



International Civil Aviation Organization

The Fifth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF/5)

Manila, Philippines, 8 – 9 November 2011

Agenda Item 4: Asia/Pacific implementation strategies and aspects

Notes on Federal Aviation Administration (FAA) Implementation of Amendment 1 to DOC 4444, 15th Edition

(Presented by the United States)

SUMMARY

This paper presents the current status of U.S. implementation efforts, and specifically expected readiness to test automated interfaces with relevant Asia/Pacific States.

This paper relates to the strategic objective to enhance global civil aviation safety.

1. INTRODUCTION

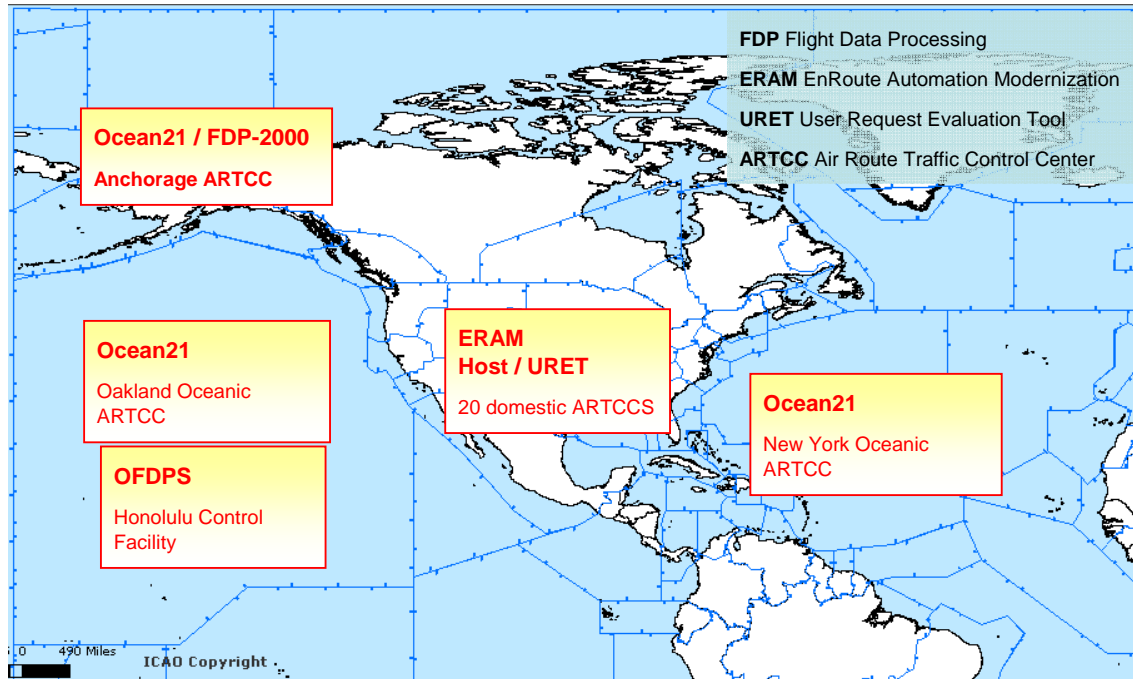
1.1 In June 2008, the International Civil Aviation Organization (ICAO) issued Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444), to be implemented by 15 November 2012. The changes in Amendment 1 affect the ICAO model flight plan form, related to Air Traffic Service (ATS) messages and procedures. The FAA is taking steps to update all affected Air Traffic Control systems and procedures, and is assisting flight plan filers in identifying the necessary changes to their systems.

2. DISCUSSION

Status of Phase 1 (1 January to 31 March 2012) – Air Navigation Service Providers (ANSPs) Software Delivery and Internal Testing

2.1 **Flight Data Processing Systems Impacted.** The FAA has identified six major flight data processing systems and four flight plan filing systems that will require modification. Engineering and software development on systems is underway now.

2.2 The most directly relevant system with respect to the APAC region is the Ocean 21 system used in Oakland Oceanic and Anchorage centers. This system will have direct automated flight planning interfaces to States in the APAC region.



2.3 The current domestic Host/URET system is in the process of being updated to the ERAM system. Since both systems will be in use during the FPL 2012 transition, both are being updated.

2.4 OFDPS is used for the airspace surrounding Honolulu and Guam. OFDPS will be updated to accept NEW format flight plans.

Phase 2 (1 April to 30 June 2012) – ANSP External Testing / Implementation

2.5 The software changes for Ocean 21 have been coded and preliminary testing completed. We now need to work on setting up interface tests. This system will be ready for testing according to the planned schedule. Automated interfaces needing testing will include:

- Fukuoka(RJJJ)
- Auckland (NZZO)
- Nadi (NFFF)
- Tahiti (NTTT)
- Brisbane (YBBB)
- TBD

2.6 Challenges in completing development of ERAM have impacted (and compete with) completion of FPL 2012 development. The FAA currently anticipates being ready for ANSP testing with ERAM by July 2012. The existing Host system should be available sooner. There are no international interfaces to test for OFDPS.

Phase 3 (1 July to 15 November 2012) – Airspace User Testing / Implementation

2.7 The FAA is continuing User education efforts, working with filers to ensure they update their systems in a compatible fashion.

2.8 The FAA will not accept NEW messages into the operational system until every FIR is ready to accept NEW format. This will likely be driven by the ERAM schedule, with August 2012 being the current anticipated date.

2.9 Prior to accepting NEW flight plans in the operation, the FAA plans to make available test systems that will allow airspace users to submit test flight plans and evaluate the results. All FAA operational systems, including ERAM, will be available in this test mode to provide support for users to test NEW messages. Currently, the oceanic system, ATOP, is available for immediate testing in this test facility, with multiple filers scheduling tests beginning in November.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information above and engage the FAA with any questions, comments or concerns.

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