

SUMMARY OF THE TELECONFERENCE OF 6 JULY 2012

FOLLOW UP TO THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

States invited

- | | | |
|--------------|-------------|---------------|
| 1. Argentina | 5. Colombia | 9. Perú |
| 2. Bolivia | 6. Ecuador | 10. Uruguay |
| 3. Brazil | 7. Panamá | 11. Venezuela |
| 4. Chile | 8. Paraguay | |

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Summary

The teleconference, held through the Go To Meeting application, was conducted on 6 July 2012, from 8:00 to 9:00 a.m. The event was organized for the Spanish-speaking States; the teleconference for non-Spanish speaking States was held on 5 July 2012.

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 date of validity of the NEW flight plan format; and
3. Other matters.

1. **Follow up on the implementation of the regional and interregional tests for the NEW flight plan format**

Regional and interregional tests

1.1 In follow-up to the action plan for the implementation of regional and interregional tests on the NEW flight format drafted during SAM/IG/9 meeting and examined at the teleconference of 25 May 2012, note was taken that initial trials with the NEW flight plan format were conducted between Guyana and Suriname on 29 June 2012, as indicated in the regional action plan. In this respect, Panamá informed it had conducted tests with Peru, Venezuela y COCESNA.

1.2 The tests conducted permitted verifying the initial validation of the information in the NEW flight plan format with the NEW flight plan format templates at the AMHS terminals, as well as some FDP. Additional tests will be required, and the focal points will coordinate the dates for their holding, informing the ICAO Regional Office in this regard.

1.3 The Panama focal point informed it had conducted initial tests with COCESNA, and made coordinations with Jamaica, but the Jamaica focal point had informed they were not ready to carry out the tests. In view that the initial trials with COCESNA had not been entirely completed, coordinations were underway for other tests to that end.

1.4 Of the tests scheduled for 29 June 2012, remaining are the trials of Brazil with Guyana and Suriname, as well as the tests of Colombia with COCESNA and Jamaica (the tests with Jamaica would not be conducted for the time being, in view of the information provided by Panamá), and the tests between Ecuador and COCESNA. In this respect, the focal points were urged to complete the tests as soon as practicable and inform the ICAO SAM Regional Office on their results by 15 July 2012. In the event any difficulty arose for the conduct of the trials, indications were received the ICAO SAM Regional Office would be informed of this.

1.5 The next regional trials are scheduled for 20 July and 30 August 2012. The focal points were invited to make the necessary arrangements with the adjacent ACC focal points in order to comply with the action plan.

1.6 As regards the interregional tests, same are scheduled for 30 August, 1 September, 15 September and 1 October 2012. **Appendices A and B** present the updated list of focal points in charge of the coordination activities for the implementation of the NEW flight plan format in the SAM and CAR Regions, respectively. **Appendix C** presents the testing schedule for the implementation of the NEW flight plan format.

Trials with users

1.7 For the tests with the users, during the Fourth SAM Workshop/Meeting on ATS Routes Network Optimisation (SAM ATSRO/4) - RLA/06/901, held in Lima from 2 to 6 July 2012, coordinations started for the conduct of trials with an airline (AVIANCATACA). In this respect, those States capable of accepting the NEW flight plan format, can make initial coordinations with the following AVIANCATACA representatives:

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1.8 Upon coordinating with the users, indications were made on the need to keep the ICAO SAM Regional Office duly updated on the subject (Celso Figueiredo, cfigueiredo@lima.icao.int y Onofrio Smarrelli, osmarrelli@lima.icao.int).

2. Follow up of the implementation of the changes in the automation system and date of validity of the NEW flight plan format

Chile

2.1 Informed that by the end of July 2012, the THALES AMHS system will count at its terminals with the NEW flight plan format template and, also, it will be installing a THALES converter enabling acceptance of the NEW format and converting the CURRENT format in order that the automated systems installed (FDP) can continue processing and presenting flight plan information. With the converter, the aeronautical administration of Chile will have the time necessary to make the changes required in the FDP.

2.2 In addition, information was received that an amendment to the published AIC will be made, informing of the validity of the NEW flight plan format and indicating to the aeronautical community that they will be ready to receive the NEW flight plan format by 1 September 2012, after having completed the corresponding tests.

Colombia

2.3 Informed that by mid-July they will be publishing an AIC in both English and Spanish, informing the aeronautical community on the NEW flight plan format, as well as the date when they will be ready to accept the NEW flight plan format. In reference to the changes in the automated systems, they informed that same were currently in progress (AMHS COMSOFT and INDRA domestic converter).

Panama

2.4 Panama informed that the new THALES automated system (FDP and RDP), as well as the new THALES AMHS, would be scheduled to become operational between the months of August/September 2013. Meanwhile, information was received they had conducted regional and interregional tests, and established a procedure permitting acceptance of the NEW flight plan format in manual mode, until the date of operation of the new automated systems.

Uruguay

2.5 Informed that technical personnel and controllers will be travelling to Spain between the months of July and August 2012, to participate in courses on the new automated systems to be installed in the Montevideo ACC (FDP and RDP). Once the courses are completed, INDRA will send the equipment to Uruguay.

2.6 With regard to the new AMHS, same is scheduled for installation by July 2013. With the aim that the current AFTN system can operate with the NEW flight plan format, the template with the NEW format will be installed in the AFTN terminals.

Venezuela

2.6 Even though Venezuela did not participate in the teleconference, they informed that the Maiquetia AMHS (TAU) had installed the template automatically converting the NEW to the CURRENT format, as well as simultaneously transmitting both formats: in the new format to the addressees that can accept it, and in the current format to those unable to accept the NEW one. Each TAU should have programmed which addressees accept the NEW format, and which do not.

2.7 The template was examined in the beginning of May 2012 by Radiocom and the aeronautical telecommunications personnel. Nevertheless, the new version of the software has been unable to be installed at the stations in the interior of Venezuela, since, upon making a remote installation, the software presented faults. The Maiquetia technical personnel is working towards the solution of this situation.

2.8 The ACC FDP has yet to be updated. The ATECH and SELEX proposals continue under study by the INAC authorities, and there is no information as to the approval of neither.

2.9 In view of this, the ACC has still to adjust itself to the Amendment 1, and is drafting a contingency plan to handle the traffic, since the current FDP does not process the NEW format, it keeps the FPL in its memory for a maximum of 24 hours, and has memory capability restrictions to store great message volumes.

3. Other matters

Training plan

3.1 Chile informed it had completed the course on the NEW flight plan format through the e-learning modality, being the course only for local staff. Colombia informed that the training of its aeronautical personnel is still under development, in coordination with its civil aviation training center. Peru indicated it would be conducting seminars for the airlines on the filling of the new flight plan format. Panama informed it had held a seminar for the airspace users, which counted with the participation of domestic (COPA), as well as international airlines. Last of all, Venezuela indicated that the aeronautical telecommunications personnel training plan (OTA) is currently delayed due to failures in the installation of AMHS terminals (TAU), at domestic level. The training of controllers and staff handling the offices (TIA), is behind schedule.

Considerations on the NEW flight plan format

3.2 During the teleconference, information was received that the B1 alphanumeric to indicate that the aircraft is capable of RNAV5 navigation with all sensors including LORAN C, is not considered as a navigation element in support of PBN (ICAO PBN Manual). In this respect, information was provided that the possibility of using B1 to identify RNAV5 will all sensors, with the exception of LORAN C, is currently under analysis. If any State were using LORAN C, then the B6 alphanumeric would be added. Through this procedure, advantage would be taken of the filling space after the PBN/indicative in Item 18, which accepts only 8 entries, or 16 characters. **Appendix D** presents a copy of a document drafted by Eurocontrol, which presents further information in this regard.

FITS updating

3.3 During the teleconference, the ICAO FITS page was examined, and its updating will be made in order it reflect the current situation.

Next teleconference

3.4 The next teleconference has been tentatively scheduled for Friday, 10 August 2012.

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APPENDIX A / APENDICE A

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		
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Estado/State Organization	Autoridad / Authority		E-mail	T / F
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APPENDIX B / APENDICE B

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

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	Area	Name and Title / Nombre y título		
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APPENDIX C / APENDICE C

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 regionales		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 regionales		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 regionales		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 regionales		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	
		Peru Lima	30August/ Agosto			AMHS Upgrade/ Mejoras	
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 regionales		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 regionales		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		

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								O*	R	S*			
	B5	I											R				
	B6	LORAN		C									R				
	RNAV 2																
	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		