



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

**Twenty Second Meeting of Directors of Civil Aviation of the Eastern Caribbean
(E/CAR/DCA/22)**

Port of Spain, Trinidad and Tobago, 8 to 11 December 2009

E/CAR/DCA/22 — IP/10

10/11/09

Agenda Item 5:

Air Navigation Matters

5.3 Other Air Navigation matters

**NEW ICAO FLIGHT PLAN (FPL) FORM
IMPLEMENTATION TRACKING SYSTEM (FITS)**

(Presented by the Secretariat)

SUMMARY

State Letter AN13/2.1-08/50, announced significant changes to the ICAO Flight Plan (FPL) form by amendment to PANS ATM, Doc 4444. These changes should bring a marked improvement in service and will require major system changes for both airspace users and ANSP's. As airspace users plan to meet the effective date of 15 November 2012, ANSP's must be ready to comply with the new ICAO FPL Form at a global level.

References:

- NACC/DCA/3 Meeting Report
- State Letter AN13/2.1-08/50
- Doc 4444, PANS-ATM
- E/CAR/DCA/22-WP/09 - *Update of the Performance Based Air Navigation Implementation Plan for the NAM/CAR Regions*

**STRATEGIC
OBJECTIVES**

This working paper is related to Strategic Objectives A and D.

1. Introduction

1.1 ICAO State Letter AN13/2.1-08/50 was issued on 25 June 2008 amending the 15th edition of the PANS-ATM, Doc 4444. Although the format of the FPL form will remain relatively consistent with that presently being used, numerous changes will be required in the field descriptors used in the ICAO Flight Plan form.

1.2 Amendment 1 to the PANS-ATM (15th Edition) was issued 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 Considering that the transition from the present 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 guidance material to smooth the implementation of the changes. The primary purpose of the 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.

1.4 ICAO is in the final phase to publish the Flight Plan Implementation Tracking System (FITS) where the implementation status of the new provisions in all flight information regions (FIRs) and other information related to the subject will be contained and where issues related to the implementation will be posted and available for discussion among the subject matter experts and points of contact designated by the States, Territories and International Organizations.

1.5 One of the major concerns of airspace users is the possible post-implementation challenges after November 15, 2012, by those States and providers unable to implement by the deadline and the consequences to them.

2 Conclusion

2.1 In order to assure a seamless and timely transition with no loss of service, the North American, Central American and Caribbean Directors of Civil Aviation approved actions depicted in the following Conclusion 3/4 of the NACC/DCA/3 Meeting (September 2008) for transition from the present to the new FPL form.

“CONCLUSION NACC/DCA/3/4 IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

That, considering the importance of Amendment 1 to Doc 4444 applicable in 2012, States/Territories/International Organizations develop a harmonized transition and implementation plan to the new ICAO Flight Plan format and ATS related messages in their automated systems, and present the results of this implementation no later than the NACC/DCA/4 Meeting.”

2.2 The 15th Meeting of GREPECAS (October 2008) also adopted the following Conclusion 15/35 in this regard:

CONCLUSION 15/35 IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL

Considering that States should take measures to implement the new ICAO flight plan model pursuant to Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), and in order to establish a regional strategy to facilitate global implementation of this amendment that:

- a) based on the guidance material to be prepared by ICAO, CAR/SAM States/Territories and International Organizations take the necessary measures to prepare for the transition to the new flight plan model; and
- b) the Subgroup establish a contributory body to develop a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with ATS messages.

2.3 The E/CAR/WG/31 Meeting agreed on a particular strategy to implement the New ICAO FPL Form, which will identify deadlines and individual parties responsible for monitoring progress. The strategy was included in the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (WP-09 PFF No. 8 refers). In terms of national performance planning, the States should develop their national implementation action plans in this regard.

2.4 Civil Aviation Authorities are encouraged to follow the agreed regional strategy and to make necessary efforts to guarantee the continuity of operations during the transition period, considering that the flight plan information is essential to the ATM system.

2.5 States, Territories and International Organizations are also encouraged to develop and coordinate with the ICAO NACC Regional Office their implementation plans sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

2.6 States, Territories and International Organizations as a whole should guarantee the smooth transition from the present to the new FPL form and coordinate closely with the ICAO NACC Regional Office the necessary actions to implement, without exception the new FPL system by 15 November 2012.

2.7 To guarantee an effective coordination, States, Territories and International Organizations are requested to nominate points of contact (POCs) that will become the link between the ICAO NACC Regional Office and States, Territories and International Organizations for FPL implementation matters.