



*International Civil Aviation Organization*

**ICAO New Flight Plan Format Study Group  
(INFPL STG)**

**Fifth Meeting  
(Cairo, Egypt, 03 - 05 September 2012)**

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**Agenda Item 2: Follow-up on MIDANPIRG/13 and other meetings Conclusions and Decisions related to INFPL**

**REVIEW OF AFI FOURTH MEETING OF THE FLIGHT PLAN  
TRANSITION TASK FORCE (FPLT TF/4) AND FCWMS**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents a review of the AFI Fourth Meeting of Flight Plan Transition Task Force (FPLT TF/4) and the AFI FPL 2012 Coordination Workshop/Meetings (FCWMS) along with MID States participation in these events

Action by the meeting is at paragraph 3.

**REFERENCES**

- AFI FPLT TF/4 Report
- FCWMS Reports

**1. INTRODUCTION**

1.1 The Fourth meeting of the AFI Flight Plan Transition Task Force (FPLT TF/4) was held at the Berjaya Hotel in Mahé, Seychelles, from 20 to 22 February 2012.

1.2 The AFI FCWM was held at the Ghion hotel in Addis Ababa, Ethiopia, 17-18 April 2012. Eighteen (18) officials from Civil Aviation authorities and Air Navigation services providers of Ethiopia, Djibouti, Rwanda, Saudi Arabia and Sudan participated in the event.

**2. DISCUSSION**

2.1 The AFI FPLT TF/4 meeting noted the global developments including issues arising from the Task Force meetings of Planning and Implementation Regional Groups (PIRGs) in other ICAO Regions. Among others, the Task Force noted the following:

- The advanced and more detailed Seminars are now complete;
- Many States are actively supporting other States to implement new flight plan format requirements;
- ASECNA, IATA, Civil Air Navigation Services (CANSO), Arab Civil Aviation Commission (ACAC), and many other representative bodies are working closely with and providing support to ICAO;

- Global and regional Vendors are attending seminars and workshops and the recent FPL 2012 Vendors Conference in Scotland harmonized many of the outstanding differences.
- More effort is required to ensure that other stakeholders such as business, military and general aviation are aware of the impact of the FPL 2012.
- States are aware of the requirement for implementation of the new flight plan provisions, although not all adequately appreciated the implications and are implementing at the required rate.
- Many States are yet to sign contracts with their technological solutions suppliers.
- Some technology vendors are already expressing difficulty in meeting the deadlines and solution deliveries requested by States/ANSPs
- Some States are not providing their updated implementation progress to ICAO regional offices for entry into the FITS database, and lack of response from such States seems to reflect a lack of adequate progress.
- In order to organize support, efforts have commenced from various concerned stakeholders globally to identify States which require or might require support, as well as States which appear unlikely to be ready by 15 November 2012.
- It is envisaged that Strategic Support Team (SSTs) will be established with the participation of various stakeholders, to assist those States that are having difficulty in achieving the implementation timelines.

2.2 The AFI FPLT TF/4 meeting noted that in order to support more specific coordination and cooperation, the Secretariat had arranged FPL 2012 Coordination Workshop/Meetings (FCWMs), to be hosted by Main AFTN Communication Centres mainly Addis Ababa, Nairobi, Johannesburg and Dakar , during April and May 2012. Brazzaville and Niamey Main AFTN Communication Centres and Tributary Centres will be participating in the DAKAR meeting. The full report of the AFI FPLT TF/4 meeting is at **Appendix A** to this working paper.

2.3 The meeting may wish to note that the objectives of the FCWMs was to facilitate the identification and resolving of technical interoperability issues between communication centres and encourage cooperation in support of the INFPL implementation.

2.4 The meeting may further wish to note that the FCWMs in Addis Ababa requested the ICAO MID Regional Office to follow-up issues of Sudan's readiness as necessary. Also requested States to continue coordination between themselves and the regional offices.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcome of the AFI FPLT TF/4 meeting as at **Appendix A** to this working paper; and
- b) provide update as requested in para. 2.4.

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**FPLT TF/4 MEETING REPORT**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**

**REPORT OF THE FOURTH MEETING OF THE FLIGHT PLAN TRANSITION  
TASK FORCE (FPLT TF/4)**

**(Mahe, Seychelles, 20 – 22 February 2012)**

**Prepared by the Flight Plan Transition Task Force**

The views expressed in this Report should be taken as those of the Flight Plan Task Force and not of the Organization. This Report will, however, be submitted to 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.

FPLT TF/4  
History of the Meeting

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

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

1.1 The Fourth meeting of the AFI Flight Plan Transition Task Force (FPLT TF/4) was held at the Berjaya Hotel in Mahé, Seychelles, at the kind invitation of Seychelles Civil Aviation Authority (SCAA), from 20 to 22 February 2012.

### **2. OPENING**

2.1 Welcome remarks were delivered by Ms. Esmee Samson, General Manager Air Navigations Services, on behalf of the host, Seychelles Civil Aviation Authority (SCAA). Ms. Samson extended apologies from the Chief Executive Officer of the SCAA, Mr. Gilbert Faure, who could not be at the opening due to other pressing commitments. Ms. Samson expressed gratitude and honour on the opportunity for the SCAA to host this Fourth Meeting of the AFI Flight Plan Transition Task Force. She highlighted the importance of the work done by the Task Force and how the harmonized implementation of the ICAO new Flight Plan provisions can lead to the realization of enhanced safety, efficiency and environmental benefits. She expressed the strong commitment of Seychelles to work with all stakeholders for the timely implementation of the new flight format by the target date of 15 November 2012. Finally she wished the participants successful deliberations and an enjoyable stay in Seychelles.

2.2 On behalf of ICAO and all participants Mr. Seboeso Machobane, Regional Officer ATM, ESAF Regional Office thanked the SCAA for hosting the meeting. He expressed appreciation on the understanding of the host and the high quality of facilities provided, noting that the number of participants was unexpectedly much higher than the number planned for, which necessitated logistical adaptations including the meeting room arrangements to best suit the high number of participants. Finally, Mr. Machobane thanked the SCAA for their continued contribution to the work of the Task Force, and their selfless hospitality.

### **3. OFFICERS AND SECRETARIAT**

3.1 The Chairperson of the meeting was Mr. François Coetzee, Senior Manager Aeronautical Information, Air Traffic and Navigation Services (ATNS) South Africa, and the Rapporteur was Mr. Hitler A. Olwenge, Manager ATS, Kenya Civil Aviation Authority (KCAA), Kenya. Mr. Seboeso Machobane, Regional Officer, ATM/SAR (ICAO ESAF Office) was the Secretary of the meeting. He was supported by Messrs. Sadou Marafa, Regional Officer, ATM/SAR (ICAO WACAF Office) and Tom Brady, Consultant (ICAO Headquarters).

### **4. ATTENDANCE**

4.1 The Fourth Meeting of the FPLT Task Force was attended by a total of 44 participants from sixteen (16) States (Botswana, DRC, Eritrea, Ghana, Guinea, Kenya, Madagascar, Mozambique, Namibia, Senegal, Seychelles, Somalia (CACAS), South Africa, Sudan, Tanzania and Uganda and four (4) Organisations (ASECNA, IATA, IFATCA and Roberts FIR). The list of participants is at **Attachment A** to the Report.

**5. LANGUAGE**

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

**6. AGENDA**

6.1 The following Agenda was adopted:

<b>STRATEGIC OBJECTIVES</b>	<b>AGENDA ITEM NO.</b>	<b>SUBJECT</b>
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	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 OF CONCLUSIONS AND DECISIONS***

7.2 The list of FPLT TF/4 Conclusions and Decisions is at **Attachment B** to this Report.

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FPLT TF/4 Meeting Report  
Report on Agenda Items

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**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 Fourth meeting of the AFI Flight Plan Transition Task Force (FPLT TF/4), 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 six (6) of the History of the Meeting.

1.2           With regard to the election of the Chairperson and Rapporteur, the meeting recalled that at its third meeting in Dakar, Senegal (15-16 September 2011), Madame Aichatou Sow, Chief of Air Navigation Department (ANACS) of Senegal, officiated as Chairperson of the FPLT Task Force in the second and last of the two meetings for which she had been elected, as agreed by the FPLT TF/2 meeting. Similarly, Ms. Lise Morel served her second term as Rapporteur to the Task Force. The meeting thanked Mrs. Sow and Ms. Morel for their selfless support to the Task force by facilitating its work.

1.3           In accordance with the principle agreed at the second Task Force meeting, the meeting was to nominate a Chairperson and Rapporteur to serve this meeting and FPLT TF/5.

1.4           To this end and in accordance with established procedure within APIRG, the representative from the Democratic Republic of Congo (DRC) proposed Mr. François Coetzee, Senior Manager Aeronautical Information, ATNS, South Africa as Chairperson. The proposal was seconded by the representatives from Madagascar and Seychelles, and the meeting acknowledged the nomination by acclamation.

1.5           With regard to the Rapporteur, the representative from Seychelles nominated Mr. Hitler Olwenge, Manager ATS, KCAA, Kenya, as Rapporteur of the Task Force. The nomination was seconded by the representative from Botswana and the nomination was acknowledged by applause.

1.6           Accordingly, Messrs Coetzee and Olwenge were elected Chairman and Rapporteur respectively, to service the Fourth and Fifth meetings of the AFI Flight Plan Transition Task Force.

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Report on Agenda Item 2

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

2.1           The meeting was provided with a presentation highlighting global developments including issues arising from the Task Force meetings of Planning and Implementation Regional Groups (PIRGs) in other ICAO Regions. Among others, the Task Force noted the following:

- The advanced and more detailed Seminars are now complete.
- Many States are actively supporting other States to implement new flight plan format requirements.
- ASECNA, IATA, Civil Air Navigation Services (CANSO), Arab Civil Aviation Commission (ACAC), and many other representative bodies are working closely with and providing support to ICAO.
- Global and regional Vendors are attending seminars and workshops and the recent FPL 2012 Vendors Conference in Scotland harmonized many of the outstanding differences.
- More effort is required to ensure that other stakeholders such as business, military and general aviation are aware of the impact of the FPL 2012.
- States are aware of the requirement for implementation of the new flight plan provisions, although not all adequately appreciated the implications and are implementing at the required rate.
- Many States are yet to sign contracts with their technological solutions suppliers.
- Some technology vendors are already expressing difficulty in meeting the deadlines and solution deliveries requested by States/ANSPs
- Some States are not providing their updated implementation progress to ICAO regional offices for entry into the FITS database, and lack of response from such States seems to reflect a lack of adequate progress.
- In order to organize support, efforts have commenced from various concerned stakeholders globally to identify States which require or might require support, as well as States which appear unlikely to be ready by 15 November 2012.
- It is envisaged that Strategic Support Team (SSTs) will be established with the participation of various stakeholders, to assist those States that are having difficulty in achieving the implementation timelines.

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

3.1            The Task Force recalled that subsequent to State Letter AN 13/2.1-08/50 dated 25 June 2008 which communicated the Council approval of Amendment 1 to the 15<sup>th</sup> Edition of Doc 4444, ICAO circulated State Letter AN 13/2.1-09/09 dated 6 February 2009, providing Guidance for implementation. Furthermore, the AFI Regional Strategy for Implementation of the NEW ICAO Flight Plan Format was developed by the first meeting of the FPLT Task Force in Johannesburg in September 2010. It was therefore, logical that as the preparation for implementation of the new FPL provisions progresses, further guidance might be necessary to ensure ongoing harmonization in the efforts to achieve readiness.

3.2            In order to have a general view of the progress towards implementation, the meeting was provided with a brief presentation of the information collected from States through questionnaires. It was noted with concern that despite several requests and follow up thereto, some States were not responding at all or were providing very limited information, or had provided information during the initial stages of preparation (2010 to early 2011) and not at later stages when much should have transpired. The meeting agreed that ICAO be requested to circulate individual State Letters to concerned States, to sensitize the authorities on the criticality of Amendment 1 to the 15<sup>th</sup> Edition of Doc 4444 and the need for urgency in cases where necessary action has been delayed or is not being taken. In addition, concerned States are to be sensitized on the importance of keeping ICAO adequately informed on the progress or difficulties being experienced in order that necessary action may be taken.

3.3            The meeting received detailed presentations on progress and related issues from the AFI States/ANSPs that are hosting the AFI Rationalized Aeronautical Fixed Telecommunication Network (AFTN) Main Communication Centres (Kenya, South Africa and ASECNA), as well as from one State in the interface areas between ICAO Regions (Seychelles). It was noted that adequate progress was being achieved in most aspects. However, States are starting to experience difficulties in respect of technological solution delivery dates. The Task Force noted with particular concern that the solution delivery dates for two Main AFTN Comm. Centres, operated by ASECNA, N'Djamena and Niamey, were in October and November respectively. In this regard, testing for these Centres as well as the test programmes for the related Tributary Centres would be critically delayed. The meeting requested ICAO to communicate the concern to ASECNA and urge that necessary measures be taken to adjust the dates and/or establish forms of mitigation.

### **Strategy and guidance**

3.4            In order to review and update existing guidance, to identify the need for supplemental guidance and to develop new guidance as necessary, the meeting formed the following four Small Working Groups (SWGs) with participation as at **Appendix 3A** to the report on agenda item 3.

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Report on Agenda Item 3

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3.5 Small Working Groups formed were:

- SWG – Publications
- SWG – General Guidance
- SWG – Solution Testing
- SWG – Implementation Strategy & Performance Objectives

3.6 Outcome of the SWGs sessions was reviewed and adopted by the FPLT TF/4 meeting in a plenary session.

3.7 In view of the above, the FPLT TF/4 reviewed and updated the AFI Regional Strategy for Implementation of the NEW ICAO Flight Plan Format as **Appendix 3B** to the report on agenda item 3. The meeting also reviewed and updated the implementation of the New Flight Plan Provisions Regional Performance Framework Form (PFF) and the template for the national PFF as at **Appendix 3C** and **Appendix 3D** to the report on agenda item 3.

3.8 The meeting agreed that the AFI Region could benefit from more comprehensive guidance, and that such material should be based on the guidance provided by ICAO in February 2009 and take into consideration developments and guidance provided in other ICAO Regions. Accordingly the meeting adopted the implementation guidance at **Appendix 3E** to the report on agenda item 3. The meeting reviewed the guidance for non-automated operations, which was developed by the FPLT TF/3 in September 2011 in Dakar. It was agreed that the material was adequate and for the time being there was no need for its modification or for additional guidance for non-automated operations.

3.9 In accordance with the Work Programme of the Task Force, the meeting developed a template Aeronautical Information Circular (AIC) as at **Appendix 3F** to report on agenda item 3, to guide the issues of publication providing information on implementation of the ICAO new flight plan format provisions in Amendment 1 to the 15<sup>th</sup> Edition of Doc 4444. The meeting commenced development of guidance on NOTAM material. However, due to time constraints this could not be completed. The meeting agreed to assign the task to the SWG-Publications to complete. The SWG – Publications, was to continue work after the FPLT TF/4 meeting, through electronic means (email, Skype, etc.), to complete the NOTAM guidance and submit to the Secretariat by 23 March 2012 for distribution to States in consultation with the Chairperson of the Task Force.

3.10 The meeting agreed that at its forthcoming meeting, the concept of Strategic Support Team (SST) should be reviewed in detail based on the identified needs at the time, with the objective of establishing such support for the AFI States.

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### Solution testing

3.11 The meeting noted that the EUR Region had completed development of the EUR 2012 Test Plan and that the AFI Region could participate, in accordance with conditions laid out in the EUR 2012 Test Plan document. Detailed information on the Test Plan may be found at the following Eurocontrol FPL 2012 Implementation webpages, which are accessible by individual ANSPs.

([http://www.cfm.eurocontrol.int/cfm/public/standard\\_page/library\\_handbook\\_supplements.html](http://www.cfm.eurocontrol.int/cfm/public/standard_page/library_handbook_supplements.html))

3.12 The meeting received presentations recalling the transition issues and covering details related to the later parts of the transition including testing.

3.13 The Task Force developed guidance for testing in AFI Region as at **Appendix 3G** to the report on agenda item 3, and established an **AFI-Wide Testing** date of First (1<sup>st</sup>) October 2012. This testing is additional to the testing that would have been carried by States in accordance with the tests specified in the AFI Regional Strategy for Implementation of the NEW ICAO Flight Plan Format.

3.14 The meeting agreed that results from tests should be shared between States and that in order to facilitate the sharing, the results should in addition to bilateral/multilateral exchanges if any, be forwarded to the ICAO Regional Offices for circulation. It was also agreed that individual States/ANSPs should, when ready to test with users, use mechanism other than NOTAM, to invite the users to participate in the testing.

### FPL 2012 Coordination Workshop/Meetings (FCWMs)

3.15 The meeting noted that in order to support more specific coordination and cooperation, the Secretariat had arranged FCWMs, to be hosted by Main AFTN Communication Centres as follows:

Main AFTN Communication Centre	Planned Dates	Remarks
Addis Ababa	April 17-18, 2012	
Nairobi	April 24-25, 2012	
Johannesburg	May 8-9, 2012	
Dakar	May 22-23, 2012	Will include Brazzaville and Niamey Main AFTN Communication Centres and Tributary Centres thereto

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3.16 Expected participation to these FCWMs, which are based on the AFI Rationalized AFTN as reflected (Chart CNS 1A (Doc 7474)) will be as follows:

- (a) All States which operate Tributary AFTN Com Centres are invited to the FCWM hosted by the Main AFTN Com Centre to which they are connected;
- (b) In order to reduce costs, Tributary Centres connected to Main Centres that are operated by ASECNA are invited to the Dakar FCWM.
- (c) States in other ICAO Regions, which are in the interface area and connected to the specific AFI AFTN Centres will be invited to the FCWMs to which they are connected.

Note:

- (1) Formal State Letters will be circulated by the Regional Offices to concerned States inviting them to specific FCWMs.
- (2) States that are connected to more than one Main AFTN Comm Centre are advised to consider attending the relevant FCWMs and if unable to attend all the applicable FCWMs, to attend the one/s deemed to be the most beneficial based on technical benefits assessed by the State. Concerned States may, if necessary contact the ICAO Regional Office accredited to their States for further advice.

3.17 The meeting recognized that, as awareness and a state of urgency have increased, the number of participants nominated by States to the FCWMs is likely to be high. However, effective planning will be necessary in order for the hosting States to optimally accommodate delegations from the Tributary Centres. It is expected that the number of participants per State will be restricted to two (2) or three (3) depending on the agreed capacity of facilities provided by the hosting State. Accordingly, States will be urged to evaluate the composition of their technical teams to the FCWM closely, to ensure that the most value is realized from the participation. Moreover, participating States will be requested to:

- (a) confirm participation by a specific deadline, in order to allow logistical planning to be based on known numbers of participants; and
- (b) note that participation confirmed after the deadline may be declined if acceptance of such participation could have significant negative (unacceptable) impact on planned logistical arrangements/resources offered by the host.

3.18 AFI States in the interface areas with other ICAO Regions will be encouraged to participate in coordination meetings involving States in the relevant adjacent regions to which they are connected. It was noted that such participation will be subject to availability of resources.

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### **Missing flight plans**

3.19 The meeting recalled that the FPLT TF/3 meeting in September 2011 agreed on carrying out surveys to establish the causal issues related to missing flight plans and accordingly formulated Draft Conclusion 3/1: *Addressing Missing Flight Plans*, proposed to supersede APIRG Conclusion 17/42, and calling for various measures including surveys to address the issue of missing flight plans. Furthermore, that Eurocontrol had indicated that it was experiencing significant numbers of missing flight plans from the AFI Region, and accordingly offered to participate in the AFI surveys. In this regard, State Letter ES AN 1/6.2 – 0146 dated 9 February 2011, calling for a survey from 5 to 19 March 2012 was circulated to AFI States and Eurocontrol for action as appropriate. States are urged to take necessary preparatory and operational measures to ensure the best outcome of the survey.

3.20 The meeting noted that results of the previous survey had not been circulated to States. It was noted that due to feedback which indicated lack of clarity in a number of the survey aspects, analysis of the first survey outcome had not been carried. The analysis was re-scheduled to be carried out after the second survey which will be used to validate some parts of the first one. However, the meeting was of the view that details of the first survey should be circulated to States as some immediate benefits could still be derived from such information.

3.21 The meeting requested that on circulating the State Letter concerning the surveys, States be urged to take necessary preparatory and operational measures to ensure the best outcome of the survey.

### **Update of Focal Points**

3.22 The meeting updated the list of FPL Implementation Focal Points from information provided by the meeting's participants, as at **Appendix 3H** to the report on Agenda item 3.

### **Contingency considerations**

3.23 The meeting was presented with global considerations relating to the FPL 2012 contingency arrangements. It was noted that while the contingency measures would in some cases be less costly than the required timely implementation, there were costs associated to the contingency arrangements. Furthermore, other implications of non-implementation should not be overlooked. The meeting agreed that the most suitable time for adopting the contingency measures would be much closer to the implementation date, when there will be more clarity regarding States that are at the high risk of not successfully implementing by 15 November 2012.

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**FOURTH MEETING OF THE FLIGHT PLAN TASK FORCE**  
**MEMBERS OF THE SMALL WORKING GROUPS (SWGS)**

<b>SMALL WORKING GROUP – PUBLICATION</b>		
<b>NO</b>	<b>STATE/ORGANIZATION</b>	<b>NAME OF PARTICIPANT</b>
1	Botswana	Mr. Jobe Malefho
2	Ghana	Mr. Daniel Datse Mensah
3	Kenya	Mr. Hitler A. Olwenge
4	Namibia	Ms. Hilma Leonard
5	Seychelles	Mrs. Christianne Maria
6	South Africa	Mr. Francois Coetzee
7	Uganda	Mr. Moses Kaniike
8	ASECNA	Mr. Aladjou Sibitang Mingo
9	IATA	Mr. Protus Seda Otieno

**Note:** Ms. Hilma Leonard and Mr. Aladjou Sibitang Mingo also in other SWGs

<b>SMALL WORKING GROUP – GENERAL GUIDANCE</b>		
1	Botswana	Mr. Samuel Chiliwa Mbaakanyi
2	Democratic Republic of Congo	Mr. Eldonny Mbuyi Nyembue
3	Democratic Republic of Congo	Mr. Billy Diabasenga Kusuamina
4	Eritrea	Mr. Mebrahtu Teklay
5	Eritrea	Mr. Mesfun Gebrezghi
6	Guinea	Mr. Maurice Bagoura
7	Madagascar	Mr. Rakotoarimanana Nirison
8	Roberts FIR	Mr. Philip Bobson Trye
9	Senegal	Mr. Ali SARR
10	Seychelles	Ms. Lineda Samson
11	Seychelles	Mr. Louis Mancienne
12	Seychelles	Mr. Patrice Elisabeth
13	Tanzania	Mr. John Keto Chambo

<b>SMALL WORKING GROUP – SOLUTION TESTING</b>		
1	Namibia	Mr. Hendrick Theophilus
2	Namibia	Mr. Tulimevava Shinyala
3	Seychelles	Ms. Lise Morel
4	Seychelles	Mr. Pitter Elizabeth
5	Seychelles	Mr. Evans Benstrong
6	South Africa	Mr. Dylan Kemlo
7	South Africa	Mrs. Lindi-Lee Kirkman
8	Uganda	Mr. Alex Wanda
9	ASECNA	Mr. Aladjou Sibitang Mingo
10	IFATCA	Ms. Keziah A. Ogutu

<b>SMALL WORKING GROUP – IMPLEMENTATION STRATEGY &amp; PERFORMANCE OBJECTIVES</b>		
1	Kenya	Mr. Joseph K. Maina
2	Ghana	Mr. Francis Nkansah
3	Mozambique	Mrs. Joana Mutimba
4	Namibia	Ms. Hilma Leonard
5	Seychelles	Ms. Esmee Samson
6	Somalia (CACAS)	Mr. Abdulazis Moallim
7	Somalia (CACAS)	Mr. Peter Mbugua
8	South Africa	Mr. Johan van Schalkwyk
9	Sudan	Eltahir Abdellatif Hassai
10	Uganda	Mr. Aloysious Mulakezi
11	Uganda	Mr. Frederick Owumukana

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**INTERIM 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:**

- a) 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;
- b) 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.

- c) 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 transmission for of 'PRESENT' flight plan provisions are is 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:**

- a) Comply with the regional guidance provided by APIRG's FPLT TF;
- b) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 as described in the ICAO guidance material circulated under cover of State Letter AN 13/2.1-09/9, dated 6 February 2009;
- c) Ensure that the FPLT TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- d) Ensure that State specific constraints are reduced, if not eliminated;
- e) 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 at 23:59 – airspace users testing and implementation.
- f) **Encourage States:**
- To commence with implementation process as soon as practical, and not await the transition period;
  - Not to implement 'NEW' capability before the commencement of the ANSPs external testing and implementation period;
  - Insofar as possible, to complete ANSP implementation of 'NEW' capability by the end of the ANSP's external testing and implementation period.
- g) 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;

- h) 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);
- i) 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).
- j) Require States to ~~inform~~ **keep** the Regional Offices **updated on** ~~of~~ scheduled transition dates ~~immediately (not later than 30 June 2011);~~
- k) Require States to make necessary preparations in order to accommodate up to 120 hours prior to Estimated Off Blocks Time (EOBT) as of 15 November 2012; and
- l) 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 **transmission of** 'PRESENT' ~~capability~~ shall be discontinued.

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Performance Objectives

**ATM PERFORMANCE OBJECTIVES**

<b>REGIONAL PERFORMANCE OBJECTIVE - IMPLEMENTATION OF THE NEW ICAO FPL PROVISIONS BY 15 NOVEMBER 2012</b>				
<b>Benefits</b>				
<b>Environment</b>	<ul style="list-style-type: none"> <li>reduction in fuel consumption and reduction of carbon emissions</li> </ul>			
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>increase airspace capacity</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>optimized demand and capacity balancing through the efficient exchange of information</li> <li>enhance safety by use of modern capabilities onboard aircraft</li> <li>enhance the success of SAR operations</li> <li>generally enable PBN and other advanced navigation capabilities</li> </ul>			
<b>Strategy</b>				
<b>Short term (2010-2012)</b>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
<b>AUO SDM</b>	<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-June 2011	States	<del>Ongoing</del> Complete
	<ul style="list-style-type: none"> <li>ensure that the capabilities of local systems are fully adaptable to the changes envisaged in the new FPL form</li> </ul>	2010 to June 2012	States	Ongoing <del>Not completed</del>
	<ul style="list-style-type: none"> <li>ensure the ability of FDPS's to parse information correctly to guarantee that misinterpretation of data does not occur</li> </ul>	2010 to June 2012	States	Ongoing <del>Not completed</del>
	<ul style="list-style-type: none"> <li>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</li> </ul>	2010 to June 2012	States	Ongoing <del>Not completed</del>
	<ul style="list-style-type: none"> <li>ensure that there are no individual State peculiarities or deviations from the flight plan provisions</li> </ul>	2011-2012	States	Ongoing

	<ul style="list-style-type: none"> <li>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</li> </ul>	2012	States	Ongoing
	<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> <li>inform on the implementation status to the ICAO regional offices on an ongoing basis</li> <li>keep the Flight Plan Implementation Tracking System (FITS) up to date based on the information provided by the States</li> </ul>	2010-2012	States	Ongoing
		2010-2012	States	Ongoing
		2010-2012	ICAO Regional Offices	Ongoing
<b>linkage to GPIs</b>	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**

- |                    |   |
|--------------------|---|
| <b>Environment</b> | • reductions in fuel consumption <b>Reduction of carbon emissions</b>   |
| <b>Efficiency</b>  | <ul style="list-style-type: none"> <li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>• facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>• optimized demand and capacity balancing through the efficient exchange of information</li> </ul> |
| <b>Safety</b>      | <ul style="list-style-type: none"> <li>• <b>increase airspace capacity</b></li> <li>• enhance safety by use of modern capabilities onboard aircraft</li> <li>• enhance the success of <b>SAR operations</b></li> <li>• <b>generally enable PBN and other advanced navigation capabilities</b></li> </ul>  |

*Strategy Short term (2010-2012)*

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
<b>AUO SDM</b>	<ul style="list-style-type: none"> <li>• <b>Negotiation and Approval</b></li> <li>- Acceptance and agreement of the changes to the flight plan form</li> </ul>	May 2010	States	Completed
	<ul style="list-style-type: none"> <li>• <b>Assembly of Focus Team</b> <ul style="list-style-type: none"> <li>○ Composition of Team</li> <li>○ Appoint Members</li> <li>○ Issue Identification</li> <li>○</li> </ul> </li> </ul>	Until 31 December 2010	States / ANSP's	Complete
	<ul style="list-style-type: none"> <li>• <b>Compilation of Action Plan</b> <ul style="list-style-type: none"> <li>○ GAP Analysis</li> <li>○ Identify actions and assign responsibilities</li> <li>○ Assign Target Dates &amp; Milestones</li> <li>○</li> </ul> </li> </ul>	Until 31 December 2010	States / ANSP's	Completed





	<ul style="list-style-type: none"> <li>• <b>ANSP Implementation</b></li> <li>• Solution delivery and testing <ul style="list-style-type: none"> <li>- Development</li> <li>- Offline</li> <li>- Training</li> </ul> </li> <li>• Identify key translation entry criteria <ul style="list-style-type: none"> <li>- Safety assurance</li> <li>- Training (ongoing beyond Mar 2012)</li> <li>- Documentation production. distribution</li> <li>- Operational interface checks</li> <li>- Transition rehearsals</li> <li>- Transition plans (Document)</li> <li>- Reversion plan development</li> <li>- Operational readiness demonstrations (ORD)</li> </ul> </li> </ul> <p>(Note this list is far from exhaustive and should be expanded based on the GAP analysis)</p>	Feb 2011 - 31 June 2012	States/ANSP's	Work in progress
	<ul style="list-style-type: none"> <li>• <b>Transition into operations</b></li> </ul>	1 April 2012 - 30 June 2012	States	Planning
	<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 <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"> <li>○ <u>withdraw requirements</u></li> <li>○ <u>issue notification of withdrawal</u></li> </ul> </li> </ul>	2010- December 2011	States/ANSP's	Completed
	<ul style="list-style-type: none"> <li>• Review SUPPS and align (remove any items which have become obviated by Amendment 1) <ul style="list-style-type: none"> <li>○ Review Doc 7030 and identify procedures that need action</li> <li>○ Identify recommendable implementation dates</li> <li>○ Develop and circulate amendment proposal</li> </ul> </li> </ul>	Feb 2011 to June 2012	FPLT TF and Regional Offices	Ongoing .
	<ul style="list-style-type: none"> <li>• Inform on the implementation status to the ICAO regional offices on an ongoing basis (Quarterly, at end of each quarter)</li> </ul>	2010-2012	States/ANSP's	Ongoing
	<ul style="list-style-type: none"> <li>• Keep the Flight Plan Implementation Tracking System (FITS) up to date based on the information provided by the States</li> </ul>	2010-2012	ICAO Regional Offices	Ongoing

	<ul style="list-style-type: none"> <li>• <b>Airspace users implementation (Present and New)</b></li> <li>• Communication and coordination of the action plan</li> <li>• Confirm the status of the airspace users (feedback)</li> </ul>	1 July 2012 - 14 November 2012	Airspace users ANSPs	Yet to start
	<ul style="list-style-type: none"> <li>• <b>Only filing of new flight plans</b></li> </ul>	15 November 2012 onwards.	States Airspace users	Yet to start
<b>linkage to GPIs</b>	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			

**Amendment 1 to 15<sup>th</sup> Edition of Doc 4444**

**AFI Implementation Guidance**

(Document under editing process)

**AFI FIR**  
**Aeronautical Information Service**  
INTERNATIONAL NOTAM OFFICE  
AFI AIRPORT  
P.O. BOX XXX,  
AFI Town,  
AFI

## IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODULE

### 1. INTRODUCTION

- 1.1 The following circular is issued for information guidance.
- 1.2 Amendment 1 to 15th Edition of PANS ATM ICAO Doc 4444 requires States to implement the new ICAO flight plan model with effect from 15 November 2012.
- 1.3 The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the need of aircraft advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems. As a result of these changes (STATES) will only accept flight plans in the required format as from 15 November 2012.

### 2. IMPLEMENTATION PLAN

- 2.1 (STATE) set its implementation process in line with the ICAO AFI Region's plan as declared transition period and a phased implementation from 1 January 2012 to 15 November 2012. The phased implementation comprises of:-
  - a) **Phase 1** - 1 January to 31 March 2012: ATS Service provider software delivery and testing.
  - b) **Phase 2** - 1 April to 30 June 2012: ATS Service provider External testing.
  - c) **Phase 3** - 1 July to 15 November 2012: Airspace users testing including airlines and general aviation.

### 3. FLIGHT PLAN SUBMISSION from 1 July 2012 up to 14 November 2012

- 3.1 All airspace users including airlines and general aviation submitting their FPLs are encouraged to comply with the NEW Flight Plan format. Submission of Flights Plans under PRESENT format will be accepted.
- 3.2 Flight plans in the NEW format may be submitted up to 120 hours prior to **Estimated off Block Time**.

**4. FLIGHT PLAN SUBMISSION from 15 November 2012**

- 4.1 All airspace users including airlines and general aviation submitting their FPLs will be required to comply with the NEW ICAO Flight Plan format.

*Flight Plans with the PRESENT format will no longer be accepted.*

**5. DEFINITIONS**

- 5.1 **PRESENT format** is defined as ICAO flight plan format currently in use as specified in DOC 4444, 15th Edition.
- 5.2 **NEW format** is defined as ICAO flight plan format specified in Amendment 1 to 15th Edition of PANS ATM Doc 4444.
- 5.3 **Estimated off Block Time**

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# **FPLT TF/4**

## **TESTING GUIDANCE**

### **SCOPE**

The scope of this document is to provide a high level guidance to testing procedures, both for manual and automated flight planning systems, in the implementation of the ICAO Amendment 1 to the PANS - ATM document 4444. It is the intention that this generic test flow can be applied to all levels of testing including:

- 1) Factory acceptance testing (FAT)
- 2) Site acceptance testing (SAT)
- 3) Internal Systems inter-face testing
- 4) External Systems inter-face testing

### **GENERAL OBJECTIVES**

1. Demonstrate the new software functionality in compliance with the Mandate given to the System suppliers.
2. Demonstrate the robustness of the software and interfaces.
3. Enable the new functionality to be tested against client systems.
4. Review and validate training and operational procedures.

### **MAIN FUNCTIONAL OBJECTIVES**

1. Demonstrate the ability of the systems to correctly identify and validate NEW format flight plans and associated messages.
2. Demonstrate the ability of flight plan originators to create the NEW format flight plan and associated messages.
3. Demonstrate the ability of ATC units to accept new format flight plans and associated messages.

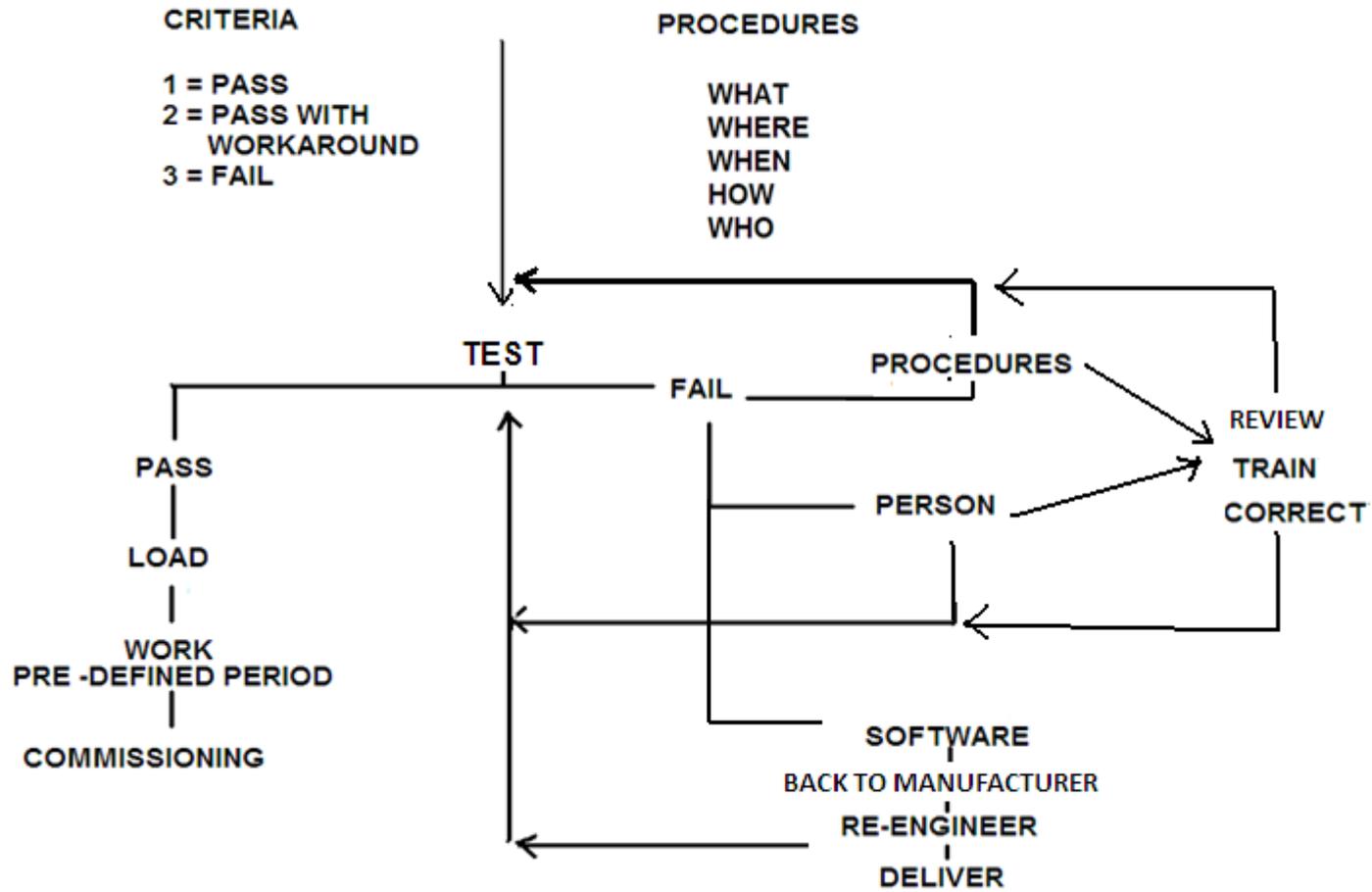
4. Demonstrate the ability of systems to accept and correctly distinguish between *PRESENT* format and *NEW* format flight plans and associated messages.
5. Demonstrate the ability of systems to translate OR convert *NEW* format into *PRESENT* format. (Where applicable.)

### **TEST PROCESS**

1. Factory testing versus the initial mandate.
2. Combined operational testing internally followed by external testing process.

**PERSON / PROCEDURE / SOFTWARE**

### DEVELOP TEST PROCEDURES & CRITERIA



## **TEST ACTIVITIES**

### **1. Development of the test procedures.**

The procedures should comprise tests that include the acceptance and rejections of flight plan and associated message data which checks new fields, new content, syntax and semantics as described in Amendment 1 to PANS-ATM DOC 4444.

### **2. Development of the test and acceptance criteria.**

To be negotiated between the parties involved in the testing, for example, between:

System supplier and ANSP, or

Between ANSP (A) and ANSP (B), or

Between ANSP and airspace user.

These criteria must be clearly defined and agreed to by parties involved before testing commences. It is suggested that a multi level acceptance criteria should be negotiated. It should be noted that when testing between ANSP's (Regional and inter-Regional) the communication centre of the AFTN hub should be informed prior to assist if required.

### **3. Review of the test results.**

Each test element should be measured using the following criteria:

1 = pass / 2 = pass with work around / 3 = fail.

The overall test acceptance is based on a percentage ratio of the above as negotiated.

### **4. Contingency /Rollback procedures.**

It is essential that States have well defined rollback and contingency plans in place prior to the commencement of testing and transitioning of systems. These plans should cover scenarios such as, but not be limited to:

- a) Outright software or hardware failure.
- b) Partial software or hardware failure.

## **TEST SCHEDULE**

Testing shall take place in accordance with the regional implementation time lines.

1 January to 31 March 2012 – ANSP`s software delivery and internal testing.

1 April to 30 June 2012 – ANSP`s implementation.

1 July to 14 November 2012 – Airspace users testing and implementation.

Specific inter ANSP testing dates shall be negotiated at the Regional FPL Co-ordination workshop/meetings as follows:

1. ADDIS ABABA – 17/18 April 2012
2. NAIROBI – 24/25 April 2012
3. JOHANNESBURG – 8/9 May 2012
4. DAKAR – 22/23 May 2012

It is recommended that an AFI wide regional test be conducted on the 1<sup>st</sup> of October 2012 for a period of 2 hours commencing from 1200 UTC. This action is to be co-ordinated by the regional Hub Communication Centers of Addis Ababa, Nairobi, Johannesburg and Dakar. The results of this test are to be sent to the ICAO Regional Offices for statistic analysis, co-ordination and communication. States may opt to, depending on their individual programmes, include the users in this testing process.

## **CONCLUSION**

States should note that this test plan provides high level guidance for testing which should be further detailed for national test plans.

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## LIST OF FPL 2012 FOCAL POINTS

### ICAO 2012 Flight Plan Implementation (2012 FPL) Points of Contact

*LAST UPDATED 22 FEBRUARY 2012*

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
1.	<b>Algeria</b>			
2.	<b>Angola</b>	Mr. ARQUIMEDES Ferreira	Air Navigation Director INAVIC, - ANGOLA Tel. : + 244 912 506 739 Fax : + 244 222 390 529 <b>Email:arquimedesf@gmail.com</b>	ESAF, February 2011 (FPL/2 TF and WS)
3.	<b>Angola ANSP</b>	Mr. DOMBALA Francisco José	Chief Division of Telecommunication ENANA-EP, <b>LUANDA</b> Tel.: + 244 222 651 022 Fax: + 244 222 54889 <b>Email:frank.dombala@gmail.com</b>	ESAF, February 2011 (FPL/2 TF and WS)
4.	<b>Benin</b>			

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
5.	<b>Botswana</b>	Mr. Samuel Mbaakanyi	Principal Telecommunications Engineer Tel:+267-3951191 Mobile:+267-72277905 Fax:+267-391-3121 <b>Email:smbaakanyi@caab.co.bw</b> <b>Email:s_mbaakanyi@yahoo.com</b>	FPLT TF/4 Meeting Seychelles Feb 2012
6.	<b>Burkina Faso</b>			
7.	<b>Burundi</b>	Mr. Emmanuel Habimana	Chief Air Navigation Services Régie des Services Aéronautique Tel:+257 787 50052 Fax:+257 222 23428 <b>Email:habiem2001@yahoo.fr</b>	ESAF, February 2011 (FPL/2 TF and WS)
8.	<b>Cameroon</b>	Mr. BISSE BELL Raymond	ATS/AIS Officer Cameroon CAA, P.O. Box 6998, <b>YAOUNDE</b> Tel.: + 237 9403 0549 <b>Email:raymond.bisse@ccaa.aero</b>	WACAF, September 2011 (FPLT TF-3 meeting)
9.	<b>Cape Verde</b>	Mr. Alberto Silva	AAC – Inspector Tel:+238-260 3430 <b>Email:albertos@acivil.gov.ac</b>	WACAF, September 2011 (FPLT TF-3 meeting)
10.	<b>Central African Republic</b>			
11.	<b>Chad</b>			

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
12.	<b>Comoros</b>	Mr. Mohamed Attoumani	Director Air Navigation and Aerodrome Safety and SAR Agence Nationale de l'Aviation Civile et de la Météorologie (ANACM) Tel:+269 335 3709 Fax:+269 773 8003 <b>Email:sharlattou@yahoo.fr</b>	ESAF February 2011 (FPL/2 TF and WS)
13.	<b>Congo</b>			
14.	<b>Côte d'Ivoire</b>			
15.	<b>Democratic Republic of Congo</b>	Mr. Billy Diabasenga Kusuamina	ATM Section Head/ FPL Focal Point Régie des Voies Aériennes (RVA) Tel:+243 818 151745 <b>Email:billydk67@yahoo.fr</b>	FPLT TF/4 Meeting Seychelles Feb 2012
16.	<b>Djibouti</b>			
17.	<b>Egypt</b>	Mr. DIAA ELDIN Adel Abdel Alim	Air Traffic Controller 6 October City, El Hay Elkhamis Elmogwra Eloula St 6, Building 102, Flat 4, <b>CAIRO</b> Tel.: + 01 08 44 8363 <b>Email :mirozido@hotmail.com</b>	ESAF, February 2011 (FPL/2 TF and WS)

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
18.	<b>Eritrea</b>	Mr. Mesfun Gebrezghi	Head of AIS and Flight Permit Eritrea Civil Aviation Authority Tel:+291 1 180187 Fax:+ 291 1 181520 <b>Email:mesfuncaa@gmail.com</b> <b>Email:fufudonat@yahoo.com</b>	ESAF, February 2011 (FPL/2 TF and WS)
19.	<b>Ethiopia</b>	Mr. SHIMELES Kibreab	Tel.: + 251-11-6650265 Fax: + 251 11 6650 281 <b>Email:caa.airnav@ethionet.et</b>	WACAF, September 2011 (FPLT TF-3 meeting)
20.	<b>Equatorial Guinea</b>			
21.	<b>Gabon</b>	Jean Hilaire N'goua	Tel:+241-445400 Tel:+241-07196368 Fax:+241-445401 <b>Email:anac@anac.gabon.com</b> <b>Email:jean.ngoua@anac-gabon.com</b> <b>Email :jeanhilaire.ngoua@yahoo.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
22.	<b>Gambia</b>	Mr. Sulayman Jabang	Director Air Navigation Services Gambia Civil Aviation Authority Tel:+220-4472831 Fax:+00-220-4472190 <b>Email:aismgr.gcaa@qanet.gm</b> <b>Email:frjimmymc@gmail.com</b> <b>Email:dggcaa@qanet.gm</b>	WACAF, September 2011 (FPLT TF-3 meeting)

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
23.	<b>Ghana</b>	Daniel D. Mensah	AIS Specialist Tel:+233-244-635453 Tel:+233-302-776171 Ext.1374 Fax:+233-302-773293/233-302-770329 <b>Email:danmensa@yahoo.com</b> <b>Email:mdaniel@gcaa.com.gh</b>	FPLT TF/4 Meeting Seychelles Feb 2012
24.	<b>Guinea</b>	Tolno Fara	Tel:+224-304-53457/22430412773 Tel:+224-605-44330 Fax:+224-30453457 <b>Email:tolnofara1@yahoo.fr</b>	
25.	<b>Guinea</b>	Bangoura Maurice	Tel:+224-60222146/65378944 Fax:+224-304-61862 <b>Email:maikaviationcivile@yahoo.fr</b>	FPLT TF/4 Meeting Seychelles Feb 2012
26.	<b>Guinea Bissau</b>			
27.	<b>Kenya</b>	Reuben J. Lubanga	Tel:+254-20-827-470 (Direct) Tel:+254 734 716355 Fax:+254-20-822300 <b>Email:rlubanga@kcaa.or.ke</b> <b>Email:dans@kcaa.or.ke</b>	WACAF, September 2011 (FPLT TF-3 meeting)
28.	<b>Lesotho</b>	Mr. LESEKELE Jacob Khauhelo	AIS Officer Department of Civil Aviation, P.O. Box 629, Mashoeshoe1, Aéroport MASERU Tel.: + 266 22350362 Fax:+ 266 22 350012 <b>Email:jacobkhauhelo@hotmail.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
29.	<b>Liberia</b>	Mr. Marcus K. Enders	Manager Air Traffic Management Liberia Civil Aviation Authority Tel:+231 7699 8825 <b>Email:mkenders@liberiaca.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
30.	<b>Libya</b>			
31.	<b>Madagascar</b>	Mr. Rakotoarimanana Nirison	Inspector of ATS and MET Aviation Civile de Madagascar (ACM) Tel:+2610320724007 Fax:+261202224726 <b>Email:nira@acm.mg</b>	WACAF, September 2011 (FPLT TF-3 meeting)
32.	<b>Malawi</b>	Erasmus S. Chipika	Tel:+265-1-700766 Fax:+265-1-774986/773279 <b>Email:telsaviation@malawi.net</b>	
33.	<b>Mali</b>			
34.	<b>Mauritania</b>			
35.	<b>Mauritius</b>			
36.	<b>Morocco</b>			
37.	<b>Mozambique</b>	Joana Agostinho Mutimba	Tel:+8265-16236 <b>Email:jomutimba@gmail.com</b>	FPLT TF/4 Meeting Seychelles Feb 2012

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
38.	<b>Namibia</b>	Ms. Tulimevava	Air Traffic Control Directorate of Civil Aviation, P. Bag 12003, Ausspanplatz, <b>WINDHOEK</b> Tel.: + 264 61 702290/1 Fax: + 264 61 702099 <b>Email:tkshinyala@yahoo.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
39.	<b>Niger</b>	Mr. Moustapha Amadou Roufaï	Chef Département Navigation Aérienne, Agence Nationale de l'Aviation Civile (ANAC), BP 727, <b>NIAMEY</b> Tel.: + 227 9697 2489 Fax: + 227 20 73 8056 <b>Email:moustapharouf@yahoo.fr</b>	WACAF, September 2011 (FPLT TF-3 meeting)
40.	<b>Nigeria</b>	Mr. YAHAHA GUSAU Kabir	Chief AIS Officer Nigeria Airspace Management Agency, NAMA, P.O. Box 21084, Ikeja, <b>LAGO</b> Tel. : + 234 803 714 4448 <b>Email :kabirgusau@yahoo.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
41.	<b>Rwanda</b>	Mr. Sylvestre Manirambona	ATM Automation Engineer Rwanda Civil Aviation Authority Tel:+250-252-585845 Mob:+250 788 401026 Fax+:250-252-582609 <b>Email:smanirambona@caa.gov.rw</b>	ESAF, February 2011 (FPL/2 TF and WS)
42.	<b>Sao Tome and Principe</b>			

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
43.	<b>Senegal</b>	Ndoumbe Niang Thioune	Chief of Air Navigation Department (ANACS) BP 8184 Aeroport LSS Tel:+00-221-338095335 Fax:+221-820-0403 <b>Email:anacs@anacs.sn</b>	FPLT TF/4 Meeting Seychelles Feb 2012
44.	<b>Seychelles</b>	Ms. Esmee Martine Samson	General Manager Air Navigation Services Seychelles Civil Aviation Authority Tel:+248 2527206 Fax:+248 4384032 <b>Email:esamson@scaa.sc</b>	WACAF, September 2011 (FPLT TF-3 meeting)
45.	<b>Sierra Leone</b>	Ousman J. Kamara	Tel:+231-6383014 <b>Email: ojproductionoffice@yahoo.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
46.	<b>Somalia (CACAS)</b>	Mr. Abdulazis Moallim	AIS Officer Civil Aviation Caretaker Authority for Somalia (CACAS) – ICAO Tel:+254-20-762785/6 Fax:+254-20-7122340 <b>Email:moallim.abdulazis@icao.unon.org</b>	FPLT TF/4 Meeting Seychelles Feb 2012
47.	<b>South Africa</b>	Mr. Francois Coetzee	Senior Manager Aeronautical Information Service ATNS South Africa Tel:+27-11-6071281 <b>Email:francoisc@atns.co.za</b>	FPLT TF/4 Meeting Seychelles Feb 2012

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
48.	<b>South Sudan</b>			
49.	<b>Sudan</b>	Abdulmonem Ahmed	Tel:+249-914-101300 (Direct) Tel:+249-183-775925 (General) Fax:+249-183-779-125 <b>E-mail:Abdulmonem_caa@yahoo.co.com</b> <b>E-mail:Abuwaad12@hotmail.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
50.	<b>Swaziland</b>	Mr. KAWOYA Francis Kibilige	Principal Air Traffic Controller Swaziland Civil Aviation Authority, P.O. Box 89 <b>KWALUSENI</b> Tel.: + 268 251 86803 Fax: + 268 251 84084 <b>Email:fkawoya@gmail.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
51.	<b>Tanzania</b>	Mr. Elimpenzi Eliangikundi Makundi	Principal Aeronautical Information Officer Tanzania Civil Aviation Authority Tel:+255 75 449 2406 Fax:+255 22 211 0264 <b>Email:emakundi@tcaa.go.tz</b>	WACAF, September 2011 (FPLT TF-3 meeting)
52.	<b>Togo</b>	Mr. PELENGUEI Magnourewa	Inspecteur Navigation aerodrome et navigation aérienne Agence Nationale de l'Aviation Civile, ANAC, BP 2699, <b>LOME</b> Tel. : + 228 222 63740/90885061 Fax : + 228 226 0860 <b>Email :pelengueismael@yahoo.fr</b>	WACAF, September 2011 (FPLT TF-3 meeting)

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
53.	<b>Tunisia</b>			
54.	<b>Uganda</b>	Mr. Moses Kaniike	Principal AIS Officer Uganda Civil Aviation Authority Tel:+256 782 813 789/265-782-813-7895 Fax:+256 414 320 964 <b>Email:mkaniike2001@yahoo.com</b> <b>Email:mkaniike@caa.co.ug</b>	FPLT TF/4 Meeting Seychelles Feb 2012
55.	<b>Zambia</b>	Ms. Jacqueline B. Malambo	Senior Aeronautical Information Services Officer National Airports Corporation Ltd. NACL – Zambia Tel+ 260 211 271015 Fax:+260 211 271469 <b>Email:jacqueline.malambo@lun.aero</b>	ESAF, February 2011 (FPL/2 TF and WS)
56.	<b>Zimbabwe</b>	Mr. Caleb Furawo	Principal AIS Officer Civil Aviation Authority of Zimbabwe Tel:+263 4 585 006 Fax:+263 4 585 100 / 585 088 <b>Email:cfurawo@caaz.co.zw</b>	ESAF, February 2011 (FPL/2 TF and WS)
57.	<b>Zimbabwe</b>	Mr. Erick Chavunduka	Maintenance Engineer Civil Aviation Authority of Zimbabwe Tel:+ 263 712 867 855 Fax:+ 263 585 088 <b>Email:erik@caaz.co.zw</b>	ESAF, February 2011 (FPL/2 TF and WS)

NO.	STATES	NAMES	OFFICIAL TITLE/DESIGNATION, ADDRESS AND CONTACT INFORMATION	LAST UPDATE
<b>INTERNATIONAL ORGANISATIONS</b>				
58.	<b>ASECNA</b>	Mr. Amadou Malal Gueye	ATS Manager Tel:+00221 33 869 56 68 Fax:+ 00221 33 820 74 94 <b>Email:gueyema@asecna.org</b> <b>Email: amagueye@gmail.com</b>	WACAF, September 2011 (FPLT TF-3 meeting)
59.	<b>IATA</b>	Mr. Protus Seda Otieno	Manager Safety Operations & Infrastructure , AFI Region - <b>IATA</b> Tel:+27 11 523 2737 Fax:+ +27 11 523 2701 <b>Email:sedap@iata.org</b>	WACAF, September 2011 (FPLT TF-3 meeting)
60.	<b>IFATCA</b>	Ms. Keziah A. Ogutu	Executive Vice-President Africa and Middle East - <b>IFATCA</b> Tel:+0722386001 Fax:+254-20-827102 <b>Email:kezogutu@yahoo.com</b> <b>Email:evpafm@ifatca.org</b>	FPLT TF/4 Meeting Seychelles Feb 2012
61.	<b>Roberts FIR</b>	Mr. Philip Bobson Trye	Air Traffic Control Officer Roberts FIR Tel:+231-886-887-160 <b>Email:bobsonjr2004@yahoo.com</b>	FPLT TF/4 Meeting Seychelles Feb 2012

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

4.1 The meeting recalled that the APIRG/17 meeting held in Ouagadougou, Burkina Faso (2-6 August 2010) established the FPLT task force with the objective to:

- a) coordinate States' preparedness;
- b) facilitate coordination in the AFI Region and with other ICAO Regions; and
- c) provide guidance,

in order to enable harmonized implementation of the provisions of Amendment 1 to the 15th Edition of PANS-ATM (Doc 4444), as part of the overall requirement for a regional and global implementation of the new ICAO model flight plan, and to facilitate effective and successful transition. Accordingly, APIRG/17 formulated Decision 17/61: *Establishment of the AFI Flight Plan Transition Task Force (FPLT TF)*.

4.2 In order to ensure continued relevance, the FPLT TF/3 meeting in September 2011 reviewed and updated the TOR of the Task Force and accordingly formulated Draft Decision 3/1.

4.3 The meeting reviewed the terms of reference and work programme as updated by the FPLT TF/3 meeting, and taking into consideration the outcome of the discussions on the agenda item 3, the Task Force agreed to update the work programme particularly the timelines set for the actions listed therein.

4.4 The meeting formulated the following draft decision to replace Decision 3/1 of FPLT TF/3:

***DRAFT DECISION 4/1: 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 to this report.***

*(This draft Decision replaces FPLT TF/3 Decision 3/1 and is to supersede APIRG/17 Decision 17/61)*

4.5 In the same vein, the meeting was of the view that while the Task Force had been having two meetings a year, the urgency to respond to various issues has increased, and there is a need for another (more intermediate) meeting of the core members of the Task Force to assess the status of preparedness of AFI States in particular relating to testing of solutions, while there is need for a meeting closer to the implementation date than was originally planned. In this context, the meeting agreed to the following meetings as part of its work programme:

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- FPLT TF/5 meeting - First week of August 2012.
- FPLT TF/6 meeting - 15<sup>th</sup> of October 2012.

4.6 Both meetings of the Task Force (FPLT TF/5 & FPLT TF/6) will be attended by the Core Task Force members only. However, States and organizations that have a significant bearing on the specific issues to be addressed by the Task Force may be invited to the meetings as necessary.

4.7 The meeting also agreed that in view of the above scheduling, the ***AFI-Wide*** solution testing by ANSPs should be carried out on 1<sup>st</sup> of October 2012, for a two hour period as reflected in the testing guidance developed by the meeting.

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**AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)**  
**Proposed Revised Terms of Reference**

**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/08 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;
- d) **Impact on non-automated flight plan processing systems;**
- e) Systems that transition early will need to be capable of handling both “New” and “PRESENT” instruction sets;
- f) Inter-system exchanges need to take account of differing automation capabilities in order to avoid excessive message rejection;
- g) Establishment of an Information Management system to track implementation timelines for various States/systems;
- h) Management of Repetitive Flight Plans;
- i) Implications for presentation formats, including paper & electronic flight progress strips;
- j) Impact to users (flight planning systems etc);
- k) Appropriately timed withdrawal of existing State or Regional specific requirements to ensure consistency with new (global) instruction set; and
- l) 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 ATM/AIM/SAR Sub-Group in coordination with CNS 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 Secretary of APIRG, be provided to States without waiting for forthcoming meetings of the AFI ATM/AIM/SAR Sub-Group.

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