

**ICAO EUR Region Plan for Implementation of
Amendment 1 to the 15th edition of the
PANS-ATM Document**

‘New FPL Contents for 2012’

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DOCUMENT CHANGE RECORD

The following table records the history of the successive editions of the present document.

| EDITION NUMBER | EDITION DATE | REASON FOR CHANGE | PAGES AFFECTED |
|----------------|----------------|--|-----------------------|
| V1.16 | 4 Jan. 2011 | Updated Bosnia status | Annex 2 |
| V1.17 | 14 Jan. 2011 | Updated Moldova, Austria, Ukraine, Romania, Norway, Sweden and Israel status | Annex 2 |
| V1.18 | 31 Jan. 2011 | Updated Denmark, Malta, Morocco status | Annex 2 |
| V1.19 | 23 Feb. 2011 | Updated Albania, Armenia, Croatia Czech, France, Hungary, Maastricht, Netherlands, Portugal, Slovak, Spain, Ukraine status | Annex 2 |
| V1.20 | 11 March 2011 | Updated Luxemburg, Russian, Serbian status | Annex 2 |
| V1.21 | 14 March 2011 | Updated Estonia, Georgia, Hungary, Montenegro status. Added note to encourage States not to make airspace changes around 15 Nov. 2012 | Annex 2 and section 4 |
| V1.22 | 26 April 2011 | Updated FYROM, Poland status | Annex 2 |
| V1.23 | 2 May 2011 | Updated Belarus, Morocco, Portugal, Sweden status. Added date to be ready for testing. | Annex 2 |
| V1.24 | 22 August 2011 | Added possibility to extend period for translation algorithm in agreement with addressees. Updated description of testing. Updated Armenia, Azerbaijan, Belarus, Bulgaria, Georgia, Latvia, Lithuania, Moldova, Russia, Ukraine, Uzbekistan status | Section 5, Annex 2 |
| V1.25 | 6 Oct. 2011 | Updated Georgia, Moldova, Bosnia, Germany, Czech, France, Belgium, Slovak, Finland, Estonia, Belarus, Hungary | Annex 2 |
| V1.26 | 12 Dec 2011 | Updated status for Austria, Armenia, Belarus, Belgium, Croatia, Denmark, Estonia, Finland, Greece, Hungary, Ireland, Israel, Lithuania, Macedonia, Morocco, MUAC, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Spain, Sweden, Turkey, UK, Uzbekistan. De-fault setting for 2012_READY parameter changed to 00:00 UTC on 16 th Nov as per Task Force #5 (6 th Dec 2011) conclusions. | All |
| V1.27 | 1 March 2012 | Updated Morocco, Netherlands status | Annex 2 |

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EXECUTIVE SUMMARY

This document describes all of the measures to be taken within the ICAO EUR Region to implement Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444 (referred to simply as 'Amendment 1' in the remainder of this document) on the indicated date of 15 November 2012.

The Plan has been developed by the ICAO EUR FPL2012 Task Force, led by EUROCONTROL, on the request of the ICAO European Air Navigation Planning Group (EANPG), and the scope is all States within the EUR Region. The Plan provides a list of all the States concerned, and for each State it indicates:

1. Points of Contact
2. Impact Assessments
3. Expected Date for Operational Readiness to process New content FPL messages compliant with Amendment 1.

A list of systems and procedures which may be impacted by Amendment 1 is provided. A '2012 FPL Task Force' has been established by EUROCONTROL to perform the necessary coordination, and all EUR Region States are invited to attend TF meetings.

The recommended approach is to respect the implementation date of 15 November 2012 (AIRAC number 1212), minimising any transitional period during which New and Present FPL contents may be used operationally in a mixed mode. The smoothest transition will be achieved by requesting flight plan originators to provide New content FPLs from three days in advance of the implementation date, and for the end users (i.e. the ATC systems) to accept both New content and Present content from the same period in advance until one day after the implementation date.

For the IFPS Zone, and on request of the addressees concerned, the CFMU will translate any New content FPLs which it receives into Present content FPLs before sending them to ATC. The duration of the translation function may be agreed between the CFMU and the requesting addressee.

The main impact on stakeholders is expected to be as follows:

1. Flight plan originators are requested to start to send New content FPLs for all flights as from 12/11/2012, with a complete transition achieved by 15/11/2012 (after which Present content FPLs will not be accepted).
2. ANSP operational systems should not expect to receive New content FPLs before they have indicated that they are ready to process them. ANSPs who indicate that they are ready to process New content FPLs before 00.00 UTC on 16 Nov. 2012 are likely to receive a mixture of New and Present content FPLs up to that time. After 00.00 UTC on 16 Nov. 2012, ANSPs should only receive New FPLs, unless they are within the IFPS Zone and have requested the IFPS to translate the New FPLs back into Present FPLs for a longer period.

ICAO has established a website at <http://www2.icao.int/en/FITS/Pages/home.aspx> on which there is information about the progress of implementation worldwide of the 2012 FPL, including issues raised and agreed resolutions.

1. INTRODUCTION

1.1 Purpose

The purpose of this Implementation Plan is to describe all of the measures to be taken within the ICAO EUR Region to implement Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444 (referred to simply as 'Amendment 1' in the remainder of this document) on the indicated date of 15 November 2012.

The Plan includes in Annex 2 a list of all States concerned, and for each State it indicates:

1. Points of Contact
2. Impact Assessments that have been received
3. Expected Date for Operational Readiness to process New content FPL messages compliant with Amendment 1
4. Expected deployment date when New format will be accepted
5. Acceptance, or not, of VFR flight plans more than 24 hours in advance

Although it is not a State, the equivalent information is also provided for the Maastricht Upper Area Control Centre (MUAC).

It is intended that this Plan should be used as the means to:

- identify all of the actions which are required to implement Amendment 1,
- ensure a harmonised approach for the EUR Region,
- monitor and report on progress,
- identify any issues, risks or problems which may arise.

1.2 Context

The Flight Plan Study Group (FPL SG) of ICAO has prepared Amendment 1 in order to make short-term improvements to the contents of Flight Plans and Associated Messages, and a State Letter (Ref.: AN 13/2.1-08/50, dated 25 June 2008) has been published to announce these changes, specifying an applicability date of 15 November 2012. The main effects on the contents and processing of FPL and associated messages are likely to be:

- a) Changes to indications of equipment on board as described in Items 10 and 18 of the FPL, in order to permit modern navigation and communications capabilities to be indicated;
- b) FPLs and associated messages can now to be filed up to 120 hours before the flight, with a requirement for the Date of Flight (DOF/) in Item 18 if the messages are filed more than 24 hours before the flight. (Note: this was already the case within the IFPS Zone, but is now extended globally);
- c) A change to the description of significant points which are described by range and bearing in the route (Item 15).
- d) Changes to the contents of several Item 18 indicators STS, REG, EET, TYP, PER, DAT, DEP, DEST, ALTN, RALT

- e) Addition of New Item 18 indicators DOF, DLE, TALT, ORGN, PBN, SUR (Note: the DOF has been in use in the IFPS Zone for some years, but the other indicators are new for Europe).
- f) Inclusion of field 18 in CHG, DLA, CNL, DEP, RQP, RQS messages

The European Air Navigation Planning Group (EANPG) has discussed the implications of the changes and agreed (Conclusion 50/40) that the ICAO Regional Director, Europe and North Atlantic, should invite all States to:

- i) Make best usage of the work undertaken by EUROCONTROL in this direction and support its future planning and implementation activities;
- ii) Support EUROCONTROL to develop an "Implementation Plan of the New contents to the ICAO FPL" (Plan) for the ICAO EUR Region, in order to ensure the required level of coordination for modifications to the Flight Data Processing Systems (FDPS) (with reference to the ICAO SL AN13/2.1-08/50 of 25 June 2008);

The EANPG also requested the ICAO Regional Director, Europe and North Atlantic, to invite EUROCONTROL to coordinate and monitor the progress of the Plan to ensure its timely implementation (November 2012), and inform the EANPG and COG regularly on progress.

This Plan is EUROCONTROL's response to the requests which it has received from the ICAO Regional Director, Europe and North Atlantic.

1.3 Scope

This Plan describes the activities required to adapt procedures and systems to satisfy Amendment 1 within the States mentioned in both lists A and B below:

A. States in the 'IFPS Zone', which receive their IFR flight plan data from the IFPS system operated by EUROCONTROL's Central Flow Management Unit (CFMU).

Albania, Andorra, Armenia, Austria, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, FYROM (the former Yugoslav Republic of Macedonia), Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.

Maastricht UAC is included within this scope.

B. States not in the IFPS Zone.

Algeria, Azerbaijan, Belarus, Georgia, Iceland, Israel, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Uzbekistan

This Plan covers the arrangements for both IFR and VFR flights, but is limited to consideration of flights which are conducted fully or partly under ICAO rules.

The Plan will have been achieved when the whole EUR Region has transitioned to be able to accept the New FPL contents.

Annex 2 provides a list of all States concerned, whether or not in the IFPS Zone, indicating

the planning information which has been provided in written form by them to EUROCONTROL.

2. ORGANISATIONAL ASPECTS

Following the requests from ICAO for EUROCONTROL to provide a Plan for this activity, and to monitor progress, EUROCONTROL has established a '2012 FPL Task Force' to which all States of the EUR Region are invited, together with other organisations such as airlines and international organisations.

This TF is acting as the focal point for identifying and resolving all issues related to the implementation of Amendment 1 in the EUR Region.

EUROCONTROL will ensure the dissemination of TF working papers and meeting invitations regarding the 2012 FPL amongst the EUROCONTROL Member States. The ICAO office in Paris will ensure the same for the States of the EUR Region which are not EUROCONTROL Members, and encourage them all to comment on the papers and to attend the meetings.

EUROCONTROL contact point for these matters is Mr. Kim Breivik, e-mail address:

kim.breivik@eurocontrol.int

2.1 Reference Documents

All significant documentation on the European implementation of Amendment 1 will be provided on the following part of the Eurocontrol website:

http://www.cfm.eurocontrol.int/cfm/public/standard_page/nos_work_programme_fpl_2012_impl_details.html

3. POSSIBLE IMPACT

Amendment 1 is likely to have an impact on all systems which generate or process flight plan data, owing to the changes to both syntax and semantics of the messages. Typical systems, standards and documents which may be affected are:

- Flight Planning systems of Aircraft Operators
- Systems used by ATS Reporting Offices to generate FPLs and associated messages
- Automated Flight Briefing systems
- Flight Plan Service Provider systems
- Flight Data Processing Systems of ATC Centres, Military Centres and Airports
- Route Charges systems
- On-Line Data Interchange (OLDI) Standard
- ATS Data Exchange presentation (ADEXP) Standard
- HMI of ATC Controller positions
- Flight plan data archive systems
- ICAO Doc.7030

4. APPROACH FOR ALL STATES IN THE EUR REGION

ICAO State Letter AN 13/2.1-08/50, dated 25 June 2008 requires all States to be able to receive New FPL contents from 15 November 2012, and foresees the possibility for States to make the transition in their systems at an earlier date, if they so wish, provided of course that they also continue to accept Present FPL content until 15 November 2012. ICAO has published Guidelines for making a translation from New content FPLs to Present content FPLs which can be used by States. A more detailed translation table, agreed by the EUR Task Force, is provided within the CFMU specification documents, see 2.1.

The process to convert flight planning messages from Old (Present) format to New format (upward conversion) is considered to be complex, unreliable and unable to achieve the task for all message types and fields. The process of upward conversion is therefore not recommended.

It is in any case a decision of each State individually whether to make the transition on 15 November 2012, or earlier. ICAO has established a website at:

<http://www2.icao.int/en/FITS/Pages/home.aspx>

where there is information about the progress of implementation worldwide of the 2012 FPL, including issues raised and agreed resolutions.

In order to avoid the possibility of the New content FPLs being confused with the Present content FPLs, and the complexity that may result from any 'mixed mode' of implementation within AO systems and between ANSPs, the approach for the EUR Region is to respect the implementation date of 00.00 UTC on 15 November 2012 (AIRAC number 1212), minimising any transitional period during which New and Present content FPLs may be used operationally in a mixed mode.

However, as the flight planning process involves a chain of activities (i.e. creation, submission, checking & acceptance, distribution and processing by ATM systems), and FPLs are submitted in advance of the departure date/time for the flight, the transition will inevitably last a number of days during which a mixture of Present and New content FPLs can be expected to be in the 'ATM system' and to be received by ANSPs.

In order to achieve the smoothest possible transition:

- a) Flight plan originators are requested to provide New content FPLs from three days in advance of the implementation date (i.e. from 00.00 UTC on 12 November 2012), for flights which will take place wholly or partly in the airspace of the EUR Region.
- b) If a flight plan originator chooses to file New content FPLs in advance of the implementation date, then it is his responsibility to ensure that he only transmits them to addressees who are known to be able to process the New contents (as announced on ICAO's website mentioned above)
- c) It is extremely important that flight plan data accurately reflects both the intention and the complete capabilities of the flight. A 'capability' shall only be indicated when both aircraft equipment certification, serviceability and the related crew qualification exists.
- d) Flight plan originators are advised that they must achieve a complete transition to the New FPL contents by 00.00 UTC on 15/11/2012, after which Present content FPLs will no longer be accepted.
- e) End users of flight plan messages (i.e. ANSPs) unable to process New FPLs before 15 Nov. 2012 should only receive Present FPLs. (but see note about AFTN below).
- f) End users of flight plan messages (i.e. ANSPs) who are able to process New FPLs before 12.00 UTC on 16 Nov. 2012 may receive a mixture of Present and New FPLs up to that time, owing to the latency of the FPL distribution procedure, networks and systems.
- g) After 12.00 UTC on 16/11/2012, ANSPs should no longer receive Present content FPLs

(except in certain cases within the IFPS Zone, by special arrangement with the CFMU for prolongation of the CFMU's translation function, described in section 5 below).

- h) In order to minimise the possible complexity of the arrangements around 15 November 2012, all States in the EUR Region are encouraged to minimise any changes which may be planned to their airspace on that AIRAC date.

The transition described in the points above is summarised in figure 1 below.

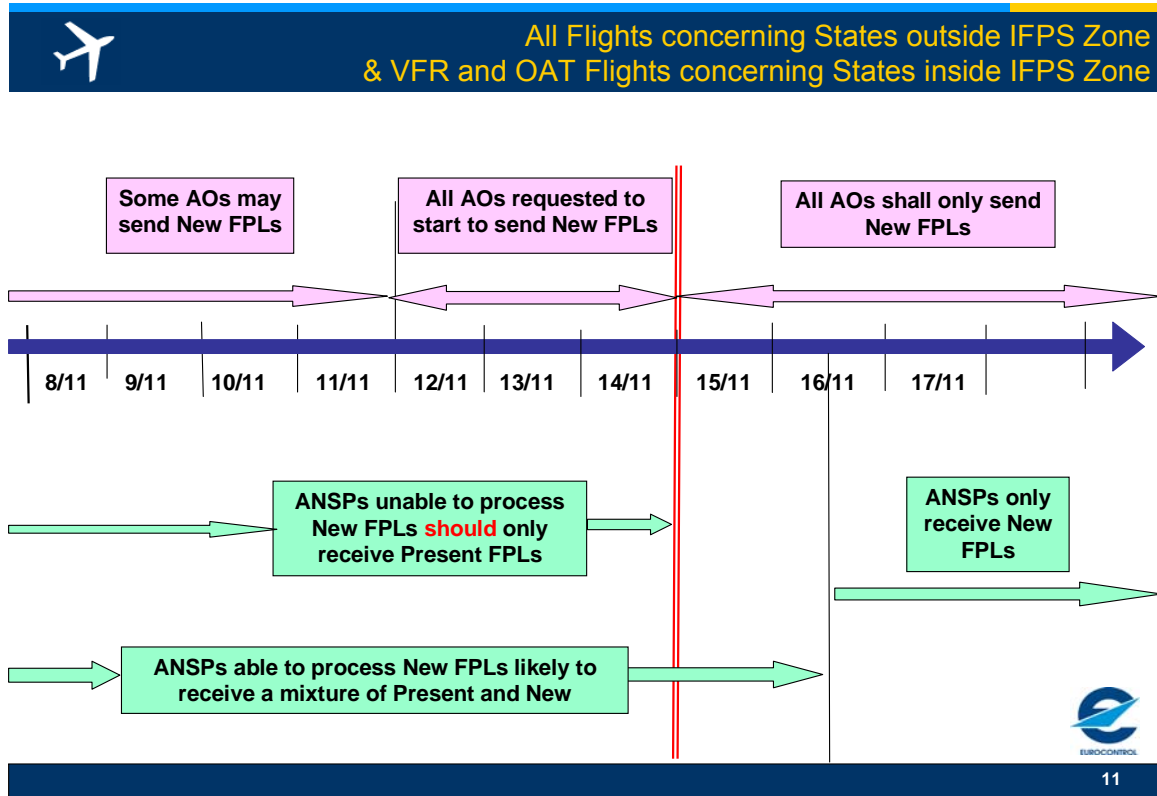


Figure 1 Summary of Transition Scenario for all FPLs concerning VFR or OAT Flights, and for FPLs concerning IFR Flights in States outside the IFPS Zone

Note about group addressing in AFTN: Owing to the group addressing function of AFTN, sometimes known as 'collective addressing', it is possible that a flight plan originator may send a New content FPL to a group address before 15 Nov. 2012, not knowing that the AFTN may distribute it to an addressee which is not yet capable of processing the New content FPL. For this reason, in figure 1, it is stated that ANSPs unable to process New FPLs *should* (not *shall*) only receive Present FPLs before 15 Nov. 2012.

Within the IFPS Zone, additional arrangements will apply, as described below in section 5.

5. SPECIFIC ARRANGEMENTS FOR STATES SERVED BY THE IFPS

5.1 Introduction

This section describes specific arrangements concerning the distribution of FPLs by the IFPS (only relevant for States within the IFPS Zone), which are in addition to the arrangements described in the earlier sections of this document. The activities described here form the 'CFMU Deployment Plan', and cover three main areas:

- i. CFMU implementation of the necessary software modifications;
- ii. Deployment.
- iii. Testing facilities/test sessions for external (flight plan originator + ATC system) participation;

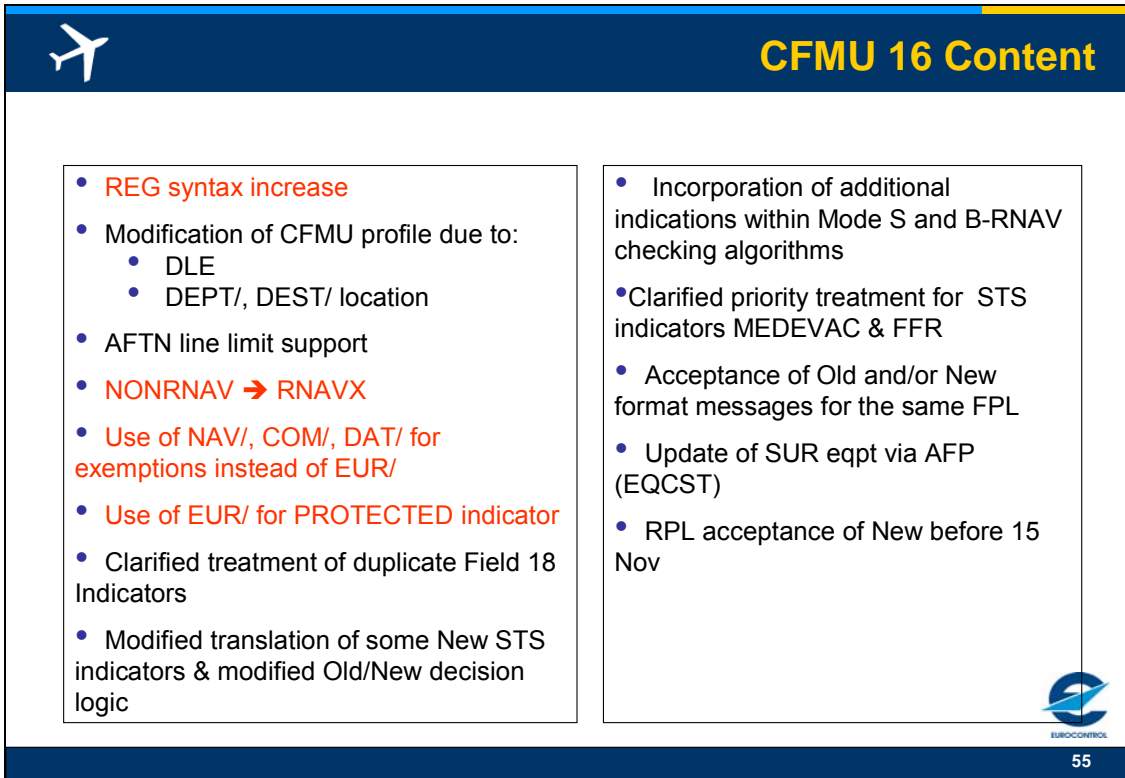
An overall timeline diagram is provided in Annex 1. The activity will be managed by the EUROCONTROL working arrangements, in coordination with the 2012 FPL Task Force mentioned in the previous section.

Note: the arrangements described in this section only apply for FPLs and associated messages for flights operating under IFR rules, and according to ICAO guidelines (i.e. GAT, not OAT). FPLs and associated messages for other flights are not distributed by the IFPS, and will be distributed according to the same rules as for any messages distributed outside the IFPZ (see previous section).

5.2 CFMU Implementation

The CFMU systems changes which are required to achieve compliance with Amendment 1, as well as the deployment-related requirements, are described in the document 'CFMU 2012 Requirements', and were introduced within the CFMU 15 release in April/May 2011.

The CFMU 16 release which becomes operational in March 2012 contains the remaining functionality not implemented in CFMU 15 and primarily concerns 2012 related changes that can impact the profile calculation of a flight e.g. DLE. In addition the CFMU 16 release will contain the changes associated with the placement of exemption indicators within NAV/, COM/, DAT/.



CFMU 16 Content

- **REG syntax increase**
- Modification of CFMU profile due to:
 - DLE
 - DEPT/, DEST/ location
- AFTN line limit support
- **NONRNAV → RNAVX**
- **Use of NAV/, COM/, DAT/ for exemptions instead of EUR/**
- **Use of EUR/ for PROTECTED indicator**
- Clarified treatment of duplicate Field 18 Indicators
- Modified translation of some New STS indicators & modified Old/New decision logic
- Incorporation of additional indications within Mode S and B-RNAV checking algorithms
- Clarified priority treatment for STS indicators MEDEVAC & FFR
- Acceptance of Old and/or New format messages for the same FPL
- Update of SUR eqpt via AFP (EQCST)
- RPL acceptance of New before 15 Nov

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Figure 2 CFMU 16 Release Content

5.3 CFMU Deployment

5.3.1 General Approach

The CFMU approach is based on the following principles:

1. Adherence to the published Implementation Date (15/11/2012) - the CFMU area shall respect the published date and it is recommended that any operational use of New content by ATC Units ahead of the Implementation Date i.e. a mixed mode of operation, should be of limited duration;
2. A short transition period ahead of the Implementation Date when flight plan originators may already submit flight plans to the IFPS using New content thereby providing AOs with valuable flexibility with regard to their deployment planning and facilitating a smooth transition. IFPS may make the translation to Present content before transmitting to ATC Units, should they require it, providing ANSPs with a similar flexibility in their deployment planning. A complete description of the translation function is provided in the document 'CFMU 2012 Requirements'.
3. The ability of IFPS to provide Present content (translating from New) after the Implementation Date, providing ANSPs with a contingency scenario or mitigation against any problems experienced during their migration. (Note: this will only apply to IFR GAT FPLs. ANSPs should expect to receive VFR or OAT FPLs in New content after the Implementation Date, even if they have asked IFPS to translate New content IFR GAT FPLs into Present content).
4. In order to reduce the period of 'mixed mode' operation, in the 5 days leading up to 15 November 2012 (i.e. from 00.00 UTC on 10 November 2012) the IFPS will not allow IFR GAT FPLs to be filed more than 24H in advance of the flight.

5. In the CFMU, a parameter will be implemented in the ENV database to permit each addressee of IFR GAT FPL messages to indicate the date/time from which he wishes to receive these messages with New contents. By default, this parameter will be set to 00.00 UTC on 16/11/2012.
6. The IFPS processing will be controlled by a series of 'switches', described in more detail in sections 5.3.3 below.

The concept of translation from New content to Present content, is contained in the guidance material published by ICAO on 6th February 2009 [AN 13/2.1-09/9] to support the transition to the New flight plan. The translation will inevitably involve dilution of some information which was provided in the New FPL, because the New FPL can carry considerably more information about a flight than the Present FPL. 'Dilution' in this case means that the complete information from the New FPL will be passed into the Present FPL, but some of it will have to be inserted into free text indicators in Field 18, making it more difficult for end users to extract automatically.

The translation function may therefore have a negative effect on operations after 15 November 2012, so it is proposed to maintain it only where operationally required and for a minimum duration. On request of any addressees needing this function, the CFMU will translate any New content FPLs which it receives into Present content FPLs before sending them to that addressee for a defined period after 15 November 2012, and the duration of the translation function will be agreed between the CFMU and the requesting addressee.

5.3.2 Detailed Timeline around the Implementation Date

The IFPS will have the ability to process New FPLs from AOs after 'Switch 1'. From 3 days before 15 Nov. 2012, AOs are requested to start to send New content FPLs to the IFPS, and after 15 Nov. 2012 Present content FPLs will no longer be accepted by the IFPS.

From 5 days before 15 Nov. 2012, the IFPS will only accept FPLs for flights with an EOBT within 24H of the time of submission of the FPL. This constraint will return to 120H from 15 Nov. 2012.

Using the parameter in the ENV database, the IFPS will ensure that at all times it only sends Present FPLs to addressees who can process Present FPLs. When it receives New content FPLs, it will transmit them as New FPLs to addressees which can process them (following the parameter in the ENV database), and for other addressees it will translate them to Present content FPLs before transmission.

ANSPs within the IFPS should note that they may receive FPLs and associated messages with New contents for flights not processed by the CFMU (e.g. VFR flights) at any time after 15 Nov. 2012, regardless of the settings of the parameter in the ENV database.

The Note about AFTN group addressing which was given in section 4. also applies within the IFPS Zone.

The arrangements for processing IFR FPLs inside the IFPS Zone are summarised in figure 2 below:

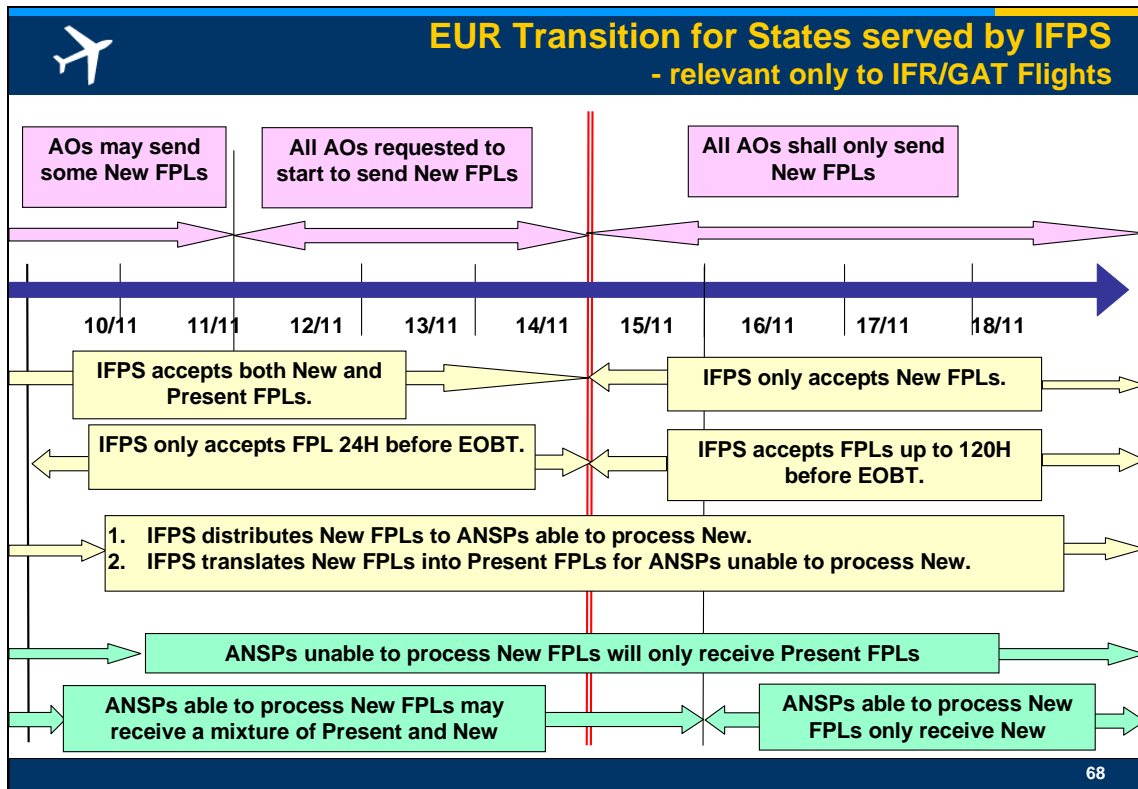


Figure 3 Summary of Transition Scenario for IFR FPLs in States within the IFPS Zone

5.3.3 'Switch 1' - CFMU Acceptance of New

Proposed Date: March 2012 (CFMU 16)

Characteristics:

IFPS acceptance of New content in addition to Present content. IFPS to output Present content only or both Present and New content for FPLs received in New content. Extra addresses provided via the re-addressing function ('AD' line) will receive Present content.

AO Perspective:

An AO whose operations are entirely within the IFPS Zone (IFPZ) may fully migrate to New content at any time following Switch 1 (but it is recommended only to do so during the period 12-15 Nov. 2012).

An AO whose operations include flights outside the IFPZ may submit to IFPS with New content and provide the addresses for units outside the IFPZ via the re-addressing function. However, return flights from outside the IFPZ should normally be submitted in accordance with the local requirements (to the ARO at ADEP) with Present content (unless all ANSPs along the filed route already accept New).

An AO whose operations include flights outside the IFPZ cannot fully migrate (provide only New content) until all States concerned accept New content.

ANSP Perspective:

An ANSP could receive New content, in addition to Present content, from Switch 1 onwards if the ANSP has indicated that it is ready to receive New. Operational systems are recommended to use Present only. Test systems could receive both Present and New. New only cannot be provided.

5.3.4 'Switch 2' - Implementation Date Roll-Over

The implementation date published by ICAO is the 15th November 2012.

This is understood to mean that all flight plans submitted by an AO/ARO after 00:00 UTC on 15th November 2012 shall have New content.

'Switch 2' will be set in IFPS so that an error will be raised for Present content messages processed after 00:00 UTC on 15/11/12.

NOTE: The criteria to be applied in determining whether a FPL should have New or Present content is the submission time, not the EOBT.

Characteristics:

IFPS accepts only New content. IFPS will output only New content (except where translation has been requested). An ATC Unit may request to receive only Present content. Extra addresses provided via the re-addressing function ('AD' line) will receive New content.

RPLs which provide Field 10 data via the EQPT/ indication and/or Field 18 data in Record 4 will need to be split to ensure that flights for 15/11/12 and later are indicated with New content.

If IFPS is still receiving Present content on 14th November, then it is unavoidable that a number of flight plans sent to ATC units after 00:00 UTC on 15/11/2012 may contain Present content.

AO/ARO Perspective:

If an AO/ARO system is configured to create New content FPLs on the basis of the EOBT there will be no adverse impact from IFPS even if the FPL is submitted before midnight on the 15th. Provision of New content to IFPS ahead of the 15/11/12 will avoid the 'Roll-Over' problems described above.

If an AO/ARO system is configured to submit only Present content prior to midnight i.e. despite the EOBT being on the 15th, then they are requested, if time permits, to submit the FPL after midnight i.e. with New content.

RPL submissions for the Winter 2012/13 season should be submitted in New format. Alternatively the AO will need to reflect the transition on 15th Nov. by 'splitting' all RPLs on that date.

ANSP Perspective:

If the 2012_READY parameter for the addressee of IFR GAT FPL messages indicating the date/time from which he wishes to receive messages with New content is set to 12.00 UTC on 16/11/2012 or later, then the ANSP will only receive New FPLs from that time, and there should be no mixed reception of IFR GAT FPLs. If it is set to a date/time earlier than 12:00 UTC on 16th Nov then the earlier it is set the more likely it is to receive mixed Present and New formats.

The EUR 2012 Task Force felt it was preferable to set the parameter to a time during the night when traffic is low. The de-default setting for the 2012_READY parameter was therefore agreed to be set to **00:00 UTC on 16th Nov 2012**. It should however be remembered that the parameter can be set per addressee to whatever date/time is requested.

Co-ordination of transition related to intra-centre exchanges (OLDI, AIDC, etc.) or civil/military coordination will need to be managed bi-laterally by the units concerned.

5.3.5 'Switch 3' – End of IFPS Translation Function

This switch is intended to be set when the IFPS will no longer translate New FPLs into Present FPLs. All IFPS output will then be in New format.

5.4 EUR Testing Facilities

There are several different types of test activity foreseen as described in the following sections. A detailed description of the complete EUR testing activities are provided in the document 'EUR 2012 Test Plan', see 2.1.

5.4.1 Participation

It should be noted that participation to the testing activities described here is available to all ANSPs and Airspace Users regardless of their geographical location.

5.4.2 Sample Data

CFMU will provide sets of example messages (FPL, CHG, DLA, etc.) to use as reference material. In addition to the EUR region, sample data sets will be provided for other regions. The example data will be available in both ICAO and ADEXP formats.

This material will have been generated by the CFMU test system and will therefore be a true representation of IFPS processed/validated data.

Usage: As reference material for specification and software developers, Operational Trainers, etc.

Availability: From September 2011 onwards.

5.4.3 IFPUV

The IFPS test and validation system (IFPUV) accepts flight plans (FPL) conforming to either the Present or the New content. The IFPUV behaves in the same way as the operational IFPS will behave during the first transitional phase, when input is accepted as either Present or New content.

Usage: Flight Plan originator systems or operational personnel may test the validity of New content FPL (only) messages against the IFPS system. Flight Plans with Dept/Dest and a route which never enters the IFPS zone can still be tested. Ultimately they will receive an error indicating the "flight not relevant to IFPS".

Availability: From March 2011. The IFPUV is freely available, regardless of the originator address, location etc.

5.4.4 OPT Sessions

A series of OPT sessions will be organized during which external participants will be able to submit flight plans and associated messages (DLA, CHG, CNL, etc.) to a dedicated off-line test version of the IFPS (not the IFPUV) using New content.

The OPT sessions are fully described in the EUR 2012 Test Plan document.

There are 6 OPT session foreseen:

- OPT1: 30 January – 3 February 2012
- OPT2: 20 – 24 February 2012
- OPT3: 7 – 11 May 2012
- OPT4: 11 – 15 June 2012
- OPT5: 3 – 7 September 2012
- OPT6: 24 – 28 September 2012

Usage: Flight Plan originator systems (AOs, AROs & CFSPs) and/or operational personnel may test the validity of all types of New content messages against the IFPS system during the test periods. The reception of New error indications/codes within REJ messages can be tested. Operational personnel will be able to familiarise/train with the New indications.

ATC systems will be able to receive New content for system testing and/or operational familiarisation/training including the transmission of AFP and reception of ACH/APL messages. Adjacent units could agree to extend the scenario to include OLDI exchanges.

It should be noted that translation from Present to New is not possible, therefore New content can only be provided to ATC if the received message was also in New content. It is therefore recommended that ANSPs should try to coordinate the participation of their local AROs, local AOs etc. within particular test sessions in an effort to ensure that the necessary New content is produced and to make the session more meaningful for all concerned.

5.4.5 2012 OPT

Availability: available to all, subject to a registration process.

Every OPT session will simulate the transition period, beginning with a period when both New and Old format is accepted and transitioning to a period when only New format is accepted, simulating the situation after 15/11/12.

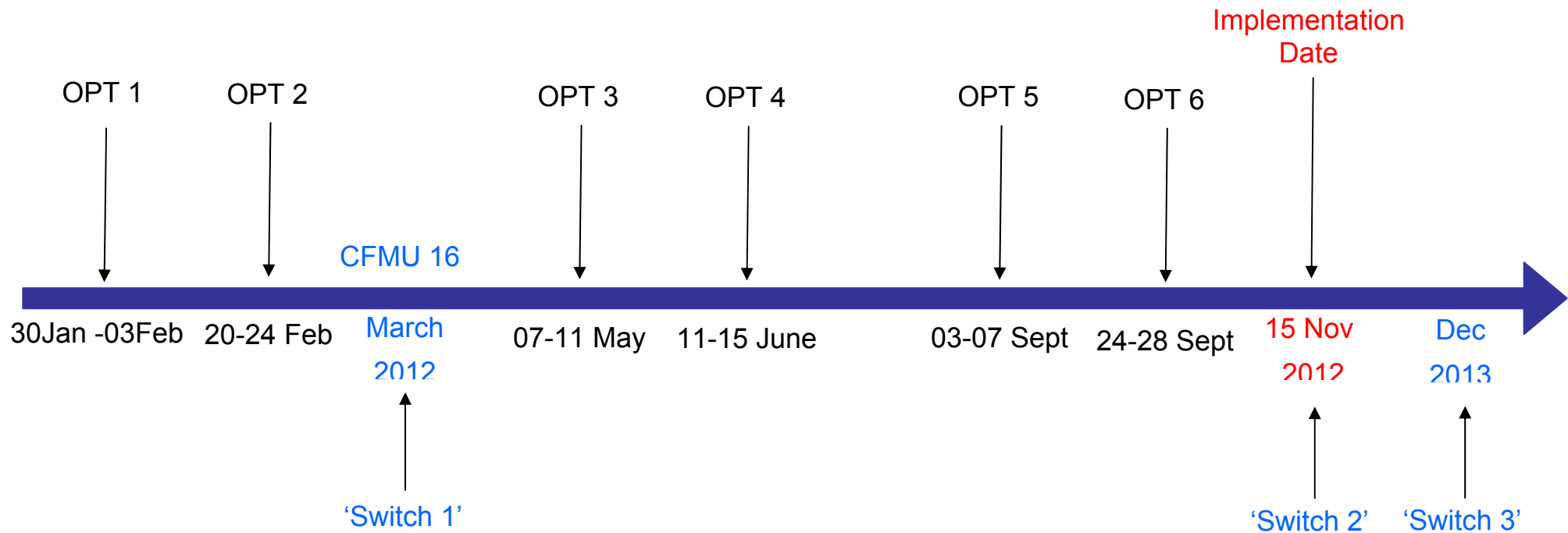
Sessions dedicated to a specific test scenario or to specific users or geographical areas are not foreseen. However, the CFMU will endeavour to remain flexible in order to facilitate reasonable requests should the need arise.

Output from the CFMU can be requested in ICAO or ADEXP formats and a participant can request to change the format or stop the output at any time.

6. RISK REGISTER

| | Risk | Effect | Mitigation |
|---|---|--|---|
| 1 | Some ANSPs in the IFPS Zone may not implement Amendment 1 by 15 Nov. 2012 | The IFPS translation function will allow these ANSPs to receive FPL data in the Present form for a limited time. | Awareness of the potential operational problems to be emphasised. |
| 2 | Some ANSPs outside the IFPS Zone may not implement Amendment 1 by 15 Nov. 2012 | These ANSPs may find that they receive FPLs after 15 Nov. 2012 which their systems cannot process. | Awareness of the potential operational problems to be emphasised. |
| 3 | Some States may not provide impact statements or planning information for the changes needed to implement Amendment 1 | EUR Region Implementation Plan will be incomplete. There will not be a harmonised approach, and operational problems may occur on 15 Nov. 2012 | All States in the EUR Region to be contacted and requested to provide the required information. If necessary, awareness workshops to be held in convenient locations. |
| 4 | Some ANSPs in the IFPS Zone may not implement Amendment 1 by Switch 3 | The Centres operated by these ANSPs may have many rejected FPLs after Switch 3 | Work together to ensure that all ANSPs are ready before Switch 3 |

Annex 1 - CFMU Deployment Planning - Overview



'Switch 1' = CFMU Ops acceptance of 'Old' & 'New', output of "Old only" or 'Old + New' (ENV attribute)

'Switch 2' = CFMU Ops acceptance of 'New' only, output of "Old only" or 'New only' (ENV attribute)

'Switch 3' = CFMU Ops acceptance of 'New' only, output of 'New' only

Annex 2: List of States (and MUAC), Impact Statements and Expected Readiness¹

| COUNTRY/ Group sorting order | Contact NAME | FUNCTION/ Organisation | Confirmed PoC 1=Y, 0=N | Impact Statement provided 1=Y, 0=N | Main issues of Impact Statement | Expect to be ready by 15 Nov. 2012 | Expected Operational Readiness date (if later than 2012) | Expected Readiness for testing with CFMU | Access to IFPS conversion | Acceptance of NEW FPLs | VFR flight plans > 24h in advance | Date of last status update |
|---------------------------------|-------------------|---|------------------------|------------------------------------|--|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| ALBANIA | Mr Ilir ZUNA | Tirana FMP and ASM Manager, Agjensia Nacionale e Trafikut Ajror (ANTA) | 1 | 1 | Have contracted upgrade to Lockheed Martin system. Plan to be ready by end 2011. | Y | | 111231 | | | | 110221 |
| | Mr. Ardian Zhapa | ATC Expert | | | | | | | | | | |
| ALGERIA | Ms. Karima DEGHAL | FMP Manager Algiers Direction de l' Exploitation de la Navigation Aérienne (DENA) | 0 | 0 | | | | | | | | |
| ANDORRA | | | 0 | 0 | | | | | | | | |
| ARMENIA | Mr Avdal MSTOEV | Director of Airports certification and ATM Department, CAA | 1 | 1 | ARMATS is going to install the new ATC system by April 2013 and works are in progress in order to satisfy the new ICAO FPL 2012 format. In case of any delay of new ATC system installation work, Armenia expects the CFMU temporary support to extend the transition period of new FPL until the end of 2013. | N | 2013 | | 131231 | | | 111124 |

¹ Note: indications in red have only been provided verbally during meetings concerned with the 2012 FPL, but have not yet been confirmed in writing. The totals at the end of this table assume that the verbal indications will be confirmed in writing.

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|---------------------------------|----------------------------|--|------------------------|------------------------------------|---|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|--------------------------------|
| AUSTRIA | Mr Gerhard WAGNER | Head of ATM System Engineering and Operations AustroControl | 1 | 1 | <p>Affected systems identified. Planning to have FPL 2012 implemented in the ATM system by April 2012. Intends to participate fully in the testing sessions OPT1, OPT2, OPT3 in 2012 with the ATM system from April 2012 onwards.</p> <p>Planning to make the transition to FPL2012 in November 2012 for the current operational ATM system. For the AIM system an analog plan for transition exists and also the AIM system will take part in the testing/transition in 2012. Some concerns about potential risks related to a transition on 15 November 2012 (that there may be operational problems and it could be wise to make the transition a little later).</p> <p>New system (COOPANS) expected in Feb 2013.</p> | Y | COOPANS Feb 2013 | | | | Y | 110119 Workshop 21-23 Nov 2011 |
| AZERBAIJAN | Mr. Emil Abdullayev Nizami | Senior counselor of SCAA of Azerbaijan Republic | 1 | 1 | <p>The Azerbaijan ANSP plans the procurement and installation of new ATS Message Handling System instead of current AFTN, which will provide also with opportunity to convert the new FPL2012 format to the present format, so that Azerbaijan will be ready to meet implementation deadline by 15 November 2012. In addition, the Azerbaijan ANSP plans to install new ATC system, which will have possibility to process new FPL2012 format in the long term</p> | Y | | | | | | 110606 |
| BELARUS | Mr Barys SERADAYEU | Chief ATM expert Republican Unitary Enterprise Belaeronavigatsia | 1 | 1 | <p>The programme for the implementation of Amendment 1 to Doc 4444 Procedures for Air Navigation Ser-</p> | Y | | | | 121115 | Y | 111003 |

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|---------------------------------|------------------------|---|------------------------|------------------------------------|--|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| BELARUS | Mr. Alexander AKULENKA | DEPUTY HEAD Airports, Ground facilities and Air Navigation the Department of Aviation Ministry of Transport and Communications of the Republic of Belarus | | | vices – Air Traffic Management (PANS-ATM) in respect of the transition to the new format of ATS messages (FPL 2012) is being carried out in accordance with ICAO and EUROCONTROL guidance, relevant regulations were issued by the Department of Aviation of the Republic of Belarus and it is planned to comply with the FPL 2012 implementation date. | | | | | | | |
| BELGIUM | Mr Paul HOPFF | Attaché to the Director General Operations Belgocontrol | 1 | 1 | Affected systems identified. Required modifications well defined. Implementation of changes on-going and plans to be ready on time. | Y | | To be investigated | | 121115 | Y | 111003 |
| BOSNIA-HERZEGOVINA | Mr. Benis Ahmetspahic | Ministry of Communications and Transport - Directorate of Civil Aviation | 1 | 1 | Affected systems identified and very detailed plan provided | Y | | | | | | 110928 |
| BULGARIA | Mr. Ivaylo Vasilev | ATS Expert, BULATSA | 1 | 1 | The Bulgarian ANSP plans an installation of an update to the existing automated ATC system in order to start the tests for FPL2012 implementation at the beginning of 2012. Technical requirements have already been prepared together with the ATC system provider and preparation activities (safety case, ATM procedures amendment and training of related personnel) for FPL2012 implementation are planned to be finished not later than February 2012. | Y | | 120301 | | | | 110606 |
| CROATIA | Ms Ruzica VARGA | FPL and DP Specialist Croatia Control | 1 | 1 | Old system will not be updated. New system ready in 2014. Will use a converter in the interim. AROs will be able to provide FPLs in New format. | N | COOPAN S | | 131231 | | | Workshop 21-23 Nov 2011 |

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|---------------------------------|-------------------|--|------------------------|------------------------------------|---|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| CYPRUS | Nicos NICOLAOU | Chief Operations Officer Ministry of Communications and Works - Department of Civil Aviation (DCA CY) | 1 | 1 | | Y | | | | | | 100208 |
| CZECH REPUBLIC | Mr Vladimír CIZEK | Air Navigation Services of the Czech Republic | 1 | 1 | systems to be updated - FDPS (ESUP), ARO (ASTA2, IBS, MM2000), CRCO, Statistics, Simulators (LKPR, regional airports, tower), ENV data (WALDO). The list of affected systems will be extended by system outside of ANSP and continuously updated. | Y | | 120601 | | | | 110927 |
| DENMARK | David Ryther | Senior Project Manager, ATM Projects and Engineering, NAVIAIR | 1 | 1 | Affected systems identified. The relevant systems planned to be FPL 2012 compliant on time with the exception of the main ATM system. This system is expected to become compliant in the course of 2013 and will in the interim period utilize IFPS conversion of NEW FPL's. | N | COOPAN S | Opt 4: Sept 2012 | 131231 | | | 111018 |

ICAO EUR Region Plan for Implementation of New FPL Contents for 2012

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|---------------------------------|--------------------|--|------------------------------|---|---|---|---|---|---------------------------------|------------------------------|--|-------------------------------------|
| ESTONIA | Kristjan TELVE | Head of ATS and AD Department, CAA Estonia | 1 | 1 | Data exchange mechanisms that are related to new FPL handling in ANSP will be ready in October 2012 (new ATM system from Thales) and our Briefing office new system also supports the new FPL format and it also supports the old format. The impact will not be major and it will relate as described 2 system on ANSP side. NEW ATM system is on the test phase now already and according to ANPS they are on track with it and no problems meeting the set deadline. The briefing system is already up-to-date already so no impact from there also. | Y | | tbd | | 121115 | Y will not send the plans automatically to other states but it is possible to do it manually | 111005 |
| FINLAND | Mr Jan Toivonen | ATM Manager Finavia | 1 | 1 | Affected systems identified. All affected Finavia systems will be ready to accept FPL2012 by 15th November 2012 | Y | | | | | | 111004 |

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|---------------------------------|-----------------------|--|------------------------|------------------------------------|--|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| FRANCE | Mr Jean BARTHES | Head of Operations Department Centre d'Exploitation des Systèmes de Navigation Aérienne Centraux | 1 | 1 | The DSN National Flight Plan processing system (main front end client of CFMU/IFPS) should be ready 2 or 3 months prior to the implementation deadline of 15 November 2012. DSN should take part in the CFMU OPT2 test session. The impacts on other affected DSN systems such as FPL filing systems (notably encompassing purely VFR FPLs), as well as their corresponding interfaces, have been identified. Specifications have been drafted (based on CFMU Interface Manual CFMU 2012_V1_1) and disseminated to contracted manufacturers of various systems. Some extra complexity for interfaces of French systems outside the IFPS Zone (e.g. Caribbean). | Y | | 120901 | | 121115 | Y | 111002 |
| FYROM | Mr Branislav PETROVIC | FMP Manager | 1 | 1 | Will start with a format converter and transition to a long term solution later | Y | | To be confirmed | | April 2012 | | 111118 |
| GEORGIA | Mr.I Karanadze | Head of the ATM Division | 1 | 1 | The Georgian ANSP plans the procurement and installation of new ATS Message Handling System instead of current AFTN, which will then also provide the opportunity to convert the new FPL2012 format to present one, and so Georgia will be ready to meet implementation deadline by 15 November 2012. The Georgian ANSP is also planning to install a new ATC system which will have the possibility to process New FPLs. | Y | | | | | | 110916 |

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|---------------------------------|----------------------|--------------------------------------|------------------------|------------------------------------|---|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| GERMANY | Mrs. Andrea Ribbe | DFS, ATM Operations | 1 | 1 | Affected systems are identified. Systems will be modified according specifications provided, depending on test results. | Y | | | | | | 110928 |
| GREECE | Ms. Teresa BOURBOULI | | 1 | 0 | IFPS translation needed until mid 2013 if contract signed by government | N | +/-2014 | | 130801 | | | Workshop 21-23 Nov 2011 |
| HUNGARY | Ms Nikoletta VERES | ATC Inspector | 1 | 1 | Linked to move to a new ATC building, which is delayed. Requested extended translation period AROs will have the ability to create and send FPLs in new format by 15 Nov 2012. | N | 130331 | 120901 (tbc) | 130331 | | | 111130 |
| ICELAND | Mr.Leifur Hakonarson | ISAVIA | 1 | 0 | Not possible to assess yet | Y | | | | | | 100825 |
| IRELAND | Mr. Peter Kavanagh | Manager ANS Operational Requirements | 1 | 1 | Requested extended translation period to cover for delay in finalising specifications till end 2013. Will use EAD for AROs | N | COOPAN S | | Y | | | 111020 |
| ISRAEL | Mr. Barel Yoav | CAA | 1 | 1 | List of affected systems provided. Ongoing updates of software, plans to be ready for testing after April 2012. The impact analysis will be produced by Frequentis and delivered to IAA at the end of January 2012 | Y | | | | | | 111208 |
| ITALY | Mr Salvatore MINEO | Ente Nazionale Aviazione Civile | 1 | 1 | affected systems identified. Plan provided, will be ready for Nov 2012 | Y | | | | | | 110228 |
| KAZAKHSTAN | Mr.Faat Bogdashkin | Director of ATM | 1 | 1 | 4 Centres need change. Have set up a WG with other Stan States | Y | | | | | | verbal |

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|------------------------------------|--------------------------------|--|------------------------------|---|--|---|---|---|---------------------------------|------------------------------|--|-------------------------------------|
| KYRGYZST AN | Mr. T.Atakuev | Head of Bishkek ATC | 1 | 1 | 2 Centres need minor changes | Y | | | | | | Verbal |
| LATVIA | Maris GORODC OVS | Director General of Civil Aviation Civil Aviation Agency | 1 | 1 | The contract for upgrading the ATC system regarding the FPL2012 im- plementation was signed in March 2011, works were started at the end of April 2011 and all necessary changes will be implemented by August 2012. | Y | | 120801 | | | | 110913 |
| LITHUANIA | Mr. Nerijus MALECKA S | Area Air Traffic Control Center Head | 1 | 1 | will be ready on time to implement a new format of FPL, as no significant/ major changes to existing national law, on procedure and data ex- change mechanisms were foreseen. Modifications to all existing ATM systems/briefings/ self-briefings facilities will be completed and ready for testing by June 2012. | Y | | 120601 | | | | 111011 |
| | Mr.Roman as Pet- rovskis | CAA | | | | | | | | | | |
| LUXEMBOU RG | Rens Dullart | Ingénieur inspecteur Di- rection de l'Aviation civile | 1 | 1 | Uncertainty about what needs to be done and whether it can be done in time. | Y | | | | | | 111021 |
| MAASTRICH T UAC | Ernst Kiehn | Maastricht Upper Area Control Centre | 1 | 1 | All developments on time | Y | | 120401 | | | | 111024 |

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|---------------------------------|------------------------|--|------------------------------|---|--|---|---|---|---------------------------------|------------------------------|--|-------------------------------------|
| MALTA | Robert SANT | Chief Operations Officer Malta Air Traffic Services Ltd. | 1 | 1 | The objective is to meet the ICAO deadline. The supplier is well aware of the changes required as they will do the same for ENAV as well. Changes to the FDPS and OLDI have already been taken on board with the specs for the ATM system upgrade (ICAPS project is planned for implementation before end 2012). There is a slight risk on the ATM system upgrade in that the contract has not yet been signed and the development timeline has not yet been established. We expect developments on this issue very soon. We strongly doubt that the existing units can be modified to handle the changes required. As regards NOTAM we are in EAD so we're assuming no issues here. As to MET they are not part of our organization as they are a private entity. | Y | | | | | | 110207 |
| MOLDOVA (REPUBLIC OF) | Mr Valerii CERNIS | Moldavian Air Traffic Services Authority (MoldA-TSA) | 1 | 1 | Affected systems identified. Implementation date confirmed | Y | | 120601 | | | | 110929 |
| MONACO | Mr.Stéphane RAYNAUD | CAA | 1 | 1 | No impact on procedures or systems | Y | | | | | | 091023 |
| MONTENEGRO | Miss Andrea Dukanac | CAA | 1 | 1 | Working together with Serbia. The implementation of Amendment 1 will not have a significant effect on any systems in Montenegro, apart from ANSP's Flight Data Processing System (FDPS) and Aeronautical Fixed Telecommunication Network (AFTN) | Y | | | | | | 110322 |

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|---------------------------------|------------------------|--|------------------------|------------------------------------|---|------------------------------------|--|---|-----------------------------|------------------------|---|----------------------------|
| MOROCCO | Mr. Mohammed SABARI | | 1 | 1 | Thorough analysis has been made and software developments are under way. No particular problems foreseen. National awareness campaign launched, planned for testing and real-time simulation training for involved staff | Y | | OPT3 OPT4 OPT5 OPT6 | | | | 120116 |
| NETHERLANDS | Ms.Maaïke Groenewege | System Coordinator LVNL | 1 | 1 | List of affected systems and cost estimate provided for LVNL. Exact roll-over date needs to be coordinated with Military, Maastricht UAC and KLM. LVNL is in touch with FPL2012 pocs of parties concerned. | Y | | OPT2, OPT3, OPT4 OPT5, possibly OPT6 | | | | 111220 |
| NORWAY | Mr Helge Bjertnæs | Project Leader FPL 2012 Avinor | 1 | 1 | Planning and system impact provided. Planning shows main system ready shortly after 15 Nov.2012. Bodoë system uncertain. | Y | | | | 121115 | Y will be sent to other states >24 hours in advance, provided that the ADEP is abroad. Date of Flight is included in the FPL. | 110922 |
| POLAND | Mr. Bronisław Nawrocki | Head of FPL Data Processing Department, Polska Agencja Żeglugi Powietrznej - PANSA | 1 | 1 | Planning provided in detail. Confirmed ready for testing in April 2012. Expect to be ready | Y | | 120401 | shadow mode till March 2013 | 121115 | Y | 111124 |

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|---------------------------------|------------------------------|--|------------------------|------------------------------------|---|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| PORTUGAL | Ms.Maria da Conceição Amaral | Head of Aeronautical Information Department. INAC – Instituto Nacional de Aviação Civil (the Civil Aviation Authority) | 1 | 1 | Will meet the deadline. All systems which generate or process FPLs are planned to ready for testing by April 2012. . OLDI, HMI, Flight Strip print, Route Charge system and FPL Archive will be ready by 121115, but not for testing. Implementation of ADEXP format not yet decided. | Y | | | | 121115 | Y | 111012 |
| ROMANIA | Mr Andi Cristian SAVA | ATFM Inspector CAA | 1 | 1 | Affected systems identified. Implementation date confirmed. | Y | | June 2012 | | 121029 | Y | 111003 |
| | MS. Andreea STRAT | Expert, ATM Development Department, ROMATSA | 1 | 1 | | | | | | | | |
| RUSSIAN FEDERATION | Mr Igor SITNIKOV | State Civil Aviation Authority of Russia | 1 | 1 | The implementation of the new flight plan format is planned to be accomplished in synergy with the federal program to modernize ATM system before 2018. The application of Amendment 1 (effective November 2012) will be stepwise achieved by the high level planning systems and partially by the lower level systems which are modernized in accordance with/to the federal program. These systems will accept flight plans both in the new and the existing formats and will provide translation of the new format into the existing format for the low level systems of the ATC centers until the new equipment is installed. | Y | | 120601 | | | | 110606 |
| San MARINO | | | 0 | 0 | | | | | | | | |

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|---------------------------------|-----------------------|---|------------------------|------------------------------------|--|------------------------------------|--|--|---------------------------|------------------------|--|----------------------------|
| SERBIA | Mr Zeljko SOKCIC | ATFCM Coordinator for SMATSA | 1 | 1 | Impact assessment provided, will be ready for 15 Nov transition, at the same time as other Thales customers. | Y | | | | 121511 | Y, but will not be transmitted to other States > 24h | 111007 |
| | Ms. Nina Tomic | Head of AIS/MET Department, Serbian CAA | | | | | | | | | | |
| SLOVAKIA | Mr.Juraj Haluska | Letove prevadzkoje sluzby Slovenskej republiky, s.p. - ATS of the Slovak Republic | 1 | 1 | Expecting to be ready on 15 Nov. 2012 | Y | | 111231 | | tbd | Y, Will be transmitted to other States | 111004 |
| SLOVENIA | Mr.Slobodan OPACIC | EUROCONTROL International Coordinator Slovenia Control Ltd. | 1 | 1 | Affected systems identified. Foresee a problem with processing lat/long and range/bearing points | Y | | | | | | 100201 |
| SPAIN | Ms. Laura Garcés Acín | Consultant Flight Data Processing | 1 | 1 | Large impact, but expecting both SATCA and ICARO systems to be ready on 15 Nov. 2012 | Y | | 120131 | | 121511 | Y | 111003 |
| SWEDEN | Mr Adam BROWN | LFV Group - Swedish Airports and Air Navigation Services | 1 | 1 | Requested extended translation period to cover for delay in finalising specifications till end 2013. | N | COOPAN S (estimate April 2013) | | Y | | | 110418 |
| SWITZERLAND | Mr Yann COURTOIS | Skyguide | 1 | 1 | Thorough assessment and planning provided. | Y | | 120601 | | | | 111012 |
| TAJIKISTAN | | | 0 | 0 | | | | | | | | |

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|---------------------------------|------------------|--|------------------------------|---|---|---|---|--|---------------------------------|------------------------------|--|-------------------------------------|
| TUNISIA | M. GHELIS | Chef du Service Planification du Trafic Office de l'Aviation Civile et des Aéroports - Direction de la Navigation aérienne | 1 | 0 | Arrangements are being made – plan for next workshop | Y | | | | | | 100210 |
| TURKEY | Mr Suat YILDIRIM | Devlet Hava Meydanlari Isletmesi Genel Müdürlüğü | 1 | 1 | Affected systems: FDP and FDA, AFTN software and systems OLDI lines are capable for new FPL format, coordination required with neighbouring FIRs. Tests of FDP and FDA software and CWP HMI which is compatible with new format should be finalised by end 2011. Updating of AFTN systems and software will be finished prior to March 2012 with new software with the converter interface that will be used for converting the new to old. Planning to be ready for OPT 3 with the airlines operators. After finishing test of the all affected systems locally and if possible externally with our neighbours will be ready to start the awareness campaigns and training issue for all interested bodies. | Y | | OPT3 | | | | 111122 |
| TURKMENIS TAN | | | 0 | 0 | | | | | | | | |

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| COUNTRY/ Group sorting order | Contact NAME | FUNCTION/ Organisation | Confirmed PoC 1=Y, 0=N | Impact Statement provided 1=Y, 0=N | Main issues of Impact Statement | Expect to be ready by 15 Nov. 2012 | Expected Operational Readiness date (if later than 2012) | Expected Readiness for testing with CFMU | Access to IFPS conversion | Acceptance of NEW FPLs | VFR flight plans > 24h in advance | Date of last status update |
|---------------------------------|---------------------|---|------------------------|------------------------------------|---|------------------------------------|--|--|---------------------------|------------------------|-----------------------------------|----------------------------|
| UKRAINE | Mr. Andrii Fediakov | Chief Expert of Air Navigation Department SAA | 1 | 1 | Three new ATC systems will be implemented in the Ukraine for L'viv ACC, Donetsk and Kharkiv APPs between December 2011 and March 2012. The ATC systems for Dnipropetrovs'k and Kiev ACC will be modernised by March 2012. All Ukrainian ATC systems will be upgraded and ready for the FPL2012 implementation before November 2012.. | Y | | | | | | 1110606 |
| | Mr Andrii KVASHNIN | Lviv ACC Supervisor Ukrainian State Air Traffic Service Enterprise (UK-SATSE) | | | | | | | | | | |
| UNITED KINGDOM | Mr Anthony STEVENS | Civil Aviation Authority | 1 | 1 | Impact assessment submitted. Expects to be fully compliant by November 2012 | Y | | | | 121115 | Y (subject to review) | 110928 |
| UZBEKISTAN | Mr Anatoly INDIN | Deputy Executive Secretary State Commission for ICAO | 1 | 0 | A FPL2012 implementation group was created and a national FPL2012 coordinator was appointed (who will develop the «Interdepartmental programme of modernization of air traffic services message system» as a pre-requisite for the FPL2012 implementation). Supplementary information will be provided at the end of 2011 regarding readiness to start testing | Y | | | | | | 111003 |
| Totals | | 57 States (inc. Maastricht UAC) | 52 | 48 | | 45 | 7 | | 8 | | | |