



International Civil Aviation Organization

**The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 – 29 June 2012

Agenda Item 4: Review outcome of relevant meetings

STATUS OF JAPAN'S IMPLEMENTATION OF PANS-ATM

(Presented by Japan)

SUMMARY

This paper presents the status of Japan implementation of Amendment 1 to Procedures for Air Navigation Services-Air Traffic Management (PANS/ATM, Doc 4444). For smooth transition, it is important to guide all domestic stakeholders. We should be more aware of implementation progress, and confirm details in continued regional dialogue.

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 This paper provides implementation schedule of JCAB for FPL2012 project. We are now preparing for the smooth transition to NEW format toward the applicable date 15 November 2012. It is expressed the date of transition phases in Japan and the initiative to guide to domestic stakeholders.

2. DISCUSSION

Present status in Japan

2.1 JCAB is executing External ANSP-ANSP tests, which will be completed by late July. Airline users whose systems have online connection with JCAB are supposed to complete the connecting test in mid-October. JCAB promotes the plan for connecting tests with the military service.

Schedule for Transition to NEW Flight Plan

2.2 Transition schedule of JCAB is as follows.

- From 18 October to 14 November 2012, all users will be allowed to submit the flight plan in NEW or PRESENT format to JCAB. This will be notified by Aeronautical Information Circular (AIC). AFTN/AMHS systems relay FPLs and ATS messages in original format without any modification; and
- After 15 November 2012, JCAB will only accept NEW format.

Explanation for all parties

2.3 JCAB has had regular meetings to understand and manage the project scope and process. A seminar will be held for domestic airlines in August, and seminars in each region will be held in September involving operators and general aviation and private aircraft pilots. In addition, the staff handling FPLs and ATS messages will have necessary training by September.

In this way, JCAB is going to instruct aircraft operators adequately. The guidance of NEW flight plan may cover all stakeholders. JCAB will have some meetings in order to make final confirmation for contingency criteria in September.

Obstacles against smooth transition

2.4 States have found some problems through questions from airline users who are preparing samples of NEW FPLs. For example, character overflow may occur at PBN/ in item18 upon the limitation of 16 characters. In order to resolve the issue, we expect ICAO HQ's initiative to clarify the solution standardized for global harmonization.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) advise to fully explain to all stakeholders; and
- c) confirm the implementation progress through continued regional dialogue.

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This attachment provides a supplementary explanation for WP37, aiming to remind ICAO HQ's important guidelines during the transition period.

According to implementation guidelines of item 6 in attachment on State letter AN 13/2.1 – 09/09, the responsibility for ensuring that PRESENT is filed with ANSPs who have not yet transitioned is not on ANSPs but on airspace users.

All stakeholders should be reminded the ICAO HQ's guidelines quoted below. Filers should be responsible for delivering PRESENT to the ANSP who has not yet accepted NEW.

ATTACHMENT to State letter AN 13/2.1 – 09/09

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444)

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. Guideline 4

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.7. Guideline 6

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.