



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 4: Review available documentation and guidance materials**

**DOC 7030 REGIONAL SUPPLEMENTARY PROCEDURES AMENDMENT**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the current Regional Supplementary Procedures (Doc 7030) material related to flight planning, and invites the Task Force to consider what changes are required, if any, with the advent of Amendment 1 to PANS-ATM (Doc 4444).

This paper relates to –

**Strategic Objectives:**

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

GPI-12 Functional integration of ground systems with airborne systems

**1. INTRODUCTION**

1.1 The Regional Supplementary Procedures (Doc 7030) contains material on regional flight planning procedures specific to the MID/ASIA and PAC Regions as defined by Doc 7030 itself. Unfortunately these Regions do not align with the ICAO Asia and Pacific Regions that determine the accredited States to the APAC Office, so any recommended regional changes from an APAC body such as the FPL and AM TF would also affect the ICAO MID and NACC Offices in Cairo and Mexico City respectively.

**2. DISCUSSION**

2.1 Amendment 1 to PANS-ATM will introduce many changes that affect flight plan data such as navigation, performance and status designators. To avoid a conflict between PANS-ATM and the Regional Supplementary Procedures, it is necessary to review the current regional material in **Appendix 1 and 2** and ensure it aligns with the forthcoming Amendment 1.

2.2 The following process would be used to amend Doc 7030 in the case of a consequential change resulting from the implementation of Amendment 1, PANS-ATM.

**CONSEQUENTIAL AMENDMENTS**

4.1 *In the event of an amendment to Regional Supplementary Procedures becoming necessary as a consequence of action by Council in adopting or amending Standards and Recommended Practices or in approving or amending Procedures for Air Navigation Services, the amendment will be drafted by the Secretary General.*

4.2 *The Secretary General will circulate the amendment, together with relevant explanatory material, in a memorandum to each Member of the Air Navigation Commission inviting each recipient to notify him, normally within seven days,\* whether formal discussion of the proposed amendment is desired.*

4.3 *If, at the end of the seven-day period,\* there has been no request for discussion of the amendment, formal approval will be given by the Air Navigation Commission acting on behalf of the Council\*\* or, if the Commission is in recess, by the President of the Council.*

4.4 *If any Commissioner indicates a desire for formal discussion of the amendment, the matter will be documented for formal consideration by the Air Navigation Commission. If the Commission concludes that the amendment is necessary, it is authorized to approve the amendment on behalf of the Council,\*\* in its original form or modified.*

*\* During recess, a period of three weeks will normally be allowed.*

*\*\* The Air Navigation Commission has been authorized [17-1, Doc 7328-1, (C/853-1)] to approve consequential amendments on behalf of the Council.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) note the information in this paper;
- b) compare the current regional flight planning procedures in Doc 7030 in **Appendix 1 and 2** with Amendment 1;
- c) identify consequential changes to Doc 7030 flight planning procedures, if any; and
- d) recommend amendments to Doc 7030 as appropriate, in order to be consulted with ICAO HQ and other affected ICAO Regional Offices.

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## **Appendix 1: Doc 7030 Flight Planning – MID/ASIA**

Note: highlighted text indicates differences from the PAC requirements.

### **Chapter 2. FLIGHT PLANS**

#### **2.1 CONTENT – GENERAL**

(A2 – Chapter 3; P-ATM – Chapter 4 and Appendix 2)

##### **2.1.1 Date of flight**

Nil.

##### **2.1.2 Area navigation (RNAV) specifications**

###### **2.1.2.1 State aircraft operating in the ICAO MID Region**

2.1.2.1.1 Operators of State aircraft not equipped with RNAV equipment meeting RNP 5 shall not insert the designator “S” or “R” in Item 10 of the flight plan.

2.1.2.1.2 Since such flights require special handling by air traffic control, “STS/NONRNAV” shall be inserted in Item 18 of the flight plan.

##### **2.1.3 Required navigation performance (RNP) specifications**

2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval.

2.1.3.2 Operators of aircraft fitted with RNAV having a navigation accuracy meeting RNP 5 shall insert the designator “R” in Item 10 of the flight plan for operation in the ICAO MID Region, as specified in 4.1.1.5.3.

##### **2.1.4 Minimum navigation performance specifications (MNPS)**

Nil.

##### **2.1.5 Reduced vertical separation minimum (RVSM) approved aircraft**

2.1.5.1 The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level. The aircraft registration shall be inserted in Item 18 of the flight plan.

##### **2.1.6 Non-RVSM-approved aircraft**

Nil.

##### **2.1.7 Non-RVSM-approved State aircraft**

Nil.

##### **2.1.8 Indication of 8.33 kHz channel spacing capability**

Nil.

##### **2.1.9 Route**

Nil.

##### **2.1.10 Estimated times**

Nil.

**2.1.11 Mach number**

2.1.11.1 For turbo-jet aircraft intending to operate within airspace and on air routes to which longitudinal separation minima utilizing Mach number technique will be applied, the planned true Mach number shall be specified in Item 15 of the flight plan.

**2.1.12 Alternative flight level**

Nil.

**2.1.13 Special handling (STS)**

Nil.

**2.1.14 Controller-pilot data link communications (CPDLC)**

Nil.

**2.2 CONTENT – AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

**2.2.1 Runway visual range (RVR)**

Nil.

**2.2.2 Flight plan addressing and distribution**

Nil.

**2.2.3 Slot allocation exemptions**

Nil.

**2.3 SUBMISSION**

**2.3.1 General**

Nil.

**2.3.2 Amendments**

Nil.

**2.4 REPETITIVE FLIGHT PLANS (RPLs)**

Nil.

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## **Appendix 2: Doc 7030 Flight Planning – PAC**

Note: highlighted text indicates differences from the MID/ASIA requirements.

### **Chapter 2. FLIGHT PLANS**

#### **2.1 CONTENT – GENERAL**

(A-2, Chapter 3; P-ATM – Chapter 4 and Appendix 2)

##### **2.1.1 Date of flight**

Nil.

##### **2.1.2 Area navigation (RNAV) specifications**

Nil.

##### **2.1.3 Required navigation performance (RNP) specifications**

2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval for all operations in airspace or on ATS routes where an RNP type has been designated.

##### **2.1.4 Minimum navigation performance specifications (MNPS)**

Nil.

##### **2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft**

2.1.5.1 The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level. The aircraft registration shall be inserted in Item 18 of the flight plan.

##### **2.1.6 Non-RVSM-approved aircraft**

Nil.

##### **2.1.7 Non-RVSM-approved State aircraft**

Nil.

##### **2.1.8 Indication of 8.33 kHz channel spacing capability**

Nil.

##### **2.1.9 Route**

Nil.

##### **2.1.10 Estimated times**

Nil.

##### **2.1.11 Mach number**

2.1.11.1 For turbo-jet aircraft intending to operate within the Anchorage Oceanic and Oakland Oceanic FIRs, the planned true Mach number shall be specified in Item 15 of the flight plan.

##### **2.1.12 Alternative flight level**

Nil.

**2.1.13 Special handling (STS)**

Nil.

**2.1.14 Controller-pilot data link communications (CPDLC)**

Nil.

**2.2 CONTENT – AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

**2.2.1 Runway visual range (RVR)**

Nil.

**2.2.2 Flight plan addressing and distribution**

Nil.

**2.2.3 Slot allocation exemptions**

Nil.

**2.3 SUBMISSION**

**2.3.1 General**

Nil.

**2.3.2 Amendments**

Nil.

**2.4 REPETITIVE FLIGHT PLANS (RPLs)**

Nil.

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