International Civil Aviation Organization SAM ATSRO/4-WP/06
South American Regional Office 25/06/12
Fourth SAM Workshop/Meeting on ATS Routes Network Optimisation (SAM ATSRO/4) - RLA/06/901
Lima, Peru, 2 to 6 July 2012

Agenda Item 3: Other matters

IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

(Presented by the Secretariat)

SUMMARY

This working paper contains information about the current status of implementation of the NEW flight plan format in the SAM Region.

References:

- Amendment 1 to the 15th Edition of the PANS/ATM – Doc 4444 (ICAO State Letter AN13/2.1-08/50 of 25 June 2008);
- Guidelines for the insertion of flight plan information according to Amendment 1, PANS/ATM – Doc 4444, 15th Edition (ICAO State Letter AN 13/2.1-09/9 of 6 February 2009;
- Strategy for the implementation of Amendment 1 to the 15th Edition of the PANS/ ATM – Doc 4444 in the CAR/SAM Regions; and
- Reports of SAM/IG meetings (SAM/IG/4 – SAM/IG/9).

ICAO strategic objectives:	*A – Safety* *C - Environmental Protection and Sustainable Development of Air Transport*

1. Background

1.1 Amendment 1 to the 15th Edition of the PANS/ATM – Doc 4444 was published on 25 June 2008 through ICAO State Letter AN13/2.1-08/50. The amendment, which appears in **Appendix A** to this working paper, presents significant modifications in boxes 10 and 18 with respect to the CURRENT flight plan format.

1.2 Amendment 1 to the PANS-ATM is basically aimed at updating the ICAO flight plan format in order to meet the needs of aircraft with advanced capabilities and the requirements of automated air traffic management (ATM) systems.

1.3 Although Amendment 1 has been published, Document 4444 shows all flight plan format information unchanged until the NEW format becomes effective on 15 November 2012.

1.4 The implementation of the NEW format warrants a modification of the systems involved in flight plan processing, as well as a transition period to allow both the NEW and the CURRENT flight plan to operate until only the NEW flight plan is used.

1.5 Both airspace users and air navigation service providers are involved in this process. Users and air navigation service providers share the task of implementing the NEW flight plan format at national, regional and inter-regional level.

1.6 In relation to the implementation of the Amendment, the GREPECAS/15 meeting formulated Conclusion 15/35 - *Implementation of the new ICAO flight plan model*, aimed at the development of a regional strategy for the transition to the NEW flight plan model in the CAR/SAM Regions.

1.7 In order to support States in the transition to the NEW flight plan format, ICAO developed some guidelines for the insertion of flight plan information in keeping with Amendment 1 to the 15th Edition of the PANS/ATM – Doc 4444. These guidelines are contained in ICAO State Letter AN 13/2.1-09/9 of 6 February 2009, copy of which is shown in **Appendix B** to this working paper.

1.8 These guidelines have been developed in order to make it easier for airspace users and air navigation service providers to use both the CURRENT and the NEW information of the flight data processing systems during the transition period.

1.9 Pursuant to GREPECAS Conclusion 15/35 and taking into account ICAO guidelines, the SAM Region developed a strategy for the implementation of Amendment 1 to the 15th Edition of Doc 4444, which was reviewed and approved at the SAM/IG/4 meeting.

1.10 In order to begin the NEW format implementation process, the SAM/IG/4 meeting formulated Conclusion SAM/IG/4-11 - *Action Plan for the implementation of Amendment 1 to Doc. 4444*, so that the SAM States could prepare action plans for the implementation of the amendment.

1.11 In this respect, the ICAO SAM Regional office received copies of all action plans for the implementation of the NEW flight plan format from all States of the Region, with the exception of French Guiana (France). The States action plans take under consideration the activities to implement the NEW flight plan format. The main activities to implement would be oriented towards the following areas:

a) National ATS publications and documentation updating;
b) Updating of ATS automation systems, or installation of new systems;
c) Safety assessment; and
d) Training of the personnel involved in the presentation, elaboration, processing and visualization of the NEW flight plan format

1.12 ICAO also developed a Web site on Flight Plan Implementation Tracking System (FITS) and, through ICAO letter AN 13/2-10/31 of 29 March 2010, States were urged to interact and extensively use the FITS, which is available at: http://www2.icao.int/en/FITS/Pages/home.aspx. This web site has information on all ICAO Regions States focal points, as well as on the progress on its implementation.

1.13 To support SAM States in the implementation of Amendment 1 to the 15th Edition of the PANS/ATM – ICAO Doc 4444, three seminars, five meetings of the New Flight Plan Format Work Group (during RLA/06/901 Project SAM/IG meetings) and seven web teleconferences have been conducted. Information on the documentation, guidelines, meetings and seminars is found in the ICAO SAM Regional office website, www.lima.icao.int.

2. **Analysis**

2.1 In follow-up to the implementation of the NEW flight plan format in the SAM Region, hereunder is information on the following topics:

a) Regional action plan;
b) List of focal points;
c) Web teleconferences;
d) Status of implementation of the changes in the FDP and AMHS; and
e) Scheduling of regional and inter-regional trials

Regional action plan

2.2 The SAM/IG/9 meeting (Lima, Peru, 14-18 May 2012) examined the regional action plan for the implementation of Amendment 1 to ICAO Doc 4444, 15th Edition, taking into account the progress made by the SAM States. **Appendix C** to this working paper presents updated information on the regional action plan.

List of focal points

2.3 The updated list of focal points for the coordination of the NEW flight plan format activities is shown in **Appendix B** to this working paper. In this regard, it is important that all States of the Region inform the ICAO SAM Regional Office on any changes in same, since the focal point has the important task of supporting regional and interregional coordinations necessary during the transition period (1 July 2012 – 14 November 2012), when the NEW and CURRENT flight formats will operate.

Web teleconferences

2.4 Since face-to-face meetings of the New Flight Plan Format Work Group would not be conducted until the first week of October 2012, SAM/IG/9 meeting approved the holding of monthly teleconferences to deal with matters on the NEW flight plan format.

2.5 In this respect, it is important that all focal points, as well as the personnel involved in the NEW flight plan format, also attend the scheduled teleconferences (4 July, 31 August, 28 September and 31 October 2012).

Status of implementation of the changes in the FDP and AMHS

2.6 In follow-up to the changes in the FDP and AMHS equipment (templates with NEW FPL at the users terminals) shown in **Appendix E** to this working paper, observation can be made that most States of the Region having the mentioned equipment installed have taken action to make the changes, but to date very few States have performed said changes. There are States that would be incapable of completing the changes in the automated systems by 15 November 201, since they require additional time, but necessary contingency measures are being taken by States. It is important to remind States of the Region on informing the SAM Regional office of any change made to this equipment.

Scheduling of regional and inter-regional trials

2.7 With the aim of establishing trials among States of the Region and of other Regions, the SAM/IG/9 meeting established a date scheduling through the formulation of Conclusion SAM/IG/9-4 - Active participation in all regional activities for the implementation of Amendment 1 to ICAO Doc 4444, 15th Edition. The timetable is presented in **Appendix F** to this working paper.

3. **Action suggested**

3.1 The Meeting is invited to:

a) Take note of the information presented in the working paper;

b) Actively participate in the implementation of national activities, including those described in section 2 of this working; and

c) Analyze any other aspects on the indicated subject which might be deemed convenient.

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25 June 2008

Ref.: AN 13/2.1-08/50

Subject: Approval of Amendment 1 to the PANS-ATM

Action required: a) Implementation of the amendment on 15 November 2012; b) Publication of any differences as of 15 November 2012

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Copies of the interim edition of the amendment are available as attachments to the electronic version of this State letter on the ICAO-NET (www.icao.int/icaonet). The interim edition contains the text as it was approved by the Council and provided to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. Please note that the attached amendment consists solely of a change to the ICAO model flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.

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4. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website (www.icao.int/icaonet) where you can access all relevant documentation. The practice of dispatching printed copies of such documentation has now been discontinued.

5. Your Government is invited by the Council to implement the provisions of PANS-ATM as amended. In this connection, I draw your attention to the decision taken by the Council, on 1 October 1973, to discontinue the publication of differences in Supplements to the PANS documents and, instead, to request States to publish up-to-date lists of significant differences from PANS documents in their Aeronautical Information Publications.

6. May I, therefore, invite your Government to publish in your Aeronautical Information Publication a list of any significant differences which will exist on 15 November 2012 between the amended provisions of PANS-ATM and your national regulations and practices.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

Amendment to the Foreword of the PANS-ATM

ATTACHMENT to State letter AN 13/2.1-08/50

AMENDMENT TO THE FOREWORD OF THE PANS-ATM, FIFTEENTH EDITION

Add the following at the end of Table A:

Amendment	***Source(s)***	***Subject***	***Approved Applicable***
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

— END —

AMENDMENT NO. 1

TO THE

PROCEDURES
FOR
AIR NAVIGATION SERVICES

AIR TRAFFIC MANAGEMENT

(Doc 4444)

INTERIM EDITION

The text of Amendment No. 1 to the PANS-ATM (Doc 4444) was approved by the President of the Council of ICAO on behalf of the Council on **27 May 2008** for applicability on **15 November 2012**. This interim edition is distributed to facilitate implementation of the amendment by States. Replacement pages incorporating Amendment No. 1 are expected to be distributed in October 2012. (State letter AN 13/2.1-08/50 refers.)

MAY 2008

INTERNATIONAL CIVIL AVIATION ORGANIZATION

PROPOSED AMENDMENT TO THE *PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)*

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1.	~~Text to be deleted is shown with a line through it~~	text to be deleted
2.	New text to be inserted is highlighted with grey shading	new text to be inserted
3.	~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

. . .

CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

. . .

4.4 FLIGHT PLAN

4.4.1 Flight plan form

Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.

. . .

4.4.1.3 Operators and air traffic services units should comply with:

a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and

b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

Note 1.— Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.

Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight plan form pads, or posted in briefing rooms.

. . .

4.4.2 Submission of a flight plan

4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.~~1~~2 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan submitted prior to departure should be submitted to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.

4.4.2.1.~~2~~3 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

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11.4 MESSAGE TYPES AND THEIR APPLICATION

. . .

11.4.2 Movement and control messages

. . .

11.4.2.2 MOVEMENT MESSAGES

. . .

11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.

. . .

11.4.2.2.2.5 FPL messages ~~shall normally~~should be transmitted immediately after the filing of the flight plan. ~~However, i~~If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, ~~that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ the date of the flight departure shall be inserted in Item 18 of the flight plan. ~~In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off-block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.~~

. . .

11.4.2.2.4 MODIFICATION (CHG) MESSAGES

A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

Note.— See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or estimate message.

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APPENDIX 2. FLIGHT PLAN

. . .

2. Instructions for the completion of the flight plan form

. . .

2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

~~a~~b) the nationality or common mark and registration mark~~ing~~ of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. ~~OOTEK~~CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. ~~SABENA OOTEK~~BLIZZARD CGAJS);

2) the aircraft is not equipped with radio~~;~~.

OR ~~b~~a) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, ~~HERBIE~~JESTER 25)~~.~~;

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if it is intended that the entire flight will be operated under the IFR
V if it is intended that the entire flight will be operated under the VFR
Y if the flight initially will be operated under the IFR ~~first) and specify in Item 15 the point~~, followed by one or more subsequent changes of flight rules or
Z if the flight initially will be operated under the VFR ~~first)~~, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S if scheduled air service
N if non-scheduled air transport operation
G if general aviation
M if military
X if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

. . .

ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

a) presence of relevant serviceable equipment on board the aircraft;

b) equipment and capabilities commensurate with flight crew qualifications; and

c) where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

AND/OR

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available ~~and serviceable~~:

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	~~P~~P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	~~(Not allocated)~~
H	HF RTF	R	~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data Link)~~CPDLC ATN VDL Mode 2(*See Note 3*)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*

Any alphanumeric characters not indicated above are reserved.

Note 1.— If the letter S is used, sStandard equipment is considered to be VHF RTF, ~~ADF,~~ VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ ~~and/or~~, NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~4~~6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~5~~4.— ~~Inclusion of~~If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

INSERT one or ~~two~~more of the following ~~letters~~descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

~~*SSR equipment*~~*SSR Modes A and C*

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification

~~transmission~~capability

~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability

X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1 ADS-B "out" capability using UAT
U2 ADS-B "out" and "in" capability using UAT
V1 ADS-B "out" capability using VDL Mode 4
V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/ ,

OR, the first point of the route or the marker radio beacon preceded by DEP/…, if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/ .

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

THEN, following the arrow, *INSERT* the route description as in (c).

(a) Cruising speed (maximum 5 characters)

INSERT the *True Air Speed* for the first or the whole cruising portion of the flight, in terms of:

Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), *or*

Knots, expressed as N followed by 4 figures (e.g. N0485), *or*

True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

Flight level, expressed as F followed by 3 figures (e.g. F085; F330), *or*

**Standard Metric Level in tens of metres,* expressed as S followed by 4 figures (e.g. S1130), *or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), *or*

for uncontrolled VFR flights, the letters VFR.

*When so prescribed by the appropriate ATS authorities.

(c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note.— When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and *SEPARATE* each sub-item by a space.

(1) | ATS route (2 to 7 characters) |

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).

Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1, ~~whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the~~ ~~Manual on Required Navigation Performance (RNP) *(Doc 9613)*~~.

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), *or,* if no coded designator has been assigned, one of the following ways:

— *Degrees only* (7 characters):

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

— *Degrees and minutes* (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— *Bearing and distance from a ~~navigation aid~~significant point:*

The identification of the ~~navigation aid (normally a VOR)~~significant point, ~~in the form of 2 or 3 characters, THEN~~followed by the bearing from the ~~aid~~point in the form of 3 figures giving degrees magnetic, ~~THEN~~followed by the distance from the ~~aid~~point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an *oblique stroke and both the cruising speed and the cruising level*, expressed exactly as in (a) and (b) above, without a space between them, *even when only one of these quantities will be changed*.

Examples: LN/N0284A045
MAY/N0305Fl80
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, *followed by a space and one of the following*:

VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an *oblique stroke*; *THEN the point at which cruise climb is planned to start*, expressed exactly as in (2) above, *followed by an oblique stroke; THEN the speed to be maintained during cruise climb*, expressed exactly as in (a) above, followed by *the two levels defining the layer to be occupied during cruise climb*, each level expressed exactly as in (b) above, *or the level above which cruise climb is planned followed by the letters PLUS*, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620.

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome ~~followed, without a space, by the total estimated elapsed time~~as specified in Doc 7910, *Location Indicators*,

OR , if no location indicator has been assigned,

INSERT ZZZZ ~~followed, without a space, by the total estimated elapsed time,~~ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note.— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination a~~A~~lternate aerodrome(s) ~~(4 characters)~~

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

ITEM 18: OTHER INFORMATION

Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS

C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~

~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168)*, Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes

not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

. . .

4. Instructions for the transmission of a supplementary flight plan (SPL) message

Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

a) AFTN Priority Indicator, Addressee Indicators <<≡, Filing Time, Originator Indicator <<≡ and, if necessary, specific identification of addressees and/or originator;

b) commencing with <<≡ (SPL:

all symbols and data in the unshaded areas of boxes 7, 13, 16 and 18, except that the ')' at the end of box 18 is *not* to be transmitted, and then the symbols in the unshaded area of box 19 down to and including the)<<≡ of box 19,

additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of Items 18 and 19. The alignment function is to be inserted only in lieu of a space, so as not to break up a group of data,

letter shifts and figure shifts (not pre-printed on the form) as necessary;

c) the AFTN Ending, as described below:

End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

. . .

7. Instructions for the completion of the repetitive flight plan (RPL) listing form

. . .

7.4 Instructions for insertion of RPL data

. . .

ITEM G: SUPPLEMENTARY DATA AT

INSERT name and appropriate contact details of ~~contact~~entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

. . .

APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

. . .

1.2 The standard types of field

. . .

The standard fields of data permitted in ATS messages are as shown in the following table. The numbers in column 1 correspond with those in the reference table on page A3-30.

Field type	*Data*
3	Message type, number and reference data
5	Description of emergency
7	Aircraft identification and SSR Mode and Code
8	Flight rules and type of flight
9	Number and type of aircraft and wake turbulence category
10	Equipment and capabilities
13	Departure aerodrome and time
14	Estimate data
15	Route
16	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
17	Arrival aerodrome and time
18	Other information
19	Supplementary information
20	Alerting search and rescue information
21	Radio failure information
22	Amendment

. . .

1.6 Data conventions

. . .

1.6.3 *The expression of position or route*

The following alternative data conventions shall be used for the expression of position or route:

a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;

b) from 2 to 5 characters, being the coded designator assigned to an en-route point;

c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by "N" (meaning "North") or "S" (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "4620N07805W";

d) 2 numerics describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 numerics describing longitude in degrees, followed by "E" (East) or "W" (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "46N078W";

e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

Field Type 8 — Flight rules and type of flight

Format:– [a | b]*

SINGLE HYPHEN

(a) *Flight Rules*
1 LETTER as follows:
I if ~~IFR~~it is intended that the entire flight will be operated under the IFR
V if ~~VFR~~ it is intended that the entire flight will be operated under the VFR
Y if ~~IFR first~~the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules
Z if ~~VFR first~~the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules
Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.

* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.

. . .

Field Type 10 — Equipment and Capabilities

Format:– [a] / [b]

SINGLE HYPHEN

(a) *Radio Communication, Navigation and Approach Aid Equipment and Capabilities*

1 LETTER as follows:

N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

OR

S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (*See Note 1*)

AND/OR

ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment ~~serviceable~~and capabilities

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	
H	HF RTF	R	~~(Not allocated)~~ ~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data link)~~CPDLC ATN VDL Mode 2 *(see Note 3)*	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*

*Note 1.— If the letter S is used, s~~S~~tandard equipment is considered to be VHF RTF, ~~*ADF,*~~ *VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.*

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other ~~the~~ equipment carried or other capabilities~~is to be specified in Item 18~~, preceded by COM/ , ~~and/or~~ NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~46~~.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~54~~.— ~~Inclusion of~~If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

OBLIQUE STROKE

(b) *Surveillance Equipment and capabilities*

ONE OR ~~TWO LETTERS~~MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

SSR ~~equipment~~Modes A and C

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification ~~transmission~~capability
~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability
X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.– Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

U1 ADS-B “out” capability using UAT
U2 ADS-“out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

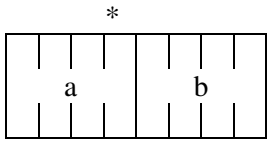
Alphanumeric characters not indicated above are reserved.

Note.– Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

Examples: –S/A
–SC~~H~~J/C~~D~~B1
–SAF~~J~~R/S~~D~~V1

. . .

Field Type 13 — Departure aerodrome and time

Format:– 

SINGLE HYPHEN

(a) *Departure Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the departure aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated (*see Note 1*) or if the departure aerodrome is not known, or

AFIL if the flight plan has been filed in the air (*see Note 2*).

Note 1.— If ZZZZ is used, the name and location of the departure aerodrome is to be shown in the Other Information Field (see Field Type 18) if this Field Type is contained in the message.

Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other Information Field (Field Type 18).

* This field shall be terminated here in message types ~~CHG, CNL, ARR,~~ CPL, EST, CDN~~,~~ and ACP ~~and RQS~~. It shall be terminated here in message type RQP if the estimated off-block time is not known.

(b) *Time*

4 NUMERICS giving

the estimated off-block time (EOBT) at the aerodrome in (a) in FPL, ARR, CHG, CNL, ~~and~~ DLA and RQS messages transmitted before departure and in RQP message, if known, or

the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

the actual or estimated time of departure from the first point shown in the Route Field (see Field Type 15) in FPL messages derived from flight plans filed in the air, as shown by the letters AFIL in (a).

Examples: –EHAM0730
–AFIL1625

. . .

Field Type 14 — Estimate data

Format:– [a] / [b] [c]* [d] [e]

SINGLE HYPHEN

(a) *Boundary Point (see Note 1)*

The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a ~~designated~~significant point ~~(e.g. a VOR)~~.

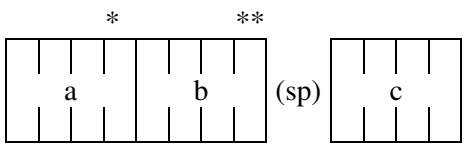
Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.

Note 2.— See 1.6 for data conventions.

. . .

Field Type 16 — Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

Format:–



See Note in margin on page A3-2~~0~~1.

FIELD TYPE 16

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
15	ALR	18
15	FPL	18
13	CHG	~~22~~18
13	CNL	~~)~~18
13	DLA	~~)~~18
13	DEP	~~)~~18
13	ARR***	17
15	CPL	18
14	EST	)
13	CDN	22
13	ACP	)
13	RQS	~~)~~18
13	SPL	18

*** Only in case of a diversionary landing.

SINGLE HYPHEN

(a) *Destination Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the destination aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated.

Note.— If ZZZZ is used, the name and location of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).

* This field is to be terminated here in all message types other than ALR, FPL and SPL.

. . .

SPACE

(c) *Destination Alternate Aerodrome(s)* 4 LETTERS, being the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, *Location Indicators* or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name and location of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).*	. *Note.— One further element of (c) should be added, as necessary, preceded by a space*

Examples: –EINN0630
–EHAM0645 EBBR
–EHAM0645 EBBR EDDL

Field Type 17 — Arrival aerodrome and time

Format:– a b* (sp) c

SINGLE HYPHEN

(a) *Arrival Aerodrome* 4 LETTERS, being the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, *Location Indicators*, or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name or location of the arrival aerodrome is to be shown in the Other Information Field (see Field Type 18).*
(b) *Time of Arrival* 4 NUMERICS, giving the actual time of arrival.

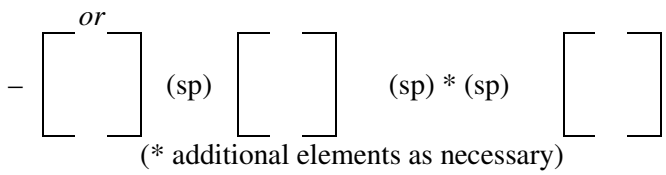
* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.

Field Type 18 — Other information

Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

Format:– a



SINGLE HYPHEN

(a) 0 (zero) if no other information,

OR,

Any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BAR-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~
~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in Item 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: –TYP/2F15, 5F5, 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: –DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:–RIF/DTA HEC KLAX
–RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Examples:–0
~~–~~STS/MEDEVAC
–EET/015W0315 020W0337 030W0420 040W0502
~~–STS/ONE ENG INOP~~
~~–DAT/S~~

. . .

Field Type 22 — Amendment

FIELD TYPE 22

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
~~16~~18	CHG	**22 or)*
16	CDN	**22 or)*

* Indicates that further fields of this type may be added

. . .

RULES FOR THE COMPOSITION OF ATS MESSAGES
(See Sections 1.3 to 1.8 of this Appendix)

. . .

STANDARD ATS MESSAGES AND THEIR COMPOSITION

DESIGNATOR	. . .		. . .	Other information
MESSAGE TYPE				18
Alerting		ALR		
Radiocommunication failure		RCF		
Filed flight plan		FPL		
Delay		DLA		18
Modification		CHG		18
Flight plan cancellation		CNL		18
Departure		DEP		18
Arrival		ARR		
Current flight plan		CPL		
Estimate		EST		
Coordination		CDN		
Acceptance		ACP		
Logical acknowledgement message		LAM		
Request flight plan		RQP		18
Request supplementary flight plan		RQS		18
Supplementary flight plan		SPL		

. . .

The expression of position or route

The following alternative data conventions shall be used for the expression of position or route:

. . .

(e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

2. Examples of ATS messages

. . .

2.2 Emergency messages

2.2.1 *Alerting (ALR) message*

2.2.1.1 *Composition*

. . .

– 9
Type of aircraft and
wake turbulence category

– 10
Equipment and capabilities

. . .

16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

. . .

2.2.1.2 *Example*

The following is an example of an alerting message relating to an uncertainty phase, sent by Athens Approach Control to Belgrade Centre and other ATS units, in respect of a flight from Athens to Munich.

(ALR-INCERFA/LGGGZAZX/OVERDUE
–FOX236/A3600024-IM
–C141/H-S/C~~D~~
–LGAT1020
–N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9
–EDDM0227 EDDF
–REG/A43213 EET/LYBE0020 EDMI0133 ~~REG/A43213~~ OPR/USAF RMK/NO POSITION REPORT SINCE DEP PLUS 2 MINUTES
–E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH
–USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NDB ATS UNITS ATHENS FIR ALERTED NIL)

2.2.1.2.1 *Meaning*

Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C~~— ADS capability~~ — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — destination alternate is Frankfurt — aircraft registration A43213 — accumulated estimated elapsed

times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — ~~aircraft registration A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons on board — portable radio equipment working on VHF 121.5 MHz and UHF 243 MHz is carried — life jackets fitted with lights and fluorescein are carried — 2 dinghies with orange covers are carried, have a total capacity for 14 persons — aircraft colour is silver — pilot's name is SIGGAH — operator is USAF — Athens approach control was the last unit to make contact at 1022 UTC on 126.7 MHz when pilot reported over GN runway locator beacon — Athens approach control have alerted all ATS units within Athens FIR — no other pertinent information.

. . .

2.3 Filed flight plan and associated update messages

2.3.1 *Filed flight plan (FPL) message*

2.3.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight

– 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities

– 13 Departure aerodrome and time

– 15 Route (using more than one line if necessary)

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

)

2.3.1.2 *Example*

The following is an example of a filed flight plan message sent by London Airport to Shannon, Shanwick and Gander Centres. The message may also be sent to the London Centre or the data may be passed to that centre by voice.

(FPL~~-TPR~~ACA101-IS
~~–B707M~~B773/H-CHO~~P~~V/C~~D~~
–EGLL1400
–N0450F310 ~~G1 UG1~~L9 UL9 STU285036/M082F310 ~~UG1~~UL9 ~~52N015W~~LIMRI

52N020W 52N030W 50N040W 49N050W
–CYQX0455 CYYR
–EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

2.3.1.2.1 *Meaning*

Filed flight plan message — aircraft identification TPRACA101 — IFR, scheduled flight — a Boeing 707, medium777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, Doppler, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ADS capability — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways Green 1Lima 9 and Upper Green 1Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper Green 1Lima 9 to 52N15WLIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — destination alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

2.3.2 *Modification (CHG) message*

2.3.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

– 22 Amendment - - - - 22 Amendment etc. (using more than one) line if necessary)

2.3.2.2 *Example*

The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-16/EDDN)

2.3.2.2.1 *Meaning*

Modification message – Amsterdam and Frankfurt computer unit identifiers A and F, followed by serial number (016) of this message sent by Amsterdam, repeat of computer unit identifiers followed by serial number (014) of the related filed flight plan message – aircraft identification GABWE, SSR Code 2173

operating in Mode A, en route from Amsterdam EOBT0850 to Frankfurt date of flight 22 Jan 2008 – Field Type 8 of the related filed flight plan message is corrected to IFR – Field Type 16 of the related filed flight plan is corrected, the new destination is Nürnberg.

2.3.3 *Flight plan cancellation (CNL) message*

2.3.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time	
–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	)				
–	18 Other information (using more than one line if necessary)	)				

2.3.3.2 *Example 1*

The following is an example of a flight plan cancellation message sent by an ATS unit to all addressees of a filed flight plan message previously sent by that unit.

(CNL-DLH522-EDBB0900-LFPO-0)

2.3.3.2.1 *Meaning*

Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – no other information.

2.3.3.3 *Example 2*

The following is an example of a flight plan cancellation message sent by a centre to an adjacent centre. It is assumed that both centres are equipped with ATC computers.

(CNLF/B127F/B055-BAW580-EDDF1430-EDDW-0)

2.3.3.3.1 *Meaning*

Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message, repeat of computer unit identifiers followed by serial number (055) of current flight plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt EOBT1430 to Bremen – no other information.

2.3.4 *Delay (DLA) message*

2.3.4.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.3.4.2 *Example*

The following is an example of a delay message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DLA-KLM671-LIRF0900-LYDU-0)

2.3.4.2.1 *Meaning*

Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information.

2.3.5 *Departure (DEP) message*

2.3.5.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.3.5.2 *Example*

The following is an example of a departure message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DEP-CSA4311-EGPD1923-ENZV-0)

2.3.5.2.1 *Meaning*

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.

2.3.6 *Arrival (ARR) message*

2.3.6.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time – 17 Arrival aerodrome and time)

2.3.6.2 *Example 1*

The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.

(ARR-CSA406-LHBP-LKPR0913)

2.3.6.2.1 *Meaning*

Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.

2.3.6.3 *Example 2*

The following is an example of an arrival message sent for an aircraft which has landed at an aerodrome for which no ICAO location indicator has been allocated. The SSR Code would not be meaningful.

(ARR-~~HELI13~~HHE13-EHAM-1030 DEN HELDER)

2.3.6.3.1 *Meaning*

Arrival message aircraft identification ~~HELI13~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

2.4 Coordination messages

2.4.1 *Current flight plan (CPL) message*

2.4.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight – 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities – 13 Departure aerodrome and time – 14 Estimate data

– 15
Route (using more than one line if necessary)

– 16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18
Other information (using more than one line if necessary)
)

2.4.1.2 *Example 1*

The following is an example of a current flight plan message sent from Boston Centre to New York Centre on a flight which is en route from Boston to La Guardia Airport.

(CPL-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

2.4.1.3 *Example 2*

The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.

(CPLBOS/LGA052-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.

2.4.1.4 *Meaning*

Current flight plan message [with sending unit identity (BOS) and receiving unit identity (LGA), followed by the serial number of this message (052)] — aircraft identification UAL621, last assigned SSR Code 5120 in Mode A — IFR, scheduled flight — one ~~DC9~~A320, medium wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route and SSR transponder with Modes A (4 096 code capability) and C ~~— ADS capability —~~ departed Boston — the flight is estimated to cross the Boston/New York "boundary" at point HFD at 1341 UTC, cleared by the Boston Centre at altitude 22 000 feet but to be at or above altitude 20 000 feet at HFD — TAS is 420 knots, requested cruising level is altitude 22 000 feet — the flight will proceed on airway V3 to

reporting point AGL thence on airway V445 — destination is La Guardia Airport — no other information.

2.4.2 *Estimate (EST) message*

2.4.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 14 Estimate data – 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

. . .

2.4.3 *Coordination (CDN) message*

2.4.3.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 22 Amendment - - - - 22 Amendment etc. (using more than one) line if necessary)

. . .

2.4.4 *Acceptance (ACP) message*

2.4.4.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

. . .

2.5 Supplementary messages

2.5.1 *Request flight plan (RQP) message*

2.5.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code

– 13 Departure aerodrome and time – 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.5.1.2 *Example*

The following is an example of a request flight plan message sent by a centre to an adjacent centre after receipt of an estimate message, for which no corresponding filed flight plan message had been received previously.

(RQP-PHOEN-EHRD-EDDL-0)

2.5.1.2.1 *Meaning*

Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – no other information.

2.5.2 *Request supplementary flight plan (RQS) message*

2.5.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.5.2.2 *Example*

The following is an example of a request flight plan message sent by an ATS unit to the ATS unit serving the departure aerodrome requesting information contain in the flight plan form, but not transmitted in the filed or current filed flight plan messages.

(RQS-KLM405/A4046-EHAM-CYMX-0)

2.5.2.2.1 *Meaning*

Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – no other information.

2.5.3 *Supplementary flight plan (SPL) message*

2.5.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time

–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

. . .

— — — — — — — — —

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/9

6 February 2009

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

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

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5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

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)

ATTACHMENT to State letter AN 13/2.1 – 09/9

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

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicable date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the* Air or the PANS-ATM regarding completion and acceptance of a flight plan.

2. OBJECTIVE

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. SCOPE

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight

plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

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 1**

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. **Guideline 2**

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. **Guideline 3**

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

***Note* – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.**

6.5. **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.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

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.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

7. CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V

	J4		J	DAT/V
	J5		J	DAT/S
	J6		J	DAT/S
	J7		J	DAT/S
	K		K	
	L		L	
	M1		Z	COM/INMARSAT
	M2		Z	COM/MTSAT
	M3		Z	COM/IRIDIUM
	O		O	
	P1-P9(Reserved)			
	R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

Sur	N		N	
	A		A	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

— END —

APPENDIX C

ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT – AMENDMENT 1 TO THE 15th EDITION OF ICAO DOCUMENT 4444 (PANS/ATM)

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Approval of Amendment 1 to the 15th Edition of PANS/ATM – Doc 4444 – (*Procedures for air navigation services – air traffic management)* (ICAO State letter 13/2.1-08/50 of 25 June 2008)	SAM States	Take note of the Amendment	December2008	Completed
Guidelines for the inclusion of the flight plan information as per Amendment 1 to the 15th Edition of PANS/ATM- Doc 4444 (ICAO State letter AN 13/2.1-09/9 of 6 February 2009	SAM States	Take note of the ICAO guidelines	June 2009	Completed
Draft a regional strategy for the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Regional strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	October 2009	Completed. The strategy approved by SAM/IG/4 meeting for its adoption in the SAM Region was reviewed and approved for the CAR/SAM Regions at the meeting of the CNS/ATM Subgroup (March 2010)
Draft a national plan for the implementation of Amendment 1 to the PANS/ATM	SAM States	National plan for the for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	End of April 2010 – Extension to 30 November 2010, for adjustments in accordance with models presented	All States have presented their action plans, with the exception of French Guiana (France). Some States of the Region have updated their national action plans, but have not been submitted to the ICAO SAM Regional Office.

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Nomination of focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	SAM States	SAM States focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	7 May 2010	Updated. See list in Appendix B to this working paper.
Analyze the checklist of systems involved in the flight plan process to evaluate the impact of the implementation of the new flight plan format in the automated systems	SAM/IG meeting	Checklist of systems involved in the flight plan process and its impact on the new flight plan format	SAM/IG/5	Completed. Systems affected: flight plan format templates of AMHS terminals and flight plan processors (FDP).
Carry out an analysis on the impact of the implementation of the new flight plan format in the SAM States automated systems	SAM States	Impact of the implementation of the amendment in the automated systems	End of August 2010	All SAM States have conducted the analysis on the impact in the implementation of the amendment to automated systems
Preparation of a SAM seminar/workshop for the implementation of Amendment to the PANS/ATM	ICAO Secretariat	Seminar/Workshop for the Implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 13 to 15 September 2010	Carried out with the participation of 41 delegates from 10 States (Argentina, Bolivia, Brazil, Chile, Panamá, Paraguay, Perú, Suriname, Uruguay and Venezuela; 1 international organization (IATA), 5 providers (Adacel Inc., Atech, Indra, Ineco-Tifsa and Radiocom Inc.)
Hold national meetings between providers and users when implementing Amendment 1 to the PANS/ATM	SAM States	Establishment of a national schedule of meetings for the implementation of Amendment 1 to the PANS/ATM	Necessary national meetings for 2010-2012	The number of national meetings would be determined by the States
Prepare user and service provider personnel on the implementation of Amendment 1 to the PANS/ATM	SAM States	Service provider and user personnel trained on Amendment 1 to the PANS/OPS, under a national training programme	October 2010-November 2012	Information on training activities in some SMA States is shown in Appendix C to this working paper

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Hold second seminar/workshop for the SAM Region on the implementation of Amendment 1 to the PANS/ATM	ICAO Secretariat	second seminar/workshop for the SAM Region on the implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 19-20 May 2011	Held with participation of 8 SAM States (Argentina, Bolivia, Brazil, Chile, Panama, Paraguay, Peru, Suriname and Uruguay), one airline representative (LAN Peru), industry representatives (Atech, Comsoft, Indra and ICAO representatives, totalling 36 participants
Conduct trials between systems with new flight plan processing capability	SAM States		End of June 2012	National, regional and interregional trials would initially be conducted from 1 Jan to 30 June 2012
Hold of a seminar/workshop for the evaluation of risk as consequence of the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Study with the safety assessment before the implementation of the new flight plan format	Lima, Peru, 5-9 September 2011	Conducted with the participation of 19 delegates from 6 States (Bolivia, Brazil, Paraguay, Peru, Uruguay and Venezuela)
Study the implementation of the transition to the new flight plan format (operation taking under consideration the current and new format) including contingency measures	RLA/06/901 project	Study the implementation of Amendment 1 to the PANS/ATM, during the transition phase with the contingency measures	SAM/IG/8	Coordination meeting planned for 14 to 18 May 2012
Publishing of transition actions, trials and other publications for users and interested parties	SAM States	Publishing of transition actions, trials and other publications for users and interested parties	End of March 2012	Updating at SAM/IG/9 meeting
Implementation of the new flight plan format in accordance with the strategy on the implementation of Amendment 1 to the 15th Edition of the PANS/ATM-Doc 4444	SAM States	Systems involved in the FPL process with capability to operate the new FPL format	End of March 2012	Conclusion SAM/IG/6-11 (AMHS until 31/12/2011 and FDP until 31/03/2012). Information on SAM States implementation activities is shown in Appendix C to this working paper

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Implementation of activities permitting systems involved in the FPL to operate with the current and new FPL	SAM States	Systems involved in the FPL process with capability to act upon the current and new flight plan during the transition period	End of 2012	If the new plan is implemented before June 2012, same will be only used on a trial basis (national, intra- and inter-regional), continuing to operate with the current flight plan format. In addition, during this period, pre-operational trials can be carried out (national, intra- and inter-regional). From 1 Jul to 14 Nov 2012, the systems will be capable to operate with both the new and the current FPL format.
Keep the Regional Office informed on the progress of activities, as well as on date changes in the action plans	SAM States	Updated information of the action plan	Continuous process until 15/12/2012	States should keep the ICAO SAM Regional office informed on the new FPL implementation activities
Implementation of operational phase with the current and new flight plan	SAM States	Systems involved in the FPL process operating with the current and new format	1 July 2012 to 15 November 2012	The new FPL format should not become operational before 1 July 2012

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APPENDIX D / APENDICE D

PUNTOS FOCALES PARA LA COORDINACIÓN DEL FORMATO DE PLAN DE VUELO / FOCAL POINTS FOR THE COORDINATION OF THE FLIGHT PLAN FORMAT

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
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APPENDIX E / APENDICE E

IMPLEMENTATION STATUS OF CHANGES IN THE AMHS AND FDP EQUIPMENTS IN THE ACCs OF SAM REGION TO ACCEPT THE NEW FPL / ESTADO DE IMPLANTACION DE LOS CAMBIOS EN LOS EQUIPOS AMHS Y FDP EN LOS ACC DE LA REGION SAM PARA ACEPTAR EL NUEVO FPL

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
ARGENTINA/ ACC **Ezeiza**	RADIOCOM AMHS Extended Service Installation: 2005	The NEWFPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2008	Between 1 July and 14 November 2012 all the FDP will be updated to accept NEW FPL	Trials in the AMHS and FDP simulator system installed in Ezeiza (CIPE) was made in March 2012 where was installed the new software to both system	During June will be tested between AMHS terminal Ezeiza FIR and FDP Cordoba simulator and vice versa. Regional and interregional tests will be initiated in July 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Aircon 2100 de INDRA Instalación: 2008	Entre el 1 de julio y el 14 de noviembre de 2012 todos los FDP estarán listos para aceptar el NUEVO FPL.	Durante Marzo 2012 se realizaron pruebas entre los simuladores AMHS y FDP instalados en Ezeiza (CIPE), donde se instaló el nuevo software en ambos.	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Ezeiza y el simulador FDP de Córdoba y viceversa. Pruebas regionales e interregionales iniciarán en julio 2012
ARGENTINA/ ACC **Comodoro Rivadavia**	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEWFPL format template will be installed in all national AMHS terminals	There´s not FDP in this FIR, the operation is manual-		Trials between Comodoro Rivadavia AMHS terminals and FDP simulator of Comodoro Rivadavia will be made on May 2012.	During June will be tested between Comodoro Rivadavia FIR AMHS terminals and FDP Cordoba & Ezeiza simulators. Regional and interregional tests will be initiated in July 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	No existe FDP en este FIR, la operación es manual.		Para el mes de mayo se realizarán pruebas entre terminales AMHS de Comodoro Rivadavia y el simulador FDP instalado en Ezeiza,	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Comodoro Rivadavia y los simuladores FDP de Córdoba & Ezeiza. Pruebas regionales e interregionales iniciarán en julio 2012
ARGENTINA/ ACC Cordoba	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEWFPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2008	Between1 July and 14 November 2012 all the FDP installed in the ACC will be updated to accept NEW FPL	Trials in the AMHS and FDP simulator system installed in Córdoba will be made in May 2012. The software with the NEW FPL will be installed in the FDP and AMHS simulator of Cordoba.	During the month of June will be tested between AMHS terminal Ezeiza FIR and FDP Cordoba simulator and vice versa. Regional and interregional tests will be initiated in July 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Sistema Aircon 2100 INDRA Instalación: 2008	Entre el 1 de julio y el 14 de noviembre de 2012 todos los FDP estarán listos para aceptar el NUEVO FPL.	Durante el mes de mayo se realizarán pruebas entre terminales AMHS y el simulador FDP instalado en Córdoba, donde se instalará el nuevo software en ambos	Durante el mes de Junio se realizarán pruebas entre terminales AMHS de la FIR Ezeiza y el simulador FDP de Córdoba y viceversa. Pruebas regionales e interregionales iniciarán en julio 2012
ARGENTINA/ ACC Resistencia	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEWFPL format template will be installed in all national AMHS terminals	INDRA Aircon 2100 system Installation: 2011	Between1 July and octubr2012 all the FDP installed in the ACC will be updated to accept NEW FPL	Trials in Resistencia AMHS terminals and FDP simulator system installed in Ezeiza will be made in May 2012. The software with the NEW FPL will be installed in the FDP simulator of Ezeiza for trials	During June will be tested between Resistencia FIR AMHS terminals and FDP Cordoba & Ezeiza simulators. Regional and interregional tests will be initiated in July 2012
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	Aircon 2100 INDRA de Ezeiza Instalación: 2011	The softwarewith the NEW FPL will be installed in the FDP and AMHSsimulator of Cordoba	The softwarewith the NEW FPL will be installed in the FDP and AMHSsimulator of Cordoba	The softwarewith the NEW FPL will be installed in the FDP and AMHSsimulator of Cordoba

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
ARGENTINA/ ACC Mendoza	RADIOCOM AMHS Extended Service Installation: 2005	Between 1April to 30 June 2012 the NEWFPL format template will be installed in all national AMHS terminals	There´s not FDP in this FIR, the operation is manual-		Trials in Mendoza AMHS terminals simulator system installed in Córdoba will be made in May 2012. The software with the NEW FPL will be installed in the FDP simulator of Córdoba for trials	During June will be tested between Mendoza FIR AMHS terminals and FDP Cordoba & Ezeiza simulators. Regional and interregional tests will be initiated in July 2012
	RADIOCOM AMHS Extended Service Instalación: 2005	La plantilla con el NUEVO formato de FPL será instalado en todos los terminales AMHS a nivel nacional	No existe FDP en este FIR, la operación es manual.	.	Durante el mes de mayo se realizarán pruebas entre terminales AMHS de Mendoza y el simulador FDP instalado en Córdoba, donde se instalará el nuevo software en ambos	Durante Junio se realizarán pruebas entre terminales AMHS de la FIR Mendoza y los simuladores FDP de Córdoba &Ezeiza. Pruebas regionales e interregionales iniciarán en julio 2012
BOLIVIA/ACC La Paz	Thales AERMAC AMHS System Installed December 2011	NEWFPL template included in the AMHS terminals The implementation at national level will be completed by the end of first semester 2012	FDP system not implemented	Manual Processing for the NEW FPL		Regional and interregional tests will be initiated in July 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHSAERMAC de Thales Instalado Diciembre 2011	La plantilla con el NUEVO formato FPL incluido en los terminales AMHS La implantación a nivel nacional se completara a finales del primer semestre de 2012	Sistema FDP no implementado	El procesamiento del NUEVO FPL será en forma manual		Pruebas regionales e interregionales iniciarán en julio 2012
BRAZIL/ACC Brasilia	ATECH AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 16 June	ATECH-Sagitario Installation: 2012	Ongoing – to be concluded on 16 June	Ongoing – to be concluded on 16 June	Regional and interregional tests will be initiated in June 2012
	ATECH AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 16 de junio	ATECH Sagitario Instalación: 2012	Continua – A ser concluida el 16 de junio	Continua – A ser concluida el 16 de junio	Pruebas regionales e interregionales iniciarán en junio 2012
Brazil/ACC Manaos	ATECH AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 22June	ATECH X4000 Installation: 2008	Ongoing – to be concluded on 22 June	Ongoing – to be concluded on 22 June	Regional and interregional tests will be initiated in June 2012
	ATECH AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 22 de junio	ATECH X4000 Instalación: 2008	Continua – A ser concluida el 22 de junio	Continua – A ser concluida el 22 de junio	Pruebas regionales e interregionales iniciarán en junio 2012
Brazil/ACC Curitiba	ATECH AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 24 May	ATECH-Sagitario Installation: 2010	Ongoing – to be concluded on 24 May	Ongoing – to be concluded on 24 May	Only internal tests

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	ATECH AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 24 de mayo	ATECH Sagitario Instalación: 2010	Continua – A ser concluida el 24 de mayo	Continua – A ser concluida el 24 de mayo	Unicamente pruebas internas
Brazil/ACC Recife	ATECH AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 10 May	ATECH-Sagitario Installation: 2011	Ongoing – to be concluded on 10 May	Ongoing – to be concluded on 10 May	Only internal tests
	ATECH AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 10 de mayo	ATECH Sagitario Instalación: 2011	Continua – A ser concluida el 10 de mayo	Continua – A ser concluida el 10 de mayo	Unicamente pruebas internas
Brazil / ACC Atlántico	ATECH AMHS Extended Service Installation: 2009	Ongoing – to be concluded on 10 May	ATECH X4000 Installation: 2008	Ongoing – to be concluded on 10 May	Ongoing – to be concluded on 10 May	Only internal tests
	ATECH AMHS Extended Service Instalación: 2009	Continua – A ser concluida el 10 de mayo	ATECH X4000 Instalación: 2008	Continua – A ser concluida el 10 de mayo	Continua – A ser concluida el 10 de mayo	Unicamente pruebas internas
CHILE/ACC Santiago	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level	Thales EUROCAT C system Installation: 2009	By the end of first semester of 2012 it is foreseen to initiate the installation of FDP update software to accept the NEW FPL		Regional and interregional tests will be initiated in August 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo	EUROCAT C Thales Instalación: 2009	Para finales del primer semestre de 2012 esta previsto la instalación del software actualizado del FDP para aceptar el NUEVO FPL.		Pruebas regionales e interregionales iniciarán en agosto 2012
CHILE/ACC Antofagasta	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level	EUROCAT 1000 Thales	By the end of first semester of 2012 it is foreseen to initiate the installation of FDP update software to accept the NEW FPL		Regional tests will be initiated in August 2012
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo	EUROCAT 1000 Thales	Para finales del primer semestre de 2012 esta previsto la instalación del software actualizado del FDP para aceptar el NUEVO FPL		Pruebas regionales iniciarán en agosto 2012
CHILE/ACC Puerto Montt	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level	EUROCAT 1000 Thales	By the end of first semester of 2012 it is foreseen to initiate the installation of FDP update software to accept the NEW FPL		Regional tests will be initiated in August 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo	EUROCAT 1000 Thales	Para finales del primer semestre de 2012 esta previsto la instalación del software actualizado del FDP para aceptar el NUEVO FPL		Pruebas regionales iniciarán en agosto 2012
CHILE/ACC Punta Arena	Thales AERMAC AMHS system Instalación: 2009	By the end of first semester of 2012 they initiated the implementation of the NEW FPL template in the AMHS terminals at national level	EUROCAT 1000 Thales	By the end of first semester of 2012 it is foreseen to initiate the installation of FDP update software to accept the NEW FPL		Regional tests will be initiated in August 2012
	Sistema AMHS AERMAC Thales Instalación: 2009	Para finales del primer semestre de 2012 se iniciara la instalación en los terminales AMHS a nivel nacional de la plantilla con el NUEVO formato de plan de vuelo	EUROCAT 1000 Thales	Para finales del primer semestre de 2012 esta previsto la instalación del software actualizado del FDP para aceptar el NUEVO FPL		Pruebas regionales iniciarán en agosto 2012
COLOMBIA/ACC Bogotá	COMSOFT CADAS AMHS system Installation: 2009	NEW FPL template not included Initially it is foreseen to work manually with the NEW FPL	INDRA Aircon 2000 system Installation: 2009	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		Regional tests will be initiated in August 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Plantilla del NUEVO formato no incluido Inicialmente está previsto trabajar en forma manual	Aircon 2000 INDRA Instalación: 2009	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en forma manual		Pruebas regionales iniciarán en agosto 2012
COLOMBIA/ACC Barranquilla	COMSOFT CADAS AMHS system Installation: 2009	NEW FPL template not included Initially it is foreseen to work manually with the NEW FPL	INDRA Aircon 2000 system Installation: 2009	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		Regional tests will be initiated in August 2012
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Plantilla del NUEVO formato no incluido Inicialmente está previsto trabajar en forma manual	Aircon 2000 INDRA Instalación: 2009	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en for,ma manual		Pruebas regionales iniciarán en agosto 2012
ECUADOR/ACC Guayaquil	Thales AERMAC AMHS system Instalación: 2011	NEW FPL template included in the AMHS terminals The implementation at national level will be completed by the end of first semester 2012	AMS Alenia Marconi SAT CAT system Installation: 2004	The changes in the FDP will be initially not ready by 15 November 2012 It is expected to work manually		Regional tests will be initiated in August 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHS AERMAC Thales Instalación: 2011	La plantilla con el NUEVO formato FPL incluido en los terminales AMHS La implantación a nivel nacional se completara a finales del primer semestre de 2012	AMS Alenia Marconi SAT CAT Instalación: 2004	Inicialmente los cambios en el FDP no estarán listo para el 15 de noviembre de 2012 .Se espera trabajar en forma manual		Pruebas regionales iniciarán en agosto 2012
GUYANA/ACC Guyana	SKYCOM by INTELCAN	**Implemented** NEW and ACTUAL FPL template included in the AMHS terminals June 2011	INTELCAN June 2011	**Implemented** December 2011		Regional tests will be initiated in June 2012
	SKYCOM de INTELCAN	**Implementado** Los terminales del sistema AMHS incluyen la plantilla con el NUEVO y ACTUAL formato FPL Junio 2011	INTELCAN junio 2011	I**mplementado** Diciembre 2011		Pruebas regionales iniciarán en junio 2012
FRENCH GUIANA (France) / GUYANA FRANCESA (Francia)	SIGMA system	V17 being tested in Bordeaux France. Overseas standard version realized by French DGAC (DTI, Toulouse) should be delivered in Guadeloupe for trials and validation at the end of May2012, in Cayenne June 2012	SIGMA system AURORA for oceanic FIR	V17 being tested in Bordeaux France. Overseas standard version realized by French DGAC (DTI, Toulouse) should be delivered in Guadeloupe for trials and validation at the end of May2012, in Cayenne June 2012		Regional tests will be initiated in August 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema SIGMA	V 17 esta siendo probada en Bordeaux Francia. Versión estándar fuera territorio esta siendo realizada por la DGAC de Francia estaría en Guadaloupe para pruebas y validación mayo 2012	Sistema SIGMA Sistema AURORA para FIR Oceanica	V 17 esta siendo probada en Bordeaux Francia. Versión estándar fuera territorio esta siendo realizada por la DGAC de Francia estaría en Guadaloupe para pruebas y validación mayo 2012		Pruebas regionales iniciarán en agosto 2012
PANAMÁ/ACC Panamá	COCESNA AMHS system Installation: 2008 New AMHS AERMAC from Thales will be in operation by the end of first quarter of 2013. The new system will count with the NEW FPL template	NEW FPL format will be entry in a manual form	INDRA Aircon 2000 system Installation: 2009	The INDRA Aircom 2000 system will not be update in order to accept NEW FPL considering that a new FDP from Thales that accept the NEW FPL will be in operation in the third quarter of 2013. Before that date the NEW FPL will be manually processed	National trials were made in March 2012 in order to know the necessary workload considering they have to work in a manual form to accept the new FPL until the end of third quarter 2013	Trials between Peru and Panamá were made in March 2012. Regional tests continue in July 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
	Sistema AMHSCOCESNA Instalación: 2008 Nuevo sistema AMHS AERMAC de Thales estará en operación a finales del primer trimestre de 2013 . El nuevo sistema contará con la plantilla del NUEVO FPL.	NUEVO formato de Plan de Vuelo será introducido en forma manual	Parte del sistema Aircon 2000 INDRA Instalación: 2009	El sistema Aircom 2000 de INDRA no será actualizado para aceptar el NUEVO FPL, considerando que para finales del tercer trimestre de 2013 se instalará el nuevo sistema FDP de Thales que acepta el NUEVO FPL. Antes de esta fecha el NUEVO FPL será procesado manualmente	Pruebas nacionales se realizaron en marzo de 2012 para verificar la carga de trabajo requerida en vista que tienen que trabajar en forma manual para aceptar el NUEVO FPL hasta finales del tercer trimestre de 2013.	Pruebas entre Peru y Panamá a se realizaron en marzo 2012. Pruebas regionales continúan en julio 2012
PARAGUAY /ACC Asunción	RADIOCOM AMHS Extended Service Installation: 2007	AMHS terminals in Asuncion count with the NEW FPL template since the end of March 2012. At national level will be completed by the end of June 2012	Part of INDRA Aircon 2100system Installation: October 2011	The FDP systemwill be updated in June 2012		Regional tests will be initiated in August 2012
	RADIOCOM AMHS Extended Service Instalación: 2007	Los terminales de AMHS en Asunción cuentan con la plantilla del NUEVO FPL. A nivel nacional se completara para fines de junio de 2012	Parte del sistema Aircon 2100 INDRA Instalación: octubre 2011	El sistema FDP se actualizará en junio de 2012		Pruebas regionales iniciarán en agosto 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
PERU /ACC Lima	COMSOFT CADAS AMHS system Instalación: 2009	AMHS terminals in Lima count with the NEW FPL template since beginning of 2012. At national level will be completed by the end of June 2012	INDRA Aircon 2100system Installation: April 2012	**Implemented** The FDP is ready to accept the NEW FPL April 2012	**Implemented** National trials were made to the AMHS and the FDP with positive results March 2012	Trials between Peru and Panamá were made in March 2012. Regional test will continue June 2012
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Los terminales de AMHS en Lima cuentan con la plantilla del NUEVO FPL desde inicio del 2012. A nivel nacional se completara para fines de junio de 2012	Aircon 2100 INDRA Instalación: abril 2012	I**mplementado** El FDP esta listo a aceptar el NUEVO FPL Abril 2012	**Implementado** Pruebas Nacionales fueron realizadas en el sistema AMHS y el FDP con resultados positivos Marzo 2012	Pruebas entre Perú y Panamá se realizaron en marzo de 2012. Continúan pruebas regionales junio 2012
SURINAME /ACC Paramaribo	SKYCOM by INTELCAN	**Implemented** NEW and ACTUAL FPL template included in the AMHS terminals June 2011	INTELCAN March 2011	**Implemented** December 2011		Regional tests will be initiated in June 2012
	SKYCOM de INTELCAN	**Implementado** Los terminales del sistema AMHS incluyen la plantilla con el NUEVO y ACTUAL formato FPL Junio 2011	INTELCAN Marzo 2011	I**mplementado** Diciembre 2011		Pruebas regionales iniciarán en junio 2012

State/Site Estado/Localidad	Manufacture of the AFTN/AMHS System / Fabricante del Sistema AFTN/AMHS	Implementation status of NEW FPL in the AFTN/AMHS system/ Estado de implantación del NUEVO FPL en el sistema AFTN/AMHS	Manufacture of the Flight Plan Processing System (FDP)/ Fabricante del sistema de procesamiento de plan de vuelo(FDP)	Implementation status of the NEW FPL in the FDP / Estado de implantación del NUEVO FPL en el sistema FDP	Implementation status of national trials with NEW FPL/ Estado de implantación de las pruebas nacionales con el NUEVO FPL	Implementation status of regional and interregional trials with the NEW FPL / Estado de implantación de las pruebas regionales e interregionales con el NUEVO FPL
URUGUAY /ACC Montevideo	Global Weather	NEW FPL format will be entry in a manual form	INDRA Aircon 2100system Installation: 2005	Update of INDRA FDP will be made in June 2012		Regional tests will be initiated in August 2012
	Global Weather	NUEVO formato de Plan de Vuelo será introducido en forma manual	Aircon2100 INDRA Instalación: 2005	Actualización del FDP de INDRA se realizará en junio de 2012		Pruebas regionales iniciarán en Agosto 2012
VENEZUELA /ACC de Maiquetía	RADIOCOM AMHS Extended Service Installation: 2010	AMHS terminals in Maiquetia count with the NEW FPL template since the end of December of 2011. At national level will be completed by the end of June 2012	ATECH X4000 system Installation: 2008	Update of ATECH system will be made by the end of June 2012		Regional tests will be initiated in August 2012
	RADIOCOM AMHS Extended Service Instalación: 2010	Los terminales de AMHS en Maiquetía cuentan con la plantilla del NUEVO FPL desde finales del 2011. A nivel nacional se completara para fines de junio de 2012	ATECH X4000 Instalación: 2008	Actualización del sistema ATECH X4000 se realizará para finales de junio de 2012		Pruebas regionales iniciarán en Agosto 2012

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APPENDIX F/ APENDICE F

SAM REGION TESTING SCHEDULE FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT / PROGRAMACION DE PRUEBAS PARA LA IMPLANTACION DEL NUEVO FORMATO DE PLAN DE VUELO EN LA REGION SAM

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
Argentina	**Comodoro Rivadavia**	**Chile** Puerto Montt Punta Arenas	30August/ Agosto	**South Africa** Johannesburg	15September/ Septiembre	FDP Manual AMHS Upgrade/ Mejoras	
	Cordoba	**Bolivia** La Paz	20July/Julio			Upgrade/ Mejoras FDP and/y AMHS	
		Chile Antofagasta	30August/ Agosto				
	Ezeiza	**Uruguay** Montevideo	30August/ Agosto	**South Africa** Johannesburg	15September/ Septiembre	Upgrade/ Mejoras FDP and/y AMHS	
		Chile Puerto Montt	30August/ Agosto				
	Mendoza	**Chile** Santiago	30August/ Agosto			FDP Manual AMHS Upgrade/ Mejoras	
	Resistencia	**Paraguay** Asunción	30August/ Agosto			FDP Manual AMHS Upgrade/ Mejoras	
		Uruguay Montevideo	30August/ Agosto				
		Brasil Curitiba	20July/Julio				

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
Bolivia		**Argentina** Córdoba	20July/Julio			FDP Manual AMHS Upgrade/ Mejoras	
		Brasil Amazónico Curitiba	20July/Julio				
		Chile Antofagasta	30August/ Agosto				
		Paraguay Asunción	30August/ Agosto				
		Perú Lima	20July/Julio				
Brasil	**Amazonico**	**Bolivia** La Paz	20July/Julio			Converter/ Conversor AMHS Upgrade/ Mejoras	
		Colombia Bogotá	30August/ Agosto				
		Guyana Francesa Rochambeau	30August/ Agosto				
		Guyana Georgetown	29June/Junio				
		Peru Lima	20July/Julio				
		Suriname Paramaribo	29June/Junio				
		Venezuela Maiquetia	30August/ Agosto				
	Atlántico	**Guyana Francesa** Rochambeau	30August/ Agosto	**Senegal** Dakar	15September/ Septiembre	AMHS Upgrade/ Mejoras	
		Uruguay Montevideo	30August/ Agosto	**South Africa** Johannesburg	15September/ Septiembre		

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
	Brasilia					Converter/ Conversor AMHS Upgrade/ Mejoras	
	Curitiba	**Argentina** Resistencia	20July/Julio			AMHS Upgrade/ Mejoras	
		Bolivia La Paz	20July/Julio				
		Paraguay Asunción	30August/ Agosto				
		Uruguay Montevideo	30August/ Agosto				
	Recife						
Chile	**Antofogasta**	**Argentina** Córdoba	30August/ Agosto			Upgrade/ Mejoras FDP and/y AMHS	
		Bolivia La Paz	30August/ Agosto				
		Peru Lima	30August/ Agosto				
	Santiago	**Argentina** Mendoza	30August/ Agosto	**Australia** Brisbane	15September/ Septiembre	Upgrade/ Mejoras FDP and/y AMHS	
				Nueva Zelandia Auckland	15September/ Septiembre		
	Puerto Montt	**Argentina** Ezeiza Comodoro Rivadavia	30August/ Agosto			Upgrade/ Mejoras FDP and AMHS	

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
	Punta Arenas	**Argentina** Comodoro Rivadavia	30August/ Agosto			Upgrade/ Mejoras FDP and/y AMHS	
Colombia	**Barranquilla**	**Panama**	30August/ Agosto	**Curacao**	15September/ Septiembre	AMHS Upgrade/ Mejoras	
		Venezuela Maiquetia	30August/ Agosto	**Jamaica** Kingston	15September/ Septiembre		
	Bogota	**Brasil** Amazónico	30August/ Agosto	**COCESNA**	1 July/Julio	AMHS Upgrade/ Mejoras	
		Ecuador Guayaquil	30August/ Agosto				
		Panama	20July/Julio				
		Peru Lima	20July/Julio				
		Venezuela Maiquetía	30August/ Agosto				
Ecuador	**Guayaquil**	**Colombia** Bogota	30August/ Agosto	**COCESNA**	1 July/Julio	FDP Manual AMHS Upgrade/ Mejoras	
		Peru Lima	30August/ Agosto				
Guyana	**Georgetown**	**Brasil** Amazónico	29June/Junio	**Trinidad Tobago** Piarco	1 October/ Octubre	Upgrade/ Mejoras FDP and/y AMHS	
		Surinam Paramaribo **Venezuela** Maiquetía	29June/Junio 30August/ Agosto				

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
French Guiana (France)	**Rochambeau**	**Brasil** Amazónico Atlántico	30August/ Agosto	**Trinidad Tobago** Piarco	1 October/ Octubre	Upgrade/ Mejoras FDP and/y AFTN	
		Surinam Paramaribo	30August/ Agosto				
Paraguay	**Asuncion**	**Argentina** Resistencia Córdoba	30August/ Agosto			Upgrade/ Mejoras FDP and/y AMHS	
		Bolivia La Paz	20July/Julio				
		Brasil Curitiba	20July/Julio				
Panama	**Panama**	**Colombia** Barranquilla Bogotá	20July/Julio	**COCESNA**	1 July/Julio	Manual FDP and AMHS	
				Jamaica Kingston	1 September/ Septiembre		
Perú	**Lima**	**Bolivia** La Paz	20July/Julio			Upgrade/ Mejoras FDP and/y AMHS	
		Brasil Curitiba	20July/Julio				
		Chile Antofagasta	30August/ Agosto				
		Ecuador Guayaquil	30August/ Agosto				
Suriname	**Paramaribo**	**Brasil** Amazónico	29June/Junio	**Trinidad Tabago** Piarco	1 October/ Octubre	Upgrade/ Mejoras FDP and/y AMHS	
		Guyana Georgetown	29June/Junio				
		French Guyana Rochambeau	30August/ Agosto				

Estado / State	ACC	Regional Testing/Pruebas regionals		Inter-Regional Testing/Pruebas interregionales		Type of Solution Converter or Upgrade/ Tipo de Solución o Mejora	Remarks/ Comentarios
		State/ Estado	Date/ Fecha	User/ Usuario	Date/ Fecha		
Uruguay	**Montevideo**	**Argentina** Ezeiza Resistencia Curitiba	30August/ Agosto			Manual AFTN Upgrade/ Mejoras FDP	
		Brasil Amazónico Atlántico Curitiba	30August/ Agosto				
Venezuela	**Maiquetia**	**Brasil** Amazónico	29June/Junio	**Curazao**	30August/Agosto	Upgrade/ Mejoras FDP and/y AMHS	
		Colombia Barranquilla Bogotá	29June/Junio	**San Juan**	30August/Agosto		
				Aruba	15September/ Septiembre		
		Guyana Rochambeau	29June/Junio	**Trinidad Tobago** Piarco	1 October/ Octubre		

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