

SUMMARY OF THE 5 JULY 2012 WEB CONFERENCE

FOLLOW UP ON THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

States and territory invited to the WEB conference

French Guiana (France)
Guyana
Suriname

List of participants

Guyana

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Summary

The WEB conference to follow up the implementation of the NEW FPL was held on 5 July 2012 from 8:00 to 9:00 a.m. (Lima local time). The event was organized for the non-Spanish speaking States in the SAM Region, French Guiana (France), Guyana and Suriname. Guyana and Suriname participated (see above list of participants).

The Agenda of the web teleconference was the following:

1. Follow up on the implementation of the regional and interregional tests for the NEW flight plan format;
 2. Follow up of the implementation of the changes in the automation system ; and
 3. Other matters.
1. **Follow up on the implementation of the regional and interregional tests for the NEW flight plan format**

Suriname

1.1 Informed that they have made tests with Guyana, pending the trial with Brazil. The test with Guyana was made as scheduled, on 29 July 2012. The trials were conducted with the AMHS NEW FPL format template. The tests with the FDP are pending.

1.2 Considering that the tests with Guyana and Brazil were not completed, it is necessary that the Suriname focal point contacts the Brazil and Guyana focal points in order to establish a new date, informing the ICAO SAM Regional Office.

1.3 The test with French Guiana (France) will be made the 30 August 2012. Once the test with the adjacent FIR is completed, invitation was made to conduct tests with the local users. It was recalled that each SAM State use the "XXXXNFPL" AFTN address (where XXXX is the identification for the State and the locality). The tests consist in sending to the adjacent ACC, the FPL with the inclusion of the new alphanumeric in Item 10 and the new indicators in Item 18.

Guyana

1.4 Informed that they have made trials with Suriname on 29 May 2012, as determined during the SAM /IG/9 meeting. The trial with Venezuela is scheduled for 30 August 2012, and with Trinidad & Tobago, on 1 October 2012. The trials with Suriname were made only with the AMHS system. In this respect, it was suggested to coordinate tests with Suriname on the FDP system. Once a new date to complete the trials with Suriname was established, the importance to inform the ICAO SAM Regional Office was highlighted upon.

2. Follow up of the implementation of the changes in the automation system

Suriname

2.1 Since the end of 2011, Suriname has completed the installation of the new FDP and the new AMHS system. They informed that both systems are compatible with new FPL format. Even though the systems (AMHS and FDP) are compatible with the new FPL, the lack of trained personnel represent a main problem, so the AMHS and FDP are not fully operational. They expect to solve the problem before 15 November 2012.

Guyana

2.2 Informed that during the tests with the NEW FPL format, they found that the NEW FPL template of the AMHS system does not follow automatically the relationship between the indicators in Items 10 and 18. For example, if they introduce the character R in Item 10, the template has to refer to Item 18 in the PBN indicator. They are coordinating with the AMHS manufactures in order to solve the problem. They expect to solve it by the end of July 2012.

3. Other matters

States information

3.1 Suriname informed that the national action plan for the implementation of the NEW FPL is going to be signed soon by the new acting CAD, considering that he is aware of the importance of it. They are going to inform to the aeronautical community that they are ready to accept the NEW FPL in October 2012.

3.2 Guyana also informed that by 1 August 2012 they are ready to accept the NEW FPL, and that a new AIC will be issued in order to inform the aeronautical community in this regard.

PBN/ consideration in item 18

3.3 The issue involving the use of the descriptors to represent RNAV5 capability was raised. LORAN C, although listed in PANS-ATM as being capable of supporting the mentioned navigation performance, is not part of the navigation specifications in the PBN Manual. This issue would request operators unequipped with LORAN C to file B2B3B4B5 in Item 18 after PBN/, which would take all the space available for PBN information, considering that there is a limit of 8 entries or 16 characters for this type of information.

3.4 In this respect, it was informed that a proposal was made based on a regional experience to file B1, meaning all sensors, and if LORAN C is also present, B6 should be filed. Tests were made in the automation system and they accepted after PBN/ B1B6. For this reason, it was suggested to use B1 to indicate all sensors except LORAN C. If a State uses LORAN C, it is necessary to add B6. If there were more than 8 entries, it would be necessary to file it in PBN; the additional entries would be introduced after the NAV/ indicator. **Appendix A** of this summary presents a paper prepared by Eurocontrol.

List of focal points

3.5 **Appendix B** presents an updated list of focal points in the SAM Region. Also, in **Appendix C** you will find the list of focal points in the CAR Region that will be useful for the States that have to conduct tests with CAR States.

NEW FPL in the ICAO SAM WEB page

3.6 In order that the SAM States can count with useful information to support the implementation of the NEW flight plan format, the ICAO SAM WEB page has posted useful information such as State letters, orientation material, seminars and meetings information, national action plans and other information (www.lima.icao.int).

FITS page

3.7 The information at the ICAO web page for the NEW FPL implementation (FITS): <http://www2.icao.int/en/fits/Pages/home.aspx> was reviewed and the changes will be made to reflect the current situation.

Next teleconference

3.8 The next teleconference was scheduled for 10 August 2012.

Guidance

for the provision of NAV/COM/SUR information in the New ICAO 2012 Flight Plan

Introduction

Amendment 1 to PANS-ATM i.e. the 'FPL2012 changes', has provided a large number of new indications for the provision of Communication, Navigation and Surveillance (CNS) related capabilities and approvals within the flight plan. This paper offers guidance in the filing of CNS related information and in doing so addresses the two issues described in the following paragraphs.

Issues

The 2012 changes permit only 8 indications within the PBN element of Item 18. However, it is not uncommon for a flight to qualify for more than 8, leaving the pilot/company with a problem to solve and many unanswered questions.

In some cases, particularly within the surveillance domain, indications for a particular function have a comparable hierarchical relationship where it can be stated that inclusion of 'lower' indications is unnecessary when 'higher' ones are applicable to the flight. Indeed both systems and ATC staff may find that the inclusion of a 'lower' capability can be confusing when a 'higher' indication is also included for the flight. This guidance identifies these cases and, where appropriate, recommends only the inclusion of the 'higher' level capability.

Scope

This guidance material has been developed jointly by the European 2012 Task Force and the Navigation Sub-Group (NSG). The guidance it provides is therefore applicable within the European region. It has also been informally coordinated with some other regional task forces in an effort to achieve a common approach, and has received only positive responses. It is therefore hoped that other regions may well adopt the same guidance.

Guidance

Firstly, it is worth remembering :

- that the current P-RNAV Item 10a code will no longer exist;
- that the meaning of the Item 10a code 'R' will change from indicating B-RNAV to indicating PBN certification and operational approval;
- that specific PBN capabilities are to be amplified in Item 18;
- that flight plans will be rejected if R is filed in Item 10a and no PBN information is filed in Item 18.

1. Filing Navigation Capability (Item 10a and Item 18 PBN/)

The process to identify, consolidate and file the appropriate capability and equipment indications in the FPL have been broken down into the following 5 steps:

Step 1	Identify the PBN NAV spec “approvals” held for each phase of flight (from Oceanic to Approach)
Step 2	File “R” for PBN in Item 10
Step 3	Enter “PBN/” in Item 18 and apply the guidance to reduce the number of indicators in Item 18 PBN (max 8)
Step 4	If more than 8 indicators remain, identify those considered least relevant to the flight and insert them within Item 18 under NAV/
Step 5	Identify the specific NAV equipment supporting each capability and file in Item 10 thereby ensuring conformity with the content of Item 18 PBN

Step 1 Identify all the relevant PBN codes (if any) per flight phase

		All permitted sensors	GNSS	DME/DME	VOR/DME	DME/DME/IRU (or INS/IRS for B5)	LORAN
Oceanic	RNAV 10	A1					
	RNP 4	L1					
En-Route	RNAV 5	B1	B2	B3	B4	B5	B6
	RNAV 2	C1	C2	C3		C4	
	RNAV 1	D1	D2	D3		D4	
Terminal	RNAV 1 (*)	D1	D2	D3		D4	
	RNP 1	O1	O2	O3		O4	
Final	RNP APCH	S1					
	RNP APCH with Baro VNAV	S2					
	RNP AR APCH with RF	T1					
	RNP AR APCH without RF	T2					

Note: P-RNAV is to be filed as RNAV 1. However, as P-RNAV is not exactly the same as RNAV 1 operators have a duty of care to ensure they meet RNAV 1 in other ICAO regions. See ICAO Doc. 9613 for clarification.

Step 2 If the flight qualifies for one or more of the codes/capabilities identified under Step 1, insert the indicator 'R' in Item 10a.

Step 3 Apply the following guidance to reduce the number of PBN codes.

RNAV 5 (B-RNAV):

- Insert only B1 if the flight qualifies for all of the following: B2, B3, B4, B5.
- Insert B6 if the flight qualifies by using LORAN C.

RNAV 2, RNAV 1 and RNP 1:

- Insert C4, D4 or O4, as appropriate, if the flight qualifies via DME/DME and DME/DME/IRU
e.g. file C4 if both C3 and C4 apply, file D4 if both D3 and D4 apply, etc.
- Insert only C1, D1, O1, as appropriate, if "all sensors and IRU" capable
e.g. file C1 if both C2 and C4 apply, file D1 if both D2 and D4 apply, etc.

RNP APCH:

- Insert either S1 or S2, subject to capability

RNP AR APCH:

- Insert either T1 or T2, subject to capability

Step 4 If having applied the guidance provided in Step 3 there are still more than 8 PBN codes remaining:

- Identify the capabilities considered to be the least relevant to the flight;
- Insert them under Item 18 within the NAV/ element;
- Insert the letter 'Z' in Item 10a.

For example, the codes relating to long range Oceanic capabilities (A1, L1) will not be a priority if the flight will take place entirely within European continental airspace. Inclusion of an RNP APCH capability will not be a priority if none of the destination or alternate aerodromes provide such a procedure.

Step 5 Identify the navigation equipment used in achieving the capabilities indicated under PBN and ensure they are included in Item 10a.

For any PBN capability:

- If 'all sensors' or GNSS is filed then 'G' must be present in Item 10a;
- If 'all sensors' or DME/DME is filed then 'D' must be present in Item 10a;
- If 'all sensors' or INS/IRU is filed then 'I' must be present in Item 10a;
- If DME/DME/IRU is filed then 'D' and 'I' must be present in Item 10a.

For RNAV 5 capability:

- If filing B1 or B4 then 'O' or 'S' and 'D' must be present in Item 10a.

The table in **Attachment A** provides an indication of the navigation equipment by which a PBN capability is achieved.

2. Filing Surveillance (SUR) Capability (Item 10b)

Transponder Modes A, C & S

- Insert only one of the published indicators, as appropriate.

For example, if the aircraft is capable of Mode S including aircraft identification, pressure-altitude and enhanced surveillance capability only the letter 'H' is required, there is no need to include 'S', 'C' or 'A'.

ADS-B

- Insert either B1 or B2
and/or
- Insert either U1 or U2
and/or
- Insert either V1 or V2

ADS-C

- Insert D1 and/or G1

EXAMPLE

An example FPL as filed today, in PRESENT Format:

(FPL-SIA317-IS
-A388/J-SDHIJPRWXYZ/SD
-EGLL1030
-N0454F230 DVR L9 KONAN/N0483F310 UL607 FERDI/N0486F330 UL607 AMASI
UM149 BOMBI UL984 PADKA L984 SKAVI/N0489F350 L984 DIBED/K0899F350
UL984 NM UM991 OLGIN/K0900F350 B494 INSER/K0913F370 B494 MKL B491
BISNA/N0487F370 M23 MARAL/K0905F370 B450 BIBIM N644 ABDAN B371
LEMOD/N0496F370 N644 PAVLO/N0497F370 N644 DI M875 BUTOP/N0493F390
M875 KAKID M770 BUBKO/M084F390 M770 RAN/N0485F390 M770
GOLUD/M082F370 M751 VPK/N0481F370 B469 PADLI/N0479F350 B469 BIKTA
PASPU1A
-WSSS1202 WSAP
-EET/EBUR0016 EDVV0035 EDUU0036 LKAA0100 EPWW0124 UKLV0145 UKBV0207
UKDV0232 URRV0257 UBBA0406 UTAK0419 UTAA0444 UTAV0516 OAKX0534
OPLR0610 VIDF0640 VABF0741 VECF0744 VYYF0921 VTBB1027 WMFC1109
WSJC1200 REG/9VSKJ SEL/BPKS OPR/SIA NAV/RNP1 RNP4 RNAV1 RNAV2
RNAV5 RNAV10 DAT/SVM RMK/ADSB ACASII EQUIPPED DOF/120601
ORGN/WSSSSIX)

The following table shows the NEW capability indications applicable to the flight (PRESENT indications are not repeated) and the consolidated result after application of the guidance material:

	Capability	Designator	After Consolidation
Item 10a	CPDLC ATN VDL Mode 2	J1	J1
	CPDLC FANS 1/A SATCOM (INMARSAT)	J5	J5
Item 10b	Transponder Mode S including aircraft ident, pressure altitude and enhanced surveillance	H	L
	Transponder Mode S including aircraft ident, pressure altitude, extended squitter (ADS-B) and enhanced surveillance	L	
	ADS-B with dedicated 1090MHz ADS-B 'out' and 'in' capability	B2	B2
Item 18	PBN/		
Phase of Flight			
Oceanic/Remote Continental	RNAV10	A1	A1
	RNP4	L1	L1
Continental En-Route	RNAV5 GNSS	B2	B1
	RNAV5 DME/DME	B3	
	RNAV5 VOR/DME	B4	
	RNAV5 INS	B5	
Continental En-Route & Terminal	RNAV2 GNSS	C2	C1
	RNAV2 DME/DME/IRU	C4	
	RNAV1 GNSS	D2	D1
	RNAV 1 DME/DME/IRU	D4	
Terminal only	RNP1 GNSS	O2	O1
	RNP1 DME/DME/IRU	O4	
Approach	RNP APCH with BARO-VNAV	S2	S2

The resultant NEW format FPL having applied the guidance material:

(FPL-SIA317-IS
 -A388/J-**GSDHIJ1J5**RWXY/**B2L**
 -EGLL1030
 -N0454F230 DVR L9 KONAN/N0483F310 UL607 FERDI/N0486F330 UL607 AMASI
 UM149 BOMBI UL984 PADKA L984 SKAVI/N0489F350 L984 DIBED/K0899F350
 UL984 NM UM991 OLGIN/K0900F350 B494 INSER/K0913F370 B494 MKL B491
 BISNA/N0487F370 M23 MARAL/K0905F370 B450 BIBIM N644 ABDAN B371
 LEMOD/N0496F370 N644 PAVLO/N0497F370 N644 DI M875 BUTOP/N0493F390
 M875 KAKID M770 BUBKO/M084F390 M770 RAN/N0485F390 M770
 GOLUD/M082F370 M751 VPK/N0481F370 B469 PADLI/N0479F350 B469 BIKTA
 PASPU1A
 -WSSS1202 WSAP
-PBN/A1L1B1C1D1O1S2 DOF/120601 REG/9VSKJ EET/EBUR0016
 EDVV0035 EDUU0036 LKAA0100 EPWW0124 UKLV0145 UKBV0207 UKDV0232
 URRV0257 UBBA0406 UTAK0419 UTAA0444 UTAV0516 OAKX0534 OPLR0610
 VIDF0640 VABF0741 VECF0744 VYYF0921 VTBB1027 WMFC1109 WSJC1200
 SEL/BPKS OPR/SIA ORGN/WSSSSIA X RMK/ACASII EQUIPPED)

Note:

- the PBN/ indication contains 7 designators which is within the limit allowed by PANS-ATM.
- Field 10b contains one surveillance indication as oppose to the potential 'S', 'H', 'L'
- Field 10a contains the applicable designators and, due to the addition of the 'G', is now consistent with the capabilities provided in PBN
- removal of the unnecessary NAV/ and DAT/ indications in Field 18 also required removal of the 'Z' from Field 10a.
- removal of the unnecessary 'ADSB' text from within RMK/.

Attachment A

The table reflects the sensors by which a PBN qualification is achieved.
This is a tool to determine the minimum requirement for Item 10 as a function of the content of Item 18.

			Item 10 (nav related aspects only)												Standard (VHF RTF/ VOR / ILS) S		
			GBAS A	LPV B	LORAN C	DME D	ADF F	GNSS G	Inerty I	MLS K	ILS L	VOR O	PBN approved R	TACAN T			
Item 18 (PBN/ ...)	RNAV 10		Precision Approach							Precision Approach	Precision Approach				* either G and/or I		
	A1			G* I*								R					
	RNAV 5															* either O or S	
	B1	ALL		D G I								O*	R	S*			
	B2	G		G									R				
	B3	D/D		D									R				
	B4	V/D		D									R	S*			
	B5	I										I	R				
	B6	LORAN		C									R				
	RNAV 2																* either O or S
	C1	ALL		D G I								R					
	C2	G		G								R					
	C3	D/D		D								R					
	C4	D/D/I		D								I	R				
	RNAV 1																
	D1	ALL		D G I								R					
	D2	G		G								R					
	D3	D/D		D								R					
	D4	D/D/I		D								I	R				
	RNP 4																
L1		G						R									
(B-)RNP 1																	
O1	ALL	D G I						R									
O2	G	G						R									
O3	D/D	D						R									
O4	D/D/I	D						I	R								
RNP APCH																	
RNP APCH (LNAV)	S1	GNSS	G						R								
RNP APCH LNAV/VNAV	S2	GNSS+Baro	G						R								
RNP AR																	
with RF	T1		G						R								
without RF	T2		G						R								
RNP APCH (LPV) GNSS+SBAS			B						G						+ Item 18 NAV/ SBAS		

APPENDIX B / APENDICE B

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

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Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
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APPENDIX C / APENDICE C

PUNTOS FOCALES PARA LA COORDINACIÓN DE LA IMPLEMENTACIÓN DEL NUEVO FORMULARIO DE PLAN DE VUELO MODELO OACI / FOCAL POINTS FOR THE COORDINATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM

Last update: June 2012

Última actualización: junio de 2012

REGION NAM/ CAR				
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1	2	3	4	5
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REGION NAM/ CAR				
State / Estado Organization / Organización	Authority / Autoridad		E-mail	Tel / Fax
	Area	Name and Title / Nombre y título		
1	2	3	4	5
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