

ASIA/PACIFIC REGION

STRATEGY FOR THE IMPLEMENTATION OF NEW ICAO FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

- 1) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;
- 2) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;
- 3) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems;
- 4) The implementation of the amended ICAO Flight Plan and ATS Message formats has been adopted by APANPIRG/20 as Regional Performance Objective 5, and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional implementation date and transitions to the new flight plan provisions will therefore occur in accordance with the declared transition period described in this document.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States not implementing Amendment 1 from 15 November 2012 are obligated by ICAO provisions to publish, preferably by 12 January 2012, the non compliance in State AIP as a 'significant difference' and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and
- 3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

(Note: In the context of the implementation, 'PRESENT' refers to the existing flight planning and ATS message formats as defined in the current version of the PANS-ATM and 'NEW' refers to the amended provisions as contained in Amendment 1 to the PANS-ATM.)

The Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 January 2012 until 15 November 2012, comprising;
 - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 – ANSPs external testing and implementation, and
 - 1 July to 15 November 2012 – airspace users testing and implementation.
- 6) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period (i.e. no ANSP 'NEW' before 1 April 2012) and, insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period (i.e. complete ANSP 'NEW' before 30 June 2012);
- 7) Recognizing the risk to automated systems of having all users simultaneously commencing 'NEW' on the common implementation date (15 November 2012), encourage users to take full advantage of the airspace users testing and implementation period to ensure operational readiness of flight planning systems;
- 8) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to 'NEW' during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012);
- 9) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions in accordance with the declared transition period and report progress to the FPL&AM TF periodic meetings;
- 10) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 in accordance with APANPIRG Conclusion 20/8, for relay to the FPL&AM TF;
- 11) To mitigate Date Of Flight (DOF) complexities, adopt a regional approach that does not require processing of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the declared transition period;
- 12) Require that States retain capability to simultaneously support 'PRESENT' and 'NEW' provisions (flight plan and ATS message format) from the activation of their 'NEW' capabilities until the end of the transition period (i.e. until 15 November 2012), at which point 'PRESENT' capability shall be discontinued;

(last amended FPL&AM TF/2, November 2009, and adopted APANPIRG/21, September 2010)