framework form (PFF)	INFPL/States	
12	Implement ICAO New Flight Plan Format	States	15Nov2012
13	Assess Post Implementation	INFPL SG	

**COMPOSITION**

MIDANPIRG Provider States, IATA, IFALPA, EUROCONTROL and IFATCA

Other representatives from industry and user Organizations having experience in the Flight Planning systems and procedures could participate as observers in the work of the INFPL SG, as appropriate.

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INFPL SG/1  
Report on Agenda Item 3

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**REPORT ON AGENDA ITEM 3: FOLLOW-UP ON MIDANPIRG/11 AND OTHER MEETINGS  
CONCLUSIONS AND DECISIONS RELATED TO INFPL**

3.1 The meeting recalled that with a view to improve the efficiency of the process of follow-up of MIDANPIRG Conclusions and Decisions, MIDANPIRG/11 agreed to the following Conclusion:

*CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS*

*That:*

- a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);*
- b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and*
- c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.*

3.2 The meeting noted the status of relevant MIDANPIRG/11 and ATM/SAR/AIS SG/11 Conclusions and Decisions related to the work programme of the INFPL Study Group and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 3A** to the Report on Agenda Item 3.

3.3 The meeting agreed also to review the Conclusions and Decisions, which are still current, under the associated Agenda Items with a view to propose to MIDANPIRG/12 appropriate follow-up action.

3.4 The meeting highlighted the importance of assigning focal points for the Study Group and States that have not done so were urged to do so.

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Appendix 3A to the Report on Agenda Item 3

**FOLLOW-UP ACTION PLAN ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS</b></p> <p>That,</p> <p>a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);</p> <p>b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and</p> <p>c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.</p>	<p>Implement Conclusion</p>	<p>ICAO States</p> <p>Subsidiary Bodies</p> <p>ICAO</p>	<p>State Letter Updated Action Plan</p> <p>Updated Action Plan</p> <p>Updated follow up Action Plan posted on web</p>	<p>Every six months</p> <p>Every six months</p> <p>Every six months</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/3: INCREASING THE EFFICIENCY OF MIDANPIRG</b></p> <p>That, with a view to increase the efficiency of MIDANPIRG:</p> <p>a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at <b>Appendix 4E</b> to the Report on Agenda Item 4; who would:</p> <ul style="list-style-type: none"> <li>i. ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration;</li> <li>ii. follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and</li> <li>iii. ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates.</li> </ul> <p>b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter (Reminder)</p> <p>List of ICAO FPP</p>	<p>Apr. 2009</p> <p>Jun. 2009</p>	<p>State ltr. 4 Sept.08          1st Reminder 20 Jan.09          2nd Reminder 22 Sept.09          Input received from 8 States</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/4: IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM</b></p> <p>That,</p> <p>a) Bahrain in coordination with ICAO:</p> <p>    i) explore ways and means for improving the efficiency of the ICAO MID Forum; and</p> <p>    ii) investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States</p> <p>b) States are urged to make use and take full benefit of the ICAO MID Forum</p>	<p>Implement the Conclusion</p>	<p>ICAO Bahrain</p>	<p>Draft Feasibility Study</p> <p>Improved MID Forum with new Functionalities</p>	<p>Dec. 2009</p> <p>Jun. 2010</p>	<p>Ongoing</p>
<p><b>CONC. 11/13: MID BASIC ANP AND FASID (DOC 9708)</b></p> <p>That,</p> <p>a) further to the approval of the Proposal for amendment of the MID Basic ANP 08/05-AOP, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to MIDANPIRG/12, in order to update the AIS, AOP, ATM, CNS and MET tables; and</p> <p>b) ICAO is to allocate sufficient resources and give high priority for the publication of Doc 9708 in English and Arabic languages, incorporating all approved Amendments.</p>	<p>Process Amendments Proposals to the MID Basic ANP and FASID</p> <p>Finalize and publish the approved version of Doc 9708</p>	<p>ICAO</p>	<p>Amendment Proposal issued</p> <p>Amendment Proposal approved and incorporated in the final version of Doc 9708</p> <p>Final Version of Doc 9708 published</p>	<p>Mar. 2010</p> <p>TBD</p>	<p>Closed</p> <p>Ongoing</p> <p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM</b></p> <p>That, MID States:</p> <p>a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;</p> <p>- the Study Group to follow the ICAO guidance for the implementation of Flight plan and Implementation check list in <b>Appendices 5.5B</b> and <b>5.5C</b> to the Report on Agenda Item 5.5; and</p> <p>b) implement the new ICAO model Flight Plan form by applicability date.</p>	<p>State Letter</p> <p>Study Group Established</p> <p>Follow-up with States</p>	<p>ICAO</p> <p>States</p> <p>Study group</p>	<p>State Letter</p> <p>Members of the Group</p> <p>Report of CNS and CNS/ATM/IC SG</p> <p>New FPL Implemented</p>	<p>Mar. 2009</p> <p>Jun. 2009</p> <p>Jan. 2010</p> <p>Nov. 2012</p>	<p>Actioned (SL AN 7/33 – 09/254)</p> <p>CNS SG and CNS/ATM/IC SG meetings scheduled first half 2010</p> <p>Closed</p>
<p><b>CONC. 11/61: IFPS PROJECT SUPPORT</b></p> <p>That,</p> <p>a) MID State that have not yet designated focal points to do so and send their contact details to ICAO MID Regional Office prior to 30 June 2009;</p> <p>b) the IFPS focal points participate in the finalization of the feasibility study led by Bahrain for the implementation of an IFPS in the MID Region; and</p> <p>c) ICAO MID Regional Office request additional support from EUROCONTROL with view to benefit from their experience and expertise in the establishment of an IFPS, including development of a regulatory framework</p>	<p>Designate focal points</p> <p>Follow up the progress on the finalization of the Study</p> <p>Coordination with EUROCONTROL</p>	<p>States</p> <p>ICAO</p> <p>Bahrain</p> <p>CNS SG</p> <p>CNS/ATM/IC SG</p>	<p>State Letter</p> <p>Updated list of focal points</p> <p>Report of CNS and CNS/ATM/IC SG</p> <p>Regulatory framework definition</p> <p>Final Study finalized</p>	<p>Mar. 2009</p> <p>May 2009</p> <p>Jan. 2010</p> <p>TBD</p> <p>TBD</p>	<p>Actioned</p> <p>Eurocontrol provided information during the ATFM Seminar</p> <p>Closed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/70: REGIONAL PERFORMANCE FRAMEWORK</b></p> <p>That,</p> <p>a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and</p> <p>b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs, be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies</p>	<p>Follow up on Conclusion</p> <p>Update Regional performance objectives</p>	<p>ICAO, CNS/ATM IC SG MIDANPIRG</p>	<p>Adoption of Performance Framework approach and Regional Performance Objectives</p> <p>Updated Regional performance objectives</p>	<p>Feb. 2009</p> <p>Ongoing</p>	<p>Actioned</p> <p>Outcome of National Performance Framework Workshop, 1-5 Nov 09 refers)</p>
<p><b>CONC. 11/71: NATIONAL PERFORMANCE FRAMEWORK</b></p> <p>That, MID States be invited to adopt a national performance framework on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives and completion of national performance framework forms.</p>	<p>Follow up on Conclusion</p> <p>Update National performance objectives</p>	<p>ICAO, MIDANPIRG, States</p>	<p>Adoption of National performance framework approach</p> <p>Development of State Performance Objectives</p> <p>Updated Regional performance objectives</p>	<p>Feb. 2009</p> <p>Nov. 2009</p> <p>Ongoing</p>	<p>Actioned</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</b></p> <p>That,</p> <p>a) States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;</p> <p>b) States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;</p> <p>c) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;</p> <p>d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and</p> <p>e) States are encouraged to seek support from regional and international organizations (i.e: ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.</p>	<p>Implementation of the Conclusion</p>	<p>States</p> <p>Users</p> <p>ICAO</p>	<p>Action plans for elimination of deficiencies</p> <p>Feedback from Users and States received through MANDD</p> <p>Assistance provided to States, as requested and as appropriate</p>	<p>May 2009</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Ongoing</p> <p>Ongoing</p>

<p><b>CONC. 11/8: ICAO NEW FLIGHT PLAN MODEL IMPLEMENTATION</b></p> <p>That, States be urged to:</p> <ul style="list-style-type: none"> <li>a) Secure necessary budget for the implementation of the new FPL model project;</li> <li>b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible;</li> <li>c) develop National PFF related to the new FPL Model project with clearly established performance objectives and timelines; and</li> <li>d) take all necessary measures to comply with the applicability date of 15 November 2012.</li> </ul>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>Dec. 2009 Feb. 2010</p>	<p>Redrafted by INFPL SG</p>
<p><b>CONC. 11/9: ICAO NEW FLIGHT PLAN MODEL SEMINAR</b></p> <p>That, in order to assist States in the preparation for the timely implementation of the new ICAO Flight Plan Model, the ICAO MID Regional Office organize a Seminar on this subject in 2010.</p>	<p>Organize the Seminar</p>	<p>ICAO</p>	<p>Summary of Discussion</p>	<p>Dec. 2010</p>	<p>Planned for 5-7 July2010</p>

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INFPL SG/1  
Report on Agenda Item 4

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**REPORT ON AGENDA ITEM 4: STATUS OF IMPLEMENTATION OF INFPL**

4.1 The meeting noted that the ICAO MID Regional Office sent State Letter AN 7/33 – 09/254, dated 4 August 2009 requesting all MID States to provide focal points of contact and an initial assessment of the expected impact that the use of the revised flight plan format could have on the procedures and systems in their State(s).

4.2 The meeting recalled that replies received from only four States providing point of contact and one State provided the initial impact study. Furthermore, these focal points were updated during the ATM/SAR/AIS SG/11 and subsequently, the meeting reviewed and updated the list of Focal Points as at **Appendix 4C** to the Report on Agenda Item 4.

4.3 The meeting noted that the Third Inter-Regional Co-ordination Meeting (IRCM/3) on Interface Issues between the Asia/Pacific (APAC), Eastern and Southern African (ESAF), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO held at the Middle East Regional Office in Cairo from 24 to 26 March 2009, recognized the complexity of the subject and highlighted the need for a worldwide harmonization for a successful implementation. In this regard, the IRCM/3 meeting recognized the valuable role to be played by ICAO HQ in assisting the global implementation.

4.4 The meeting noted that, considering the importance of a homogeneous and harmonized implementation, the Air Navigation Commission (ANC) requested the Air Navigation Bureau (ANB) to develop a system that could monitor the implementation of the ICAO New flight plan format and help States with the implementation. In this respect, the ANB developed a web tool called Flight Plan Implementation Tracking System (FITS), which is dedicated to monitor the implementation around the world and to serve as a forum to clarify issues related to the implementation, besides helping States or Organizations on the implementation.

4.5 The meeting received a demo of the FITS which is located at ICAO HQ website: <http://www2.icao.int/en/FITS/Pages/home.aspx>, and noted that it was developed to help States, Air Navigation Service Providers (ANSPs) and airspace users to monitor the global implementation status of the ICAO new flight plan format called for by Amendment 1 to PANS-ATM (Doc 4444), Fifteenth Edition. The meeting was appreciative of the effort undertaken to prepare and operate the website and recognized FITS as a useful tool to monitor global implementation.

4.6 The meeting noted that the ICAO ASIA/PACIFIC Flight Plan & ATS Messages Implementation Task Force (FPL&AM/TF) had already held two meetings and conducted a thorough review to the Amendment 1 Doc 4444, and identified many issues concerning the clarification of the amendment and requested ICAO HQ to comment on these issues.

4.7 Furthermore the meeting reviewed the issues which are filed in the FITS, that were raised by ICAO APAC and EUR/NAT Regions, along with the comments clarifying these issues and noted the three status in which an issue could be: closed, active and resolved.

4.8 The meeting urged MID States to raise the issues related to the Implementation of the INFPL format in their States and was of the view that these issues need to be filed in the FITS, through ICAO MID Regional office, consequently the meeting agreed to the following Draft Conclusion:

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Report on Agenda Item 4

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**DRAFT CONCLUSION 1/2:      INFPL FORMAT IMPLEMENTATION ISSUES**

*That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.*

4.9            The meeting also requested MID States to update the information, and Status of implementation achieved in their States to ICAO MID Regional Office in order that these achievements are reflected in the public website FITS, since it is used to monitor the global implementation status of the ICAO new flight plan format called for by Amendment 1 to PANS-ATM (Doc 4444), Fifteenth Edition, accordingly the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 1/3:      PROGRESS REPORT**

*That, MID States be urged to send progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) Three months.*

4.10           The meeting recalled that the ATM/SAR/AIS SG/11 held in Bahrain 10-12 November 2009, recognized the need for States to secure necessary budget for the implementation of the new FPL Format Project. The meeting also urged States to develop the technical requirements related to the upgrade of their ATC systems and comply with the new FPL format and also initiate necessary negotiations with ATC systems manufacturing vendors as soon as possible.

4.11           The meeting noted that the ATM/SAR/AIS SG/11 meeting was of a view that States should develop National Performance Framework Form (PFF) related to the new FPL format project with clearly established performance objectives and timelines, in accordance with the Regional Performance Framework Form endorsed by MIDANPIRG/11 on the subject.

4.12           The meeting reiterated the draft conclusions 11/8 and 11/9 of ATM/SAR/AIS SG/11 meeting being important steps for supporting MID States for the implementation of the ICAO New flight plan format and associated ATS messages as defined in amendment 1 of Doc 4444 ; furthermore the meeting performed editorial changes and agreed to this Draft Conclusion as follows:

**DRAFT CONCLUSION 1/4:      ICAO NEW FLIGHT PLAN FORMAT  
IMPLEMENTATION**

*That, MID States be urged to:*

- a) secure necessary budget for the implementation of the ICAO New FPL Format;*
- b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;*
- c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and*
- d) take all necessary measures to comply with the applicability date of 15 November 2012.*

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4.13 The meeting agreed that any conversion of the flight plan from new to Present should be done in accordance with the ICAO guidance material and no deviations to be made as the consequences would not be accepted.

4.14 Bahrain raised concern on IATA member airlines for not filing RPL and sought that it will be good opportunity with the implementation of the INFPL that IATA member airlines do the filing of the RPL, IATA made a clear Statement that IATA does not support filing the RPL owing to the route changes that occur almost on continuous basis to cater for the weather and optimum flight fuel and flight plan usage since it will require IATA member airlines to file many change messages. Bahrain clarified that airlines have the right to change the flight plan according to the standard procedures.

4.15 Furthermore IATA confirmed that its member airlines are fully committed towards the INFPL on the applicability date of 15 November 2012, furthermore in order to reduce the number of rejected flight plans; IATA member airlines have also an initiative that flight plans to be filed by third parties which will reduce the syntax and other errors considerably resulting in reduced number of flight plan rejection in general.

4.16 The meeting noted that Saudi Arabia had already started the procurement and initiated the necessary process for the implementation of the ICAO New Flight format in this regards the meeting noted that Saudi Arabia developed Compliance Matrix form in which the major milestones are listed in this regard the meeting was of the view that the tasks in the Matrix could be listed in the National Performance Framework Form.

4.17 The meeting also noted that Saudi Arabia was implementing new Air Traffic Management (ATM) and Message Switching facilities at its major Centers when the amendment 1 was approved consequently had the opportunity to start the implementation of the ICAO New flight plan format during this renovation.

4.18 In this regard the meeting was apprised of the steps taken by Saudi Arabia for the implementations where, internal INFPL Group has been formed and a draft of an Implementation Plan was prepared.

4.19 The meeting received verbal updates from the participants on the status of implementation of INFPL in their States and noted that considerable progress has already been achieved in the MID States, where many States have already completed the study of the proposed amendment to the flight plan and are in process of procurement of the needed hardware and software's to meet the target date of 15 November 2012.

4.20 Based on the updates received from the States the table below was developed to reflect the Status in each MID State. The meeting agreed that the implementation date to be updated by the states during the next INFPL SG which will be considered as a commitment from the States towards implementation so that the MID Regional Transition strategy could be updated accordingly.

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Report on Agenda Item 4

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Status of implementation of INFPL in MID Region

	Focal point	Manf. cont / Budget	Mile Stone	Implementation date of new	Remarks
<b>Bahrain</b>	√	√ / √	4		
<b>Egypt</b>	√		3		
<b>Iran</b>	√		3		
<b>Iraq</b>					
<b>Israel</b>					
<b>Jordan</b>		√ / √	3		
<b>Kuwait</b>	√		2		
<b>Lebanon</b>					
<b>Libya</b>					
<b>Oman</b>	√				
<b>Qatar</b>	√	√ / √	5		
<b>Saudi Arabia</b>	√	√ / √	4		
<b>Sudan</b>					
<b>Syria</b>	√				
<b>UAE</b>	√	√ / √	5		
<b>Yemen</b>					

Mile stone:

- 1- Empty
- 2- Analysis of the draft amendment
- 3- Evaluation of current system
- 4- Introduction of capability to parse new information
- 5- Check of AIDC / OLDI compatibility
- 6- Coordination with neighboring ANSP and airspace users
- 7- Implementation of new system.

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Appendix 4A to the Report on Agenda Item 4

**NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT**

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<b>Israel</b>							
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Yemen							

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INFPL SG/1  
Report on Agenda Item 5

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**REPORT ON AGENDA ITEM 5: STRATEGY AND ACTION PLAN FOR THE IMPLEMENTATION OF  
INFPL IN THE MID REGION**

5.1 The meeting noted that ICAO, industry and States have been steadily moving toward performance-based approach which stems from requirements associated with the results-based. In this regard ICAO Global ATM Operational Concept (Doc 9854) provides a clear statement of the expectations of the Air Traffic Management (ATM) Community. Eleven of these expectations are referred to as key performance areas (KPA's) in the operational concept.

5.2 The meeting also noted that to support performance based approach, ICAO developed the Manual on Global Performance of the Air Navigation System (Doc 9883) which provides a step by step approach to performance-based planning on the basis of the KPA's identified in the operational concept.

5.3 The meeting was informed that the current ICAO Business Planning process, in which the work of the Planning and Implementation Regional Groups (PIRGs) has to be justified and based on clearly established performance objectives. Accordingly it is important to trace all activities and work programmes to the Business Plan (and the outputs contained therein) to ensure consistency of strategy and traceability to previously agreed global results.

5.4 The meeting noted that MIDANPIRG/11 adopted the performance framework form (PFF) for the implementation of the ICAO new flight plan format under conclusion 11/60, furthermore in order to enable those processes, ICAO MID Regional office with the support from ICAO HQ conducted workshop on the development of National Performance Framework forms in Cairo, 1-5 November 2009, where States delegates gained the knowledge of developing the PFF.

5.5 Based on the above, the meeting reviewed and updated the Regional PFF for the implementation of the INFPL which is at **Appendix 5A** to the Report on Agenda item 5 and agreed that States follow the same process while preparing their National PFF for implementation of the INFPL, as this method will help in monitoring progress and will ensure that progress can be measured against timelines and meet the required performance objectives.

5.6 The meeting reviewed ICAO Guidance material for implementation of the ICAO New flight plan format and associated ATS messages which is Amendment 1 to the Fifteenth Edition of the PANS ATM DOC 4444, applicable 15 November 2012.

5.7 The meeting also reviewed the comparison Table between the 'PRESENT' and 'NEW' flight plans and agreed that any conversion should only be done according to the globally agreed ICAO guidance furthermore, the meeting agreed to the following terminology in order to keep consistency:

**Present** : refers to the existing flight plan and associated ATS message formats as defined in the current version of the PANS-ATM.

**New** : refers to the amended provisions as contained in Amendment 1 to the PANS-ATM. Where the provisions for the ICAO New Flight Plan Format

**Applicability Date:** is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

INFPL SG/1  
Report on Agenda Item 5

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5.8 The meeting discussed thoroughly the strategy for Implementation of the ICAO New Flight Plan Format and associated ATS messages in the MID Region and was of the view that it is necessary to have harmonized implementation, and define a clear understanding of the transition, consequently the meeting agreed that the operational transitional period will be in line with the globally agreed transitional period and in general it would be less than a month to be determined by the INFPL SG/2 meeting.

5.9 The meeting encouraged MID States to procure the necessary software and hardware needed for the implementation of the ICAO new Flight plan format and to conduct internal and external testing in close coordination with the airspace users, accordingly the meeting developed a draft preliminary MID Regional Strategy for implementation of INFPL as at **Appendix 5B** to the Report on Agenda Item 5, which is to be studied by the States and finalized during INFPL SG/2 meeting.

5.10 The meeting noted with appreciation the information provided by USA (FAA), where they indicated that they are, working with other States and ANSPs in various ICAO regional task forces, it was also noted that USA has established a team, which meets monthly, to plan all aspects of the USA transition to implement the INFPL. Furthermore The USA provided the following URL: [www.faa.gov/ato?k=fpl](http://www.faa.gov/ato?k=fpl) which includes detailed information on the FAA steps towards INFPL implementation.

5.11 The meeting received information on the XL based tool developed by the United States that describes the 27 primary changes in the NEW FPL format and leads users through a detailed analysis process that identifies the impact of each change on flight plan filers, flight planning services, flight data processing systems and flight data users, providing guidance for each case.

5.12 The meeting was of the view that it is a valuable tool that could save considerable time and effort as well as would result in standardized solutions, the meeting agreed the tool be available to MID States, consequently it is attached as **Appendix 5C** to the Report on Agenda Item 5.

5.13 The meeting received information on the second ICAO-EUROCONTROL FPL 2012 task force meeting which was held in Brussels 10-11 February 2010 and noted that many issues were raised during this meeting and agreed to consider issues concerning MID Region in the next INFPL SG meeting.

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INFPL SG/1  
Appendix 5A to the Report on Agenda Item 5

**ATM PERFORMANCE OBJECTIVES**

<b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b>					
<b>Benefits</b>					
<b>Environment</b>	•	reductions in fuel consumption			
<b>Efficiency</b>	•	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			
<b>Safety</b>	•	enhance safety by use of modern capabilities onboard aircraft			
<i>Strategy</i> <i>Short term (2009 - 2012)</i>					
<b>ATM OC COMPONENTS</b>		<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
<b>SDM</b>	•	Planning and implementation of transition elements	2009-2012	INFPL SG	On going
	•	States to assign focal points and form and internal nucleus team	2009 - Mar2010	States	
	•	ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- Mar2012	States	
	•	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form	2009 - Mar2012	States INFPL SG	
	•	ensure that issues related to the ability of FDPS's to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- Mar2012	States	
	•	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 problems with regard to applicability of service provided by the facility itself or downstream units	2009 – 2011	INFPL SG States	
	•	ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- Mar 2012	States	
	•	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 –Jun 2012	States	

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009-2012	States INFPL SG	
	<ul style="list-style-type: none"> <li>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.</li> </ul>	2009- March 2012	States	
	<ul style="list-style-type: none"> <li>internal testing,</li> </ul>	2009 – Mar 2012	States	
	<ul style="list-style-type: none"> <li>external testing</li> </ul>	2009 – June 2012	States	
	<ul style="list-style-type: none"> <li>airspace users testing</li> </ul>		States and users	
	<ul style="list-style-type: none"> <li>ensure the training of relevant stakeholders (air traffic controllers, etc)</li> </ul>	2009 -Mar 2012	States	
	<ul style="list-style-type: none"> <li>develop and make available, guidance material for users, including but not limited to ANSP personnel</li> </ul>	2009 - Oct 2010	INFPL SG	
	<ul style="list-style-type: none"> <li>establish a central depository in order to track the implementation status and inform the ICAO regional offices on an ongoing basis</li> </ul>	2009	ICAO Update FITS	Done ongoing
<b>linkage to GPIs</b>	GPI/18 Aeronautical Information			

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INFPL SG/1  
Appendix 5B to the Report on Agenda Item 5

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**MID REGION  
DRAFT STRATEGY FOR THE IMPLEMENTATION OF  
ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES**

**Recognizing that:**

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required;
- 2) 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 and will use globally harmonized information attributes;
- 3) 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;
- 4) 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, while taking into account compatibility with existing systems, human factors, training, and cost.
- 5) The ICAO new flight plan Format introduces considerable changes related, inter-alia, to 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), while maintaining a high degree of commonality with the existing flight plan format
- 6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur Throughout the declared transition period. Accordingly, pursuit/adoption of a single 'global' implementation date is also not viable.
- 7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012
- 8) The risk of all users simultaneously commencing "NEW" on the common implementation date without proper testing with the States.

**The MID Region implementation of Amendment 1 to the PANS-ATM shall:**

- 1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;
- 2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15 November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and
- 3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

**The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:**

- 1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "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)"
- 2) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;
- 3) Eliminate or minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 4) Declare a preparation 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 external testing and
  - 1 July to 14 November 2012 – airspace users testing
- 5) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;
- 6) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;

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### How to Use This Spreadsheet

<p><b>Description of the Tabs</b></p>	<p><b>Guidance:</b> The Guidance Tab contains a description of each of the 27 substantive (i.e., non-editorial) changes in Amendment 1 to DOC 4444, along with descriptions of the probable impacts to each of the system categories described below.</p>	<p><b>Checklist:</b> The checklist tab contains a spreadsheet which details the 27 substantive changes, their descriptions and a series of impact questions to answer.</p>	<p><b>Detailed Changes:</b> The Detailed Changes tab lists all of the approximately 150 changes in Amendment 1, including editorial changes. Each is mapped to one of the identified 27 substantive changes or to "Editorial/Clarification".</p>	<p><b>A/C Perf Cat:</b> The A/C Perf Cat tab provides a description of ICAO aircraft performance categories referenced in Attachment 1 (informational only).</p>
<p><b>Instructions</b> How to use the checklist to evaluate changes imposed by Amendment 1</p>	<p><b>Step 1.</b> Evaluate each change. In the "Guidance" tab, each new requirement is summarized and guidance is provided for each of the four types of systems (described below).</p>	<p><b>Step 2.</b> In evaluating a change, you can go to the "Detailed Changes" tab and filter on the change being evaluated. Each line-by-line amendments relating to that change is shown.</p>	<p><b>Step 3.</b> The results of the evaluation should be tabulated on the "checklist" spreadsheet.</p>	
<p><b>Description of the System Categories</b></p>	<p><b>File:</b> An individual or organization that files an FPL or related ATS message.</p>	<p><b>Flight Planning Service:</b> A system that electronically sends an FPL or related ATS message over AFTN to an FDP (e.g., flight services organizations, commercial services, etc.).</p>	<p><b>FDP (Flight Data Processing) Systems:</b> A system that accepts and processes an FPL or related ATS message for ATC purposes.</p>	<p><b>Flight Data User:</b> A system that receives data from FDP systems which has been derived from an FPL or related ATS message, but does not directly receive FPLs or related ATS messages.</p>

The excel tool is available as IP 5 Appendix A.

INFPL SG/1  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME**

6.1 The meeting noted that ICAO MID Regional Office is organizing workshop on the subject of the INFPL from 5-7 July 2010; consequently the meeting agreed that second meeting of the INFPLS SG would be held back-to-back with the workshop in July 2010, in accordance with the suggestion of the meeting for having the second meeting before MIDANPIRG/12 in order to present the progress achieved and mature Implementation plan to MIDANPIRG/12.

6.2 The meeting considered the frequency at which the INFPL study group should meet, and agreed that the frequency be increased as the implementation date becomes nearer and 2-3 meetings to be anticipated for year 2011.

6.3 The meeting was of the view that since the applicability date for the new ICAO flight plan format is 15 November 2012, the INFPL Study Group should be functional until at least that time and probably for a period thereafter to conduct a post implementation review.

6.4 In accordance with the ICAO Business Plan and the requirements for performance monitoring, the meeting developed a draft follow-up action plan on the results of the INFPL SG/1 meeting as at **Appendix 6A** to the Report on Agenda Item.

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INFPL SG/1  
Appendix 6A to the Report on Agenda Item 6

**FOLLOW-UP ACTION PLAN ON INFPL CONCLUSIONS AND DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DRAFT DEC. 1/1: TERMS OF REFERENCE OF THE INFPL STUDY GROUP</b></p> <p>That, the Terms of Reference and Work Programme of the ICAO New FPL Format Study Group (INFPL SG) be as at <b>Appendix 2A</b> to the Report on Agenda Items 2.</p>	Implement the SG Work Programme	INFPL SG CNS/ATM/IC SG	INFPL SG/2 Report	July 2010	
<p><b>DRAFT CONC. 1/2: INFPL FORMAT IMPLEMENTATION ISSUES</b></p> <p>That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.</p>	States to provide issues that need clarification /resolution	States ICAO	Updated MID issues in FITS	July 2010	States to provide issues that need clarification/ resolution
<p><b>DRAFT CONC. 1/3: PROGRESS REPORTS</b></p> <p>That, MID States be urged to send progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) Three months.</p>	Implement conclusion and provide progress reports	ICAO State	State Letter Progress report	Every 3 month	On going

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DRAFT CONC. 1/4: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION</b></p> <p>That, States be urged to:</p> <ul style="list-style-type: none"> <li>a) secure necessary budge for the implementation of the ICAO New FPL Format;</li> <li>b) initiate necessary negotiation with their ATC systems manufactures/vendors for the implementation of necessary hardware/software changes, as soon as possible;</li> <li>c) develop National PFF related to the ICAO New FPL format project with clearly established milestones with timelines; and</li> <li>d) take all necessary measures to comply with the applicability date of 15 November 2010.</li> </ul>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter Feedback from States</p>	<p>March 2010 July 2010</p>	

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INFPL SG/1  
Report on Agenda Item 7

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**REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1      Nothing has been discussed under this Agenda Item.

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INFPL SG/1  
Attachment A to the Report

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