



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

TERMS OF REFERENCE OF FPL&AM/TF

(Presented by the Secretariat)

SUMMARY

This paper presents the Terms of Reference for the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF).

1. INTRODUCTION

1.1 The 19th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/19, September 2008) made the following decision:

Decision 19/6 – Establishment of an ICAO Flight Plan & ATS Message Implementation Task Force

That, an Asia/Pacific ICAO Flight Plan & ATS Message Implementation Task Force (FPL&AM/TF), with terms of reference as outlined in Appendix C to the APANPIRG/19 Report on Agenda Item 3.2, be established to develop a regional transition strategy and procedures to ensure the streamlined implementation of the amended ICAO flight planning and associated ATS Message provisions.

2. DISCUSSION

2.1 The terms of reference of the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF) are attached as **Attachment** to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.

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TERMS OF REFERENCE

Asia/Pacific ICAO Flight Plan & ATS Messages Implementation Task Force (FPL&AM/TF)

Terms of Reference

The terms of reference of the FPL&AM/TF are:

- 1) To conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012) in order to identify, study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO Flight Plan and associated ATS Message formats; and
- 2) As a result of the review, and in accordance with relevant additional ICAO provisions, prepare and promulgate coordinated Asia/Pacific transition strategies and plans with associated timelines to enable the streamlined implementation of the amended Flight Plan and ATS Message provisions contained in Amendment 1 to the Fifteenth Edition of the PANS ATM.

In addressing these terms of reference, the Task Force should consider, *inter alia*, the following aspects:

- 1) Likelihood that such changes within local systems will differ between Regions and systems, therefore global transition is not feasible in view of the localized issues and APANPIRG is best placed to authorize regional transition plans;
- 2) Inter and intra regional issues;
- 3) Impact on inter-system co-ordination messaging (e.g. AIDC)
 - AIDC guidelines and other regional documents will need to be updated;
- 4) Contingency arrangements for States that cannot comply by the due date;
 - How to handle staged implementations by States and/or airspace users,
 - Expectations across ANSPs with different implementation dates, and
 - Systems that transition early will need to be capable of handling both new and current instruction sets.
- 5) Inter-system exchanges need to take account of differing automation capabilities in order to avoid excessive message rejection;
- 6) Establishment of an Information Management system to track implementation timelines for various States/systems;
- 7) Management of Repetitive Flight Plans;
- 8) Implications for presentation formats, including paper & electronic flight progress strips;

ATTACHMENT

- 9) Impacts to users (flight planning systems etc); and
- 10) Appropriately timed withdrawal of existing State or Regional specific requirements to ensure consistency with new instruction set.

Membership

Proposed membership of the Task Force should include, but is not limited to, operational and systems engineering personnel from the following States:

Australia, China, Hong Kong-China, India, Indonesia, Japan, Malaysia, New Zealand, Singapore, Thailand, United States, Viet Nam, IATA and IFALPA.

Industry participation, if required, is to be included under responsibility of State delegations or with approval from the ICAO Asia/Pacific Regional Office.

Reporting

Report progress to ATM/AIS/SAR/SG/19 and CNS/MET/SG/13 (June/July 2009), and APANPIRG/20 (September 2009).

ICAO Strategic Objectives and GPIs

Amendment 1 to the Fifteenth Edition of PANS-ATM promulgates updates to operational messages, including the ICAO Flight Plan message set, in order to provide, *inter alia*, increased detail and definition of aircraft equipage with the objective of better managing and enabling provision of the related ATS services.

The Task Force will prepare and maintain a performance framework form (PFF) to codify the implementation of the new ICAO Flight Plan format and associated ATS Messages as an Asia/Pacific regional performance objective. The work and outcomes from the Task Force are expected to support:

ICAO Strategic Objectives:

- A: Safety – Enhance global civil aviation safety*
- D: Efficiency – Enhance the efficiency of aviation operations*
- E: Continuity – Maintain the continuity of aviation operations*

Global Plan Initiatives

- GPI-5 Performance based navigation*
- GPI-9 Situational awareness*
- GPI-11 RNP and RNAV Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs)*
- GPI-17 Implementation of data link applications*

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