

APPENDIX E1

ATM PERFORMANCE OBJECTIVES

| NATIONAL PERFORMANCE OBJECTIVE - IMPLEMENTATION OF THE NEW ICAO FPL PROVISIONS BY 15 NOVEMBER 2012 | | | | |
|---|---|----------------------------|-----------------------|---------------|
| Benefits | | | | |
| Environment | <ul style="list-style-type: none"> • reductions in fuel consumption | | | |
| Efficiency | <ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information | | | |
| Safety | <ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft | | | |
| <i>Strategy</i> | | | | |
| <i>Short term (2010-2012)</i> | | | | |
| ATM OC COMPONENTS | TASKS | TIMEFRAME START-END | RESPONSIBILITY | STATUS |
| AUO SDM | <ul style="list-style-type: none"> • plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service; • ensure that the capabilities of local systems are fully adaptable to the changes envisaged in the new FPL form; • ensure the ability of FDPS's to parse information correctly to guarantee that misinterpretation of data does not occur; • analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any issue regarding the provision of service by the flight planning facility itself or downstream units; • ensure that there are no individual State peculiarities or deviations from the flight plan provisions; | 2009-June 2011 | States | Ongoing |
| | | 2010 | States | Ongoing |
| | | 2010 | States | Ongoing |
| | | 2010 | States | Ongoing |
| | | 2011 | States | Ongoing |

| | | | | |
|------------------------|--|-----------|----------------------|---------|
| | <ul style="list-style-type: none"> ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions. | 2012 | States | Ongoing |
| | <ul style="list-style-type: none"> in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications; inform on the implementation status to the ICAO regional offices on an ongoing basis; keep the Flight Plan Implementation Tracking System (FITS) up to date based on the information provided by the States. | 2010-2012 | States | Ongoing |
| | | 2010-2012 | States | Ongoing |
| | | 2010-2012 | ICAO Regional Office | Ongoing |
| linkage to GPIs | GPI/5 RNAV and RNP (Performance-based navigation) GPI-12 Functional integration of ground systems with airborne system GPI/18 Aeronautical Information | | | |
