



*International Civil Aviation Organization*

**The Third Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages  
Implementation Task Force (FPL&AM/TF/3)**

Bangkok, Thailand, 23 – 24 August 2010

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**Comments for APAC Guidance Material draft**

(Prepared by Japan)

This flimsy is related to agenda Item 4 and ASIA/PACIFIC REGIONAL GUIDANCE MATERIAL.

**Objective**

This paper presents comments to APAC Guidance Material from Japan. It indicates some typing errors (supposed), and considerations about the treatment of “S” in field 10a, and points out lack of some elements on Table 6-1.

**Discussion**

**1. Supposed typing errors**

- 1.1. (P2) 3.1 4<sup>th</sup> line “indentify” → “identify” ?
- 1.2. (P5) the 1st dot “SO” → “OD” ?
- 1.3. (P5) the 2<sup>nd</sup> dot “C5” no definition on Amendment1
- 1.4. (P12) 7.3 a) “D”(DME) is valid in both PRESENT and NEW
- 1.5. (P12) 7.4 a) “A” , “B” , “P8” and “P9” are also used only in PRESENT
- 1.6. (P13) 7.4 b) “O1” → “D1” ?
- 1.7. (P13) 7.4 “ORGN/” and “DOF/” are also used only in NEW.

(“DOF/” seems to be used in PRESENT sometimes.)

**2. Changed Definition of “S” in field 10a**

**2.1. Quotation (P4) 5.4**

- a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), **ANSPs should not assume ADF capability when an “S” is filed**, regardless of the perceived format of the filed FPL (NEW or PRESENT format). All FPLs received on or after 1 April 2012 with an “S” filed in Field 10a will be processed and/or interpreted as if “V O L” (VHF RTF, VOR and ILS) were filed; and

- b) States and ANSPs must provide instructions to their users to file an “F” for ADF in addition to filing of “S” in PRESENT format FPLs, beginning 1 April 2012.

2.2. Adopting the policy, after 1 April 2012, “S” means “VOL” in PRESENT and NEW. In this condition, the row “SF”(NEW) → “S”(PRESENT) in Table 6-1 would not be appropriate.

2.3. For only ADF, only “F” should be needed. Not “F” in addition to “S”.

### 3. Conversion table

3.1. The conversion table (Table 6-1) seems to need some modification as follows.

- Not only “RNAV2”, “RNAV1” and “RNAV5” should be described in “NAV”.
- “Z” should be described in field 10a when “RNAV” and/or “RNP” is in item18.
- “R” must be described for RNP certification.
- “P” should not be needed, because “P” is reserved for RCP.
- Unification to “RZ” for all RNAV and/or RNP would be simple and useful.

NEW		PRESENT	
Field 10a	Item 18	Field 10a	Item 18
R	PBN/A1	RZ	NAV/RNP10
R	PBN/B1	R RZ	NAV/RNAV5
R	PBN/B2	R RZ	NAV/RNAV5
R	PBN/B3	R RZ	NAV/RNAV5
R	PBN/B4	R RZ	NAV/RNAV5
R	PBN/B5	R RZ	NAV/RNAV5
R	PBN/B6	R RZ	NAV/RNAV5
R	PBN/C1	RZ	NAV/RNAV2
R	PBN/C2	RZ	NAV/RNAV2
R	PBN/C3	RZ	NAV/RNAV2
R	PBN/C4	RZ	NAV/RNAV2
R	PBN/D1	PR RZ	NAV/RNAV1
R	PBN/D2	PR RZ	NAV/RNAV1
R	PBN/D3	PR RZ	NAV/RNAV1
R	PBN/D4	PR RZ	NAV/RNAV1
R	PBN/L1	RZ	NAV/RNP4
R	PBN/O1	PR RZ	NAV/RNP1
R	PBN/O2	PR RZ	NAV/RNP1
R	PBN/O3	PR RZ	NAV/RNP1
R	PBN/O4	PR RZ	NAV/RNP1

Quotation from Amendment1

	NEW		PRESENT	
P	Reserved for RCP		Not allocated	
R	PBN approved	<i>Note 4.—If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).</i>	RNP type certification	<i>Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.</i>
Z	Other equipment carried or other capabilities	<i>Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or <b>DATDAT/</b>, as appropriate.</i>	Other equipment carried	<i>Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/, as appropriate.</i>

**Action by the meeting**

The meeting is invited to review the APAC Guidance Material and update as required.

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