

INTERNATIONAL CIVIL AVIATION ORGANIZATION



First Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/1) (Johannesburg, South Africa, 13-14 September 2010)

(Isando, Johannesburg, South Africa, 13 – 14 September 2010)

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

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TABLE OF CONTENTS

i

PART I - HISTORY OF THE MEETING

Place and Duration	1
Opening.....	1
Attendance	1
Officers and Secretariat.....	1
Language.....	1
Agenda 2	

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1	1-1
Report on Agenda Item 2	2-1
Report on Agenda Item 3	3-1
Report on Agenda Item 4	4-1
Report on Agenda Item 5	5-1

Appendices:

List of Participants	Attachment A:
Group Photo	Attachment B:

PART I – HISTORY OF THE MEETING

1. Introduction

1.1 The First meeting of the AFI Flight Plan Transition Task Force (FPLT TF/1) was convened from 13 to 14 September 2010 following the establishment of the Task Force by APIRG 17 under Conclusion 17/61. The meeting was hosted by the Air Traffic and Navigation Services (ATNS) at its offices in Isando, Johannesburg, South Africa.

1.2 In his opening remarks, Mr. S Machobane, Regional Officer ATM welcomed the participants and highlighted the importance of their attendance. He thanked ATNS for hosting the meeting at short notice, and noted that the participation was necessarily small as the focus was on core members of the Task Force and the need to move with speed, recognizing that the AFI Region is significantly behind other ICAO Regions in preparing for the 2012 flight plan provisions. Mr. Machobane noted the presence of Mr. Tom Brady, Consultant from ICAO HQ who is on contract with ICAO primarily for implementation of the new, 2012 flight plan content provisions.

1.3 The meeting nominated Mr. Seboeso Machobane, Regional Officer, ATM/SAR, ESAF Regional Office, to facilitate the deliberations of the meeting. Mr. Machobane thanked the participants for the confidence they had in him and appealed for their full cooperation and support.

2. Officers and Secretariat

2.1 Mr. Seboeso Machobane, Regional Officer, ATM/SAR (ICAO ESAF Office) was the Secretary of the meeting, supported by Messrs. Prosper Zo'o-Mintoo, Regional Officer CNS (ESAF), Sadou Marafa, Regional Officer ATM (WACAF), and Tom Brady, Consultant (ICAO HQ).

3. Attendance

3.1 The meeting was attended by 17 participants from six (6) States (Kenya, Senegal, Seychelles, South Africa, Sudan and Tanzania) and two (2) international organizations (ASECNA and IATA). Algeria, which was expected to attend as a core member of the Task Force, did not attend. The list of participants is at **Attachment 1** to the Report.

4. Working Language

4.1 The meeting was conducted in the English language.

5. AGENDA

5.1 The following Agenda was adopted:

1. Adoption of provisional agenda and Election of the Chairperson and Rapporteur
2. Update on latest developments in the preparation for 2012 implementation.
3. Review of implementation implications and development of implementation strategy, plan and guidance.
4. Review of the Task Force terms of reference (TOR)
5. Any other business

FPLT TF/1
Report on Agenda Item 1

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

1.1 The meeting reviewed the proposed agenda for the First Meeting of the AFI Flight Plan Transition Task Force, 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 5 of the History of the Meeting.

1.2 The meeting noted that there was a lot that had to be covered in its business within a limited time, and much of it concerned an area in which familiarity was still being developed. The meeting agreed that Mr. Seboeso Machobane, Regional Officer ATM/SAR, from the ESAF Regional Office would facilitate the proceedings of the meeting as its chairperson.

FPLT TF/1
Report on Agenda Item 2

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

2.1 The meeting recalled that on 28 May 2008, amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) was approved, calling for substantial changes to ICAO flight plan to take effect from 15 November 2012.

2.2 In order to facilitate its work, the meeting recognized the importance of having clearer understanding of the challenges facing the process towards implementation of the 2012 ICAO model flight plan provisions, and in this regard reviewed some of the available information on progress and developments made globally.

2.3 It was noted that the nature and scope of Amendment 1 to the 15th Edition of PANS-ATM, Doc 4444, is, amongst others, to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements including compatibility of automated ATM systems, thereby supporting the realization of enhanced safety, efficiency and environmental benefits.

2.4 A detailed presentation was made on the events since the ICAO Flight Plan Study Group (FPLSG) developed what would be Amendment 1 to Doc 4444 15th Ed. In this regard, it was noted, inter alia, that the Amendment does not specifically change the means of filing flight plans, but may impose some requirements during the transition period. General aspects relating to the impact of the changes to the present flight plan form, including format of field data, specification of the date of flight (DOF) and computer-human interface (CHI) issues were briefly discussed.

2.5 It was noted that operators will have to comply with any constraints identified in AIPs, and that failure to adhere to changes or any identified constraints would result in data being rejected, processed incorrectly or lost. The meeting discussed the issue of submission of flight plans 120 hours before the estimated off-block time, as well the issue of revised basic flight plan data that would have to be provided to relevant entities. The meeting was apprised on several other aspects relating to Items of the Flight Plan form, particularly Items 7, 8, 10, 13, 15, 16 and 18.

2.6 The meeting acknowledged also that there was no need to re-invent the wheel. As such, work already covered by other ICAO Regions should to be taken into consideration when formulating decisions and action plan for the AFI Region.

2.7 To this effect, the meeting noted concerns raised by the 2012 flight plan task forces in the APAC and EUR/NAT and MID Regions, in their approaches to resolving some of the outstanding issues, as well as responses to concerns which have been documented in the Flight Plan Implementation Tracking System (FITS) (<http://www2.icao.int/en/FITS/Pages/home.aspx>).

2.8 It was noted, amongst others, that in many Regions, there is a common trend of low responses from States, in providing information about the current status of their flight plan processing equipment and plans related to acquiring capability to process the 2012 flight plan. With regard to the AFI Region, this lack of response trend also included the providing of focal points by States. Despite significant effort to urge States to provide the focal points and some of the basic information regarding their flight plan processing systems, many States had still not provided their focal points to the Regional Offices or directly to the FITS.

FPLT TF/1
Report on Agenda Item 2

2.9 It was also noted that some air navigation service providers (ANSPs) may have plans for replacement of their flight plan processing systems (FDPS), planned for completion later than 15 November 2012. This approach was to be discouraged and the focus should be implementation by all States by 15 November 2012.

2.10 A presentation was made regarding the various phases that FPL 2012 Programme at ICAO HQ is working on in order to ensure global harmonization. The following schedule and phases were discussed:

- Negotiation and Approval Phase (This phase is complete (01 May 2010))
- Impact Assessment and Requirements Phase (which is ongoing and planned (Until 31 December 2010))
- Solution Production Phase (Should be completed by 31 December 2011)
- Transition Phase 1 (ANSP Implementation) (1 January 2012 to 31 March 2012)
- Transition Phase 2 (Transition into operations) (1 April 2012 – 30 June 2012)
- Transition Phase 2 (Airspace user implementation) (1 July 2012 - 15 November 2012)
- Closure Phase (New only filing of flight plans) (15 November 2012 onwards)

FPLT TF/1
Report on Agenda Item 3

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

3.1 The Task Force recalled the new flight plan model is an enabler to functionalities such as, reduced vertical separation minimum (RVSM), Performance Based Navigation (PBN), Required Communication Performance (RCP), Automatic Dependent Surveillance – Broadcast (ADS-B) and Global Navigation Satellite systems (GNSS), and this 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.

3.2 It was recalled that the Special AFI/8 Regional Air Navigation Meeting (SP AFI/8 RAN) Durban, South Africa, 24 to 29 November 2008, noted that the impact of the modifications to flight data processing systems would vary from one air navigation service provider and State to another depending on their data requirements, the level of validation necessary and the types of systems in place, and would require significant effort and lead time for States, air navigation service providers and aircraft operators. The changes will have considerable consequences on ANSPs flight data processing systems and the use of data in ANSP automation which support communication with aircraft as the flight progresses.

3.3 Furthermore, that the RAN Meeting recognized that because the change-over should be coordinated with all stakeholders, the planning and implementation regional groups (PIRGs) should develop coordinated transition plans with common strategies and mitigation measures. The RAN Meeting therefore agreed to a basic checklist in the form of a Performance Framework Form (PFF), to be followed by States and used by APIRG to monitor transition efforts. Accordingly, the SP AFI/8 RAN formulated Recommendation 6/5 – *Implementation of the new ICAO model Flight Plan Form*.

3.4 It was noted that the content of the PFF, which since the SP AFI/8 RAN Meeting has been reviewed by the ATS/AIS/SAR SG/11 meeting in April 2010, was adopted by the APIRG 17 meeting in August 2010 under the following Conclusion 17/41: ATM Performance Framework.

3.5 On discussing the planning and implementation implications related to Amendment 1 to Doc 4444 15th Ed., the meeting recalled that most of the generic implications have been identified by other forums including task forces in other ICAO Regions as discussed under agenda item 2 of the FPLT TF/1. The meeting reviewed the ICAO implementation guidelines, which were circulated to States and international organizations under State Letter Ref.: AN 13/2.1-09/9 dated 6 February 2009, through a presentation by the ICAO FPL 2012 Programme Consultant. Further reference was made to the presentation and discussions under agenda item 2, on the Programme Phases.

3.6 The meeting noted the issues of concern from users, in particularly those relating to the apparent long transition period in which some providers and airlines might make uncoordinated changes, the possible requirement for changes in one Region or sub-region and not others, requiring airlines to support both “PRESENT” and “NEW” at the same time, and post implementation (residual) challenges that may very well include ANSPs that will not have implemented as of 15 November 2012.

FPLT TF/1
Report on Agenda Item 3

3.7 The Task Force, recognizing, on the one hand that there was no need to reinvent the wheel, and on the other hand the need to ensure global harmonization in implementation, reviewed the implementation strategies developed by the APAC and MID Regions, and from such as a model, developed the AFI Regional Strategy to guide implementation. Accordingly the meeting formulated the following Draft Conclusion:

**DRAFT CONCLUSION 1/1: STRATEGY FOR IMPLEMENTATION OF NEW ICAO
FLIGHT PLAN FORMAT**

That, in order to implement the NEW flight plan format in a progressive and harmonized manner:

- a) the AFI Strategy for Implementation of NEW ICAO Flight Plan format is adopted as at **Appendix 3A** to the report on agenda item 3; and
- b) States and users are urged to continue their implementation planning based on the Strategy

3.8 The meeting noted that in order to facilitate the participation and necessary role playing by various stakeholders, the APIRG 17 in August 2010 adopted the following Conclusion:

Conclusion 17/62: Convening of a Workshop on Implementation of New ICAO Flight Plan Model Provisions

That, in order to enable the optimum contribution of relevant stakeholders in the transition to and implementation of the new ICAO flight plan mode provisions, Regional Offices arrange workshops to sensitize and inform States, ANSPs and related entities.

3.9 The Task Force reiterated the importance of an awareness activity such a workshop for reasons as highlighted by APIRG 17 Meeting, and recognized that time is of essence. In this regard the meeting urged the AFI Regional Offices to take necessary measures to convene a workshop as soon as possible.

3.10 The meeting discussed the possibility that vendors might, unless necessary measures are taken, pass development costs to individual ANSPs. In this regard, ICAO was requested to facilitate coordination in order to enable the sharing of common cost as much as practical, on a global basis. This concern is also to be communicated to vendors.

3.11 With regard to updating of the PFF adopted by APIRG 17 in August 2010, the meeting was of the view that this should be finalized at the forthcoming workshop and FPLT TF/2, as the workshop will itself facilitate a better understanding of the planning and implementation implications, resultant tasks and timelines, and would in turn facilitate States (regulators and ANSPs) response of the Task Force and Regional Offices' queries. In the same vein, the meeting agreed that the next meeting of the Task Force, which should be scheduled immediately after the workshop, should take advantage of the outcome of the workshop to develop the Regional transition and implementation plan, with which States could align their national plans. However, in the interim period, the Secretariat was tasked to produce a draft of the PFF that is aligned with the guidelines developed by ICAO and planning updates agreed by the FPLT TF/1.

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

Recognizing that:

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

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

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

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

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

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

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

- 4) Comply with the regional guidance provided by APIRG's FPLT TF;
- 5) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material circulated under cover of State Letter AN 13/2.1-09/9 dated 6 February 2009;
- 6) Ensure that the FPLT TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 7) Take all necessary measures to ensure that State specific constraints are reduced, if not eliminated;
- 8) Declare a transition period from 1 January 2012 until 14 November 2012, comprising;
 - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 – ANSPs implementation, and
 - 1 July to 14 November 2012 – airspace users testing and implementation.
- 9) Notwithstanding paragraph 5 above, commence with implementation process as soon as practical, and not await the transition period;
- 10) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period.
- 11) Insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period.
- 12) 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;
- 13) 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);

- 14) 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 FPLT TF periodic meetings;
- 15) Require States to inform the Regional Offices of scheduled transition dates immediately (not later than 30 September 2010);
- 16) Make necessary preparations in order to accommodate up to 120 hours prior to Off Blocks Time (EOBT) as of 15 November 2012; and
- 17) Require that States retain capability to simultaneously support 'PRESENT' and 'NEW' provisions (flight plan and ATS message format) from the activation of their 'NEW' capabilities until the end of the transition period (i.e. until and inclusive of 14 November 2012), at which point 'PRESENT' capability shall be discontinued.

FPLT TF/1
Report on Agenda Item 4

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

4.1 The meeting noted that as part of the overall requirement for a regional and global implementation of the new ICAO model flight plan and in order to facilitate effective and successful transition, the APIRG 17 meeting in Ouagadougou, Burkina Faso, 2-6 August 2010, established the FPLT task force with the objective to coordinate States preparedness, facilitate coordination in the AFI Region and with other ICAO Regions, and provide guidance, to enable harmonized implementation of the provisions of Amendment 1 to the 15th Edition of PANS-ATM (Doc 4444). Accordingly APIRG 17 agreed on Decision 17/61 as follows:

DECISION 17/61: ESTABLISHMENT OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)

That, in order to enable a harmonized regional implementation of Amendment 1 to the Fifteenth edition of PANS-ATM (Doc 4444) in coordination with other ICAO Regions:

- a) The AFI Flight Plan Transition Task Force (FPLT TF) is established with the terms of reference (TOR) at Appendix 3.4J to this report.*
- b) The Task Force should, if practical hold its first meeting as soon as possible but no later than September 2010;*
- c) AFI States are urged to provide to the Task Force information requested with regard to its studies and assessments, with minimum delay; and*
- d) APIRG noting that its next regular meeting could be in late 2011, directed the ATS/AIS/SAR SG to endorse the Regional strategy and plan including changes thereto, on its behalf.*

4.2 The meeting acknowledged that as this is the first time that the relevant expertise meets as FPLT Task Force, it is appropriate to review the terms of reference with a view to their improvement if necessary, to better serve the objective.

4.3 On discussing the membership of the Task Force and the wider participation, it was agreed that the approach of having a smaller core membership would facilitate focus and continuity of the core. The meeting however, recognized the importance of consistent participation by FIRs in the interface areas of ICAO Regions as well the significantly large continental FIRs. In this context, Seychelles and Sudan which were present in the meeting were invited to the core membership of the Task Force. The WACAF Regional Office was also requested to communicate the invitation of DRC to the core membership of the Task Force. Both Seychelles and Sudan accepted, with the proviso that confirmation, or otherwise, will be communicated by higher authority.

FPLT TF/1
Report on Agenda Item 4

4.4 Based on the analysis of implications of Amendment 1 to the 15th Edition of Doc 4444 (2012 flight plan), associated global developments, and other factors relating to implementation in the AFI Region, the Task Force reviewed and update its TOR and accordingly the following Draft Decision:

*DRAFT DECISION 1/2: REVISED TERMS OF REFERENCE OF THE AFI FLIGHT PLAN
TRANSITION TASK FORCE (FPLT TF)*

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

4.5 The meeting agreed that the next meeting of the Task Force should adopt a detailed work programme based on the updated PFF related to the 2012 Flight Plan implementation. With regard to the date and venue of the FPLT TF/2 meeting, it was agreed that this should be hosted by an ANSP as part of facilitating their deeper involvement as the point at which most of the action related to the implementation take place. The meeting emphasized that, in order to optimize participation as well as benefits from the workshop called for by APIRG 17 (*Conclusion 17/62: Convening of a Workshop on Implementation of New ICAO Flight Plan Model Provisions*), the said workshop and FPLT TF/2 should be held in the same week, preferably at the same venue (back to back).

4.6 In view of the above, ASECNA made a tentative offer, which was accepted with thanks, to host the next meeting. It was also agreed with thanks to Seychelles, that the FPLT TF/3 meeting would be hosted by the Seychelles Civil Aviation Authority (SCAA). Seychelles is to confirm the offer before FPLT TF/2.

Appendix 4A

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

Terms of reference:

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

Considerations:

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

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

Appendix 4A

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.
(Seychelles and Sudan to confirm)*

Other members

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

Note:

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

Reporting

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

FPLT TF/1
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

5.1 On behalf of the Secretariat, Mr. S Machobane once again thanked the delegates for their participation and show of commitment. He urged all to keep working on their national plans and other activities as guided by the PFF that was approved by APIRG 17. He also encouraged the delegates to feel free to share achievements, as this can only serve to enhance collective efforts towards a common goal.

5.2 The meeting noted that the fourth meeting of Directors General of Civil Aviation (DGCA/4) was scheduled to be convened in the week of 7 November 2010. The meeting requested the Regional Offices to bring the matter of participation in meetings and workshops, particularly those that as critical as the 2012 Flight Plan activities, to the attention of DGCAs at the abovementioned meeting for their urgent resolution. The Secretariat was also requested to prepare working papers bringing the issue of participation and funding of the FPL projects to the third meeting of the Air Navigation Service Providers (ANSP/3) which is scheduled to be held 25-26 November 2010 in Cotonou, Benin.

**First Meeting of the AFI Flight Plan Transition Task Force (FPLT TF/1)
Johannesburg, South Africa, 13-14 September 2010**

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