



Agenda Item 2: Air Navigation Matters
2.1 Implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)

IMPLEMENTATION OF AMENDMENT 1 TO PANS-ATM, DOC 4444, 15TH EDITION

(Presented by the United States of America)

SUMMARY

The Federal Aviation Administration (FAA) supports a harmonized, global approach for International Civil Aviation Organization (ICAO) regions during implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444). States and Air Navigation Service Providers (ANSP) are encouraged to support CAR/SAM transition initiatives to ensure compatibility and continuity between ANSP and airspace user filing systems during transition.

1. Introduction

1.1 In June 2008, ICAO issued Amendment 1 to PANS-ATM (DOC 4444) to be implemented by 15 November 2012. The changes in Amendment 1 affect the ICAO Filed Flight Plan (FPL), related Air Traffic Service (ATS) messages and procedures.

1.2 In accordance with guidance issued by ICAO in 2009, a number of ICAO regions have established task forces (TF) to develop transition plans. Optimally, TF plans and initiatives should be coordinated widely among states and ANSPs so that dates and procedures will be harmonized. These efforts will substantially ease the transition for global users of aviation. A summary of conclusions and concerns from regional TF meetings is presented herein.

2. Terminology

2.1 The following terms as defined below are used in this paper:

2.1.1 Applicability Date – November 15, 2012; effective date of Amendment 1 to DOC 4444, 15th Edition.

2.1.2 PRESENT – ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

2.1.3 NEW – ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

3. Discussion

3.1 **Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF)** met twice in 2009 in Bangkok, Thailand; FPL&AM/TF3 is planned for August 2010.

3.1.1 **Transition Strategy:** A phased transition strategy was adopted to provide for early transition of regional ANSPs, followed by a period for airspace users and third party providers to test and implement changes to their flight planning systems. ANSPs test with each other before interfacing with filer systems, and users test and implement with stable ANSP systems. This mitigates risks associated with a single-day, global transition to NEW. The transition period is 1 January 2012 through 15 November 2012 as follows:

3.1.1.1 Phase 1 (1 January to 31 March 2012) - ANSPs software delivery and internal testing.

3.1.1.2 Phase 2 (1 April to 30 June 2012) - ANSPs external testing and implementation.

3.1.1.3 Phase 3 (1 July to 15 November 2012) - Airspace users testing and implementation.

3.1.2 **Coding Guidance:** FPL&AM/TF2 developed software coding guidance for use by Asia/Pacific States and ANSPs to code changes required to implement Amendment 1 (see link in 3.5.2, below). Guidance includes a **Conversion Table for NEW to PRESENT** based on iterative work by various task forces (TFs).

3.1.3 **Date of Flight (DOF) / and 120 Hour Advance Filing:** FPL&AM/TF2 adopted a regional approach that does not require processing of FPLs more than 24 hours prior to Estimated Off Block Time (EOBT) during the transition period. This mitigates transition issues associated with DOF/ based on potential impact to neighboring ANSPs in the event an “island” ANSP accepts 120 hour advanced filing, particularly in relation to AIDC configuration. The use of DOF/ and 120 hour advance filing will be reconsidered by States after the November 2012 implementation for incorporation into new systems as they are procured and commissioned.

3.1.4 **Seminar:** A Seminar on Implementation of the New ICAO Flight Plan was presented on the day preceding FPL&AM TF/2. Attendees were given copies of the presentation and tools developed by States and ANSPs to assist with analysis of the impacts of Amendment 1 changes.

3.1.5 **Reports:** FPL&AM/TF meeting reports, papers and guidance, including materials presented at the seminar, can be found at the following URLs:

3.1.5.1 FPL&AMTF/1: http://www.bangkok.icao.int/meetings/2009/fpl_amtf1/index.html.

3.1.5.2 FPL&AMTF/2 (with Seminar): http://www.bangkok.icao.int/meetings/2009/fpl_amtf2.

3.2 **EUROCONTROL 2012 FPL Task Force (2012 FPL TF)** met September 2009 and February 2010 in Brussels, Belgium; no further meetings are planned.

3.2.1 **Transition Strategy:** Most attendees expect to be ready by the Applicability Date; however, some do not plan changes for Amendment 1 as they plan to update flight data processing systems in the 2013/2014 timeframe. The 2012 FPL TF implementation plan will allow users to file NEW in spring 2012; however, EUROCONTROL will translate NEW to PRESENT, and only send PRESENT to member States and ANSPs until 12 November 2012.

3.2.2 **Coding Guidance:** Due to circumstances in 4.1 above, EUROCONTROL will support the translation function beyond the Applicability Date. 2012 FPL TF/2 presented additional modifications to the conversion table; concurrence on these changes is pending.

3.2.3 **DOF/ and 120 Hour Advance Filing:** Due to complications of FPL data retrieval in the event of a dataset update or system change, some European ANSPs do not want to receive FPLs more than 24 hours in advance; others already allow it.

3.3 FAA and NAV CANADA (Canada) Bi-lateral Task Force (N12) met in September 2009 in Ottawa, Canada; monthly TF telcons began in January 2010. The TF plans a harmonized implementation based on the phased transition approach and dates in 3.1.1, above.

3.4 FAA and SENEAM (Mexico) Bi-lateral Task Force (S12) met in October 2009 in Mexico City, Mexico; bi-monthly TF telcons began in March 2010. The FAA presented the phased transition approach to SENEAM for consideration, and the TF hopes to develop a harmonized strategy.

3.5 **Caribbean/South America (CAR/SAM) Regional Planning Implementation Group (GREPECAS) Communications, Navigation and Surveillance/Air Traffic Management Subgroup (CNS/ATM/SG) Project C3, *Implement the new ICAO flight plan format*.** CNS/ATM/SG/1 was held 15-19 March 2010 in Lima, Peru. Working papers proposing a strategy for implementation of Amendment 1 were presented by the Secretariat and by FAA. An ad-hoc group met to harmonize the proposals and the Meeting adopted the below recommendations.

3.5.1 **Adopt a CAR/SAM strategy for implementation of Amendment 1.** The strategy harmonizes with dates and phases adopted by other ICAO regions. Benefits, tasks, start/end dates, responsible parties and task status are outlined in the CAR/SAM Performance Framework Form (PFF) titled “Implementation of New Flight Plan Format” (details contained in the Working Paper presented by the Secretariat).

3.5.1.1 It is critical that CAR/SAM States and ANSPs develop actions plans and provide information on implementation of Amendment 1 to the CAR/SAM Regional Offices by November 2011.

3.5.2 **Establish a Project Team to oversee implementation of Amendment 1 in the CAR/SAM Regions.** Group Project C3, *Implement the new ICAO flight plan format*, was established as part of the Automation and Situational Awareness Programme.

3.5.2.1 It is critical that CAR/SAM States and ANSPs designate experts for the Project Team. **Conduct a seminar on the Implementation of Amendment 1 for the CAR/SAM Regions.** The seminar will provide information on the Amendment, present case studies on implementation, and provide for questions and answers. The seminar is scheduled for 12-13 July 2010 in Mexico City, Mexico.

3.5.3.1 It is critical that CAR/SAM States and ANSPs fully understand the changes contained in Amendment 1 so that they can effect changes to automation and procedures in sufficient time to support the dates contained in the transition strategy. This requires close consultation with neighbouring States and ANSPs so that interfaces and manual coordination procedures can be successfully updated. The seminar will provide a unique opportunity to interact and answer questions on the implementation of Amendment 1.

3.6 **Middle East ICAO New Flight Plan Format Study Group (INFPL SG)** met 15-17 February 2010 in Cairo, Egypt. The FAA submitted an Information Paper on regional TF activities. INFPL SG/1 adopted a transition approach similar to those adopted in other regions.

3.7 **Other FAA Activities**

3.7.1 An FAA team meets monthly to plan all aspects of the FAA transition to NEW. Implementation directly affects four (4) FAA-owned systems and several FAA-contracted systems which receive FPLs.

3.7.2 The FAA provides guidance to filers online at the following URL: www.faa.gov/ato?k=fpl. The website includes information on the FAA implementation of Amendment 1 (“General Information” then “ICAO 2012”) and on monthly telcons which discuss flight plan filing issues with the user community (“General Information” then “Flight Plan Filer (FPF) Telcons”).

3.7.3 The FAA has developed briefing materials which provide an overview of ICAO guidance and the changes introduced by Amendment 1. These materials were distributed at the GREPECAS CNS/ATM/SG/1 meeting, and are available through the link provided in Section 3.1.5.2, or upon request to diane.bodenhamer@faa.gov.

4. **Actions**

4.1 Members are invited to:

- a) Support the CAR/SAM Implementation Strategy by developing actions plans and providing information on implementation to the CAR/SAM Regional Offices.
- b) Support **Group Project C3, *Implement the new ICAO flight plan format***, through designation of experts to work with the team and support its activities.
- c) Send operational and technical experts to attend the seminar on Amendment 1 so that automation and procedures can be changed in time to support the dates contained in the transition strategy.