



International Civil Aviation Organization

**The Fourth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF/4)**

Bangkok, Thailand, 2 – 3 June 2011

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

**Creation of a Multi-Regional Filed Flight Plan (FPL) Coordination Group**

(Presented by the United States of America)

**SUMMARY**

This paper presents information on the creation of a multi-regional flight plan coordination group. The group would facilitate harmonized implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, Doc 4444) and coordinate a globally harmonized approach to filing flight planning information which may not be explicitly covered by the Amendment (e.g., new technologies and capabilities).

**1. INTRODUCTION**

1.1 In June 2008, the International Civil Aviation Organization (ICAO) issued Amendment 1 to the PANS-ATM, DOC 4444, to be implemented by 15 November 2012. The changes in Amendment 1 affect the ICAO flight plan form, related to Air Traffic Service (ATS) messages and procedures. A number of the ICAO regions have established task forces (TF) to develop transition plans in accordance with implementation guidance issued by ICAO in 2009.

**2. DISCUSSION**

Interpretation of the Amendment

2.1 At the regional TF meetings, implementers have identified various concerns reference Amendment 1 and its technical implementation. For example, experts responsible for the implementation at the processing system level, which indicated that RMK/ was subject to truncation, impossible to syntax check and difficult to extract specific information from. Truncation was increasingly likely for long-haul flights, whose flight plans and associated messages were quite lengthy.

2.2 Each region is reviewing the amendment and making implementation decisions. Asia/Pacific and Europe, in particular, have published guidance, requirements, and interpretations. It is important that these interpretations be coordinated and reconciled to ensure compatible implementations and consistent guidance to flight plan filers. FPL&AM/TF has made a practice of reviewing available documentation from other regions and attempts to align its guidance; however, we are not sure that all regional information is available.

**Coordination of FPL Information for Evolving Needs**

2.3 When and ANSP or Region identifies a need for filing information non explicitly covered by Amendment 1, a common, global approach to filing conventions for that information would reduce the likelihood that a Filed Flight Plan (FPL) or ATS message would be rejected or processed incorrectly. Situation may arise where it is not possible to fully address the needs of one or more ANSPs/Regions in a manner fully compliant with OANS-ATM; however, in those cases it would be desirable to ensure, to the extent possible, that any such solution would be widely coordinated and, if at all possible, fully interoperable.

2.4 This situation was discussed at length 19-20 October 2010 at the Third Trans-Regional Airspace & Supporting ATM Systems Steering Group (TRASAS/3) in Paris, France. That meeting proposed the creation of a multi-regional coordination body composed of operational and technical experts and adopted the following conclusion:

**TRASAS Conclusion 03/04 – Inter-regional coordination of implementation solutions**

That, the ICAO Regional Directors, Asia and Pacific (APAC), Europe and North Atlantic (EUR/NAT) and North America, Central American and Caribbean (NACC):

- (a) facilitate regular coordination between the task forces established in their regions to support the implementation of Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) (Doc 4444), Fifteenth Edition;
- (b) coordinate with the Regional Directors in adjacent Regions to facilitate the participation of as many regional task forces as possible in the activity described in a) above;
- (c) acknowledging the EUR specific requirements, coordinate with ICAO Headquarters to develop a mechanism to agree, on a multi-regional basis, specific flight planning requirements that are not currently documented in PANS ATM; and
- (d) take all possible steps to discourage States from implementing solutions that are not documented in PANS ATM or agreed through the multi-regional process described above.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a. Consider the information in this paper; and
- b. Recommend to APANPIRG that they adopt a conclusion in support of the establishment of an inter-regional FPL oversight group.

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