



International Civil Aviation Organization

**SIXTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP (CNS/MET SG/16) OF
APANPIRG**

Agenda Item 3: Aeronautical Fixed Service (AFS)

**STATUS OF FAA IMPLEMENTATION OF AMENDMENT 1 TO PROCEDURES FOR AIR
NAVIGATION SERVICES / AIR TRAFFIC MANAGEMENT (PANS/ATM)**

(Presented by United States of America)

SUMMARY

This paper presents provides a summary of the United States Federal Aviation Administration's status relative to the implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444), as of July 2012.

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

GPI-21 Navigation systems

GPI-22 Communication infrastructure

1. Introduction

1.1 This paper provides an update and status of United States (U.S.) implementation of Amendment 1 to the PANS/ATM.

2. Discussion

2.1 System Development

2.1.1 All affected systems have been identified and all system changes are underway or complete.

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2.2 System Testing

2.2.1 Internal (system testing and FAA to FAA interface testing) is underway or completed for all systems, and all systems are on schedule for planned external interface testing.

2.2.2 Automated international interface and flight plan filer interface testing has begun on a limited basis. Testing is proceeding with systems that are complete and in some cases with systems that are partially complete but in a “known state” that is useful to support testing. Contacts have been set up with the relevant States and test plans are established. International interface testing began in May 2012, and periodic tests with our neighbors are scheduled through August 2012.

2.2.3 Initial flight plan filer testing is being accomplished at the FAA Technical Center in New Jersey, using a capability to connect a test bed with an updated system to the Aeronautical Fixed Telecommunications Network (AFTN). The first filer tests were conducted in May and June 2012. Monthly tests are scheduled through September. As systems are deployed to operational facilities, flight plan filer testing with some facilities will be conducted prior to entering transition mode.

2.3 Training

2.3.1 Training development has begun and is scheduled to complete in time to start training personnel in August 2012, commensurate with the expected entry to transition mode in September.

2.3.2 Training will include general, system-specific and position-specific aspects.

2.3.3 The training for Air Traffic Controllers will be task oriented, focusing on the data that they will need to use or modify.

2.4 Procedures and Documentation

2.4.1 Air Traffic Control Procedures (FAA Order 7110.65), Flight Services Procedures (FAA Order 7110.10), the Aeronautical Information Publication (AIP), the Aeronautical Information Manual (AIM), ICAO Flight Plan filing instructions, and other documents were evaluated for impacts. Document Change Proposals are in process for required changes.

2.5 Deployment and Transition

2.5.1 Systems containing the updated software will be deployed as they are ready and will be spread out over several months. All sites are expected to have upgraded software by September 2012.

2.5.2 As systems are deployed, each facility will conduct interface testing with relevant adjacent States and with flight plan filers.

2.5.3 The FAA will declare readiness for transition mode- when filers can shift all operations to NEW format if desired- when all sites are ready, expected in mid-September 2012.

2.6 Transition to NEW

2.6.1 Assuming operations in transition mode are successful, and filers are filing NEW format flight plans, the FAA will switch to NEW mode and start rejecting PRESENT flight plans on 15 November 2012.

2.6.2 The FAA proposes that users begin filing NEW flight plans only on November 12, to ensure only NEW format flight plans are present on 15 November, and to allow proper evaluation that everyone has successfully transitioned to operations using NEW flight plans.

3. Action by the Meeting

3.1 The meeting is invited to note the information contained in this paper and coordinate with the FAA regarding any concerns relative to this testing and implementation plan.
