

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**



**REPORT OF THE SECOND MEETING OF THE ASIA/PACIFIC ICAO
FLIGHT PLAN & ATS MESSAGES IMPLEMENTATION TASK FORCE
AND SEMINAR (FPL&AM/TF/2 & SEMINAR)**

BANGKOK, THAILAND, 17 – 20 NOVEMBER 2009

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

FPL&AM/TF/2 & Seminar
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1.1 Introduction

1.1.1 The Second Meeting of the Asia/Pacific ICAO Flight Plan & ATS Messages Implementation Task Force and Seminar (FPL&AM/TF/2 & Seminar) was held at the ICAO Asia and Pacific Regional Office, Bangkok, Thailand from 17 to 20 November 2009.

1.2 Officers, Secretariat and Participants

1.2.1 Mr. Andrew Tiede, Regional Officer ATM, acted as the Moderator and Secretary for the meeting.

1.2.2 Forty-five (45) participants from Australia, Hong Kong China, DPR Korea, India, Japan, Malaysia, New Zealand, Philippines, Republic of Korea, Singapore, Thailand, United States, Viet Nam and IATA attended the meeting. A list of participants is in **Appendix A**.

1.3 Opening of the Meeting

1.3.1 Mr. Andrew Tiede, on behalf of Mr. Mokhtar A. Awan, Regional Director, ICAO Asia and Pacific Regional Office, opened the meeting and welcomed participants to Bangkok.

1.3.2 He reflected on the progress since the inaugural meeting of the FPL&AM TF which had been held in March 2009. The interim strategy for regional implementation of the new FPL and ATS messages formats proposed by TF/1 had been adopted by APANPIRG/20 and circulated, as had a requirement for States to report their scheduled date and implementation methodology to the Regional Office by 1 July 2010. Responses had been made by ICAO HQ to the matters raised by TF/1 for clarification and were available to the meeting for review.

1.3.3 Mr. Tiede commended States for the papers that had been submitted to the meeting. It was evident that some States had recognised that although the implementation date was 3 years away, time was short in properly preparing for the implementation. He looked forward to the seminar presentations that would no doubt clarify the extent of Amendment 1 and explain some of the more subtle changes to the PANS-ATM provisions. Mr. Tiede wished the meeting every success.

1.4 Documentation and Working Language

1.4.1 The meeting was conducted in English. All meeting documentation was in English.

1.4.2 Fourteen (14) working papers and four (4) information papers were presented to the meeting. A list of the papers is at **Appendix B**.

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Agenda Item 1: Adoption of Agenda

1.1 The meeting adopted the following agenda:

- Agenda Item 1: Adoption of Agenda
- Agenda item 2: Seminar on Implementation of new ICAO Flight Plan
- Agenda item 3: Review outcomes of related meetings
- Agenda item 4: Review available documentation and guidance materials
- Agenda item 5: Aspects of implementation in Asia/Pacific region
- Agenda item 6: Regional strategies for implementation
- Agenda Item 7: Review and update FPL&ATM/TF Task List
- Agenda Item 8: Any other business
- Agenda Item 9: Date and venue for the next FPL&AM/TF meeting

Agenda Item 2: Seminar on Implementation of new ICAO Flight Plan

2.1 A seminar on aspects of the implementation of the new ICAO flight plan and associated ATS messages was held on 17th November 2009. Presentations were made by speakers from Australia, New Zealand, United States and IATA as shown in the programme at **Appendix C**. A CD-ROM of the seminar presentations and relevant information was provided to all participants as a resource tool.

2.2 Of particular benefit to the seminar were the case studies provided by Australia (**Appendix D** refers) and the United States (**Appendix E**) which included examples of the methodologies being used to plan and conduct the implementations in these two States. The participants recognised that in addition to the obvious impacts on airline flight planning systems and ATC automation systems, many States had a large number of ancillary systems that would also be affected by the changes to flight plan and ATS messaging formats. Accordingly, analysis should be made of all interrelated systems include those used for AIS handling, data communications between ANSPs and airspace users including Defence Forces and the support systems used, for example, in the calculation of air navigation charges.

2.3 A structured approach to implementation was advocated, with steps that could include:

- Assembling a Focus Team
- Identification of Affected Systems
- Identification of System Changes
- Identification of Operational Impacts
- Formulation of Transition Plan
- Harmonization with adjacent ANSPs

- Execution of a suitable Test Strategy
- Communication with Users

2.4 The United States demonstrated an Excel based spreadsheet tool that describes the 27 primary changes in NEW FPL format and leads users through a detailed analysis process that identifies the impact of each change on flight plan filers, flight planning services, flight data processing systems and flight data users, providing guidance for each case. The seminar considered that this was a valuable tool for implementing States and would save considerable time and effort as well as resulting in standardised solutions. A copy of the tool was made available by the United States for use by States, as provided in **Appendix F**.

Agenda Item 3: Review outcomes of related meetings

Outcome of APANPIRG/20

3.1 The Twentieth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009) considered input from the FPL&AM TF/1 meeting (March 2009), as reviewed by the ATM/AIS/SAR/SG/19 and CNS/MET/SG/13 meetings in June and July 2009, respectively. The implementation of the new flight plan and ATS messages was accepted as one of the eighteen Asia/Pacific Regional Planning Objectives, in accordance with the Performance Framework Form shown as **Appendix G**.

3.2 APANPIRG/20 reviewed the regional strategy for the implementation of the new flight plan that had been prepared by the FPL&AM TF and recommended by the ATM/AIS/SAR/SG/19 for adoption by APANPIRG. The meeting recognized that there were a number of limitations on the strategy, noting that only very preliminary work had commenced in States and that the FPL&AM TF Task Force had also identified that a number of clarifications to Amendment 1 were necessary.

3.3 Accordingly, the implementation strategy was adopted as an 'Interim' strategy (see **Appendix H**) to increase awareness amongst States and users about the complexities involved and encourage them to commence work on implementation, in accordance with the following Conclusion:

Conclusion 20/7 – Adopt Interim Strategy for Implementation of New Flight Plan Format

That the 'Interim Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages' provided in Appendix A to the APANPIRG/20 Report on Agenda Item 3.2 be adopted and published as the interim edition, and States and users be urged to commence implementation planning based on the interim strategy.

3.4 Additionally, in order to ensure that States give early consideration to the new flight plan implementation and make available suitable information to the FPL&AM TF on which to base coordination and implementation planning, APANPIRG/20 also adopted an additional Conclusion as follows:

Conclusion 20/8 – Notification of State Transition Date to New Flight Plan Format

That, in order to align regional implementation planning, States inform the Regional Office by 1 July 2010 of their scheduled date and implementation methodology for transition to the new Flight Plan and ATS Message formats.

Agenda Item 4: Review available documentation and guidance materials

Matters for clarification arising from FPL&AM TF/1

4.1 The FPL&AM TF/1 meeting had identified a number of items in respect to Amendment 1 that warranted assistance/guidance from ICAO Headquarters. The meeting discussed the clarifying responses provided by ICAO HQ to the queries raised during the FPL&AM TF/1 meeting.

4.2 The meeting noted guidance that the global initiative is to implement the amendment as it is and any proposals for deviations from the general tenor of the amendment should be coordinated early with the other Regional Offices and ICAO Headquarters in an attempt to find common ground and a common approach.

FPL Field Sizes

4.3 A number of the clarifications sought by FPL&AM TF/1 related to initiatives to define the field size (i.e. number of characters) for the various fields in the flight plan. FPL&AM TF/1 had recognised that a defined number of characters per field or sub field was useful when coding software as it removed any need to make field capacity available that would never be used. However, in a general sense, the meeting found that the guidance provided by ICAO HQ in this respect did not adequately address the matters raised.

4.4 The meeting learned that it was not possible for software coders to work with open ended fields and therefore in every case a field size had to be specified. In practice, this meant that coders in each State were obliged to individually decide and apply parameters for each field length. Rather than persisting with these ad-hoc local solutions, the meeting considered that agreeing on an Asia/Pacific requirement for a defined number of characters per field or sub field that also complied with relevant Annex 10 Volume II AFTN provisions would result in worthwhile standardisation and economies for States. Accordingly, an ad-hoc FPL Parameters Working Group was established and tasked with working by correspondence to agree, amongst other things, a suitable number of characters for relevant flight plan fields. The Working Group would also consider the matter of the ordering of entries in various fields as raised by FPL&AM TF/1.

4.5 The outcomes of the Working Group would be presented to the next FPL&AM TF meeting with the objective of defining harmonised approaches to flight plan field sizes and ordering of entries in various fields in regional guidance material.

RPL Equipment Notification

4.6 The FPL&AM TF/1 meeting had noted that neither the PRESENT or NEW provisions made allowance for an equipment field in Section 6 & 7 of Appendix 2 of the PANS-ATM in relation to Repetitive Flight Plans (RPL). The absence of such a field had led to local arrangements being agreed within and between some States in some instances to enable equipage to be notified in RPLs.

Recognising that information in relation to equipage was of importance in RPL arrangements; clarification had been sought as to whether it was possible to include an equipment field in RPL.

4.7 The clarification recalled that historically it was assumed that aircraft filing a RPL were 'S' equipped for the route to be flown. However, an arrangement such as the use of EQPT/ to provide Field 10 info within Item Q of the RPL could be a regional solution if deemed necessary. Accordingly, the FPL Parameters Working Group would also study this matter, drawing on information from Singapore, Malaysia and Indonesia who have experience in this regard.

ATS Messages & Field 18 DOF

4.8 The meeting considered that the clarification relating to Item 18 and Date of Flight (DOF) has implications on the composition of ATS messages as published in the Amendment. The clarification provided for the requirement to include Field Type 18 in CHG, CNL, DLA, DEP and RQS messages states "*Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information*".

4.9 The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted.

4.10 However, the meeting considered that this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Field 18 "*Other information (using more than one line if necessary)*".

4.11 Accordingly, the meeting adopted the following interpretation as an Asia/Pacific regional approach:

- Insert DOF/YYMMDD in Field 18 if that indicator has been previously specified
- If the DOF/ indicator has not been previously specified insert zero (0) in Field 18

4.12 Example messages using this interpretation have been included in the *Asia/Pacific Guidance Material for the Implementation of Amendment 1 to Procedures for Air Navigation Service – Air Traffic Management, (PANS-ATM, DOC 4444), 15th Edition* guidance material being prepared by the Task Force (Appendix I refers).

Additional Matters for ICAO HQ Clarification

4.13 The meeting noted that in relation to ADS-B in Field 10b, Amendment 1 specifies six different codes to file for ADS-B capability (B1, B2, U1, U2, V1, V2). However the items E and L also specify a Mode S squitter ADS-B capability. As such, the E and L entries appear to be redundant with items B1 and B2.

4.14 The meeting requested that this issue be put to ICAO HQ for clarification. In the interim, States would consider the matter with a view to attempting to identify a possible suitable regional solution to the apparent duplication.

4.14.1 The meeting also discussed the ongoing matter in relation to whether "J" would be confirmed as a wake turbulence designator. The issue continued to cause complications regionally, as described in the FPL&AM/TF/1 report, and the numbers of A380 aircraft operating in the region continued to increase.

4.15 The meeting supported the position put forward by Thailand (see paragraph 5.21 below) whereby it was desirable to take advantage of the need to code software for the Amendment 1 implementation to also code the “J” wake turbulence designator, resulting in significant cost and effort savings for States.

4.16 The Secretariat would request an update to this situation from ICAO HQ.

Development of Asia/Pacific Regional Guidance Material

4.17 The meeting discussed the complexity of the matters at hand, noting that a standardised interpretation of Amendment 1 was absolutely critical to a successful implementation. It was evident that a number of different interpretations were already being made by States. A number of other issues had developed that would require interpretation/decision by the Task Force and it was likely that this would continue to be the case as more States commenced implementation activities and sought to more clearly understand what was intended by Amendment 1. The meeting agreed that codification of all this information into a suitable regional guidance material would be very beneficial in facilitating a common understanding of issues across the region.

4.18 In order to record the approaches, interpretations and resolutions agreed by the Task Force for use as Asia/Pacific guidance material, the meeting commenced work on a repository of coding guidelines and associated material for application in affected automation systems. A draft document titled *Asia/Pacific Guidance Material for the Implementation of Amendment 1 to Procedures for Air Navigation Service – Air Traffic Management, (PANS-ATM, DOC 4444), 15th Edition*, was prepared and is retained as **Appendix I**.

4.19 The document will be circulated to Task Force members for further review and development during subsequent meetings, with the objective of providing clear regional guidance on the implementation of Amendment 1 provisions to ensure standardised implementation on a regional basis. The guidance material will also be made available to ICAO HQ for consideration.

Conversion Table for NEW to PRESENT

4.20 The meeting recalled that ICAO had published guidance, in the form of a Conversion Table, on a methodology for translating NEW to PRESENT format for application during the transition to full implementation of the Amendment 1 provisions. This was necessary to manage the circumstance where a flight plan was filed in NEW but the ANSP was still using PRESENT; hence Conversion of the NEW flight plan information into PRESENT format was necessary to allow the ANSP to process the flight.

4.21 The United States presented a development of the ICAO Conversion Table for review by the meeting. The ICAO Table had been modified in response to discussions at the Eurocontrol Task Force 1 meeting (September 2009) and bilateral discussions between the United States, and Canada and Mexico, respectively.

4.22 Significant discussion ensued and care was taken to update the Conversion Table to address aspects of Asia/Pacific operations without compromising the ICAO, Eurocontrol and Mexico/Canada input. The United States would circulate the updated Table to affected parties, with the objective of developing a common conversion approach that is consistent and acceptable to all affected ANSPs.

4.23 The meeting agreed that the Conversion Table should be included as part of the *Asia/Pacific Guidance Material* being developed by the Task Force.

Flight Plan Implementation Tracking System

4.24 A demonstration of the ICAO Flight Plan Implementation Tracking System (FITS) website was conducted by the Secretariat. This ICAO Headquarters website, located at <http://www2.icao.int/en/FITS/Pages/home.aspx>, was developed to help Air Navigation Service Providers (ANSPs) and airspace users to monitor the global implementation status of the new ICAO flight plan called for by Amendment 1 to PANS-ATM (Doc 4444), Fifteenth Edition.

4.25 The meeting was appreciative of the effort undertaken to prepare and operate the website and saw FITS as a useful tool to monitor global implementation. The meeting offered the following comments/suggestions that may be useful in making FITs even more effective:

- a) Too many columns, so the user has to scroll to the right to see critical information in "hidden" columns. Critical columns should be moved to the LEFT, with less critical information in columns to the right (OK to access by scrolling):
 - o Examples of critical columns would be: Name of ANSP, and Status - "NEW" or "PRESENT"
 - o Examples of non-critical columns would be: POC, etc.
- b) Date of Implementation has a time value (currently 12.00 AM) – assume this is local time – should it be UTC?
- c) Is the PRESENT column required as default is always YES. Also, could this add more value as shown below, to cover a scenario where a State may be able to accept the new format but not be able to, or chooses not to, transmit the new format:

| | |
|------------------------|--------|
| o PRESENT RECEPTION | yes/no |
| o PRESENT TRANSMISSION | yes/no |
| o NEW RECEPTION | yes/no |
| o NEW TRANSMISSION | yes/no |

Agenda Item 5: Aspects of implementation in Asia/Pacific region

Australia and the United States

5.1 Australia and the United States provided comprehensive updates of their implementation activities, as the Case Study presentations to the Seminar described in Agenda Item 2.

5.2 Australia pointed out that one of the primary transition challenges to be managed was the effect on downstream ANSPs of the conversion of NEW to PRESENT. Once one ANSP had made the conversion, subsequent ANSPs could receive flight data with reduced information, as shown in **Figure 1** below:

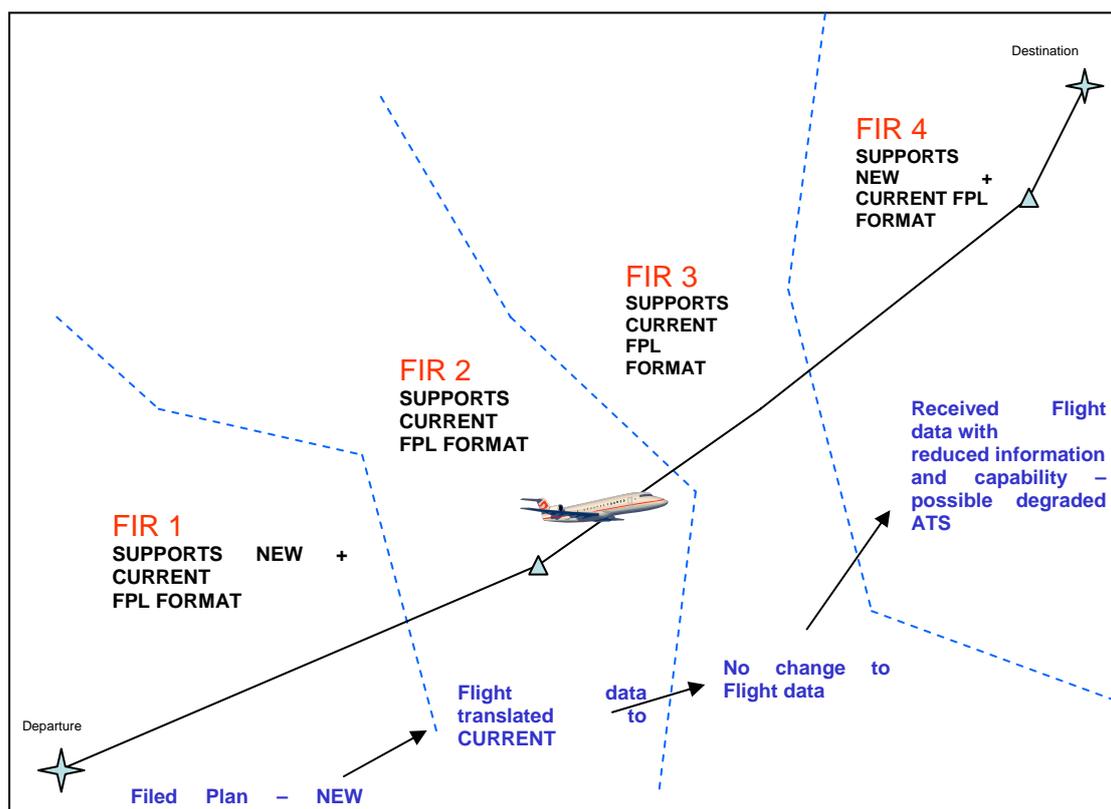


Figure 1: Effect on downstream ANSPs of data conversion

India

5.3 India provided an update on their plans to implement the FPL and ATS messages, informing the meeting that the Airports Authority of India has constituted a working group at Corporate Headquarters to plan, monitor and implement changes in software and initiate a training programme for CNS/ATM personnel in a phased manner well before 2012. The working group meets once each month to review and expedite progress. Preparations to implement Amendment 1 provisions have commenced and include a study of the requirements in AFTN, AMSS and affected Automation systems. Investigation to establish the extent and type of software changes is also underway.

5.4 India recognized the critical need for regional coordination between States to develop appropriate guidelines and highlighted the need for in depth testing arrangements to be developed to facilitate testing between ANSPs, and between ANSPs and users. India would also take steps to standardize and harmonize the controllers' situation display parameters commensurate with the new data/information available in the flight plan indicating the avionics capabilities etc. India was interested in understanding how other ANSPs would approach this issue and would appreciate feedback to the next meeting in this regard.

5.5 In relation to DOF issues, India sought to understand whether only one flight plan could be submitted with respect a particular flight at a time which could be up to 120 hours in advance, or alternatively are operators allowed to file more than one flight plan (for example, say five plans for next five days) up to 120 hours before EOBT for the same flight number, which would essentially be the same as filing RPL.

5.6 India noted that their geographic location would require coordination not only with states in Asia/Pacific region but also with states in the Middle East Region and Eastern & South African Region. India was concerned that unless these adjacent regions also adopt the same strategies for implementation, India will face problems, for example in handling date of flight (DOF) issues. In this context, India expressed that the coordination efforts between regions were of paramount importance and the FPL&AM TF must play a primary role in initiating coordination.

Japan - General

5.7 Japan reported that in order to comply with the amendment to the PANS-ATM for applicability on 15 November 2012, it is necessary to modify most of the computer systems of JCAB (Japan Civil Aviation Bureau). As such, the impact of this change is very large, and JCAB anticipates that the situation for airspace users will also be the same.

5.8 At this stage, JCAB is working with two main issues – the ability of users to submit a flight plan up to 120 hours before departure, and the format changes in fields 10 and 18. JCAB has already held several meetings with Japanese airspace users. However, at this moment it is not certain when they will start using NEW FPL and if they would actually take advantage of submitting NEW FPL more than 24 hours in advance of the flight.

5.9 There is a large impact on modifying all systems in order to handle the 120 hour submission. JCAB plans to establish a new data base in front end systems receiving the flight plans from airspace users (see **Figure 2** below) to enable acceptance and holding of flight plans 120 hours in advance. However, the systems behind the front end systems ('backside systems') won't be modified and will continue to handle flight plans less than 24 hours before departure. A timer will be added to the front end systems which will release flight plans from the new storage data base to the backside systems about 24 hours in advance of the flight.

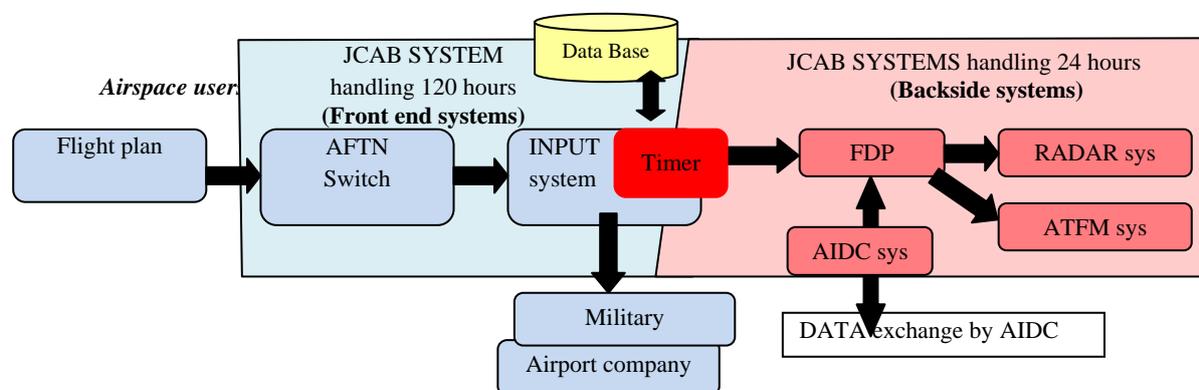


Figure 2: Management of flight plans submitted 24 - 120 hours in advance of EOBT.

5.10 During the transition period, JCAB will convert item 10 and 18 in the NEW flight plan to PRESENT flight plan format using the regionally agreed Conversion Table at the front end systems in order to handle both NEW and PRESENT. However backside systems will continue to only handle PRESENT flight plans.

5.11 As well as being uncertain about how many airspace users will actually submit flight plans three or four days in advance, this approach has been adopted because JCAB has already planned a large scale overall system re-equipage programme from 2015 to 2020. Accordingly, JCAB does not wish to assign significant resources to ATM systems that are in the end of their system life cycle. Of course, the new systems implemented from 2015 will have all required capabilities, including those for handling flight plans up to 120 hours in advance of the flight.

Japan - AIDC

5.12 Analysis by JCAB has indicated that the 120 hour submission is not likely to have a significant impact on AIDC messaging because this system messaging occurs with the actual conduct of the flight and AIDC messaging essentially does not begin until the flight has actually commenced.

5.13 However, there is a significant issue with AIDC messaging in NEW format as JCAB will have to update the interface with AIDC connected States to include the item 10 and 18 changes that are utilized in at least messages for CPL, ABI, PAC, MAC and CDN as an option field. The FPL&AM TF/1 meeting had already identified and documented the need to update the Asia/Pacific AIDC Interface Control Document.

5.14 Consequently, JCAB is exploring whether it will be possible to simultaneously switch over the systems to NEW AIDC between connecting States like United States, Republic of Korea and Taiwan and will commence coordination with affected States shortly. However, as it is anticipated that such an approach will require significant coordination and management to be successful, JCAB is also investigating an alternative whereby the JCAB systems are configured to handle both PRESENT and NEW AIDC messaging simultaneously.

Japan – Transition Considerations

5.15 JCAB has concluded that in order to handle both NEW and PRESENT properly, it is necessary for ANSPs to prepare and transition to NEW first, followed by airspace users. In this regard JCAB considers that a phased approach to implementation would provide benefits to all. JCAB has to address a number of local issues in implementation in order to safely manage transition risks, including avoidance of the summer heavy traffic period. Present planning for JCAB has scheduled the change over of systems to NEW after the summer traffic period, as shown in **Figure 3** below.

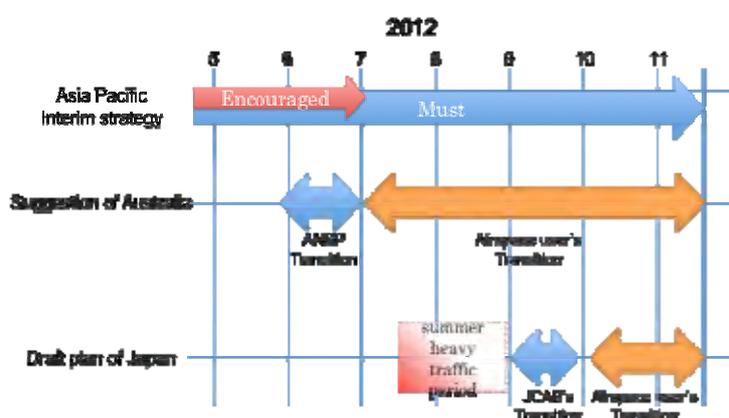


Figure 3: Japan's proposed phased transition timeline to NEW

Thailand

5.16 Thailand reported that presently AEROTHAI operates three main different flight data processing systems. This already presents challenges in maintaining consistency of data and the implementation of NEW will require additional careful management.

5.17 The three end systems consist of a Flight Data Strip Printing System (FDSS) developed in-house and two proprietary ATC systems. It is anticipated that the FDSS will eventually be modified to be compatible with NEW, probably after November 2012. AEROTHAI is also

considering upgrading one of the two proprietary systems to handle NEW but the business case has not been developed and any upgrade is unlikely to adhere to the Amendment 1 implementation date and would take place after November 2012, if at all. Any upgrade to the second proprietary system from PRESENT capability is dependant on the scope and timeline of constructing the new ATC centre and decisions will be made in due course as to whether to upgrade or replace the system. Again, the timeline is unlikely to be able to be reliably linked to the Amendment 1 effective date

5.18 In this respect, in order to implement some NEW capability AEROTHAI will establish a Flight Data Management Center (FDMC) as a front-end system that will centralize and pre-process ATS messages before distributing them to AEROTHAI's existing flight data processing systems (end systems) and downstream ATS units. The FDMC will distribute the messages to the end systems according to their current PRESENT capabilities, both in terms of format and filing time. AEROTHAI has commenced work on defining the operational concept and system requirements for the FDMC to meet Amendment 1 provisions, and is expecting to commence initial stages of implementation during the first quarter of 2010.

Thailand - Outstanding Issues

5.19 AEROTHAI system developers have raised a number of concerns in relation into the implementation of NEW which are under review. At the moment concern is experienced regarding the fact that there is no explicit way to distinguish between NEW and PRESENT. AEROTHAI would like to know how other ANSPs plan to address this issue.

5.20 The meeting was in agreement with the concerns raised by Thailand and agreed to include appropriate guidance on differentiation between PRESENT and NEW in the *Asia/Pacific Guidance Material* being prepared by the Task Force.

5.21 Regarding the wake turbulence indicator "J," AEROTHAI's current automation system automatically converts "J" to "H." Since this is only a temporary solution and AEROTHAI plans to incorporate any long-term requirement into the implementation of FDMC, it is a matter of some urgency to understand the final outcome in this case. AEROTHAI would like to take advantage of the business economies and operational efficiencies to be gained by incorporating all software amendments into a single update. This is clearly preferred over the need to perform a number of isolated changes over a longer period of time.

United States – Impact on ATC Automation Systems

5.22 In relation to the potential impacts on ATC automation systems, the United States presented a number of issues regarding interpretations and questions which arose during FAA internal and external planning meetings on implementation and transition planning for Amendment 1. The United States shared information on the interpretations that had been reached and would be applied by the United States in implementing the amended FPL and message provisions. Additionally, proposals for a common understanding were presented for issues on which a common Asia/Pacific and/or global resolution would be beneficial.

5.23 In this context the topics below were discussed by the Task Force:

- Filing Performance Based Navigation (PBN) capability;
- Future FAA requirements for users to file ADS-B equipage in Item 18 of PRESENT following COM/;
- Acceptance of undefined PRESENT Item 18 indicators;
- Validity checking for order of Item 18 indicators;
- Date of Flight (DOF) and early filing;

- DOF and departure time changes;
- Multiple flight rule transitions;
- ADS-B in Field 10b;
- Processing of location information in DEP/, DEST/, ALTN/, RALT/, and TALT/;
- Use of the DLE/ indicator;
- Definition of “S” in Field 10a during the transition period;
- Use of items P1-P9; and
- Consistency between PBN/ and Field 10a.

5.24 The United States highlighted that it was possible to file numerous combinations of PBN capabilities and considered that some of these may be redundant. They posed the question as to whether it could be assumed the lowest RNAV or RNP specification for a particular phase of flight meant that it could be automatically assumed that the greater specification was also authorised.

5.25 The meeting noted that the PBN manual specifically precludes the assumption that one specification automatically assumed a higher capability but recognised the logic expressed by the United States and agreed that such an outcome would be very beneficial. The Secretariat would bring the matter to the attention of ICAO Headquarters for consideration.

United States – Operational Impacts

5.26 The United States had recognised that there would be a number of impacts on operational staff arising from the changes in FPL and message provisions. Information was presented on issues identified during FAA operational impact assessment activities and the meeting was requested to consider whether there was a regional need to identify an effective method of implementing operational procedures to handle NEW information.

5.27 In particular, the United States expressed interest in establishing consistent phraseology that does not necessarily use the alphanumeric “codes” filed in NEW, for example using “RNAV10 capable” in spoken communications rather than saying “A1 capable”. Following discussion, the meeting recognised that as well as consideration of controller-to-controller communications, equivalent aspects of pilot-to-controller communications would need to be considered. It was necessary that both pilots and ATCOs had an understanding of the new FPL codes, to address the situation where the FPL code was referred to in air-ground communications. The meeting considered that a regional standardisation initiative adopted at this stage would be very beneficial in achieving harmonised regional voice procedures.

5.28 The meeting agreed that due to the large number of NEW flight data and equipage codes introduced by Amendment 1, operational use and coordination of these items should be discussed amongst affected ANSPs, aircraft operators and flight planning services so that operational communication of NEW information is clear. An item was added to the Task List to ensure this matter was progressed during future Task Force meetings.

IATA’s Concerns

5.29 IATA noted that the time frame between issuance of the PANS-ATM amendment via State Letter AN 13/2.1-08/50 and the effective date of the amendment allowed more than 4 years for industry stakeholders to make the necessary preparations. However, nearly 18 months have since passed and while the Asia/Pacific region was now conducting FPL&AM TF/2, IATA remains concerned that the corresponding effort in other regions is not as apparent.

5.30 Airline operations have also changed in recent times, with increased long haul and ultra long haul operations. Single flights regularly transit 3 or 4 ICAO regions between departure and arrival. Increased reliance on automation and data transfer is characteristic of the modern aviation industry and affects both ANSPs and airspace users. Simple syntax errors with a single character out of place in an automated message can cause message queuing or rejection.

5.31 As such IATA believes it is vital for the implementation of the amended FPL provisions to be very carefully managed on a global basis. While coordination can be undertaken on a regional basis, the necessary guidance, controls, coordination and motivation must be controlled on a global basis. IATA noted that the meeting had already discussed the effects on flight safety arising from ATC automation failures (see below).

5.32 From IATA's perspective, unfortunately there is already enormous variation in preparation and approach to the FPL amendment, with some States already identifying that they have no intention of meeting the effective date. At the first meeting of the European FPL TF in Sep 09, NATS UK and AENA Spain announced they would not be capable of accepting the NEW format in 2012 with NATS expecting late 2013/early 2014 and AENA indicating early 2013. In the AFI region, no specific group has been established with little progress expected before APIRG in mid 2010. The MID ATM/AIS/SAR group has only this month established a Study Group which does not plan to conduct their first meeting until February 2010.

IATA - from PANS to a Standard

5.33 IATA considers that part of the reason for the variance is the method adopted for the promulgation of these important changes and that the format should be as an ICAO Standard, rather than simply as PANS as is the present situation. ICAO Doc 8143 (Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct) outlines the following criteria for the development of SARPS:

- a) To qualify as a Standard, the specification must be such that its **uniform application by all Contracting States is necessary in the interests of safety or regularity of international air navigation**
- b) To qualify as a Recommended Practise, a specification must be such that its uniform application by all Contracting States **is considered desirable, but not essential**, in the interests of safety, regularity or efficiency of international air navigation

5.34 With the almost total reliance placed on FPL and ATS message formats in today's automated ATM systems, IATA firmly believes the FPL format adopted should be standardised in the interests of the safety and regularity of air navigation. As such, IATA strongly considers that the FPL format provisions must become a Standard. IATA urged the meeting to endorse the proposal that the amendment should become a Standard and to submit a recommendation to ICAO HQ to start the process for adoption as a Standard.

5.35 The meeting discussed the issue at length and was aware of situations in States where ATC automation failures had led directly to flight safety concerns. Additional such examples were provided during plenary discussion and the meeting was of the view that risks inherent in ATC automation complexities would continue to periodically affect flight safety.

5.36 In the case of the flight plan amendments, the PANS status meant that non implementation by States called only for notification of a difference in the AIP and that such 'penalty' for non implementation was not considered by the meeting to be of significant deterrent value. In light

of the impacts on flight safety and as increasing use of ATC automation was expected globally and comprised a critical enabler for future initiatives like 4-D trajectory management, the meeting supported consideration of the flight plan format being advanced in the SARPs process. Notwithstanding, the meeting recognised that the SARPs process would take some time (years) and considered it essential that the Task Force continue with the work of identifying and implementing strategies to assist the implementation of the FPL provisions.

IATA - Consistency and Accuracy of Guidance

5.37 IATA strongly endorses the establishment of the Asia/Pacific FPL & AM TF and the efforts made thus far. The interim strategy developed by TF/1 has been widely distributed within IATA and to member airlines and apart from some confusion regarding the terminology “transition”, the basic outline has been endorsed.

5.38 In the context of the wording of Amendment 1 and the associated ICAO guidance as well as the response to the clarifications requested by FPL&AM TF/1, IATA remains strongly of the view that the guidance should be complete (covering all message sets, field lengths, etc), consistent and unambiguous to the extent that no regional interpretations need to be made.

5.39 However, in proposing that the meeting endorse the concept that no regional variations should occur, IATA recognised that it had already been necessary for the Asia/Pacific Region to adopt a number of regional interpretations and approaches to facilitate progress toward implementation. In IATA’s view, this was highly regrettable and suggested that ambiguity did exist; it was therefore likely that other regions would also need to make interpretations and that these could also be different for the different areas.

Lack of Robustness in Global Coordination

5.40 The meeting agreed that global coordination was absolutely essential in ensuring a globally harmonised implementation. However, the Task Force was presently unaware of the activities in other regions and the Regional Office Secretariat was unable to provide any validated update information to the meeting in this respect.

5.41 The meeting was strongly of the view that a suitably robust coordination arrangement was not yet in place and that this would work against achieving a smooth implementation. In the absence of other information, the Task Force was obliged to continue work towards addressing regionally identified issues in implementation and would attempt to make Task Force outcomes visible to others.

5.42 The Secretariat confirmed that at the present time, copies of the Task Force meeting reports were being transmitted by the Regional Office to ICAO HQ for review and onwards coordination with other regions. The Secretariat agreed to follow up on this matter and bring the concerns of the Task Force expressed above to the attention of ICAO HQ for action.

Agenda Item 6: Regional strategies for implementation

United States – Transition Planning

6.1 The draft planning arrangements for a phased transition plan leading to full implementation of Amendment 1 were presented by the United States. The meeting noted that in recognition of the complexity and number of automated systems involved, the United States had recognised that timely software development and delivery represented perhaps the most critical aspect

of implementation. Accordingly, accelerated software development and planning for resolution of software issues had already commenced and software transition would take place in three phases:

- Phase I (Mid to late 2011) – Deliver software that allows testing between internal FAA systems, external interfaced systems and external user systems.
- Phase II (Late 2011 to early 2012) – Deliver software to translate NEW to PRESENT which allows users to begin filing NEW, including capability for FAA systems to communicate with interfaced ANSPs that have not transitioned to NEW.
- Phase III (November 15, 2012) – Tentative - deliver software to accept FPLs 120 hours in advance. *Note: FAA has not committed to supporting the 120 hour early filing.*

IATA - Implementation strategy

6.2 IATA reinforced the key component from the airline perspective is that from 15 November 2012, airlines will only file FPL in the NEW format. However airlines and IATA continue to express concern as to the readiness activities of States in regions other than Asia/Pacific and reiterate that airlines that operated inter regionally would implement the NEW format only when ALL States within which they operate were able to accept NEW.

6.3 IATA reported that against the present background of global uncertainty about the level of readiness, the current IATA/Airline implementation strategy is:

- The transition date for most airlines will be 15 Nov 2012
- The transition date for airlines that operate entirely within Asia Pacific may be accomplished earlier dependent on States within the region completing the necessary preparations
- IATA and airlines will assist States with testing as available (on a limited basis)
- In the extremely undesirable situation, States that have not implemented the NEW format are responsible for processing the NEW filed format into the PRESENT format for their own use.

6.4 The meeting expressed strong concern at the prospect that a large number of operators would cutover to the NEW format on a single day, creating significant potential risks in implementation. IATA acknowledged these concerns and agreed that the situation was much less than ideal. However, users are entirely reliant on the State's ability to accept NEW format FPL and so users cannot switch to NEW until after the States are ready. Unfortunately with some States in regions outside the Asia/Pacific reportedly targeting implementation by all ANSPs and users on 15 November 2012, there was little else that could be planned by users at present.

6.5 The airline industry will continue to watch global development carefully and react accordingly. IATA is working closely with member airlines to track and support the level of readiness of airlines. With a great deal of uncertainty surrounding the global readiness, IATA firmly proposes that ICAO HQ should undertake a gap analysis to assess the readiness of States in order to confirm that a coordinated cutover is able to occur would occur. While the ICAO FITS database represents the start of this process it is important that this data is actively (i.e. not passively) utilised to assess the readiness of all States.

FPL&AM TF – Adopt Phased Implementation

6.6 The meeting recalled discussions during FPL&AM TF/1 in relation to airspace users targeting a fixed transition date of 15 November 2012 globally. The meeting expressed concern that such an approach would not allow adequate testing of the interfaces between airline and ground systems and would represent a critical risk to transition.

6.7 The meeting noted that IATA was the only airspace user participating in the regional Task Force. This was highly appreciated by the Task Force, which was very aware that inputs from the large majority of airspace users, including State (i.e. Defence Forces etc), low cost carrier, business and general aviation operators would not be readily available to the Task Force. As such, the ability to engage with users other than IATA was essentially ineffective or unavailable and difficulty would be experienced in establishing the readiness of this very large body of airspace users.

6.8 In this respect, Australia initiated discussions on the limitations of the current interim strategy and proposed an alternative based on the phased implementation of ANSPs and airspace users to the new FPL provisions. Conceptually, the proposal provided for the early transition of regional ANSPs, and once ANSP implementation of NEW capability was complete, a four or five month period would be available for airspace users/third party providers to test and implement their flight planning systems. Such a proposal had the benefits of enabling ANSPs to test internally and with each other before having to interface with airline systems, whilst enabling users to test and implement with stable ANSP systems.

6.9 The meeting considered that the implementation strategy being considered by IATA, whereby all user switchovers occurred on the same day, would result on an unmanageable impact on ANSPs systems with a very real risk of system crashes. As such, ANSP safety case hazard analysis was likely to find that mitigation of some kind was necessary. Under the phased arrangements, users would have the opportunity to switch to the NEW format at a time of their choosing during an identified users testing and implementation period, supported by operational ANSPs systems able to assist with testing and the user transition, whilst at the same time maturing their own systems.

6.10 Such a phased transition would enable issues of interpretation and errors in formatting to be identified and addressed quickly on an individual basis, rather than the single implementation date scenario where it would not be possible for ANSPs to readily determine which of the many users was responsible for submission errors. A diverse spread of implementation dates adopted by users would considerably mitigate the risks to ANSP systems arising from the proposed adoption of a single global cutover date for all users.

6.11 In this regard, the meeting adopted an Asia/Pacific approach using a phased transition, where ANSPs would implement NEW, followed by users. A transition period was declared, commencing 1 January 2012 and ending 15 November 2012. The transition period is sub-divided as follows:

- **Phase 1** - ANSPs software delivery and internal testing
 - 1 January to 31 March 2012,
- **Phase 2**– ANSPs external testing and implementation
 - 1 April to 30 June 2012, and
- **Phase 3** – Airspace users testing and implementation.
 - 1 July to 15 November 2012

6.12 Under the phased approach, States will not implement 'NEW' capability before the commencement of the ANSPs external testing and implementation period on 1 April 2012 and, insofar as possible, would complete implementation of NEW capability by the end of the ANSPs external testing and implementation period on 30 June 2012. Following this, airspace users would be invited by AIC or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, ANSPs and users would be encouraged 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 – 15 November 2012).

Regional Implementation Strategy

6.13 The meeting recalled that APANPIRG Conclusion 20/7 had adopted the *Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages* on an interim basis, as at that time little work had commenced in States and clarifications were necessary in respect to aspects of Amendment 1.

6.14 Since that time work had progressed in States, IATA had provided clear feedback on aspects of implementation from the user perspective and constructive discussions during the FPL&AM TF/2 meeting had resulted in adoption of a phased implementation strategy, as described in paragraphs 6.6 to 6.11 above.

Date of Flight (DOF) – 5 day (120 hour) issues

6.15 The meeting recalled that FPL&AM TF/1 had expressed strong reservations about the NEW provision under which flight plans could be lodged up to 5 days (120 hours) in advance of EOBT. Present experience in the Asia/Pacific region with plans submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators changed aircraft type, or tail number on a same type but with different equipage, or varied the ETD, or a variety of other modifications to what had originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

6.16 Overall, the existing 24 hour window generated a significant amount of ATS message traffic that did not add apparent value to the aircraft operator and increased complexity for the many ATS units along the path of flight that had to process the extra modification messages. To address this existing problem, in one instance an Asia/Pacific State had already published a constraint in AIP under which flight plans would not be accepted more than 8 hours prior to EOBT.

6.17 Consequently, FPL&AM TF/1 had included a constraint in the Interim Strategy – “...consider a regional constraint on requiring acceptance of flight plans more than 24 hours prior to EOBT...” – which had subsequently been adopted by APANPIRG. FPL&AM TF/1 had been unable to identify situations where FPL lodgement earlier than 24 hours was necessary and requested that States and users in the Asia/Pacific conduct studies into the circumstances in which it was essential that a flight plan be submitted more than 24 hours in advance of EOBT.

6.18 The meeting was informed that the investigations by States subsequent to FPL&AM TF/1 had not identified an operational need for greater than a 24 hour lodgement window in the medium term. A similar situation was reported by IATA in respect to Asia/Pacific operators.

6.19 Discussions during the meeting highlighted the difficulties being experienced by many States in terms of civil aviation funding. In the case of the 120 hour lodgement provision, it was difficult to justify a business case for changes to what was often a number of legacy systems where there was no clear operational requirement driving the change. Such changes would, of course, be included in the specification for new system procurement but, in the absence of a clear operational need, the business case for retrofit by Asia/Pacific States does not appear sound.

6.20 The meeting learned that some States already had some capacity for DOF, albeit disabled in their systems at the moment. In these cases, where financial impacts were much less, it was logical for such ANSPs to proceed with 120 hour lodgement capability. It was also possible that some States would prefer to proceed with a DOF retrofit to legacy systems in time for the November 2012 implementation and the Task Force was of the view that this should not be discouraged.

6.21 However, it was clear that the potential impacts of the implementation of an 'island' airspace which was accepting 120 hour lodgement should be considered in terms of the impact of neighbouring airspaces not accepting 120 hour lodgements, particularly in relation to AIDC configuration. To overcome such difficulties, it was possible that users would need to be encouraged not to submit DOF FPLs during the declared transition period; this would be investigated during subsequent Task Force meetings.

6.22 Following significant discussion, the meeting did not support a compulsion on all States to meet the 120 hour lodgement provision by 15 November 2012 and strengthened the position previously adopted by FPL&AM TF/1 in the regional implementation strategy from "*..consider a constraint...*" to "*...adopt a regional approach that does not require processing of flight plans more the 24 hours prior to EOBT during the declared transition period...*". This is expected to mitigate the transition issues associated with DOF/ matters and reduce transmission of superfluous modification messages and corresponding load on messaging systems. DOF complexities will be further considered by States after the November 2012 implementation and would be incorporated into new systems as they were specified, procured and commissioned.

6.23 On the basis of the new and firm information to hand and the regional approaches agreed by the meeting, the regional implementation strategy was updated as shown in **Appendix J** and the following Conclusion was drafted for consideration by APANPIRG/21 in September 2010:

Draft Conclusion 21/xx – Adopt Strategy for Implementation of New Flight Plan Format

That the '*Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages*' provided in Appendix J to the FPL&AM TF/2 Report on Agenda Item 6 be adopted and published as the interim edition, and States and users be urged to continue implementation planning based on the strategy.

6.24 The meeting recognised that the next APANPIRG meeting would not take place until September 2010 and that APANPIRG/20 (September 2009) had adopted the "*Interim Strategy*". As such, the "*Interim Strategy*" would remain in force until superseded by an updated version adopted by a future APANPIRG.

6.25 In this regard, the meeting considered that the major change between the two versions was in relation to the duration and format of the transition period, and that the provisions of the updated version were essentially a development of those in the "*Interim Strategy*". Accordingly, the situation was 'fail-soft' in that compliance with the "*Interim Strategy*" would largely achieve the intent of the amended strategy and the meeting therefore did not identify a need for accelerated

circulation of the amended strategy. The updated version would be presented to the ATM/AIS/SAR Sub Group, CNS/MET Sub Group and APANPIRG in the normal way.

Agenda Item 7: Review and update FPL&AM/TF Task List

7.1 The meeting reviewed the Task List adding, amongst other things, actions for the ad-hoc FPL Parameters Working Group to review the field sizes, ordering of field entries and RPL equipage matters discussed in Agenda Item 4. The meeting agreed that the Task List shown as **Appendix K** appropriately represents the current work programme of the Task Force.

Agenda Item 8: Any other business

8.1 The meeting did not identify any other business for discussion.

Agenda Item 9: Date and venue for the next FPL&AM/TF meeting

Chairperson for the Task Force

9.1 The Secretariat highlighted the discussions that had taken place during FPL&AM TF/1 seeking support from the States participating in the Task Force in nominating a Chairperson for the Task Force. As the applicability date for the new format flight plan was in November 2012, it was anticipated that the Task Force would be functional until at least that time and probably for a period thereafter to conduct a post implementation review. It was envisioned by Secretariat that the Task Force would meet approximately twice a year up until the end of 2010, and perhaps at increased frequency as the implementation activities accelerated from mid 2011.

9.2 Staffing changes would occur at the Regional Office from early December 2009 that would limit the ability to properly support the Task Force during the first half of 2010. Accordingly, the availability of a Chairperson to support the Task Force was increasingly important. States would coordinate this matter within their administrations and provide feedback to the Regional Office in due course.

Next Meeting

9.3 Notwithstanding the difficulties above, the meeting considered that it was important that the Task Force continue to meet about twice a year and requested the Regional Office to make arrangements for a four day meeting during the week commencing 22March 2010, to be held at the Regional Office.

Closing of the Meeting

IATA

9.4 During closing remarks, IATA expressed its strong appreciation for the efforts and approach of the Asia/Pacific FPL & AM TF members and the leadership of the ICAO Secretariat.

9.5 IATA considers that this amendment represents a substantial change requiring significant effort and preparation, with many issues still to resolve. In IATA's view, unless these issues and the implementation itself is managed and coordinated on a global basis significant potential

for operational compromises remains, which could extend for a considerable timeframe after the 2012 effective date.

9.6 The early establishment of a Task Force by APANPIRG recognised the extent of the work required. The pragmatic and collective approach by Task Force members to identify and work through the issues is commendable and offers IATA some confidence that the problems will be resolved in a harmonised, collective manner and that the benefits from the changes can be delivered by 15 Nov 2012, in this region at least. But clearly this is not satisfactory in terms of the interface at regional boundaries in the context of a globally harmonised implementation.

9.7 The case studies presented by the United States and Australia have given clear insight into the extent of the impact the amendment will have. With a great deal of uncertainty still remaining as to the level of preparedness of some other regions/States, IATA considers that the work of this Asia/Pacific Task Force could become increasingly important in the context of global guidance material.

Secretariat

9.8 While closing the meeting, Mr Tiede summarised the many positive outcomes that had been achieved, noting that the outcomes of the seminar and plenary meeting had exceeded his expectations. Although this was only the second meeting of the Task Force, a number of papers had been submitted by States that demonstrated active work programmes aimed at implementing the new flight plan and ATS message provisions. The seminar had provided valuable information in terms of implementation considerations and many matters had been discussed, regional approaches agreed and a strong start made towards preparing regional guidance material. Mr Tiede thanked the presenters for the excellent work in compiling and presenting the material, which would be of great assistance to States.

9.9 In conducting his last meeting at the Regional Office Mr Tiede considered that he was again well rewarded with the excellent responses by the Task Force participants to the complex matters under discussion. He wished all participants good health, and good luck with the implementation of the new FPL provisions.

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|-----|-----------------------------|--|---|
| | 30. Mr. Kritsana Padungpant | Assistant Dispatch Manager Nok Airlines Company Limited Donmuang Airport, Room No. 3635 Fl.3 Seekan, Donmuang Bangkok 10210, Thailand | Tel: +66-83-687 6949 Tel: +66-2-535 6690 Fax: +66-2-535 6339 E-mail: kritsana.pad@nokair.com |
| 12. | UNITED STATES | | |
| | 31. Ms. Diane Bodenhamer | Manager, Technical Performance Support Air Traffic Organization Federal Aviation Administration Federal Aviation Administration Washington, D.C. U.S.A. | Tel: +1-202-493 5276 E-mail: diane.bodenhamer@faa.gov |
| | 32. Mr. Ray Ahlberg | FAA Contractor CSC Washington, D.C. U.S.A. | Tel: +1-301-921 3107 E-mail: rahlberg@csc.com |
| 13. | VIET NAM | | |
| | 33. Mr. Dang Quang Thong | Deputy Manager, AIP and MAP Division Vietnam Air Navigation Services Corp. Civil Aviation Administration of Viet Nam 119 Nguyen Son Str. Long Bien District Hanoi 10000 The Socialist Republic of Viet Nam | Tel: (84-4) 912590458 Fax: (84-4) 38725687 E-mail: thong_ais_vn@yahoo.com |

FPL&AM/TF/2 & Seminar
Appendix A to the Report

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| 35. | Mr. Nguyen Cong Chinh | ATS Officer, AIS Division Northern Airport CORP Civil Aviation Administration of Viet Nam 119 Nguyen Son Str. Long Bien District Hanoi 10000 The Socialist Republic of Viet Nam | Tel: (84-4) 985523676 Fax: (84-4) 38865042 E-mail: chinhqlb@gmail.com |
| 36. | Mrs. Vo Thi Tram Anh | Manager, Flight Information Office Middle Airport CORP Civil Aviation Administration of Viet Nam 119 Nguyen Son Str. Long Bien District Hanoi 10000 The Socialist Republic of Viet Nam | Tel: +84913443555 / +845113614672 Fax: +845113614670 / +845113823393 E-mail: ta_hoanglan@yahoo.com khaithaccang@maa.com.vn |
| 37. | Mrs. Nguyen Thi Thanh Nga | Manager, Ground Control Office Southern ATS Centre/VANSCORP Ho Chi Minh City The Socialist Republic of Viet Nam | Tel: +84983951797 E-mail: thanhnga6862@yahoo.com |
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| | Name | Title/Organization | TEL/FAX/E-MAIL |
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| | 39. Mr. Geoff Hounsell | Assistant Director Safety, Operations & Infrastructure International Air Transport Association Regional Office - Safety, Operations & Infrastructure (Asia/Pacific) 111 Somerset Road, #14-05 Somerset Wing Singapore Power Building Singapore 238164 | Tel: +65 64992253 Fax: +65 62339286 e-mail: hounsellg@iata.org |
| | 40. Mr. Owen Dell | Manager International Operations Cathay Pacific Airways Ltd. International Operations 9/F Central Tower, Cathay Pacific City 8 Scenic Road Hong Kong International Airport Hong Kong, China | Tel: +852-2747 8829 Fax: +852-2141 8829 E-mail: owen_dell@cathaypaicif.com |
| | 41. Mr. Julian Fung | Assistant Manager Route Development Cathay Pacific Airways Ltd. International Operations Cathay Pacific City 8 Scenic Road Hong Kong International Airport Hong Kong, China | Tel: +852-2747 3818 Fax: +852-2141 3818 E-mail: julian_fung@cathaypaicif.com |
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| 44. | Mr. David Foster | Manager Aeronautical Information & Flight Operations Support Qantas Airways, Flight Operations Building C/5 203 Coward St. Mascot 2020 NSW Australia | Tel: +61-2-9691 1298 Fax: +61-2-9691 1118 e-mail: dfoster@qantas.com.au |
| 45. | Mr. Michael Carter | Systems Administrator, Flight Dispatch System Support Qantas Airways Ltd. Building C/5 203 Coward St. Mascot 2020 NSW Australia | Tel: +61-2-9691 1280 Fax: +61-2-9691 1807 e-mail: michaelcarter@qantas.com.au |
| 15. | ICAO | | |
| 46. | Mr. Andrew Tiede | Regional Officer, ATM ICAO Asia & Pacific Office 252/1 Vibhavadi Rangsit Road Ladyao, Chatuchak Bangkok 10900 Thailand | Tel: 66-2-5378189 ext 152 Fax: 66-2-5378199 E-mail: atiede@bangkok.icao.int |

LIST OF WORKING PAPERS (WPs) AND INFORMATION PAPERS (IPs)**WORKING PAPERS**

| NUMBER | AGENDA | WORKING PAPERS | PRESENTED BY |
|---------------|---------------|---|---------------------|
| WP/1 | 1 | Provisional Agenda | Secretariat |
| WP/2 | 5 | IATA Position | IATA |
| WP/3 | 3 | Outcomes from APANPIRG/20 | Secretariat |
| WP/4 | 5 | Two Phase Transition during 2012 | Australia |
| WP/5 | 5 | Matters for Clarification arising from FPL&AM TF/1 | Secretariat |
| WP/6 | 5 | Clarifications for Amendment to the 15 th Edition of PANS-ATM (Doc 4444) | New Zealand |
| WP/7 | 7 | Task List for the FPL&AM Task Force | Secretariat |
| WP/8 | 5 | Assessment by the United States (U.S.) of Expected Impact to ATC Automation Systems of Amendment 1 to PANS-ATM, Doc 4444, 15 th Edition | United States |
| WP/9 | 5 | Initial Assessment by the United States (U.S.) of Anticipated Operational Impact regarding Implementation of Amendment 1 to PANS-ATM, DOC 4444, Fifteenth Edition | United States |
| WP/10 | 5 | Draft transition plan by the United States (U.S.) for Implementation of Amendment 1 to PANS-ATM, Doc 4444, 15 th Edition | United States |
| WP/11 | 5 | Initial draft translation table by the United States (U.S.) for NEW data filed in Items 10a, 10b and 18 associated with Amendment 1 to PANS-ATM, DOC 4444, 15 th Edition | United States |
| WP/12 | 5 | Draft Transition Plan by Japan | Japan |
| WP/13 | 5 | Progress Report on Thailand's Implementation | Thailand |
| WP/14 | 5 | New ICAO Flight Plan & ATS Messages – Indian Perspective | India |

INFORMATION PAPERS

| NUMBER | AGENDA | INFORMATION PAPERS | PRESENTED BY |
|---------------|---------------|--|---------------------|
| IP/1 | - | List of Working Papers (WPs) and Information Papers (IPs) | Secretariat |
| IP/2 | 4 | Terms of Reference of FPL&AM/TF | Secretariat |
| IP/3 | 4 | Amendment 1 to 15 th Edition of PANS-ATM | Secretariat |
| IP/4 | 4 | ICAO Guidance Material Supporting Amended Flight Plan Procedures | Secretariat |

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ICAO Asia and Pacific Regional Office

AMENDED ICAO FLIGHT PLAN IMPLEMENTATION SEMINAR

Bangkok, Thailand, 17th November 2009

(as part of FPL&AM TF/2, from 17th – 20th November 2009)

PROGRAMME

| TUESDAY, 17th November 2009 | | | |
|---|--------------------|---|---|
| # | TIME | TITLE | PRESENTER |
| | 0900-0930 | <ul style="list-style-type: none"> Opening of the Seminar Administration Introduction of Delegates | <u>Moderator:</u> Mr. Andrew Tiede, ICAO Regional Office |
| 1 | 0930-1000 | An introduction to the changes to ICAO Flight Plan and ATS messages for 2012 | Mr. Richard Stevens Airservices Australia (30 mins) |
| | 1000-1030 | Coffee/Tea & Group Photograph | |
| 2 | 1030-1100 | ATS messages - Differences between PRESENT and NEW | Mr. Stu Douglas Airways Corporation New Zealand (30 mins) |
| 3 | 1100-1200 | Flight Plan format - Differences between PRESENT and NEW (<i>Part 1</i>) | Ms. Diane Bodenhamer Federal Aviation Administration United States (60 mins) |
| | 1200 – 1300 | Lunch | |
| 4 | 1300-1400 | Flight Plan format - Differences between PRESENT and NEW (<i>Part 2</i>) | Ms. Diane Bodenhamer (60 mins) |
| 5 | 1400-1430 | Translating between PRESENT and NEW Flight Plan Format | Mr. Stu Douglas (30 mins) |
| 6 | 1430-1500 | What do the changes in Flight Plan format mean for Airlines | Mr. Geoff Hounsell International Air Transport Association (IATA) (30 mins) |
| 7 | 1500-1530 | Case Study – Considerations for implementation in Australia | Mr. Richard Stevens (30 mins) |
| 8 | 1530-1600 | Case Study – Considerations for implementation in the United States | Ms. Diane Bodenhamer (30 mins) |
| | 1600-1630 | Questions and Answers Panel Session including introduction to the ICAO Flight Plan Implementation Tracking System (FITS) | All Presenters from the Day |
| | 1630 | End | |



**Airservices Australia
Change Considerations
for**

**2012 Flight Plan
Changes**

Prepared by
Richard Stevens
ATC System Supervisor
Australia

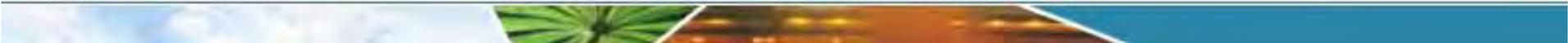


Our Neighbours

airspace | airside | AIRSERVICES AUSTRALIA



Our Region





Airservices Australia will be responsible for:

- Coordinating changes with internal systems
- Coordinating changes with external systems
- Coordinating changes with neighbouring FIRs
- Coordinating changes with AFTN connected international units
- Assisting Indonesia with implementation of 2012 FPL changes

2012 FPL Changes

A2-2

Air Traffic Management (PANS-ATM)

1. ICAO model flight plan form

The image shows the ICAO model flight plan form with several fields circled in red. Blue arrows point from these circles to a list of changes on the right. The form includes sections for:

- 1. MESSAGE TYPE (FPL)
- 2. AIRCRAFT IDENTIFICATION
- 3. FLIGHT RULES
- 4. TYPE OF FLIGHT
- 5. NUMBER
- 6. DEPARTURE AERODROME
- 7. TIME
- 8. CRUISE SPEED
- 9. LEVEL
- 10. DESTINATION AERODROME
- 11. TOTAL DEET
- 12. ALTA AERODROME
- 13. 2ND ALTA AERODROME
- 14. OTHER INFORMATION
- 15. SUPPLEMENTARY INFORMATION
- 16. PERSONS ON BOARD
- 17. EMERGENCY RADIO
- 18. SURVIVAL EQUIPMENT
- 19. NUMBER
- 20. CAPACITY
- 21. COVER
- 22. AIRCRAFT CALL SIGN AND MARKING
- 23. REMARKS
- 24. PILOT-IN-COMMAND

Fields

- 10a new defined alphanumeric codes
- 10b increase to 20 alphanumeric codes
- 13 Estimated off Block time (EOBT)
- 15 Significant point definition
- 18 new STS categories, PBN, SUV, DOF, ORGN, TALT, DLE
- Many other detail amendments

22/11/07



(ABI-VOZ234/A1450
-YSSY-3322S15146E/0022F280
-YBBN-8/IS-9/B738/M-10/SDHIRM1W/EB1-
15/N0444F390 ENTRA Y245 BANDA H185 BN DCT-
18/EET/YBBB0010 PBN/A1T1 DOF/080122
REG/VHVOU SEL/HRAL OPR/VIRGIN BLUE PER/C
RMK/TCAS EQUIPPED)

(CHG-SIA221/A2173-WSSS0850-NZCH-
DOF/080122-8/I-16/NZAA)

AIDC

- ABI
 - Field 10ab
 - Field 22 includes Field 18 (DOF, PBN, etc)

ICAO

- EOBT in FPL, ARR, CNL, DLA,
- CHG, DLA, CNL, DEP, RQP & RQS now contains Field 18

Current FPL example

View - FPL - ICAO Flight Plan COMSOFT

File View Help

Close Print Ack Reply Forward Operate Operate

Prio. Addressees
FF YBBBZQZA YBBBZQZX YMMMZQZA YMMMZQZX

Filing Time 192250 Originator YSSYQFAO Bell Extended Header

7/Aircraft ID QFA107 SSR

8/Flight Rules I Type of Flight S

9/Number Type of Aircraft B744 Wake Turbulence H

10/Equipment SDHIYRWZJP /SD

13/Departure YSSY Time 0015

15/Speed M084 Altitude/Level F290

Route
DCT DIPSO G595 ALLOC DCT GORDO DCT 30S158E
25S163E/M084F310 20S170E 15S175E 10S180E/M084F330 0500S17628W

16/Destination KLAX Total EET 1310 Alternate 2nd

18/Other
EET/YBBB0010 NFFF0141 KZAK0457 KZLA1241 REG/VHOEC SEL/MRDE PER/D
NAV/RNP4 GPSRNAV TCAS RMK/ADSB RIP/ETNIC DUSAC R576 DENNS MAGGI3

Item 19 information is sent with FPL

Filed By Group User @XTNAFTM

Current AIDC example



View - Free Text [min] [max] [close]

File View Help COMSOFT

Close Print Ack Reply Forward

Prio. Addressees

FF YBBBZQZF

Filing Time Originator Bell Extended Header

200014 YMMZQZF

Message Type: Advance Boundary Information (APAC) Lines/Chars: 9/455

```
(ABI-QFA107/A1301
-YSSY-3354S15205E/0036F280
-KLAX-8/IS-9/B744/H-10/SDHIYRWZJP/SD-15/N0498F290 DIPSO G595 ALLOC
DCT GORDO DCT 30S158E 25S163E/N0493F310 20S170E 15S175E
10S180E/N0489F330 0500S17628W 00N173W 05N170W/N0490F350 10N167W
16N160W DCT IAI/N0488F370 DCT EBBER R577 ETECO/N0488F390 R577
ELKEY/N0488F390 C1318 LAX DCT-18/EET/YBBB0010 REG/VHOEC SEL/MRDE
PER/D NAV/RNP4 GPRNAV TCAS RMK/ADSB RIF/ETNIC DUSAC R576 DENNS
MAGGI3 PHNL DAT/S)
```

Filed By [] Group [] User @XTNAFTN



The following Flight Planning systems will be affected by 2012 FPL changes

- National Aeronautical Processing System (NAIPS)
- Eurocat FDP
- Electronic Strip Display System (ESDS)
- ZP/ZQ system
- Aeronautical Information Messaging System (AMI)
- Comsoft Aeronautical Data Access System (CADAS)
- SARTIME management and alerting (CENSAR)
- Flight Information Broker (FIB)
- Central Traffic Management System (CTMS)
- AFTN Internet Gateway (AGATE)
- Military - Air Defense Air Traffic System (ADATS)
- Qantas
- Virgin Blue
- Jetstar

How our systems will handle the NEW Format

| | Eurocat | FDP STRIPS | NAIPS | NAIPS WEB | ESDS | FIB | AMI | AGATE | CADAS | FSP | CTMS | ALOFT | ZP/ZQ | QANTAS | VIRGIN | JETSTAR | |
|--|---------|------------|-------|-----------|------|-----|-----|-------|-------|-----|------|-------|-------|--------|--------|---------|--|
| New Chtr Field 10A | R | R | R | A | A | R | A | A | R | A | R | R | A | R | R | R | |
| Extra Chtr Field 10A | | | R | A | A | | A | A | R | A | | | A | | | | |
| New Chtr Field 10B | | | | | | | | | | | | | | | | | |
| Extra Chtr Field 10B | | | | | | | | | | | | | | | | | |
| EOBT Field 13B | R | R | R | A | A | | A | A | | A | | | A | | | | |
| New Info Field 18 | R | R | A | A | A | | A | A | | A | | | A | | | | |
| Extra Info Field 18 | | | | | | | | | | | | | | | | | |
| DOF in FPL | | | | | | | | | A | | | | | | | | |
| DOF in CHG | | | | | | | | | A | | | | | | | | |
| DOF in ABI | | | | | | | | | A | | | | | | | | |
| R = REJECT A = ACCEPT | | | | | | | | | | | | | | | | | |



Flight plan data coding requirements –

- Accommodation of new alphanumerics in fields
- Increase in some field sizes
- New switches/identifiers in Field 18
 - Semantic checks amended for Field 18 so that new designators are not rejected
- New DEP definition in Field 18 for ZZZZ
- Overall capacity increases may be required e.g. Field 15,18
- Processing of DOF
 - Australian ATS system will be able to process from 2010
 - Not supported by other systems including military
- Enhancements for ATC display, separation and traffic management based on Field 10ab and Field 18 data
- New processing for EOBT
- Adaption for Field 15 waypoints definition

Scope of change to systems affected

airspace | airside | AIRSERVICES AUSTRALIA

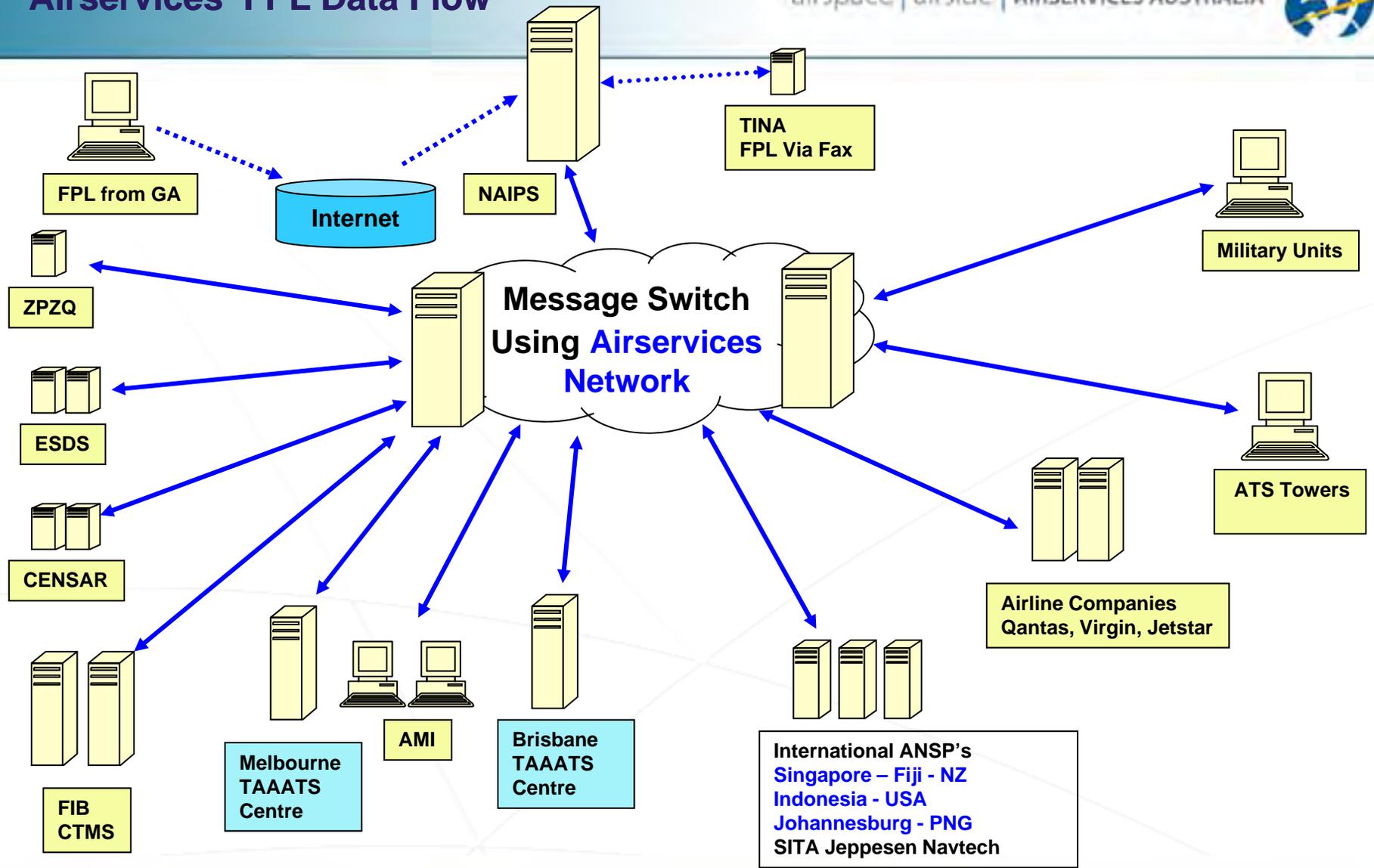


Messages affected

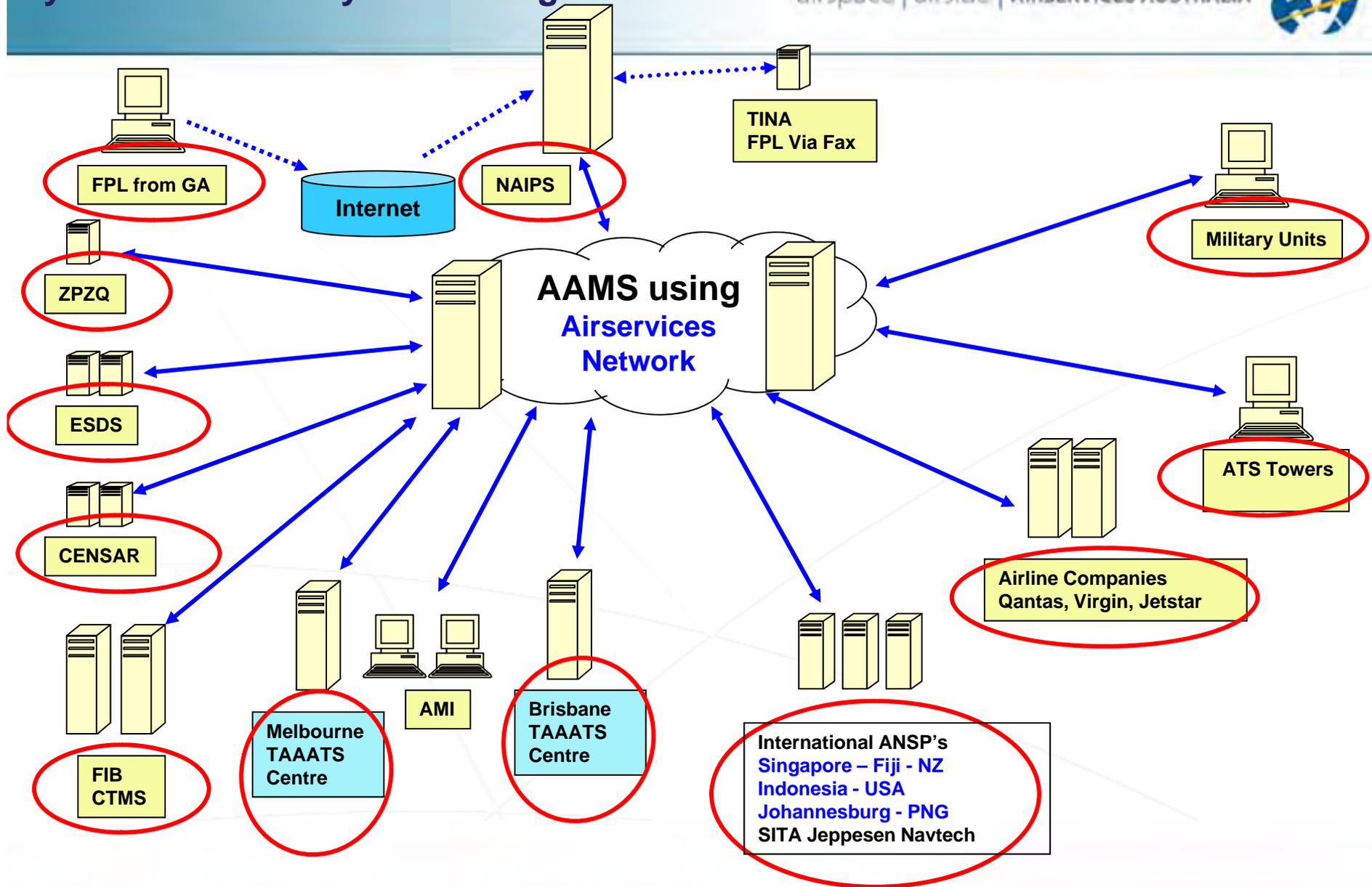
FPL - CHG - CNL - DLA – DEP - ARR - RQS - RQP

- Accommodation of new alphanumeric in fields
- Increase in some field sizes
- New switches/identifiers in Field 18
- Inclusion of DOF
- Inclusion of EOBT

Airservices FPL Data Flow



Systems Affected by 2012 changes





- National Aeronautical Processing System (NAIPS) – **Yes**
- Eurocat FDP – **Yes**
- Electronic Strip Display System (ESDS) – **Parsed only**
- ZP/ZQ system – **Parsed only**
- Aeronautical Information Messaging System (AMI) - **Parsed only**
- Comsoft Aeronautical Data Access System (CADAS) – **Yes**
- Flight Information Broker (FIB) – **Yes**
- Central Traffic Management System (CTMS) - **Yes**
- SARTIME management and alerting (CENSAR) – **Parsed only**
- AFTN Internet Gateway (AGATE) – **Templates only**
- Military - Air Defense Air Traffic System (ADATS) – **Yes**
- Qantas - **Yes**
- Virgin Blue - **Yes**
- Jetstar - **Yes**



The following business systems may be affected by 1012 FPL changes

➤ **Avcharges**

- System for determining enroute and terminal area charging.

➤ **Operational Data Warehouse**

- Storage of flight plan information for extraction by various other systems.

➤ **Flight Information Broker**

- Strategic Planning and management database.

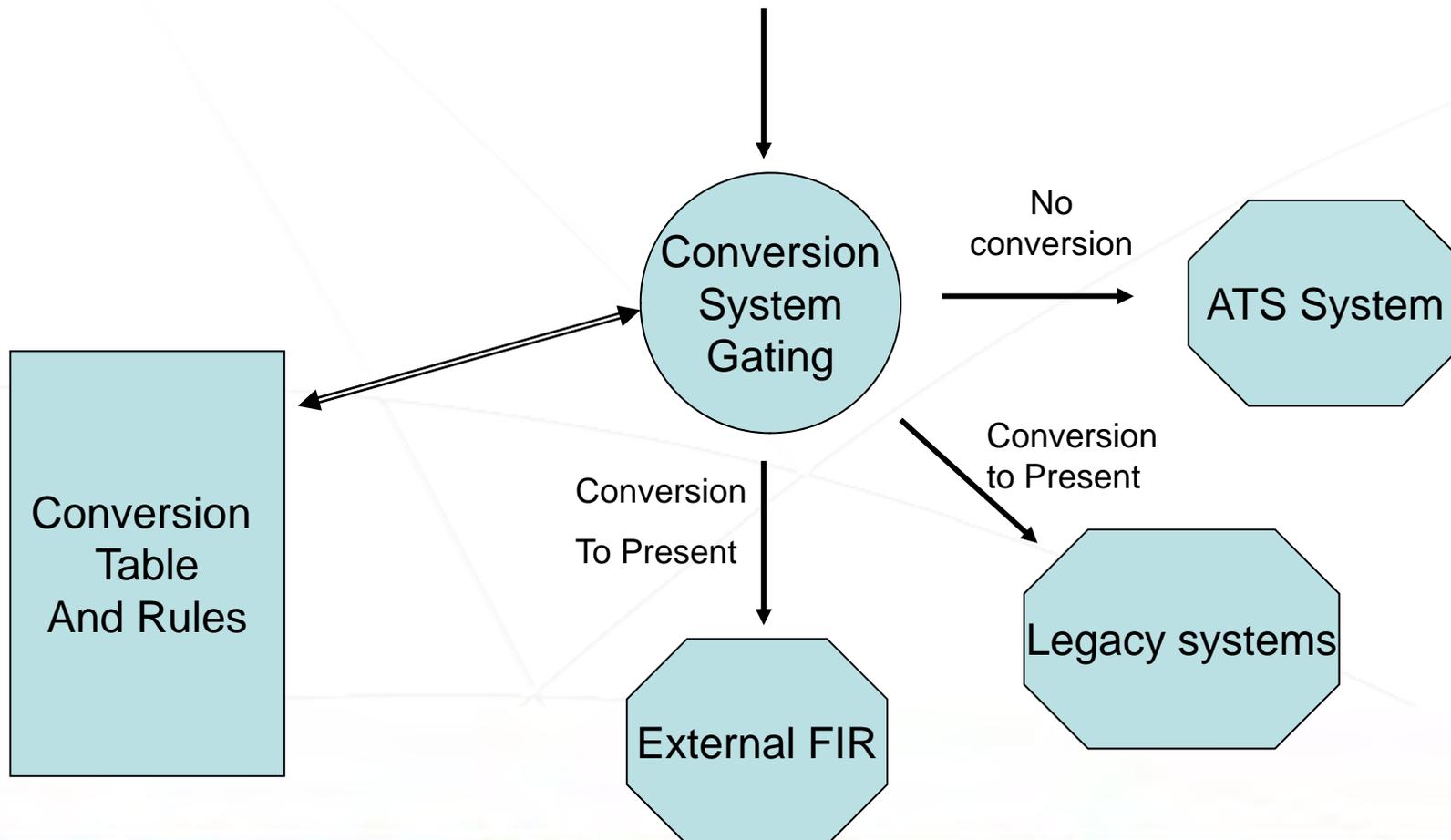


- Many systems unable to process NEW data
- Current systems reliable and proven
- Two possible solutions
 - Convert all systems using flight plan data to NEW at one time.
 - Use a conversion system as a single point distribution to other systems that can only process Present.

Single Conversion Distribution



NEW Flight Format





Training requirements -

- Operational staff
 - All Air Traffic Controllers, Supervisors and Flight Information officers
- Some Technical staff
- Computer Based Training
- Simulation training for controllers due to PBN/Field 10 display enhancements



- Publication of AIC and AIP Supp
- NOTAM

Changes to internal documents

- Manual of Air Traffic Services
- Local Instructions
- Training documents and programs
- Technical documents and specifications

Changes to external documents

- Letters of Agreement
- Military agreements



- It is hoped this presentation will highlight the scope and transition factors to other States and Users.
- It is important to engage with neighbors and stakeholders to ensure we apply the same interpretation of rules and guidelines.

The most suitable forum for information, clarification and interpretation is the
Asia Pacific 2012 Flight Plan and ATS Messages
Task Force.



Case Study: Considerations for Implementation of Amendment 1, Doc 4444 in the United States

Presented to: APAC FPL & ATM/TF2 Seminar
Prepared by: Diane Bodenhamer
FAA Technical Performance Support , AJE-36
Date presented November 2009



Federal Aviation
Administration



Overview

- **Assembling a Focus Team**
- **Identification of Affected Systems**
- **Identification of System Changes**
- **Identification of Operational Impacts**
- **Formulation of Transition Plan**
- **Harmonization with Adjacent ANSPs**
- **Execution of Test Strategy**
- **Communication with Users/Filers**



Assembling a Focus Team

- **Consider expertise needed for success**
 - Engineering
 - Operational
 - Organizational
 - Flight data & flight planning
- **Educate team members**
 - Provisions of the Amendment & Transition Guidance
 - APAC Transition information from FPL&ATM/TF
- **Set regular meetings, timelines & due dates**
- **Participate in regional task forces**



Identification of Affected Systems

- **List systems which may be affected**
 - Internal (owned), External (contracted), User/filer
- **Determine system category**
 - Flight Data Processing (FDP) System
 - Flight Data User
 - Filer
 - Flight Planning Service
- **Analyze each system for relevance to the changes affected by Amendment 1**
 - “NEW Impacts Worksheet” template available



System Categories

- **Flight Data Processing (FDP) System:** A system that accepts & processes an FPL or related ATS message for ATC purposes
- **Flight Data User:** A system that receives data from FDP systems which has been derived from an FPL or related ATS message, but does not directly receive FPLs or related ATS messages
- **Filer:** An individual or organization that files an FPL or related ATS message
- **Flight Planning Service:** A system that electronically sends an FPL or related ATS message over AFTN to an FDP (e.g., flight services organizations, commercial services, etc.)



Identification of System Changes

- **Step 1:** Evaluate each change using guidance information
- **Step 2:** When performing the evaluation, refer to “Detailed Change” information
- **Step 3:** Tabulate information on the “Checklist” spreadsheet or other means



Identification of Operational Impacts

- **Assess impacts to procedures**
 - Pilot/controller phraseology
 - ATC-to-ATC coordination
 - Human Machine Interface (HMI) / Computer Human Interface (CHI) for input of NEW data
 - Flight plan correction
- **Develop information for incorporation into publications**
 - AIP, AIM, 7030, etc.
- **Training for controllers, flight data units, pilots & other affected personnel**



Formulation of Transition Plan

- **How will you harmonize implementation in multiple systems?**
- **How will you harmonize with adjacent ANSP systems?**
- **How will you plan & test changes prior to transition implementation?**
- **Will software delivery occur once, or does it need to be grouped into phases?**
 - **Software with format changes to allow testing**
 - **Software to translate NEW to PRESENT**
 - **Software to accept messages up to 120 hours**



Harmonizing with Adjacent ANSPs

- **Implementation dates**
 - All-at-once or in phases
- **Testing**
 - System testing
 - Interface testing
- **Translation tables for NEW to PRESENT**
 - **FPLs & CPLs**
 - **Associated Messages**
- **Advance acceptance of messages**



Execution of Test Strategy

- **If multiple systems are involved, critical to test internal system compatibility**
- **Determine detailed test procedures & schedules for external systems interface testing**
- **Provide testing opportunities for filers/users to test their system changes**
 - **Manual review to assure format understood**
 - **Submission of messages to test system**
 - **May need to test in the “live” environment**



Communication with Users/Filers

- **Provide forum for issue discussion & submission of questions**
 - Telcons
 - Website
 - Briefings
- **Provide education on changes & impacts**
 - Provisions of Amendment 1
- **Communicate Transition Plans**
 - ICAO Transition Guidance & User/filer choices
 - Regional (APAC) Transition information
 - ANSP Transition Plan



Questions?

Contact:

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Manager, Technical Performance Support
En Route & Oceanic Services
diane.bodenhamer@faa.gov
202-493-5276



FPL&AM/TF/2 & Seminar
Appendix F to the Report

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|---|---|--|--|--|---|---|
| 1 | Date of Flight Requirements | A new field 18 item, DOF/, will be optionally allowed in an FPL. Furthermore, filing up to 120 hours (5 days) in advance of the flight will be permitted. | 1. Include the date of flight when the proposed time is more than 24 hours in advance. | 1. If your interface already allows for date of flight entry, use that to populate DOF/ when flight is more than 24 hours in advance. | 1. Accept DOF/ in messages 2. If present, use DOF/ to determine the date instead of only using the EOBT. 3. Account for use of DOF/ in EO BT amendments. 4. For flight plans without an EOBT, process as currently done. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 2 | ACID format (Field 07) | The existing requirement is clarified to indicate that only letters and numbers are permitted. No hyphens or other special characters are allowed. Since registration numbers in some countries are expressed with hyphens, it appears they wanted to clarify this. There is no change to the existing requirement. | 1. No change- file per current rules. Make sure to omit any hyphens or spaces in registration numbers | 1. No change expected. | 1. No change expected. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 3 | Field 10 format | The permitted field 10 format used to be a series of 1 to 25 letters followed by an oblique stroke followed by 1 to 2 letters. Now, not only are the maximum lengths of the subfields before and after the stroke increased but the format will include letter-digit combinations in addition to single letters. Note that for any letter, it either always occurs alone or always occurs with a following digit. | 1. Follow the new format | 1. Modify accept and send the new format. | 1. Modify to accept and send the new format. 2. Need to change all affected ICDs. e.g. NAT, PAC, NAM and CAR/SAM ICDs.. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 4 | GPS Augmentation for Landing Capability | There are two new capabilities expressed in ICAO Field 10a: A: GBAS Landing System B: LPV (APV with SBAS) GBAS is Ground-Based Augmentation System. The purpose of LPV (Localizer Performance with Vertical guidance) is to fly ILS look-alike procedures published as RNAV GNSS with LPV minima, by using SBAS (Space Based Augmentation System) or ABAS (Aircraft Based Augmentation System). | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 5 | ACARS capability | Aircraft Communications Addressing and Reporting System (ACARS) is a digital datalink system for transmission of short, relatively simple messages between aircraft and ground stations via radio or satellite. Three new Field 10a designators have been added to describe ACARS capability of an aircraft: E1: FMC WPR ACARS- This is the capability to send FMC Waypoint Reports via ACARS. Some NAT FIRs presently accept ACARS FMC Waypoint Reports (FMC WPR) as an alternative to ADS for aircraft that do not support ADS. E2: D-FIS ACARS- The ability to receive airfield and weather information via the automatic terminal information service (ATIS), and regular meteorological information (VOLMET) through ACARS. E3: PDC ACARS- The ability to receive Pre-Departure Clearance messages through ACARS. | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|----|------------------|---|--|--|---|---|
| 6 | CPDLC capability | Controller Pilot Data Link Communications (CPDLC) used to be designated by a "J" in ICAO Field 10a, with details of the capability described in Field 18. Now, most of those details are designated within Field 10a through the following designators: J1 CPDLC ATN VDL Mode 2 J2 CPDLC ATN FANS 1/A HFDL J3 CPDLC ATN FANS 1/A VDL Mode A J4 CPDLC FANS 1/A VDL Mode 2 J5 CPDLC FANS 1/A SATCOM(INMARSAT) J6 CPDLC FANS 1/A SATCOM(MTSAT) J7 CPDLC FANS 1/A SATCOM(Iridium) | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 7 | Satellite RTF | The FPL will now allow a filer to specify one of several satellite communication capabilities: M1 ATC RTF SATCOM(INMARSAT)—ATC radiotelephone capability via INMARSAT M2 ATC RTF (MTSAT)—ATC radiotelephone capability via MTSAT M3 ATC RTF (Iridium)—ATC radiotelephone capability via Iridium | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 8 | VHF/8.33 kHz | VHF channel spacing in some airspace (e.g. within Europe) has been reduced from 25 kHz to 8.33 kHz to allow for more capacity. The United States has not made this change and therefore the capability is not relevant to U.S. operations. The amendment designates the letter "Y" for this capability. Note that Y was previously used "as prescribed by ATS" and was sometimes used to denote Canadian MNPS capability. | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 9 | ADS-B capability | The existing FPL format only allows for a non-descriptive "D" for "ADS capability" in Field 10b. The new FPL format expands Field 10b to provide a detailed accounting of ADS-B capability. E Transponder Mode S including aircraft identification, pressure-altitude and extended squitter(ADS-B)capability B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability U1 ADS-B "out" capability using UAT U2 ADS-B out and in capability using UAT V1 ADS-B "out" capability using VDL mode 4 V2 ADS-B "out" and "in" capability using VDL mode 4 In addition, TBD- What is "enhanced surveillance capability" (see H, L)? TBD- Why is extended squitter Mode S listed on both E/L and on B1, B2? | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 10 | ADS-C capability | The existing FPL format only allows for a non-descriptive "D" for "ADS capability" in Field 10b. The new FPL format expands Field 10b to provide a detailed accounting of ADS-C capability. D1 ADS-C with FANS 1/A capabilities G1 ADS-C with ATN capabilities | 1. File the new data codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it will have procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |

FPL&AM/TF/2 & Seminar
Appendix F to the Report

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|----|---------------------------------|--|---|---|---|---|
| 11 | FRD w/5 letter base fix | The current FPL format for a Fix Radial Distance (FRD) specifies that the base fix must be a NAVAID with a 2-3 letter name. The amendment makes use of a 2-5 character base fix allowable. Note that some ANSPs already support 5-character base fixes. | 1. Each ANSP will need to determine whether/when they can accept Fix Radial Distance with other than a NAVAID as a base fix, and communicate this to the filers. | 1. If the filing system does a route check, ensure that 5-letter base fixes are allowed in FRDs. | 1. If the FDP system does a route check, ensure that 5-letter base fixes are allowed in FRDs. 2. Note that an FRD can now be up to 11 characters long. | Assess whether calculations of any systems that receive and process flight data will be affected. |
| 12 | DEP, DEST, and Alternate format | PRESENT FPL does not provide explicit guidance on how to enter a departure or destination location in Field 18 DEP/, DEST/, ALTN/, RALT/, or TALT/. The original instructions were geared towards providing a human-readable description, and did not anticipate automation attempts to process the location. The contents of each of these fields should contain the name of the aerodrome followed by the location of the aerodrome. The location can be either a Lat/Lon, an FRD, or a fix name, as follows: - Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows: With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters). OR Bearing and distance from the nearest significant point, as follows: The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040. OR The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome. | 1. File DEP/, DEST/, ALTN/, and TALT/ as instructed. 2. ANSPs should provide explicit guidance regarding what format "name of the aerodrome should take. | 1. If the filing system automatically creates DEP/ and DEST/ entries based on filing a non-standard departure or destination, need to ensure the system adheres to this format. | 1. If DEP/ and DEST/ are processed by the FDP system, may need to change from processing the first element to (likely) processing the last element. | Changes for flight data users will be highly ANSP-specific. Need to assess whether other systems (e.g. Traffic Flow Management Systems) use the data. |
| 13 | Required Field 18 format | In the existing instructions, Field 18 is supposed to be populated in the "preferred" sequence shown. The word preferred implied that it was not required. The amendment removes the word preferred, and now makes the defined sequence required. The amendment also clarifies that hyphens shall not be used within Field 18. This was already the case, but there have been problems with filers including hyphens. Finally, the use of oblique strokes is now limited to use in indicators. In the existing format, oblique strokes could be used within free text portions. | 1. Ensure Field 18 items are in the required sequence. 2. Ensure no hyphens appear in Field 18. 3. Ensure that an oblique stroke is used only as part of a valid indicator. | 1. Enforce the new rules and do not pass along messages not in conformance with them. | 1. Enforce the new rules and do not pass along messages not in conformance with them. | Likely to be no impact; systems receiving data at most will see Field 18 more consistently in the documented order. |

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|----|--|---|--|---|--|--|
| 14 | Reason for Special Handling (STS) Requirements | In the current flight plan, STS/ is a free-text field with guidance on the type of information to include. The amendment makes this a rigidly controlled field with an enumerated list of allowed strings that can be included. The allowed values are now: ALTRV for a flight operated in accordance with an altitude reservation ATFMX for a flight approved for exemption from ATFM measures by the appropriate ATS authority FFR fire-fighting FLTCK flight check for calibration of nav aids HAZMAT for a flight carrying hazardous material HEAD a flight with Head of State status HOSP for a medical flight declared by medical authorities HUM for a flight operating on a humanitarian mission MARS A for a flight for which a military entity assumes responsibility for separation of military aircraft MEDEVAC for a life critical medical emergency evacuation NONRVSM for a non-RVSM capable flight intending to operate in RVSM airspace SAR for a flight engaged in a search and rescue mission STATE for a flight engaged in military, customs, or police services | 1. File <u>only</u> the designated items in STS/, per instructions. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify system as necessary to accept and send the new data. 3. Enforce that STS/ contains only the allowed items. | 1. Accept, store, and forward these items in flight data messages. 2. Enforce that STS/ contains only the allowed items. 3. Provide Air Traffic Controller interface to view and modify this data. | Likely to be no impact required since the field was previously free text. Depending on the ANSP needs, there could be an opportunity to automate detection of certain conditions of interest. |
| 15 | Performance Based Navigation capability (PBN) | The amendment provides a mechanism for filing the capabilities of the aircraft/crew/FMS for Performance Based Navigation in a new indicator PBN/ in Field 18. Each capability is represented by a letter-digit code: RNAV SPECIFICATIONS A1 RNAV 10 (RNP 10) B1 RNAV 5 all permitted sensors B2 RNAV 5 GNSS B3 RNAV 5 DME/DME B4 RNAV 5 VOR/DME B5 RNAV 5 INS or IRS B6 RNAV 5 LORANC C1 RNAV 2 all permitted sensors C2 RNAV 2 GNSS C3 RNAV 2 DME/DME C4 RNAV 2 DME/DME/IRU D1 RNAV 1 all permitted sensors D2 RNAV 1 GNSS D3 RNAV 1 DME/DME D4 RNAV 1 DME/DME/IRU RNP SPECIFICATIONS L1 RNP 4 O1 Basic RNP 1 all permitted sensors O2 Basic RNP 1 GNSS O3 Basic RNP 1 DME/DME O4 Basic RNP 1 DME/DME/IRU S1 RNP APCH S2 RNP APCH with BARO-VNAV T1 RNP AR APCH with RF (special authorization required) T2 RNP AR APCH without RF (special authorization required) | 1. File the new PBN/ codes as appropriate and necessary for desired services. 2. Note: Each ANSP needs to evaluate whether it has procedures or automation that require filing of this information. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed 4. Assess whether the automation needs to change to use PBN/ data in preference to current user of Field 10 and/or NAV/ data. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. Note that systems currently using NAV/ data may have to change to use PBN/ data instead. |

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|----|-------------------------------------|---|---|--|--|---|
| 16 | Delay at a fix (DLE/ Capability) | The amendment introduces the ability to specify (in Field 18, after DLE/) a delay at a significant point. The significant point must be a point in the route. | 1. File in accordance with instructions. 2. NOTE: Each ANSP needs to assess whether they have Air Traffic procedures that warrant the use of DLE/ data, and should instruct users accordingly. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the new capabilities. 2. Modify to accept and send the new data. 3. Validate the data as necessary, e.g. check that the significant point is within Field 18. | 1. FDP system is impacted if the ANSP plans to allow use of this feature. 2. Calculation of estimated times at significant points need to reflect the anticipated delay. 3. Need to decide whether/how to validate the significant point. 4. For automated interfaces between ANSPs, it is possible that a filed DLE/ is for a significant point before the boundary. Need to work with interface partners to establish whether such DLE/ data must be removed before forwarding a CPL, or will be ignored by the recipient if the significant point is not in the route. | Changes for flight data users will be highly ANSP-specific. If DLE/ is supported, then any systems that perform route/trajectory processing will need to be able to process the delay data. |
| 17 | Alternate Take-Off Airport (TALT/) | The amendment introduces the capability to specify an alternate departure airport in Field 18, using the new indicator TALT/. The rules for content of this field will be essentially the same as for DEP/ and DEST/. This is to specify an airport within an hour of the departure point at which the aircraft would plan to land if needed-- mostly for use when the departure airport is below arrival minimums. | 1. File in accordance with instructions. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the information. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 18 | EOBT in Flight Data change messages | Currently, the Doc. 4444 specification of CHG, DLA and CNL messages indicates that Field 13 in those messages should include only 13a (the departure airport) and not 13b (the departure time). Many ANSPs allow filers to include Field 13b to help differentiate between multiple proposed flight plans for the same ACID. The amendment changes the message definitions to include 13b. Note: ARR and RQS messages are also changed. This will not be an optional element after the change; it will be required. | 1. Likely not a direct impact to filers | 1. Include the EOBT from the previously filed FPL in CHG, DLA, CNL, ARR, and RQS messages sent to an FDP system. 2. Once an EOBT has been amended, include the amended EOBT in subsequent change messages. | 1. Need to accept the EOBT in incoming CHG, DLA, CNL, ARR, and RQS messages. 2. Add processing to use EOBT to differentiate which flight plan is being referenced when there are multiple flight plan matches (same Aircraft identification in Field 7, and same Departure and Destination Aerodrome). | Unlikely to be any impact unless these messages are passed directly to flight data users. |
| 19 | DOF in flight data change messages | By accepting a date of flight in a FPL, the date of flight must also be provided in second order messages (CHG, DLA, and CNL). The specification indicates Field 18 should be included in the messages; this has been clarified to mean only the DOF/ indicator from Field 18. Note that when DOF/ is not present, a Field 18 of -0 should be included. | 1. Likely not a direct impact to filers | 1. When DOF/ was filed in a FPL, make sure any CHG, CNL, or DLA message includes it. 2. When no DOF/ was filed, make sure a -0 is sent in CHG, CNL, or DLA messages. | 1. Accept Field 18 as an optional item in CHG, CNL, and DLA. 2. When present, use DOF/ to match a previously filed FPL. 3. Evaluate need for change in relevant ICDs (e.g. PAC, NAT, NAM, and CAR/SAM). | Unlikely to be any impact unless these messages are passed directly to flight data users. |
| 20 | Standard Equipment definition | The current definition of S in Field 10a is ADF, VOR, VHF RTF, and ILS. The amendment changes this to VOR, VHF RTF, and ILS. ADF has been removed. | 1. File in accordance with the new instructions. "S" can be used in more cases, and ADF must always be explicitly filed. | 1. Ensure that an F is filed if ADF capability is present. 2. Be aware that S can be filed without the need for ADF capability. | 1. Change validation rules as necessary if ADF is an item that the automation checks for. | Changes for flight data users will be highly ANSP-specific. If a system checks for ADF capability, need to change so that an F must be present in Field 10a (i.e. an S no longer denotes ADF capability). |
| 21 | Meaning of "other" equipment | An item "Z" in ICAO Field 10a indicates that there is additional information in Field 18. The amendment slightly changes what it is referring to; a Z used to refer to additional data in COM/ or NAV/; it now indicates there is additional data in COM/, NAV/, or DAT/. | 1. File in accordance with the new instructions. If DAT/ is included, be aware that the Z is required in 10a (instead of "J" as currently required). | 1. If the system validates consistency of Field 10a and Field 18, then check for a Z in 10a when DAT/ is present (or insert the Z if this processing is automated). | 1. If the system validates consistency of Field 10a and Field 18, then check for a Z in 10a when DAT/ is present (or insert the Z if this processing is automated). | Unlikely to be any impact. |

| | New Requirement | Description | Filers | Flight Planning Services | FDP Systems | Flight Data Users |
|----|---|---|---|--|---|---|
| 22 | Required Comm. Performance | The RCP concept characterizes the performance required for communication capabilities that support ATM functions without reference to any specific technology and is open to new technology. An RCP type is a label (e.g., RCP 240) that defines a performance standard for operational communication transactions. Each RCP type denotes values for communication transaction time, continuity, availability, and integrity applicable to the most stringent operational communication transaction supporting an ATM function. RCP is not yet implemented, but several Field 10a items have been reserved for expressing the capability. | 1. Future- no changes now. | 1. Future- no changes now. | 1. Future- no changes now. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 23 | Additional Surveillance Capabilities (SUR/) | The amendment introduces the ability to file a new indicator SUR/ in Field 18, to describe any additional surveillance capabilities not listed in Field 10b. There is no letter in 10b to indicate a SUR/ entry exists. There are no format or content requirements for SUR/; it is essentially free-text. | 1. File data in SUR/ when required 2. Note: Each ANSP needs to determine whether capabilities not addressed by Field 10b need to be filed. | 1. Modify user interface as necessary to provide reasonable interface to pilots/dispatchers for filing the information. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 24 | Content of Field 18 (TYP/) Type of Aircraft | The amendment provides direction for how to include multiple aircraft types for formation flights, and the number of each aircraft type in the formation. This information is to be specified in TYP/ in Field 18. | 1. File in accordance with the new instructions. | 1. Should be no impact; TYP/ already exists. 2. Consider providing a user interface that guides the content of Field 07 and TYP/ (e.g. enforce the specified syntax for formation flight filing.) | 1. Should be no impact; TYP/ already exists. 2. Consider providing a user interface that guides the content of Field 07 and TYP/ (e.g. enforce the specified syntax for formation flight filing.) | No impact anticipated. |
| 25 | Message Originator (ORGN/) | The amendment adds an ORGN/ indicator in Field 18. This indicator is intended to be used by a FPLing service, to indicate the AFTN address or other contact information for the filer that originated the FPL, since the FDP system receiving the FPL will see it as coming from the filing service. | 1. No impacts. This field is populated by automation. | 1. No impacts unless the filing service finds it advantageous to use this field to document the AFTN address of a filer. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view this data | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 26 | A/C Performance (PER/) | The existing requirements for PER/ in Field 18 are simply to include information as required by ATS units; it is essentially a free text field. The amendment changes this to require a single letter category per ICAO Document 8168, Volume 1. Section 1.3 describes the categories, that section is replicated in another tab. | 1. File in accordance with the new instructions. | 1. Enforce only one character allowed in PER/ 2. Ideally, provide a user interface that assists in entering the data. | 1. Enforce only one character allowed in PER/. 2. If data is used, (maybe oceanic) then provide improved air traffic controller interface.. 3. If data is used in flight plan trajectory modeling or other processing, requisite logic will be needed. | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |
| 27 | Enhanced Mode-S Surveillance Capability | Enhanced Surveillance entails the use of Downlink Aircraft Parameters (DAPs) in support of a number of ATM applications. The Controller Access Parameter (CAP) Service is the most prominent one. System improvements such as a Level Bust Alerting Tool, enhanced tracking and improved safety nets are also considered. These all relate to improvements in tactical ATC operations particularly relevant in the high-density airspace of Europe where Mode S Elementary Surveillance is already being implemented. | 1. File in accordance with the new instructions. | 1. Modify CHI as necessary to provide reasonable interface to pilots for filing the new capabilities. 2. Modify to accept and send the new data. | 1. Accept, store, and forward these items in flight data messages. 2. Provide Air Traffic Controller interface to view and modify this data 3. Assess whether automation is necessary to automatically notify of equipment/non-equipment, or automatically validate qualification for the route filed | Changes for flight data users will be highly ANSP-specific. Need to assess whether any data currently used by other systems (e.g. Traffic Flow Management Systems) is affected, or whether any existing systems require any of the new information. |

ASIA/PACIFIC REGION

**PERFORMANCE FRAMEWORK FORM
(REGIONAL)**

(amended 11 September 2009)

| REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 5</u> | | | | |
|--|---|-------------------|--|---|
| IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS | | | | |
| Benefits | | | | |
| Environment | <ul style="list-style-type: none"> • reductions in fuel consumption and gaseous emissions as a result of efficiency gains. | | | |
| Safety | <ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft | | | |
| Continuity | <ul style="list-style-type: none"> • maintains continuity of aviation operations across the region | | | |
| Efficiency | <ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities, • ability of aircraft to conduct flights more closely to their preferred trajectories, • facilitate utilization of advanced technologies thereby increasing efficiency, and • optimized demand and capacity balancing through the efficient exchange of information. | | | |
| Strategy Short/Medium Term (2009-2012) | | | | |
| ATM OC COMPONENTS | TASKS | TIME FRAME | RESPONSIBILITY | STATUS |
| SDM (<i>ATM Service Delivery Management</i>) | <ul style="list-style-type: none"> • Implement the provisions of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444), comprising amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO Flight Plan and associated ATS Message formats, with applicability date 15 November 2012. | 2009-2012 | ICAO Flight Plan and ATS Messages Task Force (FPL&AM/TF) | APANPIRG/20 adopted the <i>Interim Strategy for the Implementation of New ICAO Flight Plan Format and supporting ATS Messages 1</i> |
| GPIs | GPI/5: Performance based navigation, GPI/9: Situational awareness, GPI/11: RNP and RNAV SIDs & STARs, GPI/17: Implementation of data link applications and GPI/18: Aeronautical Information | | | |
| References | <ul style="list-style-type: none"> • <i>Amendment 1 to 15th Edition of PANS-ATM (Doc 4444, ICAO State Letter Ref: AN13/2.1-08/50, dated 25 June 2008)</i> • <i>ICAO Guidance Material for Implementation (ICAO State Letter Ref: AN 13/2/1-09/9, dated 6 February 2009)</i> • <i>Asia/Pacific Region – Interim strategy for the implementation of new ICAO flight plan format and supporting ATS messages</i> • <i>APANPIRG Decision 19/6, Conclusions 20/7 and 20/8</i> | | | |

ASIA/PACIFIC REGION

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

Recognizing that:

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members;
- 2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;
- 3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;
- 4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems; and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period. Accordingly, pursuit/adoption of a single 'global' implementation date is also not viable.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

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

(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 Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Eliminate or minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 July 2011 until 15 November 2012, and encourage States to implement 'NEW' capability between 1 July 2011 and 1 July 2012;
- 6) Not implement 'NEW' capability by States or users before the commencement of the transition period (i.e. no 'NEW' before 1 July 2011);
- 7) Encourage States to immediately commence preparations to implement Amendment 1 provisions and report progress to the FPL&AM TF periodic meetings;
- 8) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 for relay to the FPL&AM TF;
- 9) Consider a regional constraint on requiring acceptance of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the transition period, to mitigate Date Of Flight (DOF) complexities;
- 10) 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;
- 11) Encourage users to implement capability to simultaneously support 'PRESENT' and 'NEW' provisions from activation of their 'NEW' capabilities until the end of the transition period;
- 12) Recognize that until a number of adjacent States are providing 'NEW' capability, advantages do not accrue to users. Accordingly, users may not commence transition until the latter part of the transition period; and
- 13) Avail of States with expertise in automated ATM ground systems to support the conduct of a Regional Office Seminar during November 2009.

(last amended FPL&AM TF/1, March 2009)

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**



DRAFT

**Asia/Pacific Guidance Material for the
Implementation of Amendment 1 to the 15th Edition of the
Procedures for Air Navigation Services – Air Traffic Management
(PANS-ATM, Doc 4444)**

Draft Version 0.1 – 19 November 2009

Issued by the ICAO Asia/Pacific Regional Office, Bangkok

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**ASIA/PACIFIC GUIDANCE MATERIAL FOR THE
IMPLEMENTATION OF AMENDMENT 1 TO THE 15th EDITION OF
PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT
(PANS-ATM, Doc 4444)**

1. Background

1.1 In order to ensure a harmonised implementation of the provisions contained in Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, this Asia/Pacific regional guidance material has been developed by APANPIRG's Asia/Pacific ICAO Flight Plan and ATS Messages Task Force (FPL&AM/TF). The material will be further developed during 2010 and presented to APANPIRG/21 in September 2010 for formal adoption.

1.2 Asia/Pacific (APAC) States and Air Navigation Service Providers (ANSPs) are encouraged to use this material as general implementation guidance for the new flight plan and ATS messages formats required by Amendment 1 to PANS-ATM for applicability date 15th November 2012. The material is expected to be of specific assistance when coding software changes in automation systems needed to support the changes to flight plan and ATS message formats

1.3 The FPL&AM/TF considers that it is of critical importance to conduct validity checking of Filed Flight Plans (FPL) and Air Traffic Service (ATS) Messages filed with and between all Asia/Pacific States and ANSPs, and to ensure that Current Flight Plans (CPL) and other messages exchanged between States and ANSPs are likewise formatted and handled in a similar fashion. In this manner, users/filers are assured that FPLs and associated messages are checked with the same level of scrutiny independent of where the flight originates. Additionally, they are assured that critical flight data information is passed intact by each Asia/Pacific State and ANSP along the route of flight.

2. Terminology

2.1 In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is used throughout this guidance material:

- **PRESENT** format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.
- **NEW** format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.
- **Applicability Date** is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

3. Transition Period & Phased Implementation

3.1 The FPL&AM/TF considers that applying an implementation strategy whereby all user switchovers to NEW format occur on the same day (i.e. on Applicability Date) would result on an unmanageable impact on ANSPs systems with a very real risk of automation system crashes. As such, the pre-implementation ANSP safety case analyses are expected to indentify this implementation scenario as a safety hazard that requires effective mitigation.

3.2 Under the phased arrangements agreed by the FPL&AM/TF for application in the Asia/Pacific Region, ANSP implementation of NEW format (whilst simultaneously retaining PRESENT capability) would take place first, followed by a staggered user switchover to NEW capability.

3.3 The transition period is defined as the declared Asia/Pacific transition period from 1 January 2012 until 15 November 2012, as outlined in the updated Asia/Pacific Region *Strategy for the Implementation of NEW ICAO Flight Plan Format and Supporting ATS Messages* proposed by FPL&AM/TF/2 (November 2009), comprising the following phases:

- **Phase 1** - ANSPs software delivery and internal testing
 - 1 January to 31 March 2012,
- **Phase 2**– ANSPs external testing and implementation
 - 1 April to 30 June 2012, and
- **Phase 3**– Airspace users testing and implementation.
 - 1 July to 15 November 2012

3.4 Under the phased approach, States will not implement NEW capability before the commencement of the ANSPs external testing and implementation period on 1 April 2012 and, insofar as possible, would complete implementation of NEW capability by the end of the ANSPs external testing and implementation period on 30 June 2012. Following this, airspace users would be invited by AIC or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, ANSPs and users would be encouraged 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 – 15 November 2012).

4. DOF/ - Five Day (120 hour) Advance FPL Lodgement

4.1 The Amendment 1 provisions enable flight plans to be lodged up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing provisions.

4.2 Present experience in the Asia/Pacific region with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages. To address this existing problem, in one instance an Asia/Pacific State has already published a constraint in AIP under which flight plans are not accepted more than 8 hours prior to EOBT.

4.3 The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

4.4 Investigations by the FPL&AM/TF have been unable to identify required operational circumstances in the Asia/Pacific Region where FPL lodgement earlier than 24 hours was necessary to meet the medium term needs of States. A similar situation is reported by IATA in respect to Asia/Pacific operators.

4.5 Discussions during the FPL&AM/TF/2 meeting highlighted the difficulties being experienced by many States in terms of civil aviation funding. In the case of the 120 hour lodgement provision, it was difficult for States to justify a business case for changes to what was often a number of legacy systems within a State when there was no clear operational requirement driving the change. Such changes would, of course, be included by States in the specification for new system procurement but, in the absence of a clear operational need, the business case for retrofit by Asia/Pacific States does not appear sound.

4.6 Notwithstanding, some States already have some capacity for DOF, albeit disabled in their systems at the moment. In these cases, where financial impacts were much less, it was logical for such ANSPs to proceed with 120 hour lodgement capability. It is also possible that some States will prefer to proceed with a DOF retrofit to legacy systems in time for the November 2012 implementation. However, the potential impacts of the implementation of an 'island' airspace which was accepting 120 hour lodgement should be considered in terms of the impact of neighbouring airspaces not accepting 120 hour lodgements, particularly in relation to AIDC configuration.

4.8 In light of the issues presently associated with the 5 day (120 hour) lodgement provision, including business case difficulties, the FPL&AM/TF does not support a compulsion on all Asia/Pacific States to meet the 120 hour lodgement provision by 15 November 2012. Accordingly the position adopted in the Asia/Pacific interim regional implementation strategy (Appendix A refers) has been proposed to APANPIRG for strengthening from the current *"..consider a constraint..."* to *"...adopt a regional approach that does not require processing of flight plans more the 24 hours prior to EOBT during the declared transition period..."*.

4.9 This is expected to mitigate the transition issues associated with DOF/ matters and reduce transmission of superfluous modification messages and the associated loading on messaging systems. DOF/ complexities will be further considered by States after the November 2012 implementation and, in any case, would be incorporated into new systems as they were specified, procured and commissioned.

5. Software Coding Considerations

Date of Flight (DOF) and Early Filing

5.1 In Amendment 1, use of a DOF/ indicator in Item 18 is accompanied by the ability to file NEW format up to 120 hours in advance. As it is likely that not all ANSPs will implement the 120 hour requirement by the Applicability Date, the following guidelines regard use of DOF/:

- a) An ANSP that does not implement the 120 hour requirement should handle such messages in accordance with normal ANSP error message handling procedures if that message has a DOF/ that is beyond their implemented time frame (i.e. more than *nnn* hours in advance, often limited to 24 hours). This ensures such messages are processed for the intended day of flight.

- b) At a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/ can be removed from stored FPLs. In any case, DOF/ should not be transmitted in AIDC messages since flight data is first coordinated by AIDC much less than 24 hours before departure (and in fact, in most cases, is first coordinated after departure).

Use of P1-P9 in Field 10a

5.2 In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), Amendment 1 identifies alphanumeric entries P1-P9 in Field 10a as “Reserved for RCP.” The following guidelines regard filing and processing P1-P9 in Item 18:

- a) Even though there is no need for this information now, ANSPs should accept P1-P9 if filed in an FPL and pass the information in AIDC messages, but with no interpretation or processing required. This will avoid transition issues and minimize necessary coordination when these items begin to be used in the future.

Changed definition of “S” in Field 10a

5.3 Amendment 1 changes the definition of standard equipment in Field 10a (“S”) so that it no longer includes ADF. An FPL may have elements that uniquely identify it as being in either PRESENT or NEW format. However, it is also possible for an FPL to have no unique elements, and thus be valid as both PRESENT and NEW format. In such an FPL, use of “S” in Field 10a is ambiguous.

5.4 Therefore, it is essential to know whether an FPL is in NEW or PRESENT format before interpreting an “S” filed in Field 10a. The following guidelines regard filing and processing of “S” during Phases 2 and 3 of the transition period, respectively (i.e. 1 April to 30 June & 1 July to 15 November 2012).

- a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), ANSPs should not assume ADF capability when an “S” is filed, regardless of the perceived format of the filed FPL (NEW or PRESENT format). All FPLs received on or after 1 April 2012 with an “S” filed in Field 10a will be processed and/or interpreted as if “V O L” (VHF RTF, VOR and ILS) were filed; and
- b) States and ANSPs must provide instructions to their users to file an “F” for ADF in addition to filing of “S” in PRESENT format FPLs, beginning 1 April 2012.

Consistency between Field 10a and PBN/ in Item 18

5.5 The PBN/ indicator introduced by Amendment 1 conveys not only navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship between PBN/ in Item 18 and Field 10a, and it is possible to file inconsistent data (i.e., capabilities in PBN/ that are not supported by data in Field 10a). Consequently, a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

- If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a “G” must be included in Field 10a;
- If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a “D” must be included in Field 10a;

- If B1 or B4 is filed, then an “O” or “S” and a “D” must be included in Field 10a (i.e., “SO” or “SD” must appear in 10a);
- If B1, B5, C1 or C5 are filed, then an “I” must be included in Field 10a; and
- If C1, C4, D1, D4, O1 or O4 are filed, then a “D” and an “I” must be included in Field 10a (i.e., “D I” must appear in 10a).

Validity Checking & Processing of Item 18 Indicators

5.6 Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:

- a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a ‘local’ non-standard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted, and AIDC coordination does not contain any such indicators.
- b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.
- c) Airspace users should only file a single instance of each indicator, though, when prescribed, multiple entries may follow that indicator, separated by a space (blank). ANSPs should either enforce the filing of a single instance of indicators, or ensure that AIDC messages concatenate (i.e. link together) multiple instances into a single instance followed by multiple entries (each separated by a space).

5.7 ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as “free text field” in the Table 5-1, Item 18 Indicator Validity Check, below.

| Indicator | Contents |
|------------------|---|
| STS/ | One or more of the approved specified entries, separated by spaces |
| PBN/ | A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces |
| NAV/ | Free text field |
| COM/ | Free text field |
| DAT/ | Free text field |
| SUR/ | Free text field |
| DEP/ | Free text field |

| Indicator | Contents |
|-----------|--|
| DEST/ | Free text field |
| DOF/ | A single string in the specified date format (YYMMDD). No embedded spaces |
| REG/ | A single string. No embedded spaces |
| EET/ | <p>One or more strings. Each string is:</p> <p style="padding-left: 40px;">2-5 alphanumeric characters</p> <p style="padding-left: 40px;">–or–</p> <p style="padding-left: 40px;">a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)</p> |
| SEL/ | A single string of four letters |
| TYP/ | <p>Free text</p> <p><i>Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.</i></p> |
| CODE/ | A single string of 6 hexadecimal characters |
| DLE/ | <p>One or more strings</p> <p>Each string consists of a valid Significant Point followed by a 4-digit elapsed time</p> |
| OPR/ | Free text field |
| ORGN/ | Free text field |
| PER/ | <p>A single letter</p> <p>The letter must be one of those specified in PANS-OPS (Doc 8168), as below:</p> <ul style="list-style-type: none"> • <i>Category A:</i> less than 169 km/h (91 kt) indicated airspeed (IAS) • <i>Category B:</i> 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS • <i>Category C:</i> 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS • <i>Category D:</i> 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS • <i>Category E:</i> 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS • <i>Category H:</i> Specific procedures for Helicopters. |
| ALTN/ | Free text field |
| RALT/ | Free text field |
| TALT/ | Free text field |
| RIF/ | Route information consistent with the format of a valid Field 15c |
| RMK/ | Free text field |

Table 5-1: Item 18 Indicator Validity Check

Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

5.8 Amendment 1 specifies that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/ should contain the name and location of the aerodrome. It also requires that “...For aerodromes not listed in the relevant Aeronautical Information Publication [AIP], indicate location as follows ...”. The following guidelines will promote common interpretation and filing practices:

- a) If the aerodrome identifier is not in ICAO DOC 7910, *Location Identifiers*, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.
- b) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

Use of the DLE/ indicator in Item 18.

5.9 Amendment 1 defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:

- a) The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator should be handled in accordance with normal ANSP error message handling procedures.

6. Conversion from NEW format to PRESENT format

6.1 As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from NEW to PRESENT format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from NEW format to PRESENT format are consistently applied by Asia/Pacific ANSPs and, preferably, throughout all ICAO regions. The guidelines contained in the Conversion Tables for respective fields included below record regionally agreed conversions from NEW to PRESENT format for consistent application by ANSPs.

Conversion of Field 10a

6.2 Table 6-1: *Conversion of Field 10a*, as shown below, is to be used for conversion of NEW Field 10a to PRESENT Field 10a. In using the Table, ensure a check is made for the presence of the information in both the “Field 10a” and “Field 18” NEW columns and convert it to the information in both the “Field 10a” and “Item 18” in PRESENT columns.

| 'NEW' Data Content | | Conversion to 'PRESENT' Data Content | |
|--------------------|---------|--------------------------------------|-------------------|
| Field 10a | Item 18 | Field 10a | Item 18 |
| N | | N | |
| S | | V O L | |
| S F | | S | |
| A | | Z | NAV/GBAS |
| B | | Z | NAV/LPV |
| C | | C | |
| D | | D | |
| E1 | | Z | COM/FMC WPR ACARS |
| E2 | | Z | COM/DFIS ACARS |
| E3 | | Z | COM/PDC ACARS |
| F | | F | |
| G | | G | |
| H | | H | |
| I | | I | |
| J1 | | J | DAT/V |
| J2 | | J | DAT/H |
| J3 | | J | DAT/V |
| J4 | | J | DAT/V |
| J5 | | J | DAT/S |
| J6 | | J | DAT/S |
| J7 | | J | DAT/S |
| K | | K | |
| L | | L | |
| M1 | | Z | COM/INMARSAT |

| 'NEW' Data Content | | Conversion to 'PRESENT' Data Content | |
|--------------------|---------|--|-------------|
| Field 10a | Item 18 | Field 10a | Item 18 |
| M2 | | Z | COM/MTSAT |
| M3 | | Z | COM/IRIDIUM |
| O | | O | |
| P1-P9 | | <i>Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).</i> | |
| R | PBN/A1 | R Z | NAV/RNP10 |
| R | PBN/B1 | R | |
| R | PBN/B2 | R | |
| R | PBN/B3 | R | |
| R | PBN/B4 | R | |
| R | PBN/B5 | R | |
| R | PBN/B6 | R | |
| R | PBN/C1 | R Z | NAV/RNAV2 |
| R | PBN/C2 | R Z | NAV/RNAV2 |
| R | PBN/C3 | R Z | NAV/RNAV2 |
| R | PBN/C4 | R Z | NAV/RNAV2 |
| R | PBN/D1 | P R | |
| R | PBN/D2 | P R | |
| R | PBN/D3 | P R | |
| R | PBN/D4 | P R | |
| R | PBN/L1 | R Z | NAV/RNP4 |
| R | PBN/O1 | P R | NAV/RNP1 |
| R | PBN/O2 | P R | NAV/RNP1 |
| R | PBN/O3 | P R | NAV/RNP1 |
| R | PBN/O4 | P R | NAV/RNP1 |

| 'NEW' Data Content | | Conversion to 'PRESENT' Data Content | |
|--------------------|-----------|--------------------------------------|------------------------|
| Field 10a | Item 18 | Field 10a | Item 18 |
| R | PBN/S1 | R Z | NAV/RNP APCH |
| R | PBN/S2 | R Z | NAV/RNP APCH BARO VNAV |
| R | PBN/T1 | R Z | NAV/AR APCH RF |
| R | PBN/T2 | R Z | NAV/AR APCH |
| T | | T | |
| U | | U | |
| V | | V | |
| W | | W | |
| X | | X | |
| Y | | Y | |
| Z | COM/ nnnn | Z | COM/ nnnn |
| Z | NAV/ nnnn | Z | NAV/ nnnn |
| Z | DAT/ nnnn | Z | COM/ nnnn |

Table 6-1: Conversion of Field 10a

Conversion of Field 10b

6.3 Table 6-2: *Conversion of Field 10b*, as shown below, is to be used for conversion of NEW Field 10b to PRESENT Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

| 'NEW' Data Content | | Conversion to 'PRESENT' Data Content | |
|--------------------|---------|--------------------------------------|---------|
| Field 10b | Item 18 | Field 10b | Item 18 |
| N | | N | |
| A | | A | |
| C | | C | |
| E | | S | |
| H | | S | |
| I | | I | |

| 'NEW' Data Content | | Conversion to 'PRESENT' Data Content | |
|--------------------|---------|--------------------------------------|---------|
| Field 10b | Item 18 | Field 10b | Item 18 |
| L | | S D | |
| P | | P | |
| S | | S | |
| X | | X | |
| B1 | | | COM/B1 |
| B2 | | | COM/B2 |
| U1 | | | COM/U1 |
| U2 | | | COM/U2 |
| V1 | | | COM/V1 |
| V2 | | | COM/V2 |
| D1 | | D | |
| G1 | | D | |

Table 6-2: Conversion of Field 10b

Conversion of Item 18

6.4 Table 6-3: *Conversion of Item 18*, as shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

| 'NEW' Data Content | Conversion to 'PRESENT' Data Content |
|--------------------|--|
| Item 18 | Item 18 |
| STS/ | STS/ copy text over <ul style="list-style-type: none"> Except change "ATFMX" to "ATFMEXEMPTAPPROVED" |
| SUR/ | RMK/ SUR <text after SUR/> |
| DOF/ | Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use. |
| DAT/ | COM/ |
| DLE/ | RMK/ DLE <text after DLE/> |

| 'NEW' Data Content | Conversion to 'PRESENT' Data Content |
|---|--------------------------------------|
| Item 18 | Item 18 |
| ORGN/ | RMK/ ORGN |
| TALT/ | RMK/ TALT <text after TALT/> |
| PBN/ | See Table 5-1 above |
| All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in Tables 6-1 and 6-2 above. | |

Table 6-3: Conversion of Item 18

7. Differentiating between NEW format and PRESENT format

7.1 Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F, O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format (i.e. no ADF).

7.2 Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 - Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:

- a) If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.

7.3 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:

- a) In Field 10a if the Qualifier J, M or D is filed.
- b) In Item 18 an entry used for STS/ is not in the allowed list for NEW.
- c) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

7.4 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:

- a) In Field 10a if any of the following qualifiers are filed: E1, E2 , E3 , J1, J2 , J3 , J4 , J5, J6, J7 , M1 , M2 , M3, P1, P2 , P3 , P4 , P5 , P6 , P7.

- b) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 , V1 , V2 , O1 or G1.
- c) In Item 18 if PBN/ is filed.
- d) In Item 18 if SUR/ is filed.
- e) In Item 18 if DLE/ is filed.
- f) In Item 18 if TALT/ is filed.

7.5 If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study. After November 15, 2012 all FPLs will be assumed to be in NEW format.

8. ATS Messages

Item 18 DOF

8.1 The FPL&AM/TF considers that ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states "*Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information*".

8.2 The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 "*Other information (using more than one line if necessary)*".

8.3 Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:

- a) Insert DOF/YMMMDD in Item 18 if that indicator has been previously specified;
- b) If the DOF/ indicator has not been previously specified insert zero (0) in Item 18

8.4 Example ATS messages based on this interpretation are shown below:

Modification (CHG) Messages

- (CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBD1151 VTBD)
- (CHG-ABC123-NZAA2300-VTBS-0-16/VTBD1151 VTBD)
- (CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045-18/DOF/091121) *
* **Note:** if changing DOF insert the complete content of Item 18 in Item 22

Flight Plan Cancellation (CNL) Messages

- (CNL-ABC123-NZAA2300-VTBS-DOF/091120)
- (CNL-ABC123-NZAA2300-VTBS-0)

Delay (DLA) Messages

- (DLA-ABC123-NZAA2345-VTBS-DOF/091120)
- (DLA-ABC123-NZAA2345-VTBS-0)

Departure (DEP) Messages

- (DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120)
- (DEP-ABC123/A0254-NZAA2347-VTBS-0)

Request Flight Plan (RQP) Messages

- (RQP-ABC123-NZAA2345-VTBS-DOF/091120)
- (RQP-ABC123-NZAA2345-VTBS-0)
- (RQP-ABC123-NZAA-VTBS-DOF/091120)
- (RQP-ABC123-NZAA-VTBS-0)

Request Supplementary Flight Plan (RQS) Messages

- (RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120)
- (RQS-ABC123/A0254-NZAA2345-VTBS-0)

Arrival (ARR) Messages

- (ARR-ABC123-NZAA-VTBS1315)
- (ARR-ABC123-NZAA0145-VTBS1315) **
** **Note:** include EOBT (Field Type 13b) if known

– END –

Appendix A

Adopted by Conclusion 20/7 of APANPIRG/20 (September 2009)

ASIA/PACIFIC REGION INTERIM STRATEGY FOR THE IMPLEMENTATION OF NEW ICAO FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members;
- 2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;
- 3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;
- 4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems; and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period. Accordingly, pursuit/adoption of a single 'global' implementation date is also not viable.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the full provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States not implementing the full provisions of Amendment 1 from 15 November 2012 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15 November 2012 applicability date and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and

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

(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 Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Eliminate or minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 July 2011 until 15 November 2012, and encourage States to implement 'NEW' capability between 1 July 2011 and 1 July 2012;
- 6) Not implement 'NEW' capability by States or users before the commencement of the transition period (i.e. no 'NEW' before 1 July 2011);
- 7) Encourage States to immediately commence preparations to implement Amendment 1 provisions and report progress to the FPL&AM/TF periodic meetings;
- 8) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 for relay to the FPL&AM/TF;
- 9) Consider a regional constraint on requiring acceptance of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the transition period, to mitigate Date Of Flight (DOF) complexities;

- 10) 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;
- 11) Encourage users to implement capability to simultaneously support 'PRESENT' and 'NEW' provisions from activation of their 'NEW' capabilities until the end of the transition period;
- 12) Recognize that until a number of adjacent States are providing 'NEW' capability, advantages do not accrue to users. Accordingly, users may not commence transition until the latter part of the transition period; and
- 13) Avail of States with expertise in automated ATM ground systems to support the conduct of a Regional Office Seminar during November 2009.

(last amended FPL&AM/TF/1, March 2009)

Appendix B

Amendment proposed by FPL&AM/TF/2 (November 2009)
for consideration by APANPIRG/21 (September 2010)

ASIA/PACIFIC REGION
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 implementation of the amended ICAO Flight Plan and ATS Message formats has been adopted by APANPIRG/20 as Regional Performance Objective 5, and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional implementation date and transitions to the new flight plan provisions will therefore occur in accordance with the declared transition period described in this document.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States not implementing Amendment 1 from 15 November 2012 are obligated by ICAO provisions to publish, preferably by 12 January 2012, the non compliance in State AIP as a 'significant difference' and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and

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

(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 Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 January 2012 until 15 November 2012, comprising;
 - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 – ANSPs external testing and implementation, and
 - 1 July to 15 November 2012 – airspace users testing and implementation.
- 6) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period (i.e. no ANSP 'NEW' before 1 April 2012) and, insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period (i.e. complete ANSP 'NEW' before 30 June 2012);
- 7) Recognizing the risk to automated systems of having all 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;
- 8) Encourage 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 – 15 November 2012);

- 9) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions in accordance with the declared transition period and report progress to the FPL&AM/TF periodic meetings;
- 10) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 in accordance with APANPIRG Conclusion 20/8, for relay to the FPL&AM/TF;
- 11) To mitigate Date Of Flight (DOF) complexities, adopt a regional approach that does not require processing of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the declared transition period;
- 12) 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 15 November 2012), at which point 'PRESENT' capability shall be discontinued;

(last amended FPL&AM/TF/2, November 2009)

ASIA/PACIFIC REGION

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 implementation of the amended ICAO Flight Plan and ATS Message formats has been adopted by APANPIRG/20 as Regional Performance Objective 5, and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional implementation date and transitions to the new flight plan provisions will therefore occur in accordance with the declared transition period described in this document.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States not implementing Amendment 1 from 15 November 2012 are obligated by ICAO provisions to publish, preferably by 12 January 2012, the non compliance in State AIP as a 'significant difference' and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and
- 3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

(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 Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 January 2012 until 15 November 2012, comprising:
 - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 – ANSPs external testing and implementation, and
 - 1 July to 15 November 2012 – airspace users testing and implementation.
- 6) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period (i.e. no ANSP 'NEW' before 1 April 2012) and, insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period (i.e. complete ANSP 'NEW' before 30 June 2012);
- 7) Recognizing the risk to automated systems of having all 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;
- 8) Encourage 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 – 15 November 2012);
- 9) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions in accordance with the declared transition period and report progress to the FPL&AM TF periodic meetings;
- 10) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 in accordance with APANPIRG Conclusion 20/8, for relay to the FPL&AM TF;
- 11) To mitigate Date Of Flight (DOF) complexities, adopt a regional approach that does not require processing of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the declared transition period;
- 12) 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 15 November 2012), at which point 'PRESENT' capability shall be discontinued;

(last amended FPL&AM TF/2, November 2009)

FPL&AM TF - TASK LIST

(last amended FPL&AM/TF 2, November 2009)

| ID | Task Name | Start Date | Finish Date | Completion Date | Resource Names/Remarks |
|------------|---|-------------------|--------------------|------------------------|-------------------------------|
| 1.0 | PANS-ATM | | | | |
| 1.1 | Review of Amendment 1 to PANS-ATM | 17 Mar 09 | 17 Mar 09 | | |
| 1.2 | Clarification request to ICAO headquarters | | | | |
| 1.3 | IATA to study the eligibility in the equipment listing of Item 10 – only file parameters that relate to flight to destination and alternate destination | | | | IATA |
| 1.4 | Study the sequencing in the Item 10 | | | | |
| 1.5 | IATA to study whether the 16 character limitation in PBN/ in Item 18 is sufficient | | | | IATA |
| 1.6 | Study on the suitability of deriving regional character limitations in other fields and sub-field | | | | |
| 1.7 | State survey of local peculiarities including the DOF use | | | | |
| 1.8 | RPL management – include equipment field | | | | |
| 2.0 | Regional Transition Strategies | | | | |
| 2.1 | Review of the “guidance for implementation of flight plan information to support Amendment 1” | 17 Mar 09 | 17 Mar 09 | | |
| 2.2 | Preparation of coordinated Asia/Pacific transition strategies and plans | | | | |
| 2.3 | Adoption of the Strategy by APANPIRG | | | | |
| 2.4 | IATA to inform TF/2 about details of transition arrangements | | | | |
| 2.5 | Regional Office to relay details of IATA transition arrangements | | | | |
| 3.0 | AIDC | | | | |
| 3.1 | Identification of impact on AIDC operations | | | | |
| 3.2 | Update of AIDC ICD | | | | |
| 4.0 | Contingency Planning | | | | |
| 4.1 | Preparation of contingency strategies | | | | |

FPL&AM/TF/2 & Seminar
Appendix K to the Report

| ID | Task Name | Start Date | Finish Date | Completion Date | Resource Names/Remarks |
|-------------|---|------------|-------------|-----------------|------------------------|
| 5.0 | Website | | | | |
| 5.1 | Update information on State capability PRESENT/NEW status in the ICAO website | | | | |
| 6.0 | AIS | | | | |
| 6.1 | Publication of AIC | | | | |
| 6.2 | Amendment of AIP, if necessary | | | | |
| 6.3 | Trigger NOTAM | | | | |
| 7.0 | Studies of Operational Impact | | | | |
| 7.1 | Study on implications for presentation formats including the electronic flight progress strip. | | | | |
| 7.2 | Study on impacts to users (flight planning systems, etc) | | | | |
| 8.0 | Regional Supplementary Procedures | | | | |
| 8.1 | Amendment of SUPPS | | | | |
| 9.0 | Performance Framework Form (PFF) | | | | |
| 9.1 | Review and update of the PFF | 17 Mar 09 | Ongoing | | |
| 10.0 | Perform System Verifications | | | | |
| 10.1 | India to survey AFTN messages of more than 2100 characters | | | | India |
| 10.2 | Conduct of the flight plan trial, support from IATA | | | | |
| 10.3 | Identify problems and solutions | | | | |
| 10.4 | Follow-up actions | | | | |
| 11.0 | Rulemaking (if necessary) | | | | |
| 11.1 | Review of State regulatory documentation | | | | |
| 11.2 | Review of letters of agreement | | | | |
| 12.0 | Training/Education | | | | |
| 12.1 | Regional Seminar | | | | United States |
| 12.2 | Promulgate information to controllers and AIS | | | | |
| 12.3 | Training for dispatchers/pilots/controllers | | | | |
| 13.0 | Implementation | | | | |
| 13.1 | Adaptation of automation and software to NEW | | | | |

FPL&AM/TF/2 & Seminar
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| ID | Task Name | Start Date | Finish Date | Completion Date | Resource Names/Remarks |
|-------------|--|------------|-------------|-----------------|------------------------|
| 13.2 | Post-adaptation verification | | | | |
| 13.3 | Ensure no local peculiarities or deviations in the Regions | | | | |
| 13.4 | State to notify ICAO of the implementation of NEW | | | | |
| 13.5 | Keeping PRESENT until 15 November 2012 | | | | |
| 14.0 | Post-implementation | | | | |
| 14.1 | Ceasing PRESENT | 16 Nov 09 | | | |
| 14.2 | Review of the post-implementation status | | | | |
| 15.0 | Coordination | | | | |
| 15.1 | Election of the Chairperson | | | | |
| 15.2 | Coordinate with ATN ICG | | | | |
| 15.3 | Liaison by ANSPs with defence authorities | | | | |
| 15.4 | Report to ATM/AIS/SAR/SG/19 | | | | |
| 15.5 | Report to CNS/MET/SG/13 | | | | |
| 15.6 | Report to APANPIRG/20 | | | | |
| 15.7 | Task Force/1 | 17 Mar 09 | 20 Mar 09 | | |
| 15.8 | Seminar and Task Force/2 | 10 Nov 09 | | | |
| 15.9 | Task Force/3 | | | | |