SAM FPL

INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Office

SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE SAM REGION

(FPL)

FINAL REPORT

(Lima, Peru, 13 to 15 September 2010)

Prepared by the Secretariat

September 2010

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HISTORY

The Seminar/Workshop on the Implementation of the New Flight Plan Format in the SAM Region was held in the ICAO South American Regional Office at Lima, Peru, from 13 to 15 September 2010.

Mr. Franklin Hoyer, Regional Director of the ICAO South American Office, welcomed the participants to this Meeting, and emphasized the necessity of close inter-regional cooperation in order to provide a more harmonized air navigation system.

Mr. Onofrio Smarrelli, ICAO SAM CNS Regional Officer, acted as Secretary, assisted by Messrs. Jorge Fernandez, ICAO SAM ATM/SAR Regional Officer, and Alberto Orero, ICAO SAM ATM/SAR/AIM Regional Officer. Mr. Jorge Wilson de Avila Ferreira Penna, delegate from Brazil, acted as Moderator of the Seminar/Workshop.

The Seminar/Workshop was attended by 41 delegates from 10 States – Argentina, Bolivia, Brazil, Chile, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela, 1 International Organization – IATA, and 5 industry providers -- Adacel Inc., Atech, Indra, Ineco-Tifsa y Radiocom Inc.

1. SESSIONS OF THE SEMINAR

1.1 This session consisted in presentations by ICAO, the industry and States, as air navigation services providers (ANSP) and users of the airspace, on the introduction to the new flight plan format, Amendment 1 to the PANS/ATM, Doc 4444, 15th Edition.

ICAO presentations

1.2 The ICAO presentations were oriented towards the following topics:

a) General aspects on Amendment 1 to the PANS/ATM;
b) Strategy for the global implementation of Amendment 1;
c) Strategy for the implementation of the Amendment in the SAM Region; and
d) Analysis of the impact of the new FPL format in the automated systems.

General aspects of Amendment 1 to the PANS ATM

1.3 The presentations on this subject informed on the contents of ICAO State letter AN 13/2.1-08/50 of 25 June 2008 which describes the scope of the changes to the flight plan format (FPL) and the flight plan messages related with Amendment 1 to the PANS/ATM, Doc 4444, 15th Edition; ICAO State letter AN 13/2.1-09/9 of 9 February 2009 related with the guidelines for the inclusion of flight plan information as per Amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management, 15th Edition (PANS-ATM, Doc 4444); and ICAO State letter AN 13/2-2010/31 of 29 March 2010, which informs that ICAO, with the aim of supporting in the transition, has developed a site, http://www2.icao.int/en/FITS/Pages/home.aspx, where States, air navigation services providers (ANSP) and airspace users can find information with respect to the status of implementation of the Amendment, and where that most common problems and difficulties found will be analyzed upon.

1.4 All of the referred letters can be found at the following ICAO SAM Regional Office Web site:
http://www.lima.icao.int/MeetProg/mt_MeetingDocumentation.asp?wShortTitle=FLIGTPLAN&wLanguage=S&wYear=2010.

Strategy for the global implementation of Amendment 1 and strategy for the implementation in the SAM Region of Amendment 1 to the 15th Edition of the PANS/ATM

1.5 On these topics, the presentations highlighted upon the following:

1.5.1 The implementation dates for the new flight plan format are specified in the regional document *Strategy for the implementation of the new flight plan format in the CAR/SAM Regions*, approved by the GREPECAS fast-track procedure. These dates are in alignment with the implementation dates established in other ICAO regions, in accordance with the following:

a) In the CAR/SAM Regions, the transition period for when the ANSP should be capable of processing both flight plan formats, the CURRENT and the NEW, shall be from **1 July 2012 to 15 November 2012**;
b) With the purpose of complying with these target dates and harmonizing implementation with the other ICAO regions, the software delivery and tests, and **changes to the system** should be completed no later than **30 June 2012**;
c) In consequence, States are urged to have the NEW format implemented between **1 April 2012 and 30 June 2012,** and not to use this NEW format before **1 April 2012**;
d) States should, therefore, keep a tight coordination with the ICAO South American Regional Office regarding the evolution of the action plans, as well as inform of the eventual changes to dates, deadlines, etc., using the period between **18 July 2011 and 1 April 2012** to deliver and test the updated software of the ANSP system in support of the NEW message format, while the CURRENT message format is continued;
e) In addition, airspace users should make arrangements for the precise and correct adaptation of their systems as per the NEW and CURRENT flight plan formats; and
f) Coordination meetings for the proper implementation will be periodically carried out with the purpose of evaluating the plans in order that States and ANSPs trust that Amendment 1 can be implemented in the Region between **1 April 2012 and 30 June 2012.**

1.5.2 Upon implementing the new flight plan format, SAM States should take into account the CAR/SAM strategy approved by the GREPECAS CNS/ATM Subgroup, and draft national action plans for the implementation of the Amendment. States of the Region who have not yet done so, should name focal points to coordinate implementation aspects regarding the Amendment, and carry out national meetings between air navigation services providers and users, to coordinate the implementation of the Amendment.

Analysis of the impact of the new FPL format in the automated systems

1.6 On this subject, the following aspects of relevance were presented:

1.6.1 SAM States who have yet to analyze the impact of the implementation of the new FPL on their ATS units' automated systems, should do so as soon as possible.

1.6.2 From the analyses carried out to date, verification has been made that the systems affected by the new FPL format are the AFTN / AMHS (FPL templates at the terminals) and FDP systems.

1.6.3 States should start with the processes to change the AFTN/AMHS and FDP systems, with the aim that they are ready by the dates indicated in the regional strategy.

Presentations from the industry

1.7 In order that SAM States are made aware on the progress made in the industry with regard to the implementation of the new flight plan format, four presentations were made during the Seminar by the following: INDRA, ATECH, Radiocom and ADACEL. Aspects hereunder were assessed during the Seminar/Workshop.

INDRA

1.8 INDRA presented two possible solutions for the implementation of the new flight plan format and the co-existence of the NEW and CURRENT flight plan during the transition period. The first solution consisted in a data transforming machine that is introduced between the AFTN or AMHS system and the automated system (FDP, RDP, presentation system, etc.). The transforming machine accepts the NEW flight plan format, makes the conversion from the NEW to the CURRENT flight plan, in accordance to ICAO requirements, and manages the more than 24-hour flight plans by introducing them to the automated system in due time, and sending to the automated system the same CURRENT information. This transforming machine can be installed, not only in INDRA equipment, but also in any automated equipment. The second solution consists in updating the automated systems to work with the new flight plan format and its functions, it has the additional capacity of operating with the CURRENT plan during the transition period, and permits communications for the coordination with neighbouring centres, in accordance with the format received and to the neighbour centre's declared capability. This solution is only for INDRA automation systems.

ATECH

1.9 ATECH informed that, as solution to the new flight plan format, it is migrating from the current X 400 version, to SAGITARIO. The latter permits operating with both the NEW and CURRENT flight plan format during the transition period, and includes new automation aspects as regards the new alphanumeric characters and indicators of the NEW flight plan format (PBN, ADS-B).

RADIOCOM

1.10 RADIOCOM presented, as solution to the implementation of the NEW flight plan format and the co-existence with the CURRENT flight plan format, a template to be implemented in the AMHS terminals that will accept both the CURRENT as the NEW format, including a double presentation for Item 10. The aeronautical telecommunications operator, upon receiving the flight plan from the user, be it the NEW or CURRENT format, introduces it into the template. If the user provides the CURRENT plan, the operator will fill the template with the CURRENT format; if the user provides the NEW flight plan format, the operator will fill the template in the item corresponding to the NEW format and, if the case, will also fill the item of the CURRENT format, if this flight plan is to be retransmitted to a State that has yet to implement the NEW flight plan format. The AMHS carries out the switching automatically to all addressees indicated in the flight plan. It takes the information on the status of implementation of the CURRENT or NEW format from the ICAO web page (FITS).

ADACEL

1.11 ADACEL presented three solutions to the implementation of the new flight plan format: one solution consisting in the updating of the current automated systems; another, changing the current automated systems by new ones, particularly when the current systems is already a few years old and, last of all, a converting system between the AMHS or AFTN system and the automated system, which accepts the NEW and CURRENT flight plan formats and converts them to your system requirements and then send the messages in the required format (CURRENT or NEW during the transition period) to the downstream facilities. After the implementation the converter will process the NEW flight plan only.

Presentation from States

BRAZIL

1.12 Brazil presented its action plan for the implementation of the new flight plan in application of Amendment 1 to the 15th Edition of the ICAO PANS/ATM (Doc 4444). With regard to the action plan, its implementation strategy is based on four modules (legislation, safety assessment, automated systems and training). The participants at the Seminar/Workshop found the it very complete and that same could be used as reference in the drafting of States' national plans.

URUGUAY

1.13 Uruguay presented its plans to improve the automation system at Montevideo ACC, for the implementation of the new flight plan format. The improvements are oriented towards the implementation of operational aspects in the automated systems, necessary because of the new format. The participants at the Seminar/Workshop considered that the improvements for the Montevideo ACC could be applied upon other systems installed in the Region and, in this respect, deemed it convenient that its regional application be analyzed upon at the SAM/IG/6 meeting, to be held in Lima from 18 to 23 October 2010.

Presentation from the airspace users

IATA

1.14 In this respect, IATA made a presentation informing of the expectations and points of view of the companies members of said Organization on Amendment 1 to the 15th Edition of the ICAO PANS/ATM (Doc 4444). In the presentation, IATA indicated its support to the regional plans for the implementation of the new flight format and in its active participation in all trials necessary during the new plan's transition phase, and supports the global and harmonized implementation of the new flight plan format.

2. SESSIONS OF THE WORKSHOP

From the analysis and debate on the working papers during the Workshop session, a series of actions were agreed upon to be adopted that will allow a harmonized implementation of Amendment 1. The list of actions is as follows:

2.1 States and other key stakeholders will make available any information which they feel would be of benefit to others by allowing that information to be published on the ICAO Flight Plan Implementation Tracking System (FITS) web site. http://www2.icao.int/en/FITS/Pages/home.aspx. The corresponding information should be sent to ICAO South American Regional Office, who will publish it on the FITS web site. ANSPs will actively share test information and will endeavour to conduct joint interface tests with neighbouring ANSPs.

2.2 States will draft technical specifications for the implementation of modifications to the templates of the installed AMHS terminals will begin, so that they will accept the new alphanumeric values in Item 10 of the new flight plan format, as well as the increase in the capacity of alphanumeric characters in Items 10 and 18 of AMHS terminals. Changes should be implemented by 31 December 2011.

2.3 States will prepare technical specifications will begin, so that flight plan processing systems (FDP) can process the changes made in the new flight plan format. The changes in the FDP should be completed by the end of March 2012.

2.4 Since the analysis of the impact of the implementation of the new flight plan format on automated systems was done only on the automated systems installed in the main ACCs of the SAM Region, States will continue analysing all the automated systems installed at national level in APP towers and other ACCs. This analysis should be completed by October 2010, and the results should be sent to the ICAO South American Regional Office by the aforementioned date. With regard to the analysis of the impact in the implementation of the new flight plan format, **Appendix A** presents the results of the tests carried out at the main ATS units of Argentina, Brazil, Chile, Colombia, Ecuador, Panama, Peru and Venezuela. In addition, **Appendix B** presents a list of systems and equipment at the main ATS units in the SAM Region, involved in the introduction, processing and presentation of a flight plan. From the tests carried out, it is to be highlighted that the automated systems affected by the new flight plan format are the templates of the AMHS terminals, as well as the FDP systems, which do not accept alphanumeric characters in Boxes 10 and 18 of the new flight plan format, neither the E, H and L characters in Box 10b (surveillance equipment and capabilities). Further information is in Appendix A.

2.5 In order to measure the implementation process of Amendment 1 to PANS ATM document, the following metrics were agreed:

a) Number of States with their national plans for the implementation of Amendment 1 of the PANS/ATM prepared, approved and under development;
b) Number of States with National Committees duly implemented;
c) Number of States that expect to comply with the dates proposed for the transition and application of the new FPL format;
d) Number of States that have initiated the impact study; and
e) Number of States that have appointed focal points for the coordination of activities for the implementation of the new flight plan format.

2.6 States that have not yet done so and taking as reference the model action plan presented by the Secretariat and the action plan presented by Brazil shown as **Appendices C and D** to this Executive Summary, present their national plans or their drafts during the SAMIG/6 Meeting (18 to 22 October 2010).

2.7 ICAO SAM Office study the possibility to request RLA/06/901 Project to sponsor a Workshop/Seminar in order to carry out a quantitative assessment of the risks of the system before the implementation of Amendment 1 of PANS/ATM and document it through the formulation of a safety implementation plan and in this way comply with the provisions of ICAO Annex 11 (para. 2.27).

2.8 As far as possible, Brazil presents to SAMIG/8 Meeting (October 2011) the instruction and training manual to be developed for the implementation of Amendment 1 to PANS/ATM as reference material that could be used by SAM States.

2.9 Establish, within the scope of the SAM Implementation Group, a working group to evaluate and determine, from the operational point of view, the requirements that the implementation of Amendment 1 could generate in automated systems for their appropriate response. In this regard, the seminar requested that Appendix A to WP/08 be included as reference material to develop this task (see **Appendix E**).

2.10 The ICAO SAM Regional Office, when events related with the implementation of Amendment 1 are carried out, invite representatives from the industry involved in the provision of equipment related with the implementation of the changes to the flight plan to participate.

2.11 That the SAM States analyze the proposals presented by INDRA, ADACEL and RADIOCOM with regard to the solutions adopted in order that the CURRENT and NEW flight plan format shown in **Appendices F, G and H** of this Summary operate during the transition period.

2.12 The list of focal points for the coordination of the flight plan format was updated and it was recommended that any change be immediately informed to the Regional Office. The updated list is included as **Appendix I.**

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APPENDIX A

RESULT OF THE TRIALS IN ARGENTINA

The tests in ACC Ezeiza were carried out on 5 and 6 August 2010. The Ezeiza ACC has Radiocom AMHS terminals installed. The automation system for the Ezeiza ACC is an INDRA AIRCON 2100 and was installed in 2009. The AIRCON 2100 includes flight plan processor, radar data processor, operator control positions, area situation screens, aeronautical information screens, flight strips printer, control and supervision system, and data recording system.

The tests assessed the impact on the changes to flight plan Itemes 7, 8, 10 15 y 18 in the AFTN, AMHS, repetitive flight plan, flight plan processing, flight progress strips automatic printing, radar data processing and flight plan presentation systems. The results obtained are shown in **Attachment A** to this Appendix B.

In addition to the results in Attachment A, the following remarks are to be noted:

a) The repetitive flight plan (RPL) system is not used, even though the AIRCON 2100 system has the capability to process it;
b) The AMHS is still not integrated to the AIRCON 2100, the messages go through the RADIOCOM AMHS/AFTN gateway;
c) The AMHS has a limit of up to 14 alphabetical characters in the FPL template, Item 10;
d) The AIRCON 2100 FDP, upon rejecting the messages with unknown contents, shows the following error message **"**Unknown Message Type" and does not permit carrying out any manual change to the message, which difficults making manual corrections. Nevertheless, this guarantees that no mistaken message enters the system, with its possible consequences;
e) The maximum characters permitted in Item 18 of the AMHS FPL system seems to be enough; nevertheless, the format should be examined, in order to take into consideration all cases of the flight plan's NEW format;
f) The maximum amount of characters permitted in the FDP Item 18 has yet to be determined, which should correspond to the maximum permitted by the AMS in order to avoid loss of information in said Item;
g) The changes to Amendment 1 to Doc 4444 will affect the AMHS of Argentina; nevertheless, ANAC has started to carry out the corresponding updating; and
h) No tests have been made to the flight progress strip automatic printing; nevertheless, it is thought it will not be affected. Also, regarding the flight plan presentation (IHM).

There are plans to also install an AIRCON 2100 in the Cordoba ACC and, eventually, at the rest of the ACCs in Argentina. The updating of the system already counts with contractual arrangements and the provider has assured that the changes required by Amendment 1 to Doc 4444 will be made by the appropriate date.

RESULT OF THE TRIALS IN BRAZIL

The tests at the ACC Brasilia were made on 17 August 2010. The Brasilia ACC manages AFTN terminals (ATECH system, installed in 1998) and RADIOCOM AMHS terminals, installed by ATECH. The Brasilia ACC automation system is the ATECH X-4000 system, installed in 2008. The system basically includes flight data processor, radar data processor, radar signal interfaces, operator control positions, area situation screens, aeronautical information screens, flight strip printer, control and supervision system and data recording system.

The tests assessed the impact of the changes on the flight plan's Itemes 7, 8, 10 15 and 18 pertaining to the AFTN, AMHS, repetitive flight plan, flight plan processing, flight progress strip automatic printing, radar data processing and flight plan presentation systems. The results obtained are shown in **Attachment B** to this Appendix B.

In addition to the results in Attachment B, the following is to be noted:

a) The X-400 FDP system accepts from 1 t 26 alphabetical characters, with the exception of the letter "N", in Item 10 (Equipment);
b) The AMHS user terminal only permits inserting in Item 10 the characters selected from a menu in the template;
c) The X-4000 system is still pending to be integrated with the AMHS;
d) The maximum characters permitted in the AMHS Item 18 is 1024; and
e) The characters entered in Item 18 are automatically presented in the flight progress strip; nevertheless, limited up to a maximum of 37 characters.

RESULT OF THE TRIALS IN CHILE

The tests in ACC Santiago were carried out on 3 and 4 August 2010. The ACC Santiago has Thales AFTN and AMHS terminals installed. The AMHS was installed in 2009. The automated system implemented is the Thales AIRCAT C, installed in December 2009.

The tests evaluated the impact of the changes in the flight plan format Itemes 7, 8, 10 15 and 18 pertaining to the AFTN, AMHS, repetitive flight plan, flight plan processing, flight progress strips automatic printing, radar data processing and flight plan presentation systems. The results obtained are shown in **Attachment C** to this Appendix B.

In addition to the results in Attchment C, the following observations were made:

a) The UROCAT C FPD systems accepts from 1 to 25 alphabetical characters in Item 10 (Equipment);
b) The AMHS presents a limit of up to 19 alphabetical characters in the FPL template's Item 10;
c) The EUROCAT C system remains to be integrated with the AMHS;
d) The Santiago ACC is equipped with EUROCAT C; nevertheless, the APP and ACC installed in the rest of the country continue with EUROCAT 1000. The updating of these APP and ACC are scheduled for 2014. DGAC Chile will evaluate whether it will be feasible to reschedule it for 2012;
e) The maximum number of characters permitted in the AMHS FPL template Item 18 appears to be enough; nevertheless, the format would have to be reviewed in order to take into consideration all cases of the NEW flight plan format. Observation has also been made, for example, the field "TYP/" accepts an unlimited number of characters, while "RMK/" has a limit of 51 characters;
f) The number of maximum characters in the FDP Item 18 has not been determined yet, which should correspond to the maximum permitted by the AMHS to avoid the eventual loss of information in that Item;
g) The changes to Amendment 1 to Doc 4444 will affect the IFIS system of Chile; and
h) No tests have been made to the flight progress strip automatic printing; nevertheless, it is thought it will not be affected. Also, regarding the flight plan presentation (IHM).

Chile does not currently count with a contract with Thales and, to carry out the required changes, it will have to draw a new contract.

RESULTS OF THE TRIALS IN ECUADOR

QUITO APP

AFTN

Upon using the flight plan format installed in the AFTN terminal, the new values were introduced into the new flight plan format Itemes 10 and 18, verifying that the FPL template accepts the new values indicated in the FPL. The FPL template does not have a fixed number of characters for Itemes 10 and 18; this can be defined by the terminal operator.

The problem with this format is that it has no filters to avoid mistakes in the transcription of the flight plan; therefore, the AFTN terminal filters no message, all are sent. If these have errors, same are rejected by the FDPs.

The AFTN system installed in Ecuador is a Syseca installed in 1996.

Automated system

In the Quito APP, an Indra, Model 2100, ATS automated system was installed in 2009, which is composed by a FDP, RPL and RDP systems, FDP user terminals, radar data visualization screens and flight strip printers (EIR).

FDP system

To test the behaviour of the FDP before the new FPL flight plan format, FLP messages were originated from an AFTN terminal with the new values set in the FPL. From the results of the FPL message testing, the following was noted:

a) The FDP does not accept letters E, H and L in Item 10 for the identification of equipment and surveillance capabilities; in addition, it does not accept the new alphanumeric characters to identify the new communications, navigation and surveillance equipment in Item 10;
b) The maximum number of characters accepted in the FDPs FPL Item 10 is of 12: 10 for the characters required for the communications and navigation equipment; and 2 for the surveillance equipment; and
c) The system accepts all the new indicative values destined for Item 18. Item 18 accepts a considerable number of alphanumeric characters. Also, the FDP accepts the changes foreseen in the remaining Itemes of the new flight plan format.

RDP and RPL systems, presentation screen and flight strip printers

These systems are not affected by the new FPL.

GUAYAQUIL ACC

AMHS

Guayaquil has an AMHS working locally, it only communicates via AFTN with the rest of the country through the AMHS/AFTN Gateway. The system is a Radiocom, and was installed in 2007. Guayaquil has five AMHS terminals installed, which count with the templates for FPL messages. These templates have the filters in order that the FPL information exits in accordance with the current FPL format. From the tests carried out, the template does not accept the new alphanumeric values established in the new FPL format, neither letters E, H and L in Item 10, pertaining to the equipment and surveillance capabilities. The only manner to send this new information is to send the FPL message without using the template and using free text.

Automated system

The Guayaquil ACC has an Alenia AMS ATS automated system, installed in 2004. It is composed by an FDP system, an RDP system, FDP user terminals, radar data visualization screens and flight strip printers.

FDP systems

To test the behaviour of the FDP before the new flight plan format, FPL messages were originated from an AFTN terminal, with the new values planned in the FPL. No messages could be sent from the AMHS terminal, as the FPL template does not permit the new values. The following was verified upon:

a) The FDP does not accept letters E, H and L in Item 10 for the identification of equipment and surveillance capabilities; in addition, it does not accept the new alphanumeric characters to identify the new communications, navigation and surveillance equipment in Item 10;
b) The maximum number of characters accepted in the FDPs FPL Item 10 is of 13: 11 for the characters required for the communications and navigation equipment; and 2 for the surveillance equipment; and
c) The system accepts all the new indicative values destined for Item 18. Item 18 accepts a considerable number of alphanumeric characters. Also, the FDP accepts the changes foreseen in the remaining Itemes of the new flight plan format.

RDP and RPL systems, presentation screen and flight strip printers

These systems are not affected by the new FPL.

ATTACHMENT A TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – ARGENTINA/EZEIZA ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	N/A: RPL is not used in Argentina, In addition, the new Indra AIRCON 2100 system presents facilities that would be required for the dealing of RPLs.	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	N/A	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
  Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	N/A	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	N/A	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	N/A	No effect	No effect	No effect	No effect
Item 10 **(**Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	AMHS: It would currently not accept the letter E	N/A	Affects: Does not accept the letter E	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	AMHS: It would currently not accept the letter H	N/A	Affects: Does not accept the letter H	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	AMHS: It would currently not accept the letter L	N/A	Affects: Does not accept the letter L	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	Affects: the AMHS FPL template does not accept numbers	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 15 Marking and distance route with respect of a significant point	The identification of a significant point followed by a 3 digit mark from the point, giving the magnetical degrees, followed by the distance from the point, with 3 digits expressing nautical miles	No effect	N/A	Affects: The FDP does not accept and presents an error message: "Unknown Message Type"	No effect	No effect	No effect
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

ATTACHMENT B TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – BRAZIL/BRASILIA ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	No effect	a) and b) no change, no effect. Remarks: Later changes from IFR to VFR o viceversa many not be processed, even though no error messages would be generated	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
  Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	No effect	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	No effect	No effect	No effect	No effect	No effect
Item 10 **(**Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept the letter E	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept the letter H	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept the letter L	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template would not accept the letter X	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 15 Marking and distance route with respect of a significant point	The identification of a significant point followed by a 3 digit mark from the point, giving the magnetical degrees, followed by the distance from the point, with 3 digits expressing nautical miles	No effect	No effect	Affects: The FDP accepts the information and generates a "command accepted" message; nevertheless, the system will consider this significant point outside of the FIR involved	No effect	No effect	No effect
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

ATTACHMENT C TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – CHILE/SANTIAGO ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect. The Chile AMHS, even though implemented is NOT operational and requires adjusments, still pending action from the provider	N/A: RPL is not used in Chile (users fill FPL on line through the IFIS system). In addition, the new EUROCAT C system presents facilities that would be required for the dealing of the RPL.	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	N/A	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
  Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numbers nor letters ABENPQS	N/A	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numbers nor letters ABENPQS	N/A	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	N/A	No effect	No effect	No effect	No effect
Item 10 **(**Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept the letter E	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template would not accept the letter X	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values (neither numerical characters nor letters ABENPQS)	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	N/A	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 15 Marking and distance route with respect of a significant point	The identification of a significant point followed by a 3 digit mark from the point, giving the magnetical degrees, followed by the distance from the point, with 3 digits expressing nautical miles	No effect	N/A	Affects: The FDP does not accept, it generates an "error in syntaxis" message" and places the cursor over the corresponding text	No effect	No effect	No effect
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	N/A	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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ATTACHMENT D TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – COLOMBIA/BOGOTA ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	N effect	No effect	No effect	No effect	No effect
Item 10 (Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values (neither numerical characters nor letters ABENPQS)	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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ATTACHMENT E TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – PANAMA/PANAMA ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect.	No effect.	No effect.	No effect.
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect. The flight plan template does not contain the letter E	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect. The flight plan template does not contain the letter H	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect. The flight plan template does not contain the letter L	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-B** **B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect. The flight plan template does not contain the leter and number (numerical alphabet) combinations	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.
Item 10 (Part B)* **ADS-C** **D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect. The flight plan template does not contain the leter and number (numerical alphabet) combinations	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	Does affect	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **SUR/ indicator**	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect.	The current format takes Item 10 into consideration, but upon using Item Q, there will be an effect.	No effect	No effect.	No effect.	No effect.
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **PBN/ indicator RNAV specification** **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	No effect, since information in Item 18 does not appear in the RPL format	No effect	No effect	No effect:	No effect

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* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

ATTACHMENT F TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – VENEZUELA/MAIQUETIA ACC

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	N effect	No effect	No effect	No effect	No effect
Item 10 **(**Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values (neither numerical characters nor letters ABENPQS)	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

ATTACHMENT G TO APPENDIX A

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS – ECUADOR/GUAYAQUIL ACC AND QUITO APP

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Item 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Item 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Item 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.
Item 10 **(**Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept numerical values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Item 18 after the PBN/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	No effect	N effect	No effect	No effect	No effect	No effect
Item 10 (Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Item 18, after a new DAT/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	No effect: The FPL template in the AFTN user terminal accepts the new values. Affects: The FPL template in the AMHS user terminal does not accept the letter E	No effect	Affects: The FPL template in the AMHS user terminal does not accept the letter E	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	No effect: The FPL template in the AFTN user terminal accepts the new values. Affects: The FPL template in the AMHS user terminal does not accept the letter H	No effect	Affects: The FPL template in the AMHS user terminal does not accept the letter H	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	No effect: The FPL template in the AFTN user terminal accepts the new values. Affects: The FPL template in the AMHS user terminal does not accept the letter L	No effect	Affects: The FPL template in the AMHS user terminal does not accept the letter L	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect
Item 10 (Part B)* **ADS-B B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 10 (Part B)* **ADS-C D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	No effect: The AFTN FPL template accepts new values. Affects: the AMHS FPL template does not accept new values	No effect: The information in Item 10 is filled in flight plan format Item Q for the repetitive flight plan systems (Appendix 2, Section 6, Chapter 16, Doc 4444), and is accepted	Affects: The FDP does not accept numbers in Item 10	No effect: This system does not use the information contained in Item 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Item 10 and, consequently, is not sending information to the printer.	No effect: This system does not use the information contained in Item 10 in radar data processing	No effect: Flight plan display is not dependent upon the content of Item 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Item 18 SUR/ indicator	Additional surveillance applications should be listed in Item 18 after the SUR/ indicator.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	
Item 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 PBN/ indicator RNAV specification **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 (Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Item 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect
Item 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	No effect	No effect	No effect	No effect	No effect: This system does not use the information contained in Item 18 in radar data processing	No effect

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* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

MAKE AND MODEL OF THE SYSTEMS AND EQUIPMENT IN THE SAM REGION /
MARCA Y MODELO DE SISTEMAS Y EQUIPOS EN LA REGION SAM

State/Site Estado/ Localidad	AFTN/AMHS System / Sistema AFTN/AMHS	Repetitive Flight Plan System / Sistema Repetitivo de Plan de Vuelo	Flight Plan Processing System/ Sistema de Procesamiento de plan de vuelo	Flight Strip Automatic Printing/ Impresión automática de cinta de progreso de vuelo	Radar Data Processing System/ Sistema de procesamiento de datos radar	Flight Plan Presentation/ Presentación del Plan de Vuelo
1	2	3	4	5	6	7
ARGENTINA/ ACC Ezeiza	RADIOCOM AMHS Extended Service Installation: 2005	Not in use	Part of INDRA Aircon 2100 system Installation: 2009	Part of INDRA Aircon 2100 system Installation: 2009	Part of INDRA Aircon 2100 system Installation: 2009	Part of INDRA Aircon 2100 system Installation: 2009
	RADIOCOM AMHS Extended Service Instalación: 2005	No hace uso	Parte del sistema Aircon 2100 INDRA Instalación: 2009	Parte del sistema Aircon 2100 INDRA Instalación: 2009	Parte del sistema Aircon 2100 INDRA Instalación: 2009	Parte del sistema Aircon 2100 INDRA Instalación: 2009
BOLIVIA/ACC La Paz	Syseca AFTN system Installation: 1996	Not installed	Not installed	Not installed	Not installed	Not installed
	Sistema AFTN Syseca Instalación: 1996	No instalado	No instalado	No instalado	No instalado	No instalado
BRAZIL/ACC Brasilia	RADIOCOM AMHS Extended Service Installation: 2009 AFTN system: 1998	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008
	RADIOCOM AMHS Extended Service Instalación: 2009 Sistema AFTN: 1998	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008
CHILE/ACC Santiago	Thales AERMAC AMHS system Instalación: 2009	Part of Thales EUROCAT C system Installation: 2009 Not in use	Part of Thales EUROCAT C system Installation: 2009	Part of Thales EUROCAT C system Installation: 2009	Part of Thales EUROCAT C system Installation: 2009	Part of Thales EUROCAT C system Installation: 2009
	Sistema AMHS AERMAC Thales Instalación: 2009	Parte del sistema EUROCAT C Thales Instalación: 2009 No hace uso	Parte del sistema EUROCAT C Thales Instalación: 2009	Parte del sistema EUROCAT C Thales Instalación: 2009	Parte del sistema EUROCAT C Thales Instalación: 2009	Parte del sistema EUROCAT C Thales Instalación: 2009

State/Site Estado/ Localidad	AFTN/AMHS System / Sistema AFTN/AMHS	Repetitive Flight Plan System / Sistema Repetitivo de Plan de Vuelo	Flight Plan Processing System/ Sistema de Procesamiento de plan de vuelo	Flight Strip Automatic Printing/ Impresión automática de cinta de progreso de vuelo	Radar Data Processing System/ Sistema de procesamiento de datos radar	Flight Plan Presentation/ Presentación del Plan de Vuelo
1	2	3	4	5	6	7
COLOMBIA/ACC Bogotá	COMSOFT CADAS AMHS system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009
ECUADOR/ACC Guayaquil	Syseca AFTN system Installation: 1996	Part of Alenia Marconi SAT CAT system Installation: 2004	Part of AMS Alenia Marconi SAT CAT system Installation: 2004	Part of AMS Alenia Marconi SAT CAT system Installation: 2004	Part of Alenia Marconi SAT CAT system Installation: 2004	Part of AMS Alenia Marconi SAT CAT system Installation: 2004
	Sistema AFTN Syseca Instalación: 1996	Parte del sistema Alenia Marconi SAT CAT Instalación: 2004	Parte del sistema AMS Alenia Marconi SAT CAT Instalación: 2004	Parte del sistema AMS Alenia Marconi SAT CAT Instalación: 2004	Parte del sistema Alenia Marconi SAT CAT Instalación: 2004	Parte del sistema AMS Alenia Marconi SAT CAT Instalación: 2004
GUYANA/ACC Guyana	AFTN Stand Alone Terminal	Not installed	Not installed	Not installed	Not installed	Not installed
	Terminal AFTN Stand Alone	No instalado	No instalado	No instalado	No instalado	No instalado
FRENCH GUIANA (France) / GUYANA FRANCESA (Francia)	AFTN System SAGEN					
	Sistema AFTN SAGEN					
PANAMÁ/ACC Panamá	COCESNA AMHS system Installation: 2008	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009
	Sistema AMHS COCESNA Instalación: 2008	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009

State/Site Estado/ Localidad	AFTN/AMHS System / Sistema AFTN/AMHS	Repetitive Flight Plan System / Sistema Repetitivo de Plan de Vuelo	Flight Plan Processing System/ Sistema de Procesamiento de plan de vuelo	Flight Strip Automatic Printing/ Impresión automática de cinta de progreso de vuelo	Radar Data Processing System/ Sistema de procesamiento de datos radar	Flight Plan Presentation/ Presentación del Plan de Vuelo
1	2	3	4	5	6	7
PARAGUAY /ACC Asuncion	RADIOCOM AMHS Extended Service Installation: 2007	Not installed	Not installed	Not installed	Not installed	Not installed
	RADIOCOM AMHS Extended Service Instalación: 2007	No instalado	No instalado	No instalado	No instalado	No instalado
PERU /ACC Lima	COMSOFT CADAS AMHS system Instalación: 2009	Part of Northrop Grumman AMS-2000 system Installation: 1998	Part of Northrop Grumman AMS-2000 system Installation: 1998	Part of Northrop Grumman AMS-2000 system Installation: 1998	Part of Northrop Grumman AMS-2000 system Installation: 1998	Part of Northrop Grumman AMS-2000 system Installation: 1998
	Sistema AMHS CADAS COMSOFT Instalación: 2009	Parte del sistema AMS-2000 de Northrop Grumman Instalación: 1998	Parte del sistemaAMS-2000 de Northrop Grumman Instalación: 1998	Parte del sistema AMS-2000 de Northrop Grumman Instalación: 1998	Parte del sistema AMS-2000 de Northrop Grumman Instalación: 1998	Parte del sistema AMS-2000 de Northrop Grumman Instalación: 1998
SURINAME /ACC Paramaribo	AFTN system Messir Sofrevia Installation: 1996	Not installed	Not installed Scheduled for end of 2010	Not installed Scheduled for end of 2010	Not installed Scheduled for end of 2010	Not installed Scheduled for end of 2010
	Sistema AFTN Messir Sofrevia Instalación: 1996	No instalado	No instalado Previsto finales del 2010	No instalado Previsto finales del 2010	No instalado Previsto finales del 2010	No instalado Previsto finales del 2010
URUGUAY /ACC Montevideo		Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009	Part of INDRA Aircon 2000 system Installation: 2009
	Sistema AFTN Global Wheather Dynamic Año de instalación 2000	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009	Parte del sistema Aircon 2000 INDRA Instalación: 2009
VENEZUELA /ACC de Maiquetía	RADIOCOM AMHS Extended Service Installation: 2010	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008	Part of ATECH X4000 system Installation: 2008
	RADIOCOM AMHS Extended Service Instalación: 2010	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008	Parte del sistema ATECH X4000 Instalación: 2008

APPENDIX C

MODEL ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE FIFTEENTH EDITION OF ICAO DOCUMENT 4444)

Instructions for the development of the action plan

The attached document shows a model action plan for the implementation of the new flight plan format so that all SAM States may use the same format.

The model action plan contains eight sections. The content of the first four sections (objectives, scope, background and reference documentation for the implementation of the action plan) and of the eighth section (attachments) is suggested as standard material to be included in all action plans of the States.

In order to develop the action plan, the States should complete the content of Section 5 - *Identification of activities to be carried out before the implementation of the new flight plan format*, Section 6 - *Activities for the implementation of the new flight plan format* and Section 7 - *Timetable for the execution of the activities for the implementation of the new flight plan format* following the instructions shown in the model.

MODEL ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT

TABLE OF CONTENTS

1. Objective

1.1 To present the plan for the implementation of the new flight plan format specified in Amendment 1 to the Fifteenth Edition of ICAO Document 4444, following ICAO guidance contained in State Letter AN 13/2.1-09/9 of 6 February 2009, as well as the CAR/SAM implementation strategy and the action plan for the implemetnation of the new flight plan format of the SAM Region.

2. Scope

2.1 This document contains the action plans for the implementation of the new flight plan format during the time period comprised between 2010 and 15 November 2012.

3. Background

3.1 Amendment 1 to the 15th Edition of the PANS-ATM – Doc 4444 was published on 25 June 2008 in ICAO State Letter AN13/2.1-08/50. The amendment seeks mainly to update the ICAO flight plan format to meet the needs of aircraft with advanced capabilities and the requirements of automated air traffic management (ATM) systems.

3.2 Although Amendment 1 has been published, all the information contained in Document 4444 concerning the flight plan format remains unchanged until the implementation of the new format on 15 November 2012.

3.3 The implementation of the new format warrants a change in the systems involved in the flight plan process, as well as a transition period in which both the new and current flight plans will operate until the new flight plan will be the only one operating.

3.4 Both airspace users and air navigation service providers are involved in this process. The implementation of the new flight plan format is a joint task of users and air navigation service providers at national, regional and inter-regional level.

3.5 In order to support the States in the transition to the new flight plan format, ICAO has developed guidance for the implementation of flight plan information, in keeping with Amendment 1 to the 15th Edition of the PANS-ATM – Doc 4444. This guidance is contained in ICAO State letter AN 13/2.1-09/9 of 6 February 2009.

3.6 This guidance was developed in order to make it easier for airspace users and air navigation service providers to use concurrently the current and the new information of flight data processing systems during the transition period.

3.7 At national level, in relation to the implementation of the amendment, the GREPECAS/15 meeting formulated Conclusion 15/35 - *Implementation of the new ICAO flight plan model*, with a view to the development of a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions.

3.8 The CNS/ATM/SG/1 meeting, held in Lima, Peru, on 15-19 March 2010, adopted the *Strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Doc 4444) in the CAR/SAM Regions* through Conclusion CNS/ATM/1-8, which was approved by the States/Territories/International Organisations through the GREPECAS fast-track procedure.

4. Reference documentation for the development of the action plan

4.1 The following documentation has been used as reference for the formulation of the action plan:

4.1.1 ICAO State letter AN/13/2.1-08/50 of 25 June 2008 (Amendment 1 of the Procedures for air navigation services — *Air traffic management*, 15th Edition (PANS-ATM, Doc 4444).

4.1.2 ICAO State letter AN/13/2.1-09/9 of 6 February 2009 (Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for air navigation services — Air traffic management*, 15th Edition (PANS-ATM, Doc 4444).

4.1.3 Strategy for the implementation of Amendment 1 of the 15th Edition of the ICAO PANS - ATM (Document 4444) in the CAR/SAM Regions.

4.1.4 Action plan for the implementation of the new flight plan format in the SAM Region - Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Document 4444).

5. Identification of the activities to be carried out before the implementation of the new flight plan format

5.1 Identification of the installed equipment that may be affected by the new flight plan format

5.1.1 This section would contain a list of possible equipment installed at the various ATS units at national level that might be affected by the implementation of the new flight plan format**.** For each piece of equipment identified, indicate model, manufacturer, year of installation, place where it is installed, and possible block configuration.

Example:

Equipment	Make - Model	Year of installation	Location
AFTN system	Syseca	1995	AFTN equipment terminals containing the FPL template are installed at all aerodromes, control towers, APP and ACCs at national level.
FDP Processor, terminal equipment, display systems	INDRA Aircom 2000	2001	FDP terminals installed in the ACC, APP, and …. towers
RDP	INDRA Aircom 2000	2001	ACC, …. APP
etc.			

5.2 Tests to assess the impact of the implementation of the new flight plan format on the equipment identified

5.2.1 This section will provide information about the tests to be carried out in order to analyse the impact of the implementation of the new flight plan format on each of the changes foreseen for each possible equipment identified in the flight plan process, using as a possible model the table shown in **Attachment E.**

5.3 Identification of the changes required in the systems involved in the flight plan during the transition period when the NEW and CURRENT flight plan formats are in operation

5.3.1 This section will identify in what systems involved in the flight plans will changes be required during the transition period during which both the CURRENT and the NEW flight plan formats are to be used.

5.4 Identification of the national team that will carry out the implementation of the new flight plan format

5.4.1 This section will include a list of the individuals involved in the implementation of the new flight plan format, identifying the responsibilities assigned to each of them. The designated personnel should come from both the air navigation service provider and the users.

5.5 Identification of the training activities required for the implementation of the new flight plan format

5.5.1 This section will describe the training activities foreseen for the operational and technical personnel of air navigation service providers involved in flight plan management and in the required training of airspace users.

5.6 Development of contingency procedures and technical/operational considerations for the transition

5.6.1 This section will provide information about the contingency procedures to be implemented in case the activities contemplated for the implementation of the new flight plan format are not implemented on time.

6. Activities for the implementation of the new flight plan format

6.1 Process for the implementation of the new flight plan format

6.1.1 This section must contain information about the process that the State will carry out for the implementation of the new flight plan format, as well as the processing capacity during the transition period of the CURRENT and NEW flight plan format, describing whether it will be carried out by staff of the aeronautical administration itself or through a bidding process.

6.2 Operational tests with the NEW and CURRENT flight plan formats

6.2.1 This section should contain information about the national and inter-State tests on the NEW and CURRENT flight plans, with a view to the concurrent operation of the CURRENT and NEW flight plan formats from 1 July 2012 to 15 November 2012.

7. Timetable for the execution of activities for the implementation of the new flight plan format

7.1 This section will describe the estimated dates for the implementation of the activities described in Sections 5 and 6 of the action plan. To this end, it is suggested that the GANTT of Microsoft Project be used. It is important to note that, for a harmonious implementation of the flight plan in all the States of the Region, implementation dates must be aligned with those established in the regional action plan for the SAM Region.

8. Attachments

ATTACHMENT A TO APPENDIX C

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Tel.: +1 (514) 954-6711

25 June 2008

Ref.: AN 13/2.1-08/50

Subject: Approval of Amendment 1 to the PANS-ATM

Action required: a) Implementation of the amendment on 15 November 2012; b) Publication of any differences as of 15 November 2012

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Copies of the interim edition of the amendment are available as attachments to the electronic version of this State letter on the ICAO-NET (www.icao.int/icaonet). The interim edition contains the text as it was approved by the Council and provided to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. Please note that the attached amendment consists solely of a change to the ICAO model flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.

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4. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website (www.icao.int/icaonet) where you can access all relevant documentation. The practice of dispatching printed copies of such documentation has now been discontinued.

5. Your Government is invited by the Council to implement the provisions of PANS-ATM as amended. In this connection, I draw your attention to the decision taken by the Council, on 1 October 1973, to discontinue the publication of differences in Supplements to the PANS documents and, instead, to request States to publish up-to-date lists of significant differences from PANS documents in their Aeronautical Information Publications.

6. May I, therefore, invite your Government to publish in your Aeronautical Information Publication a list of any significant differences which will exist on 15 November 2012 between the amended provisions of PANS-ATM and your national regulations and practices.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

Amendment to the Foreword of the PANS-ATM

ATTACHMENT to State letter AN 13/2.1-08/50

AMENDMENT TO THE FOREWORD OF THE PANS-ATM, FIFTEENTH EDITION

Add the following at the end of Table A:

Amendment	***Source(s)***	***Subject***	***Approved Applicable***
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

— END —

AMENDMENT NO. 1

TO THE

PROCEDURES
FOR
AIR NAVIGATION SERVICES

AIR TRAFFIC MANAGEMENT

(Doc 4444)

INTERIM EDITION

The text of Amendment No. 1 to the PANS-ATM (Doc 4444) was approved by the President of the Council of ICAO on behalf of the Council on **27 May 2008** for applicability on **15 November 2012**. This interim edition is distributed to facilitate implementation of the amendment by States. Replacement pages incorporating Amendment No. 1 are expected to be distributed in October 2012. (State letter AN 13/2.1-08/50 refers.)

MAY 2008

INTERNATIONAL CIVIL AVIATION ORGANIZATION

PROPOSED AMENDMENT TO THE *PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)*

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1.	~~Text to be deleted is shown with a line through it~~	text to be deleted
2.	New text to be inserted is highlighted with grey shading	new text to be inserted
3.	~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

. . .

CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

. . .

4.4 FLIGHT PLAN

4.4.1 Flight plan form

Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.

. . .

4.4.1.3 Operators and air traffic services units should comply with:

a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and

b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

Note 1.— Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.

Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight plan form pads, or posted in briefing rooms.

. . .

4.4.2 Submission of a flight plan

4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.~~1~~2 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan submitted prior to departure should be submitted to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.

4.4.2.1.~~2~~3 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

. . .

11.4 MESSAGE TYPES AND THEIR APPLICATION

. . .

11.4.2 Movement and control messages

. . .

11.4.2.2 MOVEMENT MESSAGES

. . .

11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.

. . .

11.4.2.2.2.5 FPL messages ~~shall normally~~should be transmitted immediately after the filing of the flight plan. ~~However, i~~If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, ~~that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ the date of the flight departure shall be inserted in Item 18 of the flight plan. ~~In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off-block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.~~

. . .

11.4.2.2.4 MODIFICATION (CHG) MESSAGES

A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

Note.— See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or estimate message.

. . .

APPENDIX 2. FLIGHT PLAN

. . .

2. Instructions for the completion of the flight plan form

. . .

2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

~~a~~b) the nationality or common mark and registration mark~~ing~~ of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. ~~OOTEK~~CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. ~~SABENA OOTEK~~BLIZZARD CGAJS);

2) the aircraft is not equipped with radio~~;~~.

OR ~~b~~a) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, ~~HERBIE~~JESTER 25)~~.~~;

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if it is intended that the entire flight will be operated under the IFR
V if it is intended that the entire flight will be operated under the VFR
Y if the flight initially will be operated under the IFR ~~first) and specify in Item 15 the point~~, followed by one or more subsequent changes of flight rules or
Z if the flight initially will be operated under the VFR ~~first)~~, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S if scheduled air service
N if non-scheduled air transport operation
G if general aviation
M if military
X if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

. . .

ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

a) presence of relevant serviceable equipment on board the aircraft;

b) equipment and capabilities commensurate with flight crew qualifications; and

c) where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

AND/OR

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available ~~and serviceable~~:

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	~~P~~P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	~~(Not allocated)~~
H	HF RTF	R	~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data Link)~~CPDLC ATN VDL Mode 2(*See Note 3*)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*

Any alphanumeric characters not indicated above are reserved.

*Note 1.— If the letter S is used, s~~S~~tandard equipment is considered to be VHF RTF, ~~*ADF,*~~ VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.*

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ ~~and/or~~, NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~4~~6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~5~~4.— ~~Inclusion of~~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 ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

INSERT one or ~~two~~more of the following ~~letters~~descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

~~*SSR equipment*~~*SSR Modes A and C*

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification

~~transmission~~capability

~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability

X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1 ADS-B "out" capability using UAT
U2 ADS-B "out" and "in" capability using UAT
V1 ADS-B "out" capability using VDL Mode 4
V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/ ,

OR, the first point of the route or the marker radio beacon preceded by DEP/…, if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/ .

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

THEN, following the arrow, *INSERT* the route description as in (c).

(a) Cruising speed (maximum 5 characters)

INSERT the *True Air Speed* for the first or the whole cruising portion of the flight, in terms of:

Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), *or*

Knots, expressed as N followed by 4 figures (e.g. N0485), *or*

True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

Flight level, expressed as F followed by 3 figures (e.g. F085; F330), *or*

**Standard Metric Level in tens of metres,* expressed as S followed by 4 figures (e.g. S1130), *or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), *or*

for uncontrolled VFR flights, the letters VFR.

*When so prescribed by the appropriate ATS authorities.

(c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note.— When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and *SEPARATE* each sub-item by a space.

(1) | ATS route (2 to 7 characters) |

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).

Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1, ~~whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the~~ ~~Manual on Required Navigation Performance (RNP) *(Doc 9613)*~~.

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), *or,* if no coded designator has been assigned, one of the following ways:

— *Degrees only* (7 characters):

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

— *Degrees and minutes* (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— *Bearing and distance from a ~~navigation aid~~significant point:*

The identification of the ~~navigation aid (normally a VOR)~~significant point, ~~in the form of 2 or 3 characters, THEN~~followed by the bearing from the ~~aid~~point in the form of 3 figures giving degrees magnetic, ~~THEN~~followed by the distance from the ~~aid~~point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an *oblique stroke and both the cruising speed and the cruising level*, expressed exactly as in (a) and (b) above, without a space between them, *even when only one of these quantities will be changed*.

Examples: LN/N0284A045
MAY/N0305Fl80
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, *followed by a space and one of the following*:

VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an *oblique stroke*; *THEN the point at which cruise climb is planned to start*, expressed exactly as in (2) above, *followed by an oblique stroke; THEN the speed to be maintained during cruise climb*, expressed exactly as in (a) above, followed by *the two levels defining the layer to be occupied during cruise climb*, each level expressed exactly as in (b) above, *or the level above which cruise climb is planned followed by the letters PLUS*, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620.

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome ~~followed, without a space, by the total estimated elapsed time~~as specified in Doc 7910, *Location Indicators*,

OR , if no location indicator has been assigned,

INSERT ZZZZ ~~followed, without a space, by the total estimated elapsed time,~~ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note.— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination a~~A~~lternate aerodrome(s) ~~(4 characters)~~

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT ZZZZ and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

ITEM 18: OTHER INFORMATION

Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS

C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~

~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168)*, Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes

not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

. . .

4. Instructions for the transmission of a supplementary flight plan (SPL) message

Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

a) AFTN Priority Indicator, Addressee Indicators <<≡, Filing Time, Originator Indicator <<≡ and, if necessary, specific identification of addressees and/or originator;

b) commencing with <<≡ (SPL:

all symbols and data in the unshaded areas of boxes 7, 13, 16 and 18, except that the ')' at the end of box 18 is *not* to be transmitted, and then the symbols in the unshaded area of box 19 down to and including the)<<≡ of box 19,

additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of Items 18 and 19. The alignment function is to be inserted only in lieu of a space, so as not to break up a group of data,

letter shifts and figure shifts (not pre-printed on the form) as necessary;

c) the AFTN Ending, as described below:

End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

. . .

7. Instructions for the completion of the repetitive flight plan (RPL) listing form

. . .

7.4 Instructions for insertion of RPL data

. . .

ITEM G: SUPPLEMENTARY DATA AT

INSERT name and appropriate contact details of ~~contact~~entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

. . .

APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

. . .

1.2 The standard types of field

. . .

The standard fields of data permitted in ATS messages are as shown in the following table. The numbers in column 1 correspond with those in the reference table on page A3-30.

Field type	*Data*
3	Message type, number and reference data
5	Description of emergency
7	Aircraft identification and SSR Mode and Code
8	Flight rules and type of flight
9	Number and type of aircraft and wake turbulence category
10	Equipment and capabilities
13	Departure aerodrome and time
14	Estimate data
15	Route
16	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
17	Arrival aerodrome and time
18	Other information
19	Supplementary information
20	Alerting search and rescue information
21	Radio failure information
22	Amendment

. . .

1.6 Data conventions

. . .

1.6.3 *The expression of position or route*

The following alternative data conventions shall be used for the expression of position or route:

a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;

b) from 2 to 5 characters, being the coded designator assigned to an en-route point;

c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by "N" (meaning "North") or "S" (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "4620N07805W";

d) 2 numerics describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 numerics describing longitude in degrees, followed by "E" (East) or "W" (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "46N078W";

e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

Field Type 8 — Flight rules and type of flight

Format:– [a | b]*

SINGLE HYPHEN

(a) *Flight Rules*
1 LETTER as follows:
I if ~~IFR~~it is intended that the entire flight will be operated under the IFR
V if ~~VFR~~ it is intended that the entire flight will be operated under the VFR
Y if ~~IFR first~~the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules
Z if ~~VFR first~~the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules
Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.

* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.

. . .

Field Type 10 — Equipment and Capabilities

Format:– [a] / [b]

SINGLE HYPHEN

(a) *Radio Communication, Navigation and Approach Aid Equipment and Capabilities*

1 LETTER as follows:

N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

OR

S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (*See Note 1*)

AND/OR

ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment ~~serviceable~~and capabilities

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	
H	HF RTF	R	~~(Not allocated)~~ ~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data link)~~CPDLC ATN VDL Mode 2 *(see Note 3)*	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
		X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

*Note 1.— If the letter S is used, s~~S~~tandard equipment is considered to be VHF RTF, ~~*ADF,*~~ VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.*

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other ~~the~~ equipment carried or other capabilities~~is to be specified in Item 18~~, preceded by COM/ , ~~and/or~~ NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~46~~.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~54~~.— ~~Inclusion of~~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 ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

OBLIQUE STROKE

(b) *Surveillance Equipment and capabilities*

ONE OR ~~TWO LETTERS~~MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

SSR ~~equipment~~Modes A and C

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification ~~transmission~~capability
~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability
X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.– Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

U1 ADS-B “out” capability using UAT
U2 ADS-“out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

Alphanumeric characters not indicated above are reserved.

Note.– Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

Examples: –S/A
–SC~~H~~HJI/C~~D~~B1
–SAF~~J~~R/S~~D~~V1

. . .

Field Type 13 — Departure aerodrome and time

Format:– * a b

SINGLE HYPHEN

(a) *Departure Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the departure aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated (*see Note 1*) or if the departure aerodrome is not known, or

AFIL if the flight plan has been filed in the air (*see Note 2*).

Note 1.— If ZZZZ is used, the name and location of the departure aerodrome is to be shown in the Other Information Field (see Field Type 18) if this Field Type is contained in the message.

Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other Information Field (Field Type 18).

* This field shall be terminated here in message types ~~CHG, CNL, ARR,~~ CPL, EST, CDN~~,~~ and ACP ~~and RQS~~. It shall be terminated here in message type RQP if the estimated off-block time is not known.

(b) *Time*

4 NUMERICS giving

the estimated off-block time (EOBT) at the aerodrome in (a) in FPL, ARR, CHG, CNL, ~~and~~ DLA and RQS messages transmitted before departure and in RQP message, if known, or

the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

the actual or estimated time of departure from the first point shown in the Route Field (see Field Type 15) in FPL messages derived from flight plans filed in the air, as shown by the letters AFIL in (a).

Examples: –EHAM0730
–AFIL1625

. . .

Field Type 14 — Estimate data

Format:– [a] / [b] [c]* [d] [e]

SINGLE HYPHEN

(a) *Boundary Point (see Note 1)*

The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a ~~designated~~significant point ~~(e.g. a VOR)~~.

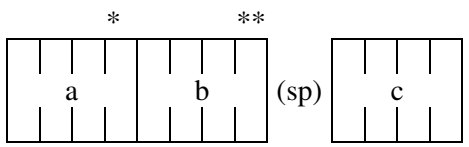
Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.

Note 2.— See 1.6 for data conventions.

. . .

Field Type 16 — Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

Format:–



See Note in margin on page A3-2~~0~~1.

FIELD TYPE 16

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
15	ALR	18
15	FPL	18
13	CHG	~~22~~18
13	CNL	~~)~~18
13	DLA	~~)~~18
13	DEP	~~)~~18
13	ARR***	17
15	CPL	18
14	EST	)
13	CDN	22
13	ACP	)
13	RQS	~~)~~18
13	SPL	18

*** Only in case of a diversionary landing.

SINGLE HYPHEN

(a) *Destination Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the destination aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated.

Note.— If ZZZZ is used, the name and location of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).

* This field is to be terminated here in all message types other than ALR, FPL and SPL.

. . .

SPACE

(c) *Destination Alternate Aerodrome(s)* 4 LETTERS, being the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, *Location Indicators* or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name and location of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).*	. *Note.— One further element of (c) should be added, as necessary, preceded by a space*

Examples: –EINN0630
–EHAM0645 EBBR
–EHAM0645 EBBR EDDL

Field Type 17 — Arrival aerodrome and time

Format:– a b* (sp) c

SINGLE HYPHEN

(a) *Arrival Aerodrome* 4 LETTERS, being the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, *Location Indicators*, or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name or location of the arrival aerodrome is to be shown in the Other Information Field (see Field Type 18).*
(b) *Time of Arrival* 4 NUMERICS, giving the actual time of arrival.

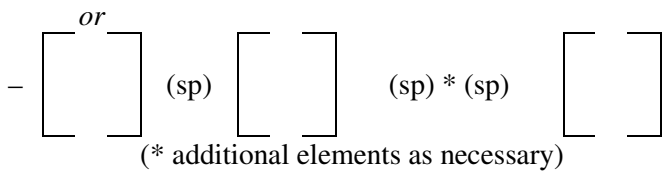
* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.

Field Type 18 — Other information

Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

Format:– [a]



SINGLE HYPHEN

(a) 0 (zero) if no other information,

OR,

Any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BAR-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~
~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in Item 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: –TYP/2F15, 5F5, 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: –DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:–RIF/DTA HEC KLAX
–RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Examples:–0
~~–~~STS/MEDEVAC
–EET/015W0315 020W0337 030W0420 040W0502
~~–STS/ONE ENG INOP~~
~~–DAT/S~~

. . .

Field Type 22 — Amendment

FIELD TYPE 22

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
~~16~~18	CHG	**22 or)*
16	CDN	**22 or)*

* Indicates that further fields of this type may be added

. . .

RULES FOR THE COMPOSITION OF ATS MESSAGES
(See Sections 1.3 to 1.8 of this Appendix)

. . .

STANDARD ATS MESSAGES AND THEIR COMPOSITION

DESIGNATOR	. . .		. . .	Other information
MESSAGE TYPE				18
Alerting		ALR		
Radiocommunication failure		RCF		
Filed flight plan		FPL		
Delay		DLA		18
Modification		CHG		18
Flight plan cancellation		CNL		18
Departure		DEP		18
Arrival		ARR		
Current flight plan		CPL		
Estimate		EST		
Coordination		CDN		
Acceptance		ACP		
Logical acknowledgement message		LAM		
Request flight plan		RQP		18
Request supplementary flight plan		RQS		18
Supplementary flight plan		SPL		

. . .

The expression of position or route

The following alternative data conventions shall be used for the expression of position or route:

. . .

(e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

2. Examples of ATS messages

. . .

2.2 Emergency messages

2.2.1 *Alerting (ALR) message*

2.2.1.1 *Composition*

. . .

– 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities

. . .

16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

. . .

2.2.1.2 *Example*

The following is an example of an alerting message relating to an uncertainty phase, sent by Athens Approach Control to Belgrade Centre and other ATS units, in respect of a flight from Athens to Munich.

(ALR-INCERFA/LGGGZAZX/OVERDUE
–FOX236/A360024-IM
–C141/H-S/C~~D~~
–LGAT1020
–N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9
–EDDM0227 EDDF
–REG/A43213 EET/LYBE0020 EDMI0133 ~~REG/A43213~~ OPR/USAF RMK/NO POSITION REPORT SINCE DEP PLUS 2 MINUTES
–E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH
–USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NDB ATS UNITS ATHENS FIR ALERTED NIL)

2.2.1.2.1 *Meaning*

Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C~~— ADS capability~~ — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — destination alternate is Frankfurt — aircraft registration A43213 — accumulated estimated elapsed

times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — ~~aircraft registration A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons on board — portable radio equipment working on VHF 121.5 MHz and UHF 243 MHz is carried — life jackets fitted with lights and fluorescein are carried — 2 dinghies with orange covers are carried, have a total capacity for 14 persons — aircraft colour is silver — pilot's name is SIGGAH — operator is USAF — Athens approach control was the last unit to make contact at 1022 UTC on 126.7 MHz when pilot reported over GN runway locator beacon — Athens approach control have alerted all ATS units within Athens FIR — no other pertinent information.

. . .

2.3 Filed flight plan and associated update messages

2.3.1 *Filed flight plan (FPL) message*

2.3.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight

– 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities

– 13 Departure aerodrome and time

– 15 Route (using more than one line if necessary)

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

)

2.3.1.2 *Example*

The following is an example of a filed flight plan message sent by London Airport to Shannon, Shanwick and Gander Centres. The message may also be sent to the London Centre or the data may be passed to that centre by voice.

(FPL~~-TPR~~ACA101-IS
~~–B707M~~B773/H-CHO~~P~~V/C~~D~~
–EGLL1400
–N0450F310 ~~G1 UG1~~L9 UL9 STU285036/M082F310 ~~UG1~~UL9 ~~52N015W~~LIMRI

52N020W 52N030W 50N040W 49N050W
–CYQX0455 CYYR
–EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

2.3.1.2.1 *Meaning*

Filed flight plan message — aircraft identification TPRACA101 — IFR, scheduled flight — a Boeing 707, medium777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, Doppler, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ADS capability — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways Green 1Lima 9 and Upper Green 1Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper Green 1Lima 9 to 52N15WLIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — destination alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

2.3.2 *Modification (CHG) message*

2.3.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

– 22 Amendment - - - - 22 Amendment etc. (using more than one) line if necessary)

2.3.2.2 *Example*

The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-16/EDDN)

2.3.2.2.1 *Meaning*

Modification message – Amsterdam and Frankfurt computer unit identifiers A and F, followed by serial number (016) of this message sent by Amsterdam, repeat of computer unit identifiers followed by serial number (014) of the related filed flight plan message – aircraft identification GABWE, SSR Code 2173

operating in Mode A, en route from Amsterdam EOBT0850 to Frankfurt date of flight 22 Jan 2008 – Field Type 8 of the related filed flight plan message is corrected to IFR – Field Type 16 of the related filed flight plan is corrected, the new destination is Nürnberg.

2.3.3 *Flight plan cancellation (CNL) message*

2.3.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time	
–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	)				
–	18 Other information (using more than one line if necessary)	)				

2.3.3.2 *Example 1*

The following is an example of a flight plan cancellation message sent by an ATS unit to all addressees of a filed flight plan message previously sent by that unit.

(CNL-DLH522-EDBB0900-LFPO-0)

2.3.3.2.1 *Meaning*

Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – no other information.

2.3.3.3 *Example 2*

The following is an example of a flight plan cancellation message sent by a centre to an adjacent centre. It is assumed that both centres are equipped with ATC computers.

(CNLF/B127F/B055-BAW580-EDDF1430-EDDW-0)

2.3.3.3.1 *Meaning*

Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message, repeat of computer unit identifiers followed by serial number (055) of current flight plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt EOBT1430 to Bremen – no other information.

2.3.4 *Delay (DLA) message*

2.3.4.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.3.4.2 *Example*

The following is an example of a delay message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DLA-KLM671-LIRF0900-LYDU-0)

2.3.4.2.1 *Meaning*

Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information.

2.3.5 *Departure (DEP) message*

2.3.5.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.3.5.2 *Example*

The following is an example of a departure message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DEP-CSA4311-EGPD1923-ENZV-0)

2.3.5.2.1 *Meaning*

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.

2.3.6 *Arrival (ARR) message*

2.3.6.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 17 Arrival aerodrome and time)

2.3.6.2 *Example 1*

The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.

(ARR-CSA406-LHBP-LKPR0913)

2.3.6.2.1 *Meaning*

Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.

2.3.6.3 *Example 2*

The following is an example of an arrival message sent for an aircraft which has landed at an aerodrome for which no ICAO location indicator has been allocated. The SSR Code would not be meaningful.

(ARR-~~HELI13~~HHE13-EHAM-1030 DEN HELDER)

2.3.6.3.1 *Meaning*

Arrival message aircraft identification ~~HELI13~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

2.4 Coordination messages

2.4.1 *Current flight plan (CPL) message*

2.4.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight

– 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities

– 13 Departure aerodrome and time – 14 Estimate data

– 15
Route (using more than one line if necessary)

– 16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18
Other information (using more than one line if necessary)
)

2.4.1.2 *Example 1*

The following is an example of a current flight plan message sent from Boston Centre to New York Centre on a flight which is en route from Boston to La Guardia Airport.

(CPL-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

2.4.1.3 *Example 2*

The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.

(CPLBOS/LGA052-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.

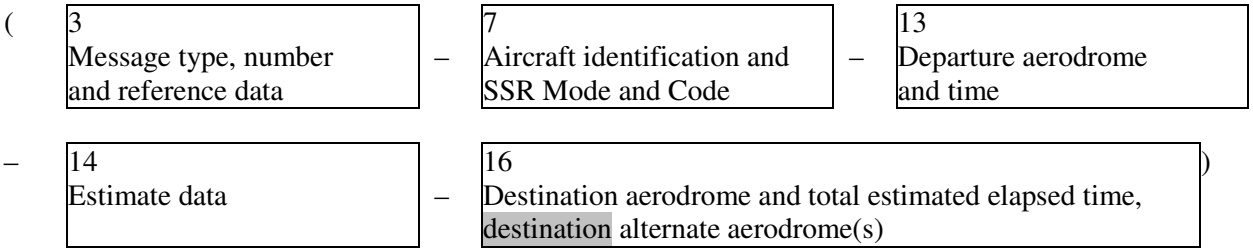
2.4.1.4 *Meaning*

Current flight plan message [with sending unit identity (BOS) and receiving unit identity (LGA), followed by the serial number of this message (052)] — aircraft identification UAL621, last assigned SSR Code 5120 in Mode A — IFR, scheduled flight — one~~ DC9~~A320, medium wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route and SSR transponder with Modes A (4 096 code capability) and C ~~— ADS capability —~~ departed Boston — the flight is estimated to cross the Boston/New York "boundary" at point HFD at 1341 UTC, cleared by the Boston Centre at altitude 22 000 feet but to be at or above altitude 20 000 feet at HFD — TAS is 420 knots, requested cruising level is altitude 22 000 feet — the flight will proceed on airway V3 to

reporting point AGL thence on airway V445 — destination is La Guardia Airport — no other information.

2.4.2 *Estimate (EST) message*

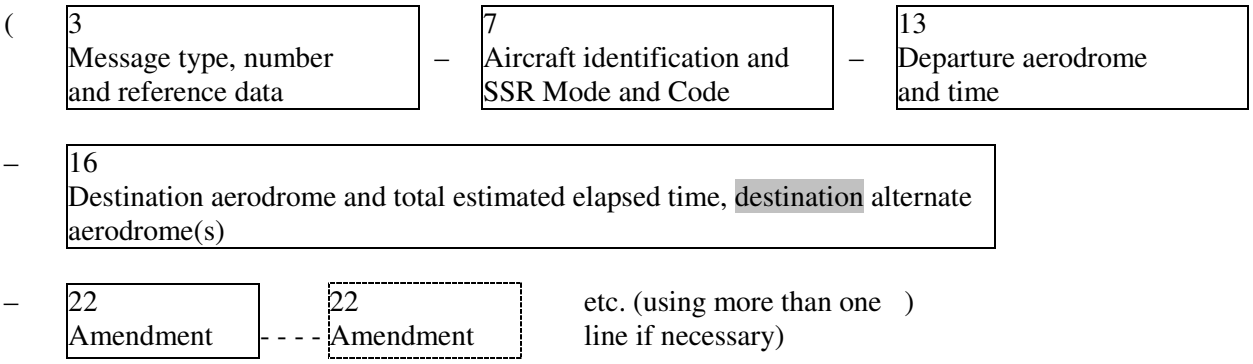
2.4.2.1 *Composition*



. . .

2.4.3 *Coordination (CDN) message*

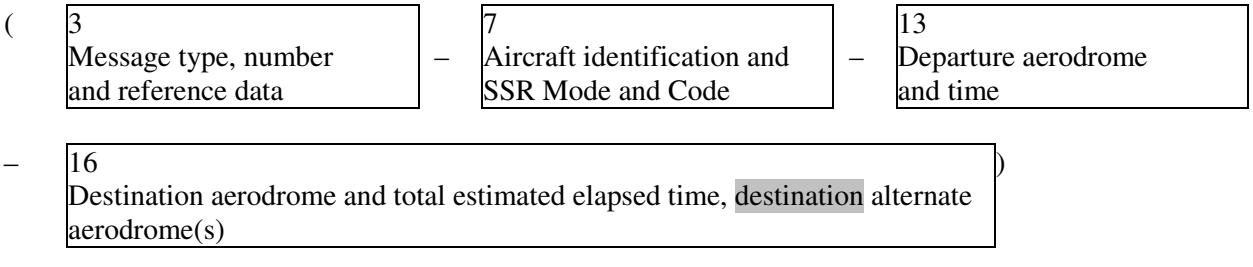
2.4.3.1 *Composition*



. . .

2.4.4 *Acceptance (ACP) message*

2.4.4.1 *Composition*



. . .

2.5 Supplementary messages

2.5.1 *Request flight plan (RQP) message*

2.5.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code

– 13 Departure aerodrome and time – 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.5.1.2 *Example*

The following is an example of a request flight plan message sent by a centre to an adjacent centre after receipt of an estimate message, for which no corresponding filed flight plan message had been received previously.

(RQP-PHOEN-EHRD-EDDL-0)

2.5.1.2.1 *Meaning*

Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – no other information.

2.5.2 *Request supplementary flight plan (RQS) message*

2.5.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

– 18 Other information (using more than one line if necessary))

2.5.2.2 *Example*

The following is an example of a request flight plan message sent by an ATS unit to the ATS unit serving the departure aerodrome requesting information contain in the flight plan form, but not transmitted in the filed or current filed flight plan messages.

(RQS-KLM405/A4046-EHAM-CYMX-0)

2.5.2.2.1 *Meaning*

Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – no other information.

2.5.3 *Supplementary flight plan (SPL) message*

2.5.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time

–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

. . .

— — — — — — — — —

ATTACHMENT B TO APPENDIX C

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/9

6 February 2009

Subject: Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

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5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

Guidance for implementation of flight plan information to support Amendment 1 of the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

ATTACHMENT to State letter AN 13/2.1 – 09/9

Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicable date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the* Air or the PANS-ATM regarding completion and acceptance of a flight plan.

2. OBJECTIVE

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. SCOPE

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight

plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. **Guideline 1**

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. **Guideline 2**

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. **Guideline 3**

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

***Note* – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.**

6.5. **Guideline 4**

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

6.7. **Guideline 6**

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

7. CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V

	J4		J	DAT/V
	J5		J	DAT/S
	J6		J	DAT/S
	J7		J	DAT/S
	K		K	
	L		L	
	M1		Z	COM/INMARSAT
	M2		Z	COM/MTSAT
	M3		Z	COM/IRIDIUM
	O		O	
	P1-P9(Reserved)			
	R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

Sur	N		N	
	A		A	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

— END —

ATTACHMENT C TO APPENDIX C

STRATEGY FOR THE IMPLEMENTATION OF AMENDMENT 1 TO THE 15TH EDITION OF THE ICAO PANS-ATM (DOCUMENT 4444) IN THE CAR/SAM REGIONS

TABLE OF CONTENTS

1. Objective

The purpose of this document is to establish the CAR/SAM Regions' strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Doc 4444), pursuant to Conclusion 15/35 of GREPECAS.

2. General considerations

ICAO, taking into consideration that:

- Dynamic management of information will provide the most appropriate and integrated vision of ATM status in historical terms--past, present, and planned or future---and will serve as a basis for decision-making by the whole ATM community;

- The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management actions to support ATM operations with accurate, quality, and timely information; and

- ATM requirement N^{o} 87 of the *Manual on Air Traffic Management System Requirements* (Doc 9882) defines that 4-D paths will be used in traffic synchronisation applications, with a view to attaining the performance objectives of the ATM system. It also clarifies that automation in both "ground" and "air" applications will be fully used to create an efficient and safe air traffic flow in all flight phases.

Informed the States, through letter AN13/2.1-08/50 of 25 June 2008, about the publication of Amendment 1 to Doc. 4444 (PANS-ATM), aimed at updating the ICAO flight plan (FPL) form to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost, and transition aspects.

GREPECAS/15, when assessing the establishment of the new CNS/ATM Subgroup and its terms of reference and work programme, reviewed the new flight plan model. In this regard, considering that a CAR/SAM regional strategy will need to be established for its implementation, it formulated Conclusion 15/35 "*Implementation of the new ICAO flight plan model*" requesting States to adopt the necessary measures to prepare for the transition, and also requesting the CNS/ATM//SG to establish a contributory body to develop such transition strategy.

A previous analysis carried out in some CAR/SAM States has remarked that the implementation of the new flight plan format will impact on, among other systems, the flight plan dealing subsystems, the interface communications with other systems, in the screen control human-machine interface (IHM), and in the recording and re-visualization subsystems.

In view of the above, an initial plan has been developed, together with a description of the strategy for the implementation of said amendment.

3. Principles

In preparing this document, the following aspects have been considered:

1. The sovereign will of the States;

2. It is a guide for CAR/SAM States to develop their action plans for the implementation of the contents of Amendment 1 to Doc. 4444.

4. Scope

This document applies to all CAR/SAM States, Territories and International Organizations, specifically to all air navigation service providers and airspace users.

5. Reference documents

This strategy follows ICAO recommendations, as contained in the following documents:

a) ICAO PANS-ATM, 15th Edition (Doc 4444)

b) Amendment 1 to the 15th Edition of Doc 4444;

c) Directives for the incorporation of flight plan information, pursuant to Amendment 1 to the Procedures for air navigation services - Air traffic management, 15th edition (PANS-ATM, Doc 4444)(State letter AN 13/2.1-09/9 of 6 February 2009); and

d) GREPECAS 15 final report.

6. Analysis

6.1. Amendment 1 to the 15th edition of Doc 4444;

ICAO considered that, in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, the flight plan forms need to be updated.

In this regard, it published Amendment 1 to PANS-ATM, Doc 4444 - 15th Edition, which contains, basically, the following changes:

1. Flight plan

   a. Flight plan form: operators and air traffic service units should comply with the restrictions established in aeronautical information publications (AIPs);

   b. Filing of flight plan: changes in the deadlines for filing flight plans;

   c. Item 7: Aircraft identification: use of alphanumeric characters;

   d. Item 8: Flight rules: specification of one or more items of change in flight rules;

   e. Item 10: Equipment: changes in the designation of equipment and capabilities

f. Item 13: Aerodrome of departure and time

g. Item 15: Route

h. Item 16: Aerodrome of destination and total estimated duration, alternate destination aerodromes

i. Item 18: Other data

2. Messages from air traffic services

a. Composition of CHG, CNL, DLA, DEP, RQP and RQS messages

6.2. Implementation directives

In Letter AN 13/2.1-09/9, dated 6 February 2009, ICAO defines the directives for the incorporation of flight plan information pursuant to Amendment 1 to the Procedures for air traffic services.

In general, ICAO highlights that the changes have significant repercussions for ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data from displays as a reference for controllers, use data for ANSP automation, and facilitate communications among ANSPs during flight, and also have consequences for airspace users.

Although a date has not been established for the implementation of flight planning changes, the transition is expected to begin on 25 June 2008 and finish on 15 November 2012.

It also recognises that the changes will be applied according to timetables specific to each ANSP and airspace user, based on their own needs, but there shall be some coordination.

Finally, it stresses that all those involved should be in a position to submit and process flight information in keeping with Amendment 1 to the PANS-ATM by 15 November 2012.

Some considerations regarding the planning environment follow:

1. EXISTING means the existing flight planning formats and ATS messages defined in the current version of the PANS-ATM;

2. NEW means the flight planning formats and ATS messages specified in Amendment 1 to the PANS-ATM;

3. The ATM system shall support simultaneously the EXISTING and NEW information for some period of time, in order to have time to deal with individual performance cases;

4. Amendment 1 does not change the filing of flight plans through different means (individual filing of flight plans before each ANSP, filing of flight plans at one location and then the ATM system distributes them), but the transition to the implementation of Amendment 1 might entail some requirements during the transition period;

5. The Amendment makes changes to the content of flight plan messages exchanged between ANSPs.

A summary of the contents of ICAO directives follows:

Directriz 1. Recommends that ANSPs be capable of operating with the two types of flight plan information, EXISTING and NEW, during the transition period. ANSPs are not required to accept and process EXISTING data after 15 November 2012. It applies to cases in which some ANSPs and/or airspace users do not implement flight plan changes until the end of the transition period.

Directriz 2. Regional planning and implementation groups are encouraged to plan and publish the changes sufficiently in advance to the date of application. It considers that transition plans should take into account the fact that it is possible that airspace users will not be able to use the new opportunities offered by the NEW information until such time that the ANSPs have made the transition and, even then, the use of the NEW information could be limited in its application if flights continue to involve ANSPs that have not made the transition yet.

Directriz 3. Clarifies that airspace users will determine whether they will submit NEW or EXISTING information to the ANSP during the transition period and after the ANSP has notified that it can accept the NEW information.

Directriz 4. In the event that not all ANSPs have made the transition to the NEW information, airspace users must make sure that the EXISTING information is submitted to the ANSPs that have not made the transition yet. It stresses the concern that ANSPs that use EXISTING information might misinterpret and reject the information submitted by airspace users more than 24 hours before the flight, as well as the case in which ANSPs that use the NEW information will not be in a position to transmit essential coordination to the ANSPs that use the EXISTING information.

Directriz 5. Informs that ICAO will maintain a website containing the list of capabilities of each ANSP to accept EXISTING or NEW information. Each ANSP will communicate to the respective ICAO Regional Offices, as soon as possible, its capability of accepting the NEW information.

Directriz 6. To supplement Directive 4, it is noted that the ANSPs that accept the NEW information could translate flight information into EXISTING information for purposes of coordination with adjacent ANSPs that have not made the transition.

6.3. Current scenario in the CAR/SAM Regions

Currently, the CAR/SAM Regions show different levels of technological evolution in terms of ATM automation, which can be classified into the following groups:

- States that have automated systems;
- States that have ATM automated systems and are in the process of updating them;
- States that do not have ATM automated systems, but are in the phase of implementing them in the short term;
- States that do not have ATM automated systems and no short- or medium-term plans to purchase them.

The implementation strategy must take into account the different degrees of technology evolution in each Region.

The main means used for the transmission of flight plans in the Region is the AFTN, which is in the process of transition to the AMHS system. It is expected that, by 2015, practically all CAR/SAM States will have the AMHS system installed.

6.4. Impact

Based on the changes defined by ICAO, on the directives for the implementation of these changes and on the current scenario of the CAR/SAM Regions, a macro analysis is made of the impact on ATM systems, whether automated or not, as well as on data communication systems, both at the technical and operational level.

6.4.1. Technical impact

For States that do not have ATM automated systems, the changes in the new flight plan format would only affect data communication systems based on the AFTN or the AMHS, basically associated to the human-machine interface (IMH) at the system terminals available at AIS offices and other specific locations for the entry of flight plans.

It must be noted that changes in the flight plan format involve the introduction of more options for filling the boxes in the form, and this could imply more errors in the generation of messages from terminals, which do not have the capability of checking data consistency, only message syntax.

It must be noted that these changes in the flight plan form introduce many options that can increase the likelihood of errors when completing it.

In States that have ATM automated systems, changes have a significant technical impact, and it will be necessary, at least, to make adjustments in the sub-systems dealing with flight plan processing, communication interface with other systems, recording and re-display, and in the HMI of control displays.

Such adjustments must take into account, at least, the following aspects:

- The incorporation of all the changes contained in Amendment 1 and described in item 6.1 of this document;
- The provision to the air traffic controller of all the information required for air traffic planning and management, including the alerts of aircraft capability changes;
- Enabling the correct transmission of flight plan information, EXISTING of NEW, to all the control centres involved;
- A clear definition of box sizes and their respective sub-divisions, as well as data sequencing (for example, the sequence for the inclusion of data in Box 10);
- Including the updating of all the technical documentation of the system; and
- Early testing to validate the changes.

Consequently, the effort of modifying these systems must be considered, also taking into account the difficulties inherent to technological obsolescence and insufficient technical training of maintenance personnel, which may cause additional financial expenditures due to the need to hire third parties, and a higher risk of failure.

For States that are in the process of purchasing new automated systems, whether or not for changing the existing systems, the impact will be on the specification of such systems, which must be suitable to process the changes defined in the amendment.

Another important aspect is that ICAO considers a period of transition, in which ANSPs must be capable of processing EXISTING and NEW information, which implies making adjustments to the software so that it can recognise what format is being used.

6.4.2. Operational impact

The changes have a direct impact on operational personnel, especially air traffic controllers and flight plan operators.

However, many variables need to be considered, as well as the relationships between the data in the different boxes of the FPL (for example, boxes 10 and 18), which may change depending on aircraft status.

This impact is reduced if the ATM automated system can provide the air traffic controller with the information required for air traffic planning, and send alerts whenever there is a change in the scenario with respect to the data declared in the flight plan.

Consideration should also be given to the operational difficulty that will exist during the transition period, when it must be possible to operate with the two types of information: EXISTING and NEW

It is also necessary to clearly and formally define those aspects that are not totally defined in Amendment 1 and in the directives; for example, the use of item COM/NAV, in Box 10, where the letter S represents VHF RTF, VOR or ILS standard equipment, without making reference to NDB.

In order to mitigate the impact, a significant amount of training must be provided to the personnel on both the use of the new resources of the automated system and the manual processing of flight plan data, as well as on the adjustment of operational models and the clear definition of controversial issues.

7. Implementation strategy

7.1. Critical criteria

The following aspects must be taken into account for the implementation of Amendment 1 in the CAR/SAM Regions:

- Make sure that, by 15 November 2012, all States and airspace users implement all the changes contained in Amendment 1, and not just some selected aspects;

- States that do not fully implement the amendment will be obliged to publish the non-conformities in their AIPs as "SIGNIFICANT DIFFERENCE" before 15 November 2012. Likewise, failure to implement the changes will be considered as a deficiency and will be included in the List of Deficiencies of the SAM Region; and

- Make sure that, as of 15 November 2012, all States and airspace users will accept and disseminate only information of the NEW flight plan format and of associated ATS messages, and that the capability of processing the EXISTING format is deactivated.

7.2. Preparation

In order to succeed in the implementation of the changes, CAR/SAM States need first to develop an action plan that takes into account the impact of the change on their systems, taking into consideration the aspects included in this strategy.

A project for the implementation of the new format of the flight plan will oversee the administrative aspects of the regional implementation. In order to succeed, the States, under the coordination of the ICAO Regional Offices and GREPECAS, need to develop their action plans based on the impact on their systems, taking into account the changes, directives and critical criteria defined above. Such plans must contain, as a minimum, the following topics:

- Classification of the level of evolution of their systems;

- A detailed assessment of the technical and operational impact;

- The solution to mitigate the impact, with the respective implementation timetable and those responsible for its execution;

- Deadline for the implementation of the solutions;

- Solution validation tests;

- Technical and operational training programmes; and

- Contingency measures.

Plans must be submitted to the ICAO NACC and SAM Regional Offices, which will monitor the following tasks:

TASK	START	END	RESPONSIBLE PARTY
Ensure that automated system requirements contain all the changes of the FPL form	2009	2012	Each State will indicate who is the responsible party
Ensure the proper modification of ATM automated systems for a correct analysis of the information, and the identification of the order in which messages are received, to make sure that there are no data interpretation errors.	2009	2012	Each State will indicate who is the responsible party
Carry out a comparative analysis between flight plan data processed in the NEW format and the same data treated in the EXISTING format.	2010	2011	Each State will indicate who is the responsible party

States must also agree on a joint definition of any items that are not clearly specified in the amendment before making adjustments to their systems.

7.3. Transition

The action taken in this transition phase must:

- Follow GREPECAS guidance;
- Follow the ICAO directives described in paragraph 6.2;
- Act together with the implementation coordinator;
- Carry out the activities foreseen in the action plan to mitigate technical and operational impact;
- Recognise that airspace users will only obtain benefits if the changes are implemented jointly.

In the CAR/SAM Regions, the transition period during which the ANSPs must be capable of processing both flight plan formats--EXISTING and NEW--starts on 1 July 2012 and ends on 15 November 2012.

In order to meet these time frames and harmonize implementation with other ICAO regions, delivery and testing of software and system changes shall be completed no later than 30 June 2012.

Consequently, States are urged to complete the implementation of the NEW format between 1 April and 30 June 2012, and not to use this NEW format before 1 April 2012.

Therefore, States must maintain coordination with respect to the evolution of action plans, and report any changes in dates, deadlines, etc., using the period 18 July 2011 to 1 April 2012 to deliver and test updated ANSP system software to support NEW message formats, while continuing support for PRESENT message formats.

Likewise, airspace users must take steps to adjust their systems in a precise and correct manner, in accordance to the NEW and EXISTING flight plan formats.

Implementation coordination meetings will be held periodically in order to assess the plans, so that States and ANSPs will be confident that the region can implement Amendment 1 between 1 April and 30 June 2012.

Each State shall designate a contact person to coordinate with ICAO and other States during the transition to the new flight plan format.

7.4. Post-transition

States must discontinue the processing of the EXISTING flight plan format on 15 November 2012.

They must also ensure that ATM systems, whether or not automated, process all the information contained in the NEW flight plan format correctly, and provide support for their operation.

Any difficulties observed must be assessed and resolved by the parties involved, ANSPs and/or airspace users.

8. Administrative aspects

States must assess all the documents involved, including Letters of Operational Agreement, Contingency Plans, and Operational Models.

For all purposes, this document establishes the following process:

1 Periodic meetings and discussions to identify requirements and preferred technical solution(s), alternatives, and options for the implementation of the new flight plan format;

a) In order to facilitate a common understanding of Amendment 1 and its impact to automated and manual systems among the member States and ANSPs, a two-day seminar and workshop is tentatively planned for June 2010.

b) The seminar/workshop will be followed by a two-day meeting of the project for the implementation of the flight plan new format to address revisions or updates to the Strategy for Implementation of Amendment 1, develop conclusions to be forwarded to various subgroups or committees, and determine the schedule for additional TF meetings.

2 The exchange of reports, technical documentation, plans and programming required for ensuring a successful and timely implementation.

3 Planning, technical coordination and implementation of activities by the States, under the coordination of the ICAO Lima and Mexico Offices.

9. Financial aspects

The participating States, as individual administrations, will be responsible for any financial obligation to cover direct and indirect expenditures related to the implementation of this strategy, including those related to the acquisition of the equipment, spare parts, training of technical and operational personnel, lines of communication, and others.

States may establish mechanisms for the implementation of this strategy; for instance, through ICAO technical Cooperation projects, under the supervision of the ICAO Regional Offices.

IMPLEMENTATION OF NEW FLIGHT PLAN FORMAT				
Benefits				
Efficiency	• improved operational efficiency; • enhanced airspace capacity; • improved implementation on a cost-effective basis;			
Safety	• improved safety management			
Strategy Near term (2012)				
ATM Component	**TASK DESCRIPTION**	**START-END**	**RESPON-SIBLE**	**STATUS**
SDM	a) Guidelines on transition to new Flight Plan Format	2009	ICAO	Completed
	b) Develop regional strategy for transition to new Flight Plan Format	March 2010	ICAO	Completed
	c) Identification of stakeholders involved and possible impact by implementation of New Flight Plan Format (FPL/RPL/CPL)	1/10/2009-30/6/2010	States, Territories, Int. Org	Valid
	d) Evaluation of current/future flight plan processing capabilities regarding the New Flight Plan Format.	1/10/2009-30/12/2010	States, Territories, Int. Org	Valid
	e) Conduct trials between systems with NEW flight Plan processing capacity.	18/7/2011-30/6/2012	States, Territories, Int. Org	Valid
	f) Develop of contingency procedures and determination of operational/technical considerations for the transition	1/1/2011-30/6/2011	States, Territories, Int. Org	Valid
	g) Identification of major parties considering FP data flow and definition of transition steps based on: • Systems with capability to process both formats: current and NEW. • Systems to be upgraded/implemented before 2012 and that will be capable to process New Flight Plan Format.	1/1/2011-30/6/2011	States, Territories, Int. Org	Valid
	h) Publication on Transition Actions, Trials and other publication for the users and stakeholders	30/6/2011-30/6/2012	GREPECAS	Valid
	i) Assessment of Transition Actions and make adjustments	18/7/2011-30/6/2012	States, Territories, Int. Org	Valid
	j) Conduct Transition plan	1/4/2012-30/6/2012	States, Territories, Int. Org	Valid
	k) Monitor the transition activities	1/10/2009-15/12/2012	ICAO	Valid
GPIs	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems; GPI-21: Navigation Systems; GPI-22: Communications Infrastructure and GPI-23: Aeronautical radio spectrum.			

ATTACHMENT D TO APPENDIX C

ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT – AMENDMENT 1 TO THE 15th EDITIOIN OF ICAO DOCUMENT 4444 (PANS/ATM)

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Approval of Amendment 1 to the 15th Edition of PANS/ATM – Doc 4444 – (*Procedures for air navigation services – air traffic management)* (ICAO State letter 13/2.1-08/50 of 25 June 2008)	SAM States	Take note of the Amendment	December2008	Completed
Guidelines for the inclusion of the flight plan information as per Amendment 1 to the 15th Edition of PANS/ATM- Doc 4444 (ICAO State letter AN 13/2.1-09/9 of 6 February 2009	SAM States	Take note of the ICAO guidelines	June 2009	Completed
Draft a regional strategy for the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Regional strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	October 2009	Completed. The strategy approved by SAM/IG/4 meeting for its adoption in the SAM Region was approved for the CAR/SAM Regions at the meeting of the CNS/ATM Subgroup (March 2010)
Draft a national plan for the implementation of Amendment 1 to the PANS/ATM	SAM States	National plan for the for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	End of April 2010	Only received from Panama, Paraguay and Uruguay. Brazil requested for an extension.
Nomination of focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	SAM States	SAM States focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	7 May 2010	See Appendix C to this Agenda Item.

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Analyze the checklist of systems involved in the flight plan process to evaluate the impact of the implementation of the new flight plan format in the automated systems	SAM/IG meeting	Checklist of systems involved in the flight plan process and its impacto n the new flight plan format	SAM/IG/5	See Appendix B to this Agenda Item.
Carry out an analysis on the impact of the implementation of the new flight plan format in the SAM States automated systems	SAM States	Impact of the implementation of the amendment in the automated systems	End of August 2010	
Preparation of a SAM seminar/workshop for the implementation of Amendment to the PANS/ATM	ICAO Secretariat	Seminar/Workshop for the Implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 13 to 15 September 2010	RLA/06/901 project will give two fellowships per member State for specialists in the operational and technical areas involved in the implementation of the Amendment
Hold national meetings between providers and users when implementing Amendment 1 to the PANS/ATM	SAM States	Establishment of a national schedule of meetings for the implementation of Amendment 1 to the PANS/ATM	Necessary national meetings for 2010-2012	The number of national meetings would be determined by the States
Prepare user and service provider personnel on the implementation of Amendment 1 to the PANS/ATM	SAM States	Service provider and user personnel trained on Amendment 1 to the PANS/OPS, under a national training programme	October 2010-November 2012	
Study the implementation of the transition to the new flight plan format (operation taking under consideration the current and new format)	RLA/06/901 project	Study the implementation of Amendment 1 to the PANS/ATM, during the transition phase	SAM/IG/6	

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Implementation of the new flight plan format in accordance with the strategy on the implementation of Amendment 1 to the 15th Edition of the PANS/ATM-Doc 4444	SAM States	Systems involved in the FPL process with capability to operate the new FPL format	End of June 2012	
Implementation of activities permitting systems involved in the FPL to operate with the current and new FPL	SAM States	Systems involved in the FPL process with capability to act upon the current and new flight plan during the transition period	End of 2012	If the new plan is implemented before June 2012, same will be only used on a trial basis (national, intra- and inter-regional), continuing to operate with the current flight plan format. In addition, during this period, pre-operational trials can be carried out (national, intra- and inter-regional)
Keep the Regional Office informed on the progress of activities, as well as on date changes in the action plans	SAM States	Unpdated informatin of the action plan	Continuous process until 15/12/2012	
Implementation of operational phase with the current and new flight plan	SAM States	Systems involved in the FPL process operating with the current and new format	1 July 2012 to 15 November 2012	The new FPL format should not become operational before 1 July 2012

ATTACHMENT E TO APPENDIX C

TENTATIVE ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT (AMENDMENT 1 TO THE 15TH EDITION OF ICAO DOCUMENT 4444) ON AUTOMATED FLIGHT PLAN PROCESSING SYSTEMS

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Flight Plan Form Box 7: Aircraft identification (7 characters maximum)	Alphanumeric characters with no hyphens or symbols will be used for aircraft identification	No effect.	No effect.	No effect.	No effect.	No effect.	No effect.
Flight Plan Form Box 8: Flight rules and flight types (one or two characters)	a) The classes of flight rules that the pilot intends to apply are more clearly described (I, V, Y, Z). b) The letters for identifying the flight type are maintained, and it is indicated that the flight status must be specified in Box 18 after the STS indicator or when neessary to indicate other reasons after the RMK indicator.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.	a) and b) no change, no effect.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **Equipment and Capabilities** **A** GBAS landing system	Letter A is assigned to the GBAS landing system. There was no previous assignment for this letter.	It would affect if the AFTN FPL template does not consider the letter A, because it is not assigned to any function in the current flight plan format.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would affect if the FDPS does not consider letter A since this letter is not assigned to any function in the current plan.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since the RDPs currently installed do not have any processing associated to letter A.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **B** LPV (APV with SBAS)	Letter B is assigned to specify an LPV-capable aircraft (APV with SBAS). There was no previous assignment for this letter.	It would affect if the AFTN FPL template does not consider the letter B, because it is not assigned to any function in the current flight plan format.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would affect if the FDPS does not consider letter B since this letter is not assigned to any function in the current plan.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since the RDPs currently installed do not have any processing associated to letter B.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part A)* **E1, E2 and E3** **E1**: ACARS FMC WPR **E2**: ACARS D-FIS **E3**: ACARS PDC	Letter E had not been assigned before. A numeric value is inserted next to letter E.	It should be affected since the current AFTN FPL template does not contemplate a numerical value in Box 10.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would be affected given the new functions allocated to letter E, which does not exist in the current FPL.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter E because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **J1, J2, J3, J4, J5, J6 and J7** **J1**: CPDLC ATN VDL Mode 2 **J2**: CPDLC FANS 1/A HFDL **J3**: CPDLC FANS1/A VDL Mode A **J4**: CPDLC FANS1/A VDL Mode 2 **J5**: CPDLC FANS1/A SATCOM (INMARSAT) **J6**: CPDLC FANS/1/A SATCOM (MTSAT) **J7**: CPDLC FANS 1/A SATCOM (Iridium)	A numerical value is inserted in addition to letter J, and letter J, which originally identified data link, now identifies the various means for CPDLC.	It should be affected since the current AFTN FPL template does not contemplate a numerical value in Box 10.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would be affected given the new functions allocated to letter J, which does not exist in the current FPL format.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Could be affected if this system uses letter J of the current flight plan format in its processing.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **M1, M2 and M3** **M1**: ATC RTF SATCOM (INMARSAT) **M2**: ATC RTF (MTSAT) **M3**: ATC RTF (Iridium)	Letter M is associated to satellite RTF. A number identifying the satellite system used is inserted next to letter M.	It should be affected since the current AFTN FPL template does not contemplate a numerical value in Box 10.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would be affected given the new functions allocated to letter M, which does not exist in the current FPL format.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter M because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part A)* **P1-P9** Reserved for RCP	Letter P links communication performance requirements. A number is inserted next to letter P to identify the various performance requirements.	It should be affected since the current AFTN FPL template does not contemplate a numerical value in Box 10.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would be affected given the new functions allocated to letter P, which does not exist in the current FPL format.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter P because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **R** Approved PBN	Letter R is associated to the approved PBN, and was previously associated to RNP type certification. When letter R is used, PBN values reached are specified in Box 18 after the PBN/ indicator.	Might not be affected since the AFTN FPL template would accept in Box 18 the text associated to letter R of Box 10.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	It would be affected since the PBN values achieved are inserted in Box 18 after the new PBN/ indicator, which is not considered in the current plan.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Could be affected if the RDP system uses letter R of Box 10 as well as the corresponding information of Box 18 in its processing.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part A)* **W** Approved RVSM	Letter W is assigned to identify RVSM approval.	Should not be affected because the AFTN FPL template should accept letter W since this letter is assigned to the ATS prescription in the current format.	No change, should not be affected	No change, should not be affected	No change, should not be affected	No change, should not be affected	No change, should not be affected

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 **(**Part A)* **X** Approved MNPS	Letter X is assigned to identify MNPS.	Should not be affected because the AFTN FPL template should accept letter X since this letter is assigned to the ATS prescription in the current format.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected given the new assignment of letter X in Box 10.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter X because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part A)* **Y** VHF with 8.33Khz separation capability	Letter Y is assigned to identify the capability of the VHF system to operate with a 8.33 Khz separation.	Should not be affected because the AFTN FPL template should accept letter Y since this letter is assigned to the ATS prescription in the current format.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected given the new assignment of letter Y in Box 10.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter Y because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part A)* **Z** Other equipment installed on board or other capabilities	In addition to other equipment installed on board, the term for other capabilities is also inserted. Other equipment or capabilities must be specified in the flight plan, in Box 18, after a new DAT/ indicator.	Should not be affected since letter Z is considered in the current flight plan format. Information associated with Box 18 should neither be affected since the AFTN template accepts text in this box.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should not be affected since a new DAT/ indicator is introduced in Box 18 associated to letter Z, but this information is not processed.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Could be affected if the RDP system uses letter Z of Box 10 as well as the corresponding information of Box 18 in its processing.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part B)* **E Transponder-Mode S**	Letter E indicates: Transponder Mode S, including aircraft identification, pressure altitude, and extended squitter capability (ADS-B).	Could be affected since letter E is a new letter not contained in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since letter E is not contained in the current flight plan format for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter E because it does not exist in the current format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

* Part A - Radiocommunication and navigation and approach aid equipment and capabilities
Part B - Surveillance equipment and capabilities

Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part B)* **H Transponder-Mode S**	Letter H indicates Transponder Mode S, including aircraft identification, pressure altitude, and improved surveillance capability.	Could be affected since letter H is a new letter not contained in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since letter H is not contained in the current flight plan format for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter H because it does not exist in the current format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part B)* **I Transponder-Mode S**	Letter I indicates Transponder Mode S, including aircraft identification, but with no pressure altitude capability.	Could be affected since letter I is a letter contained in the current flight plan for surveilance equipment and capabilities, but with another significance.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since letter I is a letter contained in the current flight plan for surveilance equipment and capabilities, but with another significance.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter I of the current format, because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part B)* **L Transponder Mode S**	Letter L in the new format indicates Transponder Mode S, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capabilities	Could be affected since letter L is a new letter not contained in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since letter L is not contained in the current flight plan format for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter L because it does not exist in the current format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 10 (Part B)* **X Transponder Mode S**	Letter X in the new format indicates Transponder Mode S, with no aircraft identification or pressure altitude capability.	Could be affected since letter X is a new letter not contained in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since letter X is a letter contained in the current flight plan for surveilance equipment and capabilities, but with another significance.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process letter X of the current format, because it is not assigned to any function in the current flight plan format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part B)* **ADS-B** **B1 and B2** **B1**: ADS-B with specialised 1090Mhz ADS-B out capability **B2**: ADS-B with specialised 1090Mhz ADS-B out and ADS-B in capability **U1 and U2** **U1**: ADS-B out capability using UAT **U2**: ADS-B out and in capability using UAT **V1 and V2** **V1**: ADS-B out capability using VDL-4 **V2**: ADS B out and in capability using VDL-4	Letters B, U, and V indicate new capabilities for ADS-B depending whether the equipment broadcasts in 1090Mhz, UAT, or VDL 4. Numbers are inserted next to the letters to identify ADS-B out and ADS-B out and in capabilities.	Could be affected since the letters and numbers assigned for ADS-B are new and are not assigned in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the letters and numbers associated to ADS-B are new and are not assigned in the current flight plan for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the letters and numbers associated to ADS-B because such letters and numbers do not exist in the current format.	The system and the IHM should not be affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 10 (Part B)* **ADS-C** **D1 and G1** **D1**: ADS-C with FANS1/A capabilities **G1**: ADS–C with ATN capabilities	D and G are new letters to which a numeric value is added, and indicate ADS-C with FANS1/A capabilities and ADS-C with ATN capabilities.	Could be affected since the letters and numbers assigned for ADS-C are new and are not assigned in the current flight plan for surveilance equipment and capabilities.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the letters and numbers associated to ADS-C are new and are not assigned in the current flight plan for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 10 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 10 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the letters and numbers associated to ADS-C because such letters and numbers do not exist in the current format.	The system should not be directly affected since flight plan display is not dependent upon the content of Box 10. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 **SUR/ indicator**	Additional surveillance applications should be listed in Box 18 after the SUR/ indicator.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 10 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the SUR/ indicator is not contained in the current flight plan for surveillance equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the SUR/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 **STS/ indicator** **ALTRV** **ATFMX** **FFR** **FLTCK**	The reason for special management by ATS, for instance search and rescue mission, as follows: **ALTRV**: for a flight conducted according to an altitude reservation **ATFMX**: for a flight whose exemption from ATFM measures has been approved by the appropriate ATS authorities **FFR**: Fire fighting **FLTCK**: flight check for calibration of navigation aid.	Should not be affected since the STS/ indicator exists. Likewise, should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected in view of new assignments for the STS/ indicator.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since the STS/ indicator is contained in the current flight plan format, but the RDP do not process the STS/ indicator as it is not assigned to any function in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 **(**Cont.) **STS/ indicator** **HAZMAT** **HEAD** **HOSP**	**HAZMAT**: for a flight carrying hazardous material **HEAD**: a flight with Head of State status **HOSP**: for a medical flight declared by the medical authorities.	Should not be affected since the STS/ indicator exists. Likewise, should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected in view of new assignments for the STS/ indicator.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since the STS/ indicator is contained in the current flight plan format, but the RDP do not process the STS/ indicator as it is not assigned to any function in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 (Cont.) **STS/ indicator HUM MARSA MEDEVAC NONRVSM**	**HUM**: for a flight conducting a humanitarian mission. **MARSA**: for a flight for which a military entity assumes the responsibility for its separation from military aircraft **MEDEVAC**: for a medical emergency evacuation that is critical to save lives. **NONRVSM**: For a flight that has no RVSM capability and intends to operate in RVSM airspace.	Should not be affected since the STS/ indicator exists. Likewise, should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected in view of new assignments for the STS/ indicator.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since the STS/ indicator is contained in the current flight plan format, but the RDP do not process the STS/ indicator as it is not assigned to any function in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 (Cont.) **STS/ indicator SAR STATE**	**SAR**: for a flight conducting a search and rescue mission **STATE**: for a flight performing military customs or police services.	Should not be affected since the STS/ indicator exists. Likewise, should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appear in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected in view of new assignments for the STS/ indicator.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since the STS/ indicator is contained in the current flight plan format, but the RDP do not process the STS/ indicator as it is not assigned to any function in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 **PBN/ indicator** **RNAV specification** **A1**: RNAV10 (RNP10) **B1**: RNAV5 All of the allowed sensors **B2**: RNAV5 GNSS **B3**: RNAV5 DME/DME **B4**: RNAV5 VOR/DME **B5**: RNAV5 INS or IRS **B6**: RNAV5 LORAN C	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 (Cont.) **PBN/ indicator RNAV specification** **C1:** RNAV2 with all sensors **C2:** RNAV2 with GNSS **C3:** RNAV2 DME/DME **C4:** RNAV2 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 (Cont.) **PBN/ indicator RNAV specification** **D1:** RNAV 1 with all sensors **D2:** RNAV1 GNSS **D3:** RNAV1 DME/DME **D4:** RNAV1 DME/DME/IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 (Cont.) **PBN/ indicator RNP specification** **L1**: RNP-4 **O1**: Basic RNP with all allowed sensors **O2**: Basic RNPGNSS **O3**: Basic RNP 1 DME DME **O4**: Basic RNP1 DME/DME /IRU	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 **(**Cont.) **PBN/ indicator RNP specification** **S1:** RNP APPCH **S2:** RNP APPCH with Baro VNAV	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 **(**Cont.) **PBN/ indicator RNP specification** **T1**: RNP AR APPCH with RF **T2**: RNP AR APPCH without RF	PBN/ Indication of RNAV and RNP capability. The number of descriptors listed in column 1 that apply to the flight is indicated, using a maximum of eight entries, that is, a total of no more than 16 characters.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should be affected since the information contained in this Box 18 appears in the format contemplated for RPLs in Box Q (Doc 4444, Appendix 2, Section 6, Chapter 16).	Should be affected since the PBN/ indicator is not contained in the current flight plan for navigation equipment and capabilities.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the PBN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 DLE/ indicator	**DLE** New indicator related to en-route delay or holding. En-route significant points where delay is expected to occur are to be inserted, followed by the duration of the delay, using four digits for time, in hours and minutes.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appears in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the DLE/ indicator does not appear in the current flight plan.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the DLE/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.
Box 18 ORGN/ indicator	The 8-letter AFTN address of the originator and other details of the appropriate contact, when the flight plan originator cannot be easily identified as stipulated by the appropriate authority.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appears in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the ORGN/ indicator does not appear in the current flight plan.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the ORGN/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 TALT/ indicator	Four-letter ICAO indicators for alternate take-off aerodromes as specified in Location Indicators, Doc 7910 or the name of the alternate en-route aerodromes if no indicator is assigned. For aerodromes not listed in the relevant aeronautical information publication, indicate the location in LAT/LONG or bearing and distance with respect to the closest significant point as described in DEP/.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Should not be affected since the information contained in this Box 18 does not appears in the format contemplated for RPLs (Doc 4444, Appendix 2, Section 6, Chapter 16).	Could be affected since the TALT/ indicator does not appear in the current flight plan.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the TALT/ indicator because it is not contemplated in the current flight plan format.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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Flight Plan Amendment Message Types	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strip Printing	Radar Data Processing System (RDP)	Flight Plan Display (IHM)
1	2	3	4	5	6	7	8
Box 18 DOF/ indicator	Date of departure of the flight in a six-digit format (YYMMDD), where AA is the year, MM the month, and DD is the day.	Should not be affected by this new indicator since Box 18 of the AFTN FPL template contains free text.	Non applicable	Should be affected since the DOF/ indicator does not appear in the current flight plan and the current reference is only the time data in Box 13.	Should not be directly affected because this system does not use this information contained in Box 18 in the printing process. If the flight plan is not printed, it would be because the FDP is affected by the change in Box 18 and, consequently, is not sending information to the printer.	Should not be affected since RDPs do not process the DOF/ indicator.	Should not be directly affected since this system does not use this information of Box 18 for flight plan display. If a flight plan is not being displayed, it would be because the FDP is affected by this change.

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MINISTERIO DE DEFENSA
COMANDO DE LA AERONAUTICA
DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO

PLAN DE ACCIÓN

IMPLANTACIÓN DEL NUEVO FORMATO DE PLAN DE VUELO CON LA APLICACIÓN DE LA ENMIENDA 1 A LA 15ª EDICIÓN DEL PANS-ATM DE LA OACI (DOC 4444)

MINISTERIO DE DEFENSA
COMANDO DE LA AERONAUTICA
DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO

PROVIDENCIA ADMINISTRATIVA DECEA Nº 122/DGCEA, DE 24 DE AGOSTO DE 2010.

Aprueba el Plan de Acción que visa implantar la aplicación del nuevo formato de plan de vuelo de acuerdo con la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444), con entrada en vigencia el 15 Nov 2012, y da otras providencias.

EL DIRECTOR-GENERAL DEL DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO, en uso de las atribuciones que le confiere el art. 4º, incisos III y IV, combinado con el art. 10, inciso IV, todos del Reglamento del Departamento de Control del Espacio Aéreo (ROCA 20-7), aprobado por la Providencia Administrativa en el 369/GC3, de 9 de junio de 2010, resuelve:

Art. 1º Aprobar el Plan de Acción para implantar la aplicación del nuevo formato de plan de vuelo en el SISCEAB, de acuerdo con la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444), con entrada en vigencia el 15 Nov 2012.

Art. 2º Encargar el SDTE de coordinar, junto a los demás Órganos y sectores pertinentes subordinados al DECEA, las acciones necesarias a la aplicación del nuevo formato de plan de vuelo, contenidas en el Módulo 3 (Sistemas Automatizados).

Art. 3º Encargar el SDOP de coordinar, junto a los demás Órganos y sectores pertinentes subordinados al DECEA, las acciones necesarias a la aplicación del nuevo formato de plan de vuelo, contenidas en el Módulo 1 (Legislación) y en el Módulo 4 (Instrucción y Entrenamiento).

Art. 4º Encargar la ASEGCEA de coordinar, junto a los demás Órganos y sectores pertinentes subordinados al DECEA, las acciones necesarias a la aplicación del nuevo formato de plan de vuelo, contenidas en el Módulo 2 (Evaluación de Seguridad Operacional).

Art. 5º Esta Providencia Administrativa entra en vigencia en la fecha de su publicación.

(a) Ten Brig Ar RAMON BORGES CARDOSO
Director-General del DECEA

(Publicado en el Boletín Interno Ostensivo nel 161, de 25 de agosto de 2010)

SUMARIO

PREFACIO

El Plan de Vuelo es el documento específico que contiene informaciones relacionadas con un vuelo planificado de una aeronave o con parte de él que son proporcionadas a los órganos que proveen servicios de tránsito aéreo.

La Enmienda 1 a la 15ª Edición del PANS-ATM (Doc 4444), con entrada en vigencia el 15 de noviembre de 2012, tiene por objetivo actualizar el formulario de plan de vuelo establecido por la OACI, posibilitando declarar los modernos recursos aviónicos disponibles a bordo y atender a los requisitos de los sistemas automatizados de gestión del tránsito aéreo.

El material de esta Enmienda ha sido desarrollado por el Grupo de Estudios sobre Plan de Vuelo (FPLSG) establecido por la OACI, con la finalidad de permitir mejor aprovechamiento de las avanzadas capacidades de aviónica a bordo de las aeronaves más modernas y atender a los requisitos desarrollados de nuevos sistemas automatizados de gestión de tránsito aéreo.

El nuevo plan de vuelo aborda funcionalidades y tecnologías de la navegación aérea, tales como el GNSS, la RNAV, la PBN, los enlaces de datos (datalinks), la ADS-B y la ADS-C, siendo esas alteraciones reflejadas de modo más substancial en las alteraciones del contenido de los ítems 10 y 18 del formulario de plan de vuelo.

Tales datos deberán ser considerados por los sistemas de gestión del tránsito aéreo en el sentido de poner a disposición del controlador de tránsito aéreo las informaciones necesarias para la planificación del tránsito aéreo, bien como posibilitar la emisión de alertas siempre que haya modificación del escenario con relación a los datos declarados y que ocasionen impacto en las acciones planificadas de control.

El presente Plan de Acción establece una serie de medidas que deben desarrollarse por Órganos Regionales y sectores subordinados al DECEA, definiendo objetivos, criterios, métodos, prioridades y responsabilidades referentes a las acciones necesarias para implantar el nuevo formato de plan de vuelo en el SISCEAB, conforme los requisitos preconizados, de forma a asegurar una transición coordinada para la aplicación del contenido de la referida Enmienda.

1 DISPOSICIONES PRELIMINARES

1.1 FINALIDAD

Este Plan tiene por objeto establecer directrices para implantar la aplicación del nuevo formato de plan de vuelo en el SISCEAB, conforme requisitos preconizados en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444) con entrada en vigencia el 15 de noviembre de 2012.

1.2 CONCEPTUACIÓN

AREA DE CONTROL – Espacio aéreo controlado que se extiende hacia arriba a partir de un límite especificado sobre el terreno. El concepto de Área de Control abarca, también, las aerovías y TMA.

CENTRO DE CONTROL DE ÁREA – Órgano establecido para proveer servicio de control de tránsito aéreo a los vuelos controlados en las áreas bajo su jurisdicción.

PLAN DE VUELO – Informaciones específicas, relacionadas con un vuelo planificado o con parte de un vuelo de una aeronave, proporcionadas a los órganos que proveen servicios de tránsito aéreo.

PLAN DE VUELO PRESENTADO – Plan de Vuelo tal como presentado por el piloto, o su representante, al órgano de servicio de tránsito aéreo, sin cualquier modificación posterior.

PLAN DE VUELO EN VIGOR – Plan de Vuelo que abarca las modificaciones, caso existan, resultantes de autorizaciones posteriores.

PROYECTO C3 – Proyecto establecido por el Subgrupo CNS/ATM del GREPECAS, dentro del Programa de Automatización y Comprensión Situacional ATM, con la finalidad de implementar el nuevo formato de plan de vuelo en los Estados de las Regiones CAR/SAM en conformidad con la estrategia aprobada en la reunión CNS/ATM/SG/1.

1.3 ABREVIATURAS Y SÍMBOLOS

ACC	Centro de Control de Área
ADS-B	Vigilancia Dependiente Automática por Radiodifusión (*Broadcast*)
ADS-C	Vigilancia Dependiente Automática por Contrato
AIS	Servicio de Información Aeronáutica
APP	Control de Aproximación
ASEGCEA	Asesoría de Seguridad Operacional en el Control del Espacio Aéreo
ATC	Control de Tránsito Aéreo

ATCO	Controlador de Tránsito Aéreo
ATM	Gestión del Tránsito Aéreo
ATS	Servicios de Tránsito Aéreo
CHG	[Mensaje de] Modificación
CINDACTA	Centro Integrado de Defensa Aérea y Control del Tránsito Aéreo
CISCEA	Comisión de Implantación do Sistema de Control del Espacio Aéreo
CNL	[Mensaje de] Cancelación
DECEA	Departamento de Control del Espacio Aéreo
DEP	[Mensaje de] Partida
DLA	[Mensaje de] Retraso
DLE	[Mensaje de] Retraso en ruta
DOF	Día del Vuelo (*Day of Flight*)
EOBT	Hora prevista de fuera calzos
FIR	Región de Información de Vuelo
FITS	Sistema de Seguimiento de la Aplicación de los Planes de Vuelo (*Flight Plan Implementation Tracking System)*
FPL	[Mensaje de] Plan de Vuelo [Presentado]
GNSS	Sistema Global de Navegación por Satélites
GREPECAS	Grupo Regional de Planificación y Ejecución CAR/SAM
ICA	Instrucción del Comando de la Aeronáutica
IHM	Interfaz Hombre-máquina
OACI	Organización de Aviación Civil Internacional
PANS	Procedimientos para los Servicios de Navegación Aérea
PBN	Navegación Basada en Performance
PER	Performance (de la aeronave)
RMK	Observaciones (*Remarks*)
RNAV	Navegación de Área
RNP	Performance de Navegación Requerida
RVSM	Separación Vertical Mínima Reducida
SAGITARIO	Sistema Avanzado de Gestión de Informaciones de Tránsito Aéreo e

	Informes de Interés Operacional
SDOP	Subdepartamento de Operaciones del DECEA
SDTE	Subdepartamento Técnico del DECEA
SISCEAB	Sistema de Control del Espacio Aéreo Brasileño
SGSO	Sistema de Gestión de la Seguridad Operacional
SGTC	Sistema de Gestión de Torre de Control
SRPV	Servicio Regional de Protección al Vuelo
STPV	Sistema de Tratamiento de Plan de Vuelo
STS	*Status* (de tratamiento especial de un Vuelo)
STVD	Sistema de Tratamiento y Visualización de Datos
TALT	Aeródromo alternativo de despegue
TATIC	*Total Air Traffic Information Control*
Waypoint	Punto de notificación o fijo en rutas o procedimientos basados en sistemas de navegación de área
X-4000	Sistema automatizado de control de tránsito aéreo

1.4 ÁMBITO

Este Plan de Acción, de observancia obligatoria, se aplica a todos los órganos y sectores del SISCEAB involucrados con la recepción, la transmisión, el tratamiento y la visualización de las informaciones a disposición en un plan de vuelo o que utilicen sistemas que procesan esas informaciones como apoyo a la gestión de la navegación aérea nacional, en aquello que les corresponda.

2 ANÁLISIS DE LA SITUACIÓN

2.1 ANTECEDENTES

La actualización del formato del modelo de plan de vuelo de la OACI, en línea con el contenido de la Enmienda 1 a la 15ª Edición del PANS-ATM (Doc 4444), aprobada el 27 de mayo de 2008, para aplicación el 15 de noviembre de 2012, ha sido comunicada formalmente a los Estados por medio de la carta AN13/2.1-08/50 del 25 de junio de 2008.

Este material ha sido desarrollado por el Grupo de Estudios sobre Plan de Vuelo (FPLSG) establecido por la OACI, con la finalidad de permitir mejor aprovechamiento de las avanzadas capacidades de aviónica a bordo de las aeronaves más modernas y atender a los requisitos desarrollados de nuevos sistemas automatizados de gestión del tránsito aéreo.

En vista de los diversos sistemas automatizados que participan en la recepción, transmisión, procesamiento y visualización de las informaciones contenidas en un plan de vuelo y la naturaleza de las modificaciones previstas con la entrada en vigencia de la referida Enmienda, se hace necesario elaborar una planificación de acciones que deberán ser iniciadas de inmediato, visando la actualización de los sistemas y la capacitación de los recursos humanos involucrados en todo el proceso de modo que, efectivamente, el nuevo formato de plan de vuelo esté implantado en el espacio aéreo brasileño el 15 de noviembre de 2012.

En este sentido, la reunión del GREPECAS/15 ha formulado la Conclusión 15/35 – Implementación del nuevo modelo de plan de vuelo de la OACI, con la finalidad de elaborar una estrategia regional para la transición al nuevo modelo de plan de vuelo en las Regiones CAR/SAM. En consecuencia de esa conclusión y considerando las directrices emanadas por la OACI contenidas en la Comunicación a los Estados AN13/2.1-09/9 del 6 de febrero de 2009, se ha elaborado una estrategia para la aplicación, en la Región SAM, de la Enmienda 1 a la 15ª Edición del PANS-ATM (Doc 4444), que ha sido revisada y aprobada durante la reunión SAM/IG/4.

Este mismo material ha sido revisado, con pequeñas alteraciones, y aprobado en la reunión CNS/ATM/SG, en marzo de 2010, como la "Estrategia para Implementación de la Enmienda 1 a la 15ª Edición del PANS-ATM (Doc 4444) de la OACI en las regiones CAR/SAM". Este documento prevé la elaboración por cada Estado de un plan de acción para la implementación del contenido de la referida Enmienda.

2.2 ESCENARIO ACTUAL

El Plan de Vuelo es el documento específico que contiene informaciones relacionadas con un vuelo planificado de una aeronave o con parte de él que son proporcionadas a los órganos que proveen servicios de tránsito aéreo.

En Brasil, la instrucción del Comando de la Aeronáutica que tiene por finalidad reglamentar el uso del Plan de Vuelo es la ICA 100-11, en complemento al dispuesto en las Reglas del Aire y Servicios de Tránsito Aéreo (ICA 100-12).

Cancelaciones, modificaciones y retrasos, relativos a un Plan de Vuelo presentado, deben ser notificados en cualquier Sala AIS de aeródromo, no necesariamente la del aeródromo de partida, por medio de mensajes ATS.

Las reglas relativas al contenido, al formato y a la aplicación de los mensajes ATS, bien como los procedimientos pertinentes para la vehiculación de dichos mensajes son establecidos en la Instrucción del Comando de la Aeronáutica con el título de Mensajes ATS (ICA 100-15).

Esos mensajes son tratados por diversos sistemas automatizados que participan en la recepción, en la transmisión, en el procesamiento y en la visualización de las informaciones contenidas en un plan de vuelo y de los mensajes relacionados con la actualización de esas informaciones, o por otros sistemas que procesan esas informaciones como apoyo a la gestión de la navegación aérea y a la defensa del espacio aéreo nacional.

Los tipos estandarizados de mensajes, establecidos para el intercambio de datos ATS, y los correspondientes designadores son los siguientes:

CATEGORÍA DEL MENSAJE		TIPO DE MENSAJE	DESIGNADOR
Emergencia		Alerta	ALR
		Fallo de radiocomunicaciones	RCF
Movimiento y Control	Plan de Vuelo Presentado y Actualizaciones Correspondientes	Plan de vuelo presentado	FPL
		Modificación	CHG
		Cancelación	CNL
		Retraso	DLA
		Partida	DEP
		Llegada	ARR
	Coordinación	Plan de vuelo en vigencia	CPL
		Estimado	EST
		Coordinación	CDN
		Aceptación	ACP
		Confirmación lógica	LAM
	Suplementar	Solicitud de plan de vuelo	RQP
		Solicitud de plan de vuelo suplementar	RQS
		Plan de vuelo suplementar	SPL

2.3 ESCENARIO DESEADO

El escenario deseado es la implantación de la Enmienda 1 a la 15ª Edición del PANS-ATM (Doc 4444) de la OACI, contemplando su aplicación de forma integral el 15 de noviembre de 2012, con la actualización del contenido de las legislaciones nacionales, en especial el de las ICA 100-11 y ICA 100-15, y de los diversos sistemas automatizados que participan en la recepción, transmisión, procesamiento y visualización de las informaciones contenidas en un plan de vuelo y de los mensajes relacionados con la actualización de las informaciones contenidas en el mismo, bien como la adecuación de los demás sistemas que procesan estas informaciones como apoyo a la gestión de la navegación aérea y a la defensa del espacio aéreo nacional.

Esa Enmienda contiene alteraciones en el tamaño y en el contenido de ciertos ítems del formulario de plan de vuelo (principalmente en los campos 10, 15 y 18) y que:

a) alteran la manera como son informados equipamientos y capacidades de la aeronave, incluyendo más detalles sobre esos ítems;
b) proporcionan medios adicionales para describir *waypoints* en ruta (específicamente, azimut y distancia de otros puntos que no son auxilios a la navegación);

c) introducen conceptos nuevos, tales como el aeródromo alternativo de despegue (TALT) y la especificación de retraso en ruta (DLE); y
d) permiten la especificación del día del vuelo declarado en el ítem 18 (DOF) para los casos de presentación del referido plan con más de 24 horas y hasta 120 horas de antelación al EOBT.

Otro aspecto se refiere a distintos mensajes ATS de movimiento y control, utilizadas como medio de intercambio de datos de plan de vuelo entre los órganos de control de tránsito aéreo, que sufrirán alteraciones de contenido.

Las principales modificaciones producidas por la aplicación de la Enmienda 1 serán listadas a seguir y afectan los sistemas automatizados de control de tránsito aéreo y, de modo particular, exigirán alteraciones en el sistema de tratamiento de plan de vuelo (STPV) y de interfaces hombre-máquina (IHM).

Las modificaciones de los requisitos de sistema para posibilitar la aplicación de esa Enmienda deberán, además, llevar en consideración los riesgos inmediatos asociados a la perdida de datos, a la interpretación errónea de datos y al rechazo de planes de vuelo presentados, bien como la previsión de una fase de transición donde se convivirá con la vehiculación del formato actual y del formato nuevo de plan de vuelo.

2.3.1 PRESENTACIÓN DEL PLAN DE VUELO

La Enmienda 1 altera el plazo para presentación de un plan de vuelo, permitiendo hacerlo con hasta 120 horas de antelación a la EOBT. Esa alteración requiere que los sistemas de tratamiento de datos de plan de vuelo sean adaptados para posibilitar el almacenamiento de esa nueva condición del plan, además de permitir el acceso a sus datos para fines de actualizaciones decurrentes de mensajes ATS (CHG, DLA y CNL).

La fecha de la realización del vuelo deberá ser declarada después del indicador DOF a ser especificado en el Ítem 18 del FPL para los planes presentados con más de 24 horas de antelación de la EOBT.

2.3.2 ÍTEM 7 DEL FPL – IDENTIFICACIÓN DE LA AERONAVE

La Enmienda 1 establece que el Ítem 7 del FPL debe permitir la inserción de hasta 7 caracteres alfanuméricos, sin posibilidad de empleo de caracteres especiales (guión o símbolos). Tomando en cuenta que algunos sistemas de bordo componen mensajes de enlace descendente (*downlink*) incluyendo en ese campo caracteres especiales (guión), el sistema de tierra deberá ser capaz de desconsiderar tal información para fines de asociación con los datos de plan de vuelo almacenados.

2.3.3 ÍTEM 8 DEL FPL – REGLAS DE VUELO Y TIPO DE VUELO

El nuevo formato posibilita la inclusión de una o más alteraciones de regla de vuelo a lo largo de la trayectoria definida en el plan, por medio de la especificación de los caracteres “Y” o “Z” para el primer tramo del vuelo. Con esa opción, los respectivos puntos de alteración de regla deben ser definidos en el ítem 15 – Ruta, los cuales deben estar contenidos en la ruta declarada.

Para un tipo de vuelo en situación que requiera un tratamiento específico de los órganos ATS, será utilizado el indicador STS correspondiente a ser declarado en el ítem 18 del FPL o el indicador RMK para los casos no especificados en la Enmienda.

2.3.4 ÍTEM 10 DEL FPL – EQUIPAMIENTOS – COM/NAV

Este ítem del FPL posibilita la declaración de los equipamientos disponibles y

de su capacidad de utilización, conforme el listado incluso en la Enmienda.

En la declaración de los equipamientos COM/NAV en el FPL, deben ser utilizados uno o dos caracteres, siendo que el primer de los caracteres será alfabético y el segundo (cuando exista) será numérico. Para que se atienda esa funcionalidad, será necesario considerar la posibilidad de todas las combinaciones de equipamientos, lo que requiere que el tamaño del Ítem 10 del FPL sea ampliado para posibilitar la declaración de las combinaciones posibles.

2.3.5 ÍTEM 13 DEL FPL – AERÓDROMO DE DEP Y HORA

Para los casos en que la aeronave no despegue de un aeródromo, no habiendo indicador de localidad, el piloto declarará ZZZZ en el Ítem 13 del FPL y especificará en el Ítem 18, después del indicador DEP, el primer punto de la ruta o auxilio radio.

2.3.6 ÍTEM 15 DEL FPL – RUTA

Posibilitará que los puntos de una ruta puedan ser definidos, también, utilizándose como referencia una marcación magnética y una distancia en relación con un punto significativo definido por coordinadas geográficas.

También pasa a ser requisito, conforme modificación del Ítem 8, mencionada anteriormente, el tratamiento de la inserción alternada de las letras Y o Z en este Ítem 15 (Ruta), para permitir la especificación de más de un punto de alteración de reglas de vuelo, siendo que el sistema deberá interpretar los puntos en los cuales habrá alteración de reglas de vuelo.

2.3.7 ÍTEM 18 DEL FPL – OTROS DATOS

Los siguientes indicadores deberán ser considerados válidos para declaración en el Ítem 18 del FPL: STS/, PBN/, NAV/, COM/, DAT/, SUR/, DEP/, DEST/, DOF/, REG/, EET/, SEL/, TYP/, CODE/, DLE/, OPR/, ORGN/, PER/, ALTN/, RALT/, TALT/, RIF/ y RMK/.

La secuencia presentada más arriba deberá ser obedecida a la hora de rellenarse el Ítem 18 del FPL, siendo que la utilización de indicador no especificado por la Enmienda puede generar un rechazo, un procesamiento incorrecto o una pérdida de la información.

El carácter especial “guión” no podrá ser utilizado en el Ítem 18 y el empleo de barra (/) solamente será permitido después de cada indicador.

2.3.7.1 INDICADOR STS

Las siguientes razones para tratamiento especial por un órgano ATS podrán ser declaradas después del indicador STS; otras razones deberán ser especificadas con el uso del indicador RMK:

a) ALTRV: vuelo operado en conformidad con una reserva de altitud;
b) ATFMX: vuelo autorizado con exención de medidas ATFM por autoridad ATS competente;
c) FFR: combate a incendio;
d) FLTCK: inspección en vuelo;
e) HAZMAT: vuelo transportando material peligroso;
f) HEAD: vuelo con (“status”) Jefe de Estado;
g) HOSP: vuelo médico declarado por autoridades médicas;

h) HUM: vuelo realizando misión humanitaria;
i) MARSA: vuelo por el cual un órgano militar asume responsabilidad por la separación de aeronave militar;
j) MEDEVAC: evacuación médica de emergencia con riesgo de vida;
k) NONRVSM: vuelo no aprobado para RVSM con intención de operar en espacio aéreo RVSM;
l) SAR: vuelo que participa en misión de búsqueda y salvamento; y
m) STATE: vuelo que participa en servicios militares, aduaneros o policiales.

2.3.7.2 INDICADOR PBN

Las siguientes capacidades RNAV y RNP podrán ser declaradas después del Indicador PBN:

a)	A1	RNAV 10 (RNP 10)
b)	B1	RNAV 5 todos los sensores permitidos
c)	B2	RNAV 5 GNSS
d)	B3	RNAV 5 DME/DME
e)	B4	RNAV 5 VOR/DME
f)	B5	RNAV 5 INS o IRS
g)	B6	RNAV 5 LORANC
h)	C1	RNAV 2 todos los sensores permitidos
i)	C2	RNAV 2 GNSS
j)	C3	RNAV 2 DME/DME
k)	C4	RNAV 2 DME/DME/IRU
l)	D1	RNAV 1 todos los sensores permitidos
m)	D2	RNAV 1 GNSS
n)	D3	RNAV 1 DME/DME
o)	D4	RNAV 1 DME/DME/IRU
p)	L1	RNP 4
q)	O1	Básico RNP 1 todos los sensores permitidos
r)	O2	Básico RNP 1 GNSS
s)	O3	Básico RNP 1 DME/DME
t)	O4	Básico RNP 1 DME/DME/IRU
u)	S1	RNP APCH
v)	S2	RNP APCH con BARO-VNAV
w)	T1	RNP AR APCH con RF (autorización especial requerida)
x)	T2	RNP AR APCH sin RF (autorización especial requerida)

2.3.7.3 INDICADOR NAV

Otros datos relativos a equipamiento de navegación, además de los especificados con el indicador PBN/, conforme requerido por la autoridad ATS competente, podrán ser declarados después de NAV/, como, por ejemplo, los recursos de aumentación del GNSS, con utilización de espacio separando dos o más métodos de aumentación.

2.3.7.4 INDICADOR COM

Las aplicaciones o capacidades de comunicación no especificadas en el Ítem 10 debem ser declaradas después del indicador COM.

2.3.7.5 INDICADOR DAT

Las aplicaciones o capacidades de datos no especificadas en el Ítem 10 deben ser declaradas después del indicador DAT.

2.3.7.6 INDICADOR SUR

Las aplicaciones o capacidades de vigilancia no especificadas en el Ítem 10 deben ser declaradas después del indicador SUR.

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2.3.7.7 INDICADOR DEP

Para los aeródromos de despegue no listados en Publicación de Información Aeronáutica, debe ser declarada la localización del despegue después del indicador DEP, de acuerdo con los casos establecidos en la Enmienda 1.

2.3.7.8 INDICADOR DEST

Para los aeródromos de destino no listados en Publicación de Información Aeronáutica, debe ser declarada la localización del despegue después del indicador DEST, de acuerdo con los casos establecidos en la Enmienda 1.

2.3.7.9 INDICADOR DOF

Para la puesta en funcionamiento del tratamiento de planes de vuelo presentados con más de 24 horas y hasta 120 horas de antelación, la fecha (YYMMDD) de realización del vuelo debe ser declarada después del indicador DOF, donde YY, MM y DD se refieren, respectivamente, al año, al mes y al día.

2.3.7.10 INDICADOR DLE

Para los casos de retraso en ruta o esperas, deberán ser inseridos los puntos significantes en la ruta donde se planea que ocurra el retraso, seguido por la duración de ese retraso en el formato de horas y minutos (hhmm).

2.3.7.11 INDICADOR ORGN

Para la inserción del direccionamiento AFTN de 8 letras del originador del FPL u otros detalles de contacto apropiados, en los casos donde el originador del plan de vuelo no puede ser fácilmente identificado, de acuerdo con lo establecido por la autoridad ATS competente.

2.3.7.12 INDICADOR PER

Para la inserción de datos de performance de la aeronave, con el uso de una sola letra, conforme especificado en los Procedimientos para los Servicios de Navegación Aérea – Operación de Aeronaves (PANS-OPS, Doc 8168), Volumen I – Procedimientos de Vuelo, si estipulado por la autoridad ATS competente.

2.3.7.13 INDICADOR TALT

Para la inserción del indicador de 4 letras o del nombre del aeródromo, caso no exista indicador publicado, para el aeródromo alternativo de despegue en el cual la aeronave tenga condiciones de aterrizar, si, por razones técnicas u operacionales, ocurra la necesidad de llevarse a cabo un poso no previsto (de emergencia) inmediatamente tras el despegue y siendo ello impracticable en el propio aeródromo de despegue.

2.3.8 COMPOSICIÓN DE MENSAJES ATS

El Ítem 18 pasa a componer los siguientes mensajes ATS: DLA, CNL, CHG, DEP, RQP y RQS. La EOBT también debe rellenarse en el Ítem 13 en los mensajes ARR, CHG, CNL y RQS.

2.3.9 COMUNICACIÓN ENTRE SISTEMAS

La aplicación de la Enmienda 1 en los sistemas ATC automatizados genera la necesidad de procederse a una revisión de las especificaciones de las aplicaciones y protocolos para intercambio de datos entre los sistemas, a saber: Protocolo AIDC (Comunicaciones de Datos entre Instalaciones de Servicios de Tránsito Aéreo), Protocolo OLDI (Intercambio de Datos en Línea) y Formato ADEXP (Presentación del Intercambio de Datos de Servicios de Tránsito Aéreo).

2.3.10 AMHS (SISTEMA DE MANEJO DE MENSAJES ATS)

El sistema de tratamiento de mensajes aeronáuticas, tal como se encuentra implantado, presenta pantallas y formatos estandarizados, inclusive cuanto al tamaño de los campos de cada ítem. Por lo tanto, deben ser evaluadas las alteraciones correspondientes a las modificaciones decurrentes de la Enmienda 1. Del mismo modo, considerándose la hipótesis de la continuidad de operación de la AFTN, se deberá proceder a una evaluación de los impactos en esa red.

2.3.11 SGTC Y TATIC

Los sistemas actualmente existentes en torre de control, en especial el SGTC y el TATIC, tal como se encuentran implantados, presentan pantallas con formatos estandarizados, inclusive cuanto al tamaño de los campos para presentación e inserción de datos referentes a ítems extraídos de algunos mensajes ATS. Por lo tanto, deben ser efectuadas las alteraciones correspondientes a las modificaciones decurrentes de la Enmienda 1.

2.4 ESCENARIO DE TRANSICIÓN

Las directrices emanadas por la OACI, contenidas en la carta a los Estados AN13/2.1-09/9, de 6 de febrero de 2009, establecen orientaciones en apoyo a los esfuerzos de coordinación global durante el período de transición, de modo que se logre una transición coordinada y exitosa hasta la fecha de aplicación de la Enmienda 1 el 15 de noviembre de 2012.

Las acciones adoptadas en esta fase de transición, conforme consta en la estrategia aprobada por los Estados para las Regiones CAR/SAM, deben:

a) seguir las orientaciones del GREPECAS;
b) observar las directrices de la OACI presentadas en la Comunicación a los Estados AN13/2.1-09/9;
c) actuar junto al coordinador de la implantación;
d) ejecutar las actividades previstas en los planes de acción para mitigar los impactos técnicos y operacionales; y
e) reconocer que las ventajas para los usuarios del espacio aéreo solamente serán plenamente logradas con la implantación conjunta de las modificaciones en todos los Estados.

En las Regiones CAR/SAM, el período de transición para cuando los proveedores de servicio de navegación aérea deben tener la capacidad de procesar los dos formatos de plan de vuelo, ACTUAL y NUEVO, ha sido establecido como siendo del 1 de julio al 15 de noviembre de 2012.

El período del 1er de enero al 31 de marzo de 2012 debe ser utilizado para la implantación de software y pruebas internas en el formato NUEVO del plan de vuelo. El

período del 1er de abril al 30 de junio de 2012 debe ser dedicado a las pruebas externas, con interfaces a otros centros, pruebas de funcionalidades y de la tabla de conversión entre los formatos NUEVO y ACTUAL.

Con el propósito de cumplir este plazo y armonizar la implantación con otras regiones de la OACI, las modificaciones necesarias en los sistemas deben ser completadas hasta el 30 de junio de 2012.

Del mismo modo, los usuarios del espacio aéreo deben hacer gestiones para la adecuación precisa y correcta de sus sistemas de acuerdo con lo preconizado en la Enmienda 1, respetando el período de transición establecido, donde se prevé la convivencia del formato NUEVO y del formato ACTUAL del plan de vuelo.

Para permitir mayor agilidad en las coordinaciones de naturaleza técnica y operacional, cada Estado debe designar una persona que actuará como punto de contacto para las coordinaciones necesarias con la OACI, así como con otros Estados durante la fase de transición en la implantación de las modificaciones para el nuevo formato de plan de vuelo.

En ese sentido, la Oficina Regional SAM de la OACI envió la carta SA224, del 14 de abril de 2010, a todos los Estados de la Región SAM, solicitándoles que enviaran a aquella Oficina el nombre designado como punto de contacto hasta el día 7 de mayo de 2010.

Además de esta acción inmediata, el informe final de la SAM/IG/5 orienta que cada Estado priorice la creación de un comité nacional, compuesto por los proveedores de los servicios de navegación aérea y por usuarios, con el intuito de que ese grupo coordine los trabajos de implantación del nuevo formato del plan de vuelo por medio de reuniones de coordinación.

Para auxiliar en las acciones de coordinación, la sede de la OACI ha elaborado una página (*web site)* llamada de Sistema de Seguimiento de la Aplicación de los Planes de Vuelo (FITS), donde será registrado el estado de implementación en todas las Regiones de Información de Vuelo (FIR), bien como estarán a disposición otras informaciones relacionadas con el tema.

3 ESTRATEGIA DE EJECUCIÓN

3.1 OBJETIVO

El objetivo central de este Plan de Acción se centra en la implantación del nuevo formato de plan de vuelo en el SISCEAB, conforme requisitos preconizados en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444), con entrada en vigencia el 15 de noviembre de 2012, y de acuerdo con normas y criterios que serán establecidos por el DECEA.

3.2 CRITERIOS Y MÉTODO

De acuerdo con este Plan de Acción, la implantación del nuevo formato de plan de vuelo en el SISCEAB será dividida en cuatro frentes de acción denominadas módulos:

MÓDULO 1 – LEGISLACIÓN

En el Módulo 1 están las acciones direccionadas a la revisión de la legislación brasileña vigente, bien como de los Modelos Operacionales de los órganos ATC nacionales, según sea el caso, a la luz de las modificaciones contenidas en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444).

MÓDULO 2 – EVALUACIÓN DE SEGURIDAD OPERACIONAL

El Módulo 2 es dedicado a las acciones relativas a la Evaluación de Seguridad Operacional, teniendo en vista los posibles impactos en la operación, los cuales serán evaluados, decurrentes de las alteraciones que deberán realizarse, y los riesgos asociados con ellas, que puedan ocasionar la necesidad de medidas mitigadoras y del estabelecimiento de planes de contingencia.

MÓDULO 3 – SISTEMAS AUTOMATIZADOS

Este Módulo aborda las acciones relacionadas con la actualización de los sistemas automatizados, incluyendo los estudios de impacto que serán realizados para dimensionamiento del esfuerzo necesario para la adecuación de los sistemas afectados por las modificaciones contenidas en la referida Enmienda.

MÓDULO 4 – INSTRUCCIÓN Y ENTRENAMIENTO

El Módulo 4 contempla las acciones dirigidas a la elaboración del plan de entrenamiento de los recursos humanos que necesitan conocer y saber aplicar los conceptos modificados, en especial los controladores de tránsito aéreo y operadores de Sala AIS.

De esa forma, la estructura de este Plan ha sido establecida con base en una herramienta de calidad utilizada para planificar las acciones que serán ejecutadas, sirviendo también de instrumento de acompañamiento por medio del código de colores, marcándose el estado actual de la ejecución de la medida o acción.

El método, denominado 5W1H, es una pequeña lista de verificaciones conteniendo los seis puntos principales de un Plan de Acción. Tiene su origen en seis palabras del inglés:

WHAT – WHEN – WHO – WHY – WHERE – HOW

En portugués:

O QUE – QUANDO – QUEM – POR QUE – ONDE – COMO

Este documento se presenta en formato de una planilla (Anexo A), que servirá para coordinar, mantener y controlar las acciones que deberán ser tomadas dentro de un plazo, para la consecución del objetivo estipulado.

3.3 ACCIONES, RESPONSABILIDADES Y PLAZOS

Para permitir mayor agilidad en las coordinaciones de naturaleza técnica y operacional, cada Estado debe designar una persona que actuará como punto de contacto para las coordinaciones con la OACI, así como con otros Estados, durante la fase de transición, en la implantación de las modificaciones para el nuevo formato de plan de vuelo, conforme solicitud contenida en la carta SA224, del 14 de abril de 2010, enviada por la Oficina Regional SAM de la OACI a todos os Estados de la Región SAM, solicitándoles la designación hasta el día 7 de mayo de 2010.

En ese sentido, el DECEA ha designado el Ten Cel Esp CTA Jorge Wilson de **Avila** Ferreira Penna, Adjunto del Jefe de la Subdivisión de Planificación de la División de Gestión de la Navegación Aérea del SDOP, como punto de contacto para la OACI.

También es necesario, conforme figura en el informe final de la SAM/IG/5, que cada Estado priorice la creación de un comité nacional, compuesto por los proveedores de los servicios de navegación aérea y por usuarios, con el intuito de que ese grupo coordine los trabajos de implantación del nuevo formato de plan de vuelo por medio de reuniones de coordinación.

Para que se logren los objetivos previstos en este Plan de Acción, la siguiente acción de carácter inmediato debe ser adoptada, sirviendo de base para los demás puntos listados:

Acción Inmediata – Establecimiento del Comité para implantación de la Enmienda 1 (Doc 4444), compuesto por representantes de los diversos segmentos involucrados (Subdepartamentos, Órganos Regionales, CISCEA, CGNA, ICEA, PAME, ANAC, INFRAERO, ATECH, EMPRESAS AÉREAS, SNEA, SNETA, ABAG, etc).

Plazo: Inmediato, con inclusión en la agenda de la primera reunión el 14/10/10.
Responsable: VICEA.

A partir de estas acciones iniciales, este Plan establece las siguientes acciones que deberán ser desarrolladas dentro de los cuatro/módulos:

3.3.1 MÓDULO 1 – LEGISLACIÓN

Gerente del Módulo: Maj Av Miguel (nor@decea.gov.br)

Ítem 1.1 – Actualización de las legislaciones nacionales afectadas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444).

Ítem 1.1.1 Acción: Analizar el contenido de la referida Enmienda, visando evaluar el impacto en las legislaciones nacionales, por medio de reuniones internas de la Subdivisión de Normas (NOR1, NOR2 y NOR4).
Plazo: 27/08/10.
Responsable: SDOP (NOR).

Ítem 1.1.2 Acción: Elaborar informe preliminar, a fin de documentar los tópicos encontrados, visando orientar los trabajos del GT de actualización de las normas, por medio de descripción sucinta de los tópicos afectados.
Plazo: 03/09/10.
Responsable: SDOP (NOR).

Ítem 1.1.3 Acción: Exponer las conclusiones del informe y las acciones orientadoras al GT, visando orientar las acciones del trabajo, por medio de reunión con el personal del GT y de las demás áreas involucradas que se consideren necesarias.
Plazo: 10/09/10.
Responsable: SDOP (NOR).

Ítem 1.1.4 Acción: Elaborar propuestas de enmienda a las legislaciones pertinentes, visando la actualización de las legislaciones nacionales sobre el tema, por medio de grupo de trabajo con representantes de la NOR, de los CINDACTA/SRPV y del CGNA.
Plazo: 31/03/11.
Responsable: SDOP (NOR).

Ítem 1.1.5 Acción: Presentar las propuestas de enmiendas elaboradas, con la finalidad de divulgar las modificaciones de las normas decurrentes de la referida enmienda, por medio de reunión con jefes de DO de los CINDACTA/SRPV y del CGNA.
Plazo: 29/04/11.
Responsable: SDOP (DGNA).

Ítem 1.1.6 Acción: Actualizar los Modelos Operacionales, según sea el caso, con relación a las partes afectadas por las enmiendas a las normas nacionales, teniendo en vista que los referidos Modelos Operacionales pueden contener informaciones afectadas por las modificaciones que serán realizadas, por medio de un GT con representantes de la DO de los CINDACTA/SRPV.
Plazo: 29/07/11.
Responsable: Jefes de las DO (CINDACTA/SRPV).

Ítem 1.1.7 Acción: Presentar las propuestas de modificación de los Modelos Operacionales, en los temas afectados por las propuestas de enmienda elaboradas, visando consolidar las alteraciones que serán realizadas en los respectivos Modelos, por medio de GT con representantes de la DO de los CINDACTA/SRPV.
Plazo: 17/08/11.
Responsable: Jefes de las DO (CINDACTA/SRPV).

Ítem 1.1.8 Acción: Publicar enmienda a las legislaciones pertinentes, considerando la fase de transición, visando actualizar las legislaciones nacionales sobre el tema, por medio del envío al PAME de las enmiendas que serán

publicadas para efectuación el 01 Jul 2012.
Plazo: 01/02/12.
Responsable: SDOP (NOR).

Ítem 1.1.9 Acción: Publicar enmienda a las legislaciones pertinentes, considerando la fase de transición concluida, visando actualizar las legislaciones nacionales sobre el tema, por medio del envío al PAME de las enmiendas que serán publicadas para efectuación el 15 Nov 2012.
Plazo: 20/07/12.
Responsable: SDOP (NOR).

3.3.2 MÓDULO 2 – EVALUACIÓN DE SEGURIDAD OPERACIONAL

Gerente del Módulo: Cap Esp CTA Nobre (asegcea-4@decea.gov.br)

Ítem 2.1 – Elaboración de la evaluación de seguridad operacional, considerando las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444).

Ítem 2.1.1 Acción: Describir el sistema, visando establecer la situación actual y futura que serán consideradas, por medio de análisis de las alteraciones que serán implementadas.
Plazo: 01/10/10.
Responsable: ASEGCEA.

Ítem 2.1.2 Acción: Identificar los peligros, visando definir las áreas que puedan ser fuentes de peligro, por medio de reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo).
Plazo: 15/10/10.
Responsable: ASEGCEA.

Ítem 2.1.3 Acción: Evaluar preliminarmente los riesgos, visando elaborar una clasificación preliminar de los riesgos asociados a la mudanza, por medio de reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo).
Plazo: 22/10/10.
Responsable: ASEGCEA.

Ítem 2.1.4 Acción: Elaborar informe preliminar, a fin de documentar los tópicos analizados, visando orientar los trabajos de la evaluación, por medio de descripción sucinta de los tópicos analizados.
Plazo: 29/10/10.
Responsable: ASEGCEA.

Ítem 2.1.5 Acción: Exponer las conclusiones del informe y las acciones orientadoras, visando estandarizar las acciones del proceso de evaluación, por medio de reunión con el personal del SGSO y de las demás áreas que se consideren necesarias involucradas en el trabajo de

análisis.

Plazo: 04/11/10.
Responsable: ASEGCEA.

Ítem 2.1.6 Acción: Establecer las medidas mitigadoras, visando mantener el control de los riesgos en niveles aceptables, por medio de reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo).
Plazo: 10/12/10.
Responsable: ASEGCEA.

Ítem 2.1.7 Acción: Elaborar la evaluación preliminar, centrada en eventuales medidas de contingencia, a fin de mensurar, previamente, el esfuerzo que será consumido en medidas mitigadoras, por medio del análisis preliminar con el apoyo de los medios del SGSO.
Plazo: 31/03/11.
Responsable: ASEGCEA.

Ítem 2.1.8 Acción: Presentar la evaluación de seguridad operacional preliminar, a fin de divulgar la evaluación preliminar realizada, decurrente de la aplicación de la referida Enmienda, por medio de reunión con jefes de DO de los CINDACTA/SRPV.
Plazo: 29/04/11.
Responsable: ASEGCEA.

Ítem 2.1.9 Acción: Elaborar la planificación de implementación de las medidas mitigadoras, visando definir los plazos y los responsables por la implementación de las medidas mitigadoras, por medio de reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo).
Plazo: 27/05/11.
Responsable: ASEGCEA.

Ítem 2.1.10 Acción: Elaborar el Documento de Gestión del Riesgo a la Seguridad Operacional (DGRSO), visando concluir el proceso de elaboración de la evaluación de seguridad operacional, por medio de reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo).
Plazo: 29/07/11.
Responsable: ASEGCEA.

Ítem 2.1.11 Acción: Presentar la evaluación de seguridad operacional, a fin de divulgar el resultado del trabajo con los riesgos detectados y las medidas mitigadoras, incluyendo las contingencias, por medio de reunión con jefes de DO de los CINDACTA/SRPV.
Plazo: 17/08/11.
Responsable: ASEGCEA.

Ítem 2.1.12 Acción: Divulgar el DGRSO, visando dar a conocer los resultados de la

evaluación de seguridad operacional realizada para la implantación de la referida enmienda, por medio de su encaminamiento oficial para las organizaciones y los sectores involucrados en la implementación de las medidas mitigadoras.
Plazo: 30/08/11.
Responsable: ASEGCEA.

3.3.3 MÓDULO 3 – SISTEMAS AUTOMATIZADOS

Gerente del Módulo: Maj Eng Santoro (ddte7@decea.gov.br)

Ítem 3.1 – Actualización de los sistemas automatizados afectados por las modificaciones contenidas en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444).

Ítem 3.1.1 Acción: Analizar el contenido de la referida Enmienda, a fin de evaluar el alcance de las modificaciones que serán implementadas, por medio de reuniones internas con la participación de representantes del SDTE y de la CISCEA.
Plazo: 25/08/10.
Responsable: SDTE.

Ítem 3.1.2 Acción: Identificar los posibles impactos de la implementación del nuevo formato de plan de vuelo, a fin de listar los sistemas que serán actualizados, afectados por la aplicación de la Enmienda, por medio de reuniones con los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.).
Plazo: 26/08/10.
Responsable: SDTE.

Ítem 3.1.3 Acción: Elaborar informe con los posibles impactos detectados, a fin de consubstanciar respuesta a la consulta realizada por la Oficina Regional SAM de la OACI, por medio de descripción sucinta de los tópicos y relleno de la planilla de Evaluación de Impactos elaborada por el Proyecto C3.
Plazo: 30/08/10.
Responsable: SDTE.

Ítem 3.1.4 Acción: Evaluar las capacidades actuales y futuras de procesamiento del plan de vuelo con respecto al contenido de la Enmienda 1, visando definir el esfuerzo que será consumido en las acciones de actualización de los sistemas automatizados, mediante recopilación de informaciones junto a los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.).
Plazo: 20/12/10.
Responsable: CISCEA.

Ítem 3.1.5 Acción: Especificar y contratar las actualizaciones de sistemas necesarias, para permitir el desarrollo de las actualizaciones necesarias

de los sistemas, por medio de elaboración de especificación de requisitos e instrumentos de contratación pertinentes.
Plazo: 31/03/11.
Responsable: CISCEA.

Ítem 3.1.6 Acción: Desarrollar las actualizaciones necesarias de los aplicativos, a fin de permitir los ensayos, visando la aplicación de la Enmienda, por medio de metodología de desarrollo de aplicativos críticos.
Plazo: 30/12/11.
Responsable: CISCEA.

Ítem 3.1.7 Acción: Conducir ensayos entre sistemas con capacidad de procesamiento del nuevo plan de vuelo, a fin de evaluar, anticipadamente, las alteraciones de software desarrolladas, permitiendo la ejecución de los ajustes necesarios, por medio de la creación de un prototipo, ensayos y reuniones para validación.
Plazo: 30/06/12.
Responsable: CISCEA.

Ítem 3.1.8 Acción: Definir los pasos de transición, basados en los sistemas con capacidad de procesar el formato actual y el nuevo de plan de vuelo, visando publicar las acciones de transición que serán adoptadas para conocimiento de los usuarios y demás interesados, por medio de reuniones con los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.).
Plazo: 30/06/11.
Responsable: SDOP.

Ítem 3.1.9 Acción: Conducir las acciones de transición de acuerdo con lo preestablecido, a fin de realizar la transición para el nuevo formato, por medio de monitoreo de la aplicación de los pasos acordados y divulgados para la fase de transición.
Plazo: 31/07/12.
Responsable: Comité del DECEA.

Ítem 3.1.10 Acción: Descontinuar los sistemas para apoyo del formato actual, visando la conclusión de las implementaciones y efectuación del nuevo formato, por medio de actualización de las versiones de los aplicativos involucrados de forma a permitir solamente el nuevo formato.
Plazo: 28/12/12.
Responsable: CISCEA.

3.3.4 MÓDULO 4 – INSTRUCCIÓN Y ENTRENAMIENTO

Gerente del Módulo: Ten Cel Av Moraes (pln@decea.gov.br)

Ítem 4.1 – Instrucción con relación a las normas nacionales afectadas por las modificaciones

contenidas en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444).

Ítem 4.1.1 Acción: Presentar las enmiendas elaboradas para las normas nacionales, visando divulgar las modificaciones de esas normas, decurrentes de la aplicación de la Enmienda 1 al PANS-ATM, por medio de reunión con los usuarios, representantes de los órganos regionales y demás interesados.
Plazo: 05/05/11.
Responsable: SDOP (DGNA).

Ítem 4.1.2 Acción: Elaborar programación para seminarios internos, a fin de planificar su divulgación para el público interno, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de grupo de trabajo con representantes del SDOP, para elaboración del material necesario para los seminarios.
Plazo: 17/06/11.
Responsable: SDOP (PLN).

Ítem 4.1.3 Acción: Elaborar programación para seminarios externos, a fin de planificar su divulgación para el público externo (usuarios civiles y militares), por medio de grupo de trabajo con representantes del SDOP, para elaboración del material necesario para los seminarios.
Plazo: 17/06/11.
Responsable: SDOP (PLN).

Ítem 4.1.4 Acción: Realizar seminario, visando capacitar el público interno del CINDACTA 1, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 01/09/11.
Responsable: Jefe de la DO (CINDACTA 1).

Ítem 4.1.5 Acción: Realizar seminario, visando capacitar el público interno del CINDACTA 2, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 15/09/11.
Responsable: Jefe de la DO (CINDACTA 2).

Ítem 4.1.6 Acción: Realizar seminario, visando capacitar el público interno del CINDACTA 3, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 29/09/11.

Responsable: Jefe de la DO (CINDACTA 3).

Ítem 4.1.7 Acción: Realizar seminario, visando capacitar el público interno del CINDACTA 4, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 20/10/11.
Responsable: Jefe de la DO (CINDACTA 4).

Ítem 4.1.8 Acción: Realizar seminario, visando capacitar el público interno del SRPV SP, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional .
Plazo: 10/11/11.
Responsable: Jefe de la DO (SRPV SP).

Ítem 4.1.9 Acción: Realizar seminario en el DECEA, visando capacitar el público externo (usuarios civiles y militares), por medio de instrucción a los usuarios, impartida por representantes del SDOP.
Plazo: 28/11/11.
Responsable: SDOP (DGNA).

Ítem 4.1.10 Acción: Realizar seminario en la ciudad de São Paulo, visando capacitar el público externo (usuarios civiles y militares), por medio de instrucción a los usuarios, impartida por representantes de la División de Operaciones del SRPV SP.
Plazo: 01/12/11.
Responsable: Jefe de la DO (SRPV SP).

Ítem 4.1.11 Acción: Realizar seminario centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público interno del CINDACTA 1, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 01/03/12.
Responsable: Jefe de la DO (CINDACTA 1).

Ítem 4.1.12 Acción: Realizar seminario centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público interno del CINDACTA 2, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 08/03/12.
Responsable: Jefe de la DO (CINDACTA 2).

Ítem 4.1.13 Acción: Realizar seminario centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público interno del CINDACTA 3, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 15/03/12.
Responsable: Jefe de la DO (CINDACTA 3).

Ítem 4.1.14 Acción: Realizar seminario centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público interno del CINDACTA 4, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 22/03/12.
Responsable: Jefe de la DO (CINDACTA 4).

Ítem 4.1.15 Acción: Realizar seminario centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público interno del SRPV SP, en especial el que pertenece a las áreas ATM, AIS y COM, por medio de instrucción al efectivo operacional del órgano regional, impartida por representantes de la División de Operaciones del órgano regional.
Plazo: 29/03/12.
Responsable: Jefe de la DO (SRPV SP).

Ítem 4.1.16 Acción: Realizar seminario, en el DECEA, centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público externo (usuarios civiles y militares), por medio de instrucción a los usuarios, impartida por representantes del SDOP.
Plazo: 02/04/12.
Responsable: SDOP (DGNA).

Ítem 4.1.17 Acción: Realizar seminario, en la ciudad de São Paulo, centrado en los aspectos de la fase de transición y de las medidas de contingencia, visando capacitar el público externo (usuarios civiles y militares), por medio de instrucción a los usuarios, impartida por la División de Operaciones del SRPV SP.
Plazo: 05/04/12.
Responsable: Jefe de la DO (SRPV SP).

Ítem 4.1.18 Acción: Realizar instrucción específica, en la sede de todos los Órganos Regionales, reforzando los aspectos operacionales de la fase de transición y las medidas de contingencia, visando instruir el público interno, en especial el que pertenece a las áreas ATM, AIS y COM de

los Destacamentos, por medio de designación de representantes del órgano regional para que impartan instrucción al efectivo operacional de los Destacamentos en formato de seminario.
Plazo: 28/06/12.
Responsable: Jefes de DO.

4 DISPOSICIONES FINALES

4.1 Habiendo necesidad operacional, condiciones técnicas y recursos disponibles, los módulos de acción podrán ser desarrollados con antelación a lo planificado.

4.2 Las prioridades de las acciones propuestas en este Plan podrán ser alteradas de acuerdo con las necesidades operacionales y recursos disponibles.

4.3 Los casos no previstos en este Plan de Acción serán sometidos a la apreciación del Excmo. Sr. Director-General del DECEA.

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ANEXO A

PLANILLA DE CONTROL

DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO
SUBDEPARTAMENTO DE OPERACIONES

Av. General Justo nº 160 Castelo

Rio de Janeiro RJ Cep 20021-130

PLAN DE ACCIÓN

Nº 001 **/SDOP** **FECHA: 30 / 07 / 10**

IMPLANTACIÓN DEL NUEVO FORMATO DE PLAN DE VUELO CON LA APLICACIÓN DE LA ENMIENDA 1 A LA 15ª EDICIÓN DEL PANS-ATM DE LA OACI (DOC 4444)

LEGISLACIÓN

CONTROL DE SITUACIÓN (STATUS): SIN EMPEZAR | EN CURSO | RETRASADO | CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 1 - LEGISLACIÓN									
1.1	Actualización de las legislaciones nacionales afectadas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
1.1.1	Analizar el contenido de la referida Enmienda	Evaluar el impacto en las legislaciones nacionales	SDOP NOR	Reuniones internas de la Subdivisión de Normas (NOR1, NOR2 y NOR4)	DECEA	23/08/10	27/08/10		
1.1.2	Elaborar informe preliminar	Documentar los tópicos encontrados visando orientar los trabajos del GT de actualización de las normas	SDOP NOR	Descripción sucinta de los tópicos afectados	DECEA	30/08/10	03/09/10		
1.1.3	Exponer las conclusiones del informe y las acciones orientadoras al GT	Orientar las acciones del trabajo del GT	SDOP NOR	Reunión con el personal del GT y de las demás áreas involucradas que se consideren necesarias	DECEA	09/09/10	10/09/10		
1.1.4	Elaborar propuestas de enmienda a las legislaciones pertinentes	Proponer actualización de las legislaciones nacionales sobre el tema	SDOP NOR	Grupo de trabajo con representantes de la NOR de los CINDACTA/SRPV y del CGNA	DECEA	20/09/10	31/03/11		
1.1.5	Presentar las propuestas de enmienda elaboradas	Divulgar las modificaciones de las normas decurrentes de la referida enmienda	SDOP DGNA	Reunión con jefes de DO de los CINDACTA/SRPV y del CGNA	DECEA	28/04/11	29/04/11		

CONTROL DE SITUACIÓN (STATUS):	SIN EMPEZAR	EN CURSO	RETRASADO	CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 1 - LEGISLACIÓN									
1.1	Actualización de las legislaciones nacionales afectadas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
1.1.6	Actualizar los Modelos Operacionales, según sea necesario, con relación a las partes afectadas por las enmiendas a las normas nacionales	Modelos Operacionales pueden contener informaciones afectadas por las modificaciones que serán llevadas a cabo	CINDACTA 1 DO	Grupo de trabajo con representantes de la DO del CINDACTA/SRPV	CINDACTA 1	16/05/11	29/07/11		
			CINDACTA 2 DO		CINDACTA 2	16/05/11	29/07/11		
			CINDACTA 3 DO		CINDACTA 3	16/05/11	29/07/11		
			CINDACTA 4 DO		CINDACTA 3	16/05/11	29/07/11		
			SRPVSP DO		SRPVSP	16/05/11	29/07/11		
1.1.7	Presentar las propuestas de modificación de los Modelos Operacionales en los temas afectados por las propuestas de enmienda elaboradas	Consolidar las alteraciones que serán llevadas a cabo en los Modelos Operacionales	CINDACTA 1 DO	Grupo de trabajo con representantes de la DO del CINDACTA/SRPV	DECEA	16/08/11	17/08/11		
			CINDACTA 2 DO						
			CINDACTA 3 DO						
			CINDACTA 4 DO						
			SRPVSP DO						
1.1.8	Publicar enmienda a las legislaciones pertinentes considerando la fase de transición	Actualizar las legislaciones nacionales sobre el tema	SDOP NOR	Enviar al PAME las enmiendas que serán publicadas para efectuación el 01 Jul 2012	DECEA	01/02/12	01/02/12		
1.1.9	Publicar enmienda a las legislaciones pertinentes considerando concluida la fase de transición	Actualizar las legislaciones nacionales sobre el tema	SDOP NOR	Enviar al PAME las enmiendas que serán publicadas para efectuación el 15 Nov 2012	DECEA	20/07/12	20/07/12		

DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO
SUBDEPARTAMENTO DE OPERACIONES

Av. General Justo nº 160 Castelo

Rio de Janeiro RJ Cep 20021-130

PLAN DE ACCIÓN

Nº 002 /SDOP FECHA: 30 / 07 / 10

IMPLANTACIÓN DEL NUEVO FORMATO DE PLANO DE VUELO CON LA APLICACIÓN DE LA ENMIENDA 1 A LA 15ª EDICIÓN DEL PANS-ATM DE LA OACI (DOC 4444)

EVALUACIÓN DE SEGURIDAD OPERACIONAL

CONTROL DE SITUACIÓN (STATUS): SIN EMPEZAR EN CURSO RETRASADO CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 2 – EVALUACIÓN DE SEGURIDAD OPERACIONAL									
2.1	Elaboración de la evaluación de seguridad operacional, considerando las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
2.1.1	Describir el sistema	Establecer la situación actual y futura que serán consideradas	ASEGCEA	Análisis de las alteraciones que serán implementadas	DECEA	13/09/10	01/10/10		
2.1.2	Identificar los peligros	Identificar las áreas que puedan ser fuentes de peligro	ASEGCEA	Reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo)	DECEA	04/10/10	15/10/10		
2.1.3	Evaluar los riesgos preliminarmente	Clasificar preliminarmente los riesgos asociados al cambio	ASEGCEA	Reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo)	DECEA	18/10/10	22/10/10		
2.1.4	Elaborar informe preliminar	Documentar los tópicos analizados, visando orientar los trabajos de evaluación	ASEGCEA	Descripción sucinta de los tópicos analizados	DECEA	25/10/10	29/10/10		
2.1.5	Exponer las conclusiones del informe y las acciones orientadoras	Estandarizar las acciones del proceso de evaluación	ASEGCEA	Reunión con el personal del SGSO y de las demás áreas que se consideren necesarias involucradas en el trabajo de análisis	DECEA	03/11/10	04/11/10		
2.1.6	Establecer las medidas mitigadoras	Mantener el control de los riesgos en niveles aceptables	ASEGCEA	Reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo)	DECEA	16/11/10	10/12/10		
2.17	Elaborar la evaluación preliminar, centrando en eventuales medidas de contingencia	Evaluación preliminar del esfuerzo a ser consumido en medidas mitigadoras	ASEGCEA	Proceder al análisis preliminar con el apoyo de los medios del SGSO	DECEA	13/12/10	31/03/11		
2.1.8	Presentar la evaluación de seguridad operacional preliminar	Divulgar la evaluación preliminar realizada decurrente de la aplicación de la referida enmienda	ASEGCEA	Reunión con jefes de DO de los CINDACTA/SRPV	DECEA	28/04/11	29/04/11		
2.1.9	Elaborar la planificación de implementación de las medidas mitigadoras	Definir los plazos y los responsables para la implementación de las medidas mitigadoras	ASEGCEA	Reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo)	DECEA	02/05/11	27/05/11		

CONTROL DE SITUACIÓN (STATUS):	SIN EMPEZAR	EN CURSO	RETRASADO	CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 2 – EVALUACIÓN DE SEGURIDAD OPERACIONAL									
2.1	Elaboración de la evaluación de seguridad operacional, considerando las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
2.1.10	Elaborar el documento de gestión del riesgo a la seguridad operacional (DGRSO)	Concluir la elaboración de la evaluación de seguridad operacional	ASEGCEA	Reuniones con el equipo de expertos de las áreas involucradas en el análisis (equipo de gestión del riesgo)	DECEA	30/05/11	29/07/11		
2.1.11	Presentar la evaluación de seguridad operacional	Divulgar el resultado del trabajo con los riesgos detectados y las medidas mitigadoras, incluyendo las contingencias	ASEGCEA	Reunión con jefes de DO de los CINDACTA/SRPV	DECEA	16/08/11	17/08/11		
2.1.12	Divulgar el DGRSO	Divulgar la evaluación de seguridad operacional realizada para la implantación de la referida enmienda	SDOP	Encaminar, oficialmente, para las organizaciones y los sectores involucrados en la implementación de las medidas mitigadoras	DECEA	30/08/11	30/08/11		

DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO
SUBDEPARTAMENTO DE OPERACIONES

Av. General Justo nº 160 Castelo

Rio de Janeiro RJ Cep 20021-130

PLAN DE ACCIÓN

Nº 003 /SDOP FECHA: 30 / 07 / 10

IMPLANTACIÓN DEL NUEVO FORMATO DE PLANO DE VUELO CON LA APLICACIÓN DE LA ENMIENDA 1 A LA 15ª EDICIÓN DEL PANS-ATM DE LA OACI (DOC 4444)

SISTEMAS AUTOMATIZADOS

CONTROL DE SITUACIÓN (STATUS): SIN EMPEZAR | EN CURSO | RETRASADO | CONCLUIDO

ÍTEM	QUE	POR QUE	QUEM	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 3 – SISTEMAS AUTOMATIZADOS									
3.1	Actualización de los sistemas automatizados afectados por las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
3.1.1	Analizar el contenido de la referida Enmienda	Evaluar el alcance de las modificaciones que serán implementadas	SDTE	Con la participación de representantes del SDTE y de la CISCEA	SDTE	16/08/10	25/08/10		
3.1.2	Identificación de los posibles impactos de la implantación del nuevo formato de plan de vuelo	Identificar los sistemas que serán actualizados, afectados por la aplicación de la Enmienda	SDTE	Reuniones con los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.)	SDTE	23/08/10	26/08/10		
3.1.3	Elaborar informe con los posibles impactos detectados	Consubstanciar respuesta a la consulta realizada por la Oficina Regional de la OACI en Lima	SDTE	Descripción sucinta de los tópicos y relleno de la planilla de Evaluación de Impactos elaborada por el Proyecto C3	SDTE	27/08/10	30/08/10		
3.1.4	Evaluación de las capacidades actuales y futuras de procesamiento del plan de vuelo con respecto al contenido de la Enmienda 1	Definir el esfuerzo a ser consumido en las acciones de actualización de los sistemas automatizados afectados	CISCEA	Recopilación de información junto a los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.)	CISCEA	08/09/10	20/12/10		
3.1.5	Especificar y contratar las actualizaciones de sistemas necesarias	Permitir el desarrollo de las actualizaciones necesarias de los sistemas	CISCEA	Elaboración de especificación de requisitos e instrumentos de contratación pertinentes	CISCEA	10/01/11	31/03/11		
3.1.6	Desarrollar las actualizaciones necesarias de los aplicativos	Permitir los ensayos, visando la aplicación de la Enmienda	CISCEA	Metodología de desarrollo de aplicativos críticos	CISCEA	04/04/11	30/12/11		

CONTROL DE SITUACIÓN (STATUS):	SIN EMPEZAR	EN CURSO	RETRASADO	CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 3 – SISTEMAS AUTOMATIZADOS									
3.1	Actualización de los sistemas automatizados afectados por las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
3.1.7	Conducir ensayos entre sistemas con capacidad de procesamiento del nuevo plan de vuelo	Evaluar de forma anticipada las alteraciones de software desarrolladas, permitiendo la ejecución de los ajustes necesarios	CISCEA	Creación de prototipo, ensayos, reuniones para validación	CISCEA	18/07/11	30/06/12		
3.1.8	Definición de los pasos de transición basados en los sistemas: a) con capacidad de procesar ambos los formatos: el actual y el nuevo; b) que serán modernizados o implementados antes de 2012 y que serán capaces de procesar el nuevo formato de plan de vuelo	Publicar las acciones de transición que serán adoptadas para conocimiento de los usuarios y demás interesados	SDOP	Reuniones con los diversos segmentos involucrados (desarrolladores, mantenedores, proveedores de sistemas, etc.)	DECEA	24/01/11	30/06/11		
3.1.9	Conducir las acciones de transición de acuerdo con lo preestablecido	Realizar la transición para el nuevo formato	COMITÊ	Monitorear la aplicación de los pasos acordados y divulgados para la fase de transición	DECEA	01/04/12	31/07/12		
3.1.10	Descontinuar los sistemas para apoyo del formato actual	Conclusión de las implementaciones y efectuación del nuevo formato	CISCEA	Actualizar las versiones de los aplicativos involucrados para solamente permitir el nuevo formato	CISCEA	17/12/12	28/12/12		

DEPARTAMENTO DE CONTROL DEL ESPACIO AÉREO
SUBDEPARTAMENTO DE OPERACIONES

Av. General Justo nº 160 Castelo

Rio de Janeiro RJ Cep 20021-130

PLAN DE ACCIÓN

Nº 004 /SDOP FECHA: 30 / 07 / 10

IMPLANTACIÓN DEL NUEVO FORMATO DE PLAN DE VUELO CON LA APLICACIÓN DE LA ENMIENDA 1 A LA 15ª EDICIÓN DEL PANS-ATM DE LA OACI (DOC 4444)

INSTRUCCIÓN Y ENTRENAMIENTO

CONTROL DE SITUACIÓN (STATUS): SIN EMPEZAR | EN CURSO | RETRASADO | CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 4 – INSTRUCIÓN Y ENTRENAMIENTO									
4.1	Instrucción con relación a las normas nacionales afectadas por las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
4.1.1	Presentar las enmiendas elaboradas para las normas nacionales	Divulgar las modificaciones de las normas nacionales decurrentes de la Enmienda 1 al PANS-ATM	SDOP DGNA	Reunión con los usuarios, representantes de los órganos regionales y demás interesados	DECEA	05/05/11	05/05/11		
4.1.2	Elaborar programación para seminarios internos	Planificar la divulgación al público interno, en especial el de las áreas ATM, AIS y COM	SDOP PLN	Grupo de trabajo con representantes del SDOP para elaboración del material necesario para los seminarios	DECEA	13/06/11	17/06/11		
4.1.3	Elaborar programación para seminarios externos	Planificar la divulgación al público externo (usuarios civiles y militares)	SDOP PLN	Grupo de trabajo con representantes del SDOP para elaboración del material necesario para los seminarios	DECEA	13/06/11	17/06/11		
4.1.4	Realizar seminario (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 1 DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 1	30/08/11	01/09/11		
4.1.5	Realizar seminario (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 2 DO	Designar representantes del DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 2	13/09/11	15/09/11		
4.1.6	Realizar seminario (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 3 DO	Designar representantes del DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 3	27/09/11	29/09/11		
4.1.7	Realizar seminario (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 4 DO	Designar representantes del DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 4	18/10/11	20/10/11		
4.1.8	Realizar seminario (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	SRPV SP DO	Designar representantes del DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	SRPV SP	08/11/11	10/11/11		

CONTROL DE SITUACIÓN (STATUS):	SIN EMPEZAR	EN CURSO	RETRASADO	CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 4 – INSTRUCCIÓN Y ENTRENAMIENTO									
4.1	Instrucción con relación a las normas nacionales afectadas por las modificaciones producidas en la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
4.1.9	Realizar seminario para los usuarios (público externo)	Instruir el público externo (usuarios civiles y militares)	SDOP	Designar representantes del SDOP para impartir instrucción a los usuarios en el formato de seminario	DECEA	28/11/11	28/11/11		
4.1.10	Realizar seminario para los usuarios (público externo)	Instruir el público externo (usuarios civiles y militares)	SRPV SP DO	Designar representantes de la DO para impartir instrucción a los usuarios en el formato de seminario	São Paulo	30/11/11	01/12/11		
4.1.11	Realizar seminario centrando en los aspectos de la fase de transición y de las medidas de contingencia (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 1 DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 1	28/02/12	01/03/12		
4.1.12	Realizar seminario centrando en los aspectos de la fase de transición y de las medidas de contingencia (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 2 DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 2	06/03/12	08/03/12		
4.1.13	Realizar seminario centrando en los aspectos de la fase de transición y de las medidas de contingencia (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 3 DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 3	13/03/12	15/03/12		
4.1.14	Realizar seminario centrando en los aspectos de la fase de transición y de las medidas de contingencia (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	CINDACTA 4 DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	CINDACTA 4	20/03/12	22/03/12		
4.1.15	Realizar seminario centrando en los aspectos de la fase de transición y de las medidas de contingencia (público interno)	Instruir el público interno, en especial el de las áreas ATM, AIS y COM	SRPV SP DO	Designar representantes de la DO para impartir instrucción al efectivo operacional del órgano regional en el formato de seminario	SRPV SP	27/03/12	29/03/12		
4.1.16	Realizar seminario para os usuarios (público externo) centrando en los aspectos de la fase de transición y de las medidas de contingencia	Instruir el público externo (usuarios civiles y militares)	SDOP	Designar representantes del SDOP para impartir instrucción a los usuarios en el formato de seminario	DECEA	02/04/12	02/04/12		
4.1.17	Realizar seminario para os usuarios (público externo) centrando en los aspectos de la fase de transición y de las medidas de contingencia	Instruir el público externo (usuarios civiles y militares)	SRPV SP DO	Designar representantes de la DO para impartir instrucción a los usuarios en el formato de seminario	São Paulo	04/04/12	05/04/12		

CONTROL DE SITUACIÓN (STATUS):	SIN EMPEZAR	EN CURSO	RETRASADO	CONCLUIDO

ÍTEM	QUE	POR QUE	QUIEN	COMO	DONDE	CUANDO		STATUS	OBSERVACIONES
						INICIO	TÉRMINO		
MÓDULO 4 – INSTRUCCIÓN Y ENTRENAMIENTO									
4.1	Instrucción con relación a las normas nacionales afectadas por las modificaciones producidas por la Enmienda 1 a la 15ª Edición del PANS-ATM de la OACI (Doc 4444)								
4.1.18	Realizar instrucción específica, reforzando los aspectos operacionales de la fase de transición y las medidas de contingencia	Instruir el público interno, en especial el de las áreas ATM, AIS y COM de los Destacamentos	CINDACTA 1 DO CINDACTA 2 DO CINDACTA 3 DO CINDACTA 4 DO SRPVSP DO	Designar representantes del órgano regional para impartir instrucción al efectivo operacional de los Destacamentos en el formato de seminario	CINDACTA 1 CINDACTA 2 CINDACTA 3 CINDACTA 4 SRPV SP	26/06/12	28/06/12		

APPENDIX E

REQUIREMENTS FOR THE UPDATE OF THE AIRCON 2000 SYSTEM SOFTWARE, ACCORDING TO AMENDMENT 1 TO THE 15TH EDITION OF THE ICAO PANS ATM (DOC. 4444). (DINACIA – URUGUAY)

REQUIREMENT	PROCESSING IN THE AUTOMATED SYSTEM
Will not be filed more than 120 hours before the estimated off-block time of a flight. The date of departure of the flight will be inserted in ITEM 18 of the flight plan.	• Accept, validate and store the flight plan • During the 120 hour period, allow the FPL to be updated with DLA, CHG, CNL, and other messages. • Activate the FPL according to the date indicated in ITEM 18, DOF/. • Validation of the flight plan by: EFFECTIVE DATE, IDENTIFICATION, ORIGIN, EOBT and DESTINATION. (The possibility of including the 5 items to validate an FPL will solve some problems arising with an aircraft that conducts consecutive local flights.)
ITEM 7 - AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)	• Identification of the aircraft with alphanumeric characters, without hyphens or symbols
ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS) Specify flight status in ITEM 18 following the STS indicator if a specific ATS handling is required.	• Process the flight rule changes included in ITEM 15, Route • Show in the flight display the changes in the flight rules (*e.g.* colour of the label, etc.) • Include in ITEM 18 STS/ information about the flight progress strip • Include it in the tabular displays (LIST) of the system.
ITEM 10: EQUIPMENT AND CAPABILITIES (radio communications and navigation and approach aids).	• Accept and validate the alphanumeric characters with the new meanings, as well as that established in the corresponding notes. • Display of the letter R in a preferential place in the LIST; supplementary information listed in ITEM 18 must be displayed (PBN/ descriptors). • The letter R must appear in the flight label and in the paper flight progress strip. • The STCA MTCA and RAM alerts that result from the inclusion of the letter R in the flight plan shall contemplate the different RNAV route compliance requirements (route or TMA).
ITEM 10: EQUIPMENT AND CAPABILITIES (surveillance)	• Accept and validate the alphanumeric characters with the new meanings, as well as that established in the corresponding notes. • Accept and validate the additional surveillance applications listed in ITEM 18 following the SUR/ indicator.
ITEM 13 Aerodrome and time of departure (8 characters).	• When the aerodrome of origin is ZZZZ, present in the flight progress strip and in the tabular display (List) that established in ITEM 18 in DEP/. (Name and location and/or the first point of the route or the radio beacon.)
ITEM 15 Route	• Define a point, with bearing and distance from a significant point; this point shall accept from 2, 3, 5 to 6 characters, plus 3 figures for magnetic degrees, plus 3 figures for the nautical miles. Although the amendment refers to a "*significant point*" that currently has a maximum of 5 letters, consideration is being given to the possibility of increasing significant point identification to 6 letters. Accordingly, it would be advisable to have this modification already in place.
ITEM 16: DESTINATION AERODROME AND TOTAL EXPECTED DURATION (8 characters). ALTERNATE DESTINATION AERODROMES	• When the destination aerodrome is ZZZZ, present in the flight progress strip, in the tabular display (List) and in the FPL window, that established in ITEM 18 under DEST/. • When the alternate aerodrome is ZZZZ, present in the FPL window of the system that established in ITEM 18 in ALTN/.

REQUIREMENT	PROCESSING IN THE AUTOMATED SYSTEM
ITEM 18 Other data	• Given the importance that Amendment 1 assigns to this ITEM, due to the large amount of additional information that it provides, it is absolutely necessary for this information to be visible on the system flight plan window. Furthermore, a careful selection must be made of the information to be included in the paper flight progress strips, in the tabular display (List), in the system FPL window and in the flight labels, as well as its direct incidence, when so required, on STCA, MTCA y RAM (Route Adherence Monitoring) alarms, which shall be selective based on the requirements of the route segments and/or approach being used by the aircraft. • **STS/** accept and validate all the descriptors listed in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444), with the characteristics established therein, and accept and validate other reasons for special ATS handling, which will be listed under the **RMK/** designator. • **PBN/** accept and validate all the descriptors listed in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444), with the characteristics established therein (using a maximum of 8 entries, no more than 16 characters in total). • **NAV/** accept and validate navigation equipment data not specified in PBN/ and indicate GNSS augmentation, leaving a space between two or more augmentation methods. • **COM/** accept and validate communication applications or capabilities not specified in ITEM 10a. • **DAT/** accept and validate data applications or capabilities not specified in ITEM 10a. • **SUR/** accept and validate surveillance applications or capabilities not specified in ITEM 10b. • **DEP/** accept and validate, when ZZZZ is inserted in ITEM 13, according to that established in the AIP Uruguay, the pre-warning strip of the corresponding sector must display the name of the aerodrome of departure in plain language, the tabular display (List) and the system FPL window must show the coordinates or bearing and distance of a significant point, and the first point on the route, name or LAT/LONG or radio beacon must be entered in ITEM 15, Route. • **DEST/** accept and validate, when ZZZZ is inserted in ITEM 16, according to that established in the AIP Uruguay, the corresponding sector strip, the tabular display (List) and the system FPL window must show the place of destination in plain language, and the coordinates or bearing and distance from a significant point are entered in ITEM 15 Route**.** • **DOF/** accept and validate the date of departure of the flight in a 6-figure format (YYMMDD, where YY is the year, MM is the month, and DD is the day). The system must maintain, update and activate the FPL according to the date specified in this item. • **REG/** accept and validate, according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). • **EET/** accept and validate significant point designators or FIR boundaries and total expected duration from take-off to such points or FIR boundaries, when prescribed in regional air navigation agreements or by the appropriate ATS authority. • **SEL/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). • **TYP/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). This information must be visible in pre-warning strips, in the tabular display (LIST) and in the system FPL window. • **CODE/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444).

REQUIREMENT	PROCESSING IN THE AUTOMATED SYSTEM
	• **DLE/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). Furthermore, these values must have an impact on system route estimates. • **OPR/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC 4444). • **PER/** accept and validate according to that established in Amendment 1 to the 15th Edition of PANS ATM (DOC. 4444). • **ORGN/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). • **ALTN/** accept and validate the location in LAT/LONG or the bearing and distance with respect to the closest significant point. This information must be visible on the system FPL window. • **RALT/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). This information must be visible on the system FPL window. • **TALT/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). This information must be visible on the system FPL window, printed in the TWR and APP pre-warning strip, and in the tabular display (LIST). • **RIF/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444). • **RMK/** accept and validate according to that established in Amendment 1 to the 15th Edition of ICAO PANS ATM (DOC. 4444).

- **<u>Repetitive flight plans (RPL)</u>**

  - ITEM G Supplementary Data. In the cargo window of each repetitive flight, have a space available for entering the NAME and DETAILS of the appropriate contact at the organisation where the information of ITEM 19, Supplementary Information, for that flight is available. This information must be of easy access for the operational controller.

APPENDIX F / APENDICE F

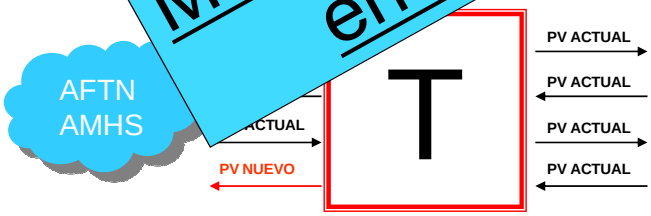
SOLUCIONES PROPUESTAS

SOLUCIÓN 1: Máquina Transformadora de Datos

- Se introduce entre el sistema y la línea AFTN (no invasiva).
- Basada en la matriz de transformación definida por OACI.
- Gestiona los PV con tiempos superiore… horas y y mensajería ATS, introduciéndolos … a de Automatización en el moment…
- Los sistemas se siguen co… ahora:

Mantiene al sistema en operación

NO CA… …L SISTEMA
P… …RMATO ACTUAL



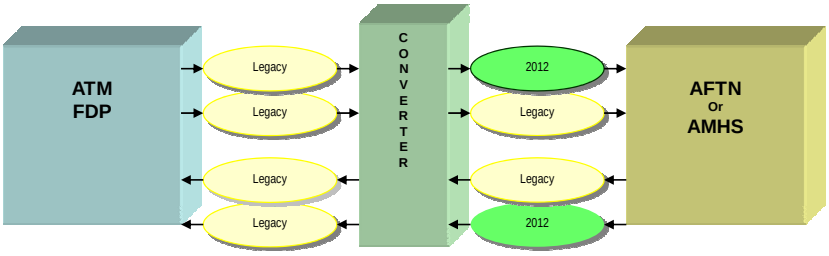
indra

Taller para LA IMPLANTACIÓN DEL NUEVO FORMATO DE PLAN DE VUELO
Lima, 13 a 15 septiembre 2.010

APPENDIX G / APENDICE G

Converter

The Converter interfaces with the AFTN/AMHS circuit and your ATM/FDP system and provides a conversion from the new format to the legacy or old flight plan format and vice-versa



ADACEL

Summary

- In order to be compliant with the ICAO new flight plan (INFPL), applicable on 15 November 2012

The ANSP's and other Flight Planning facilities will have to:

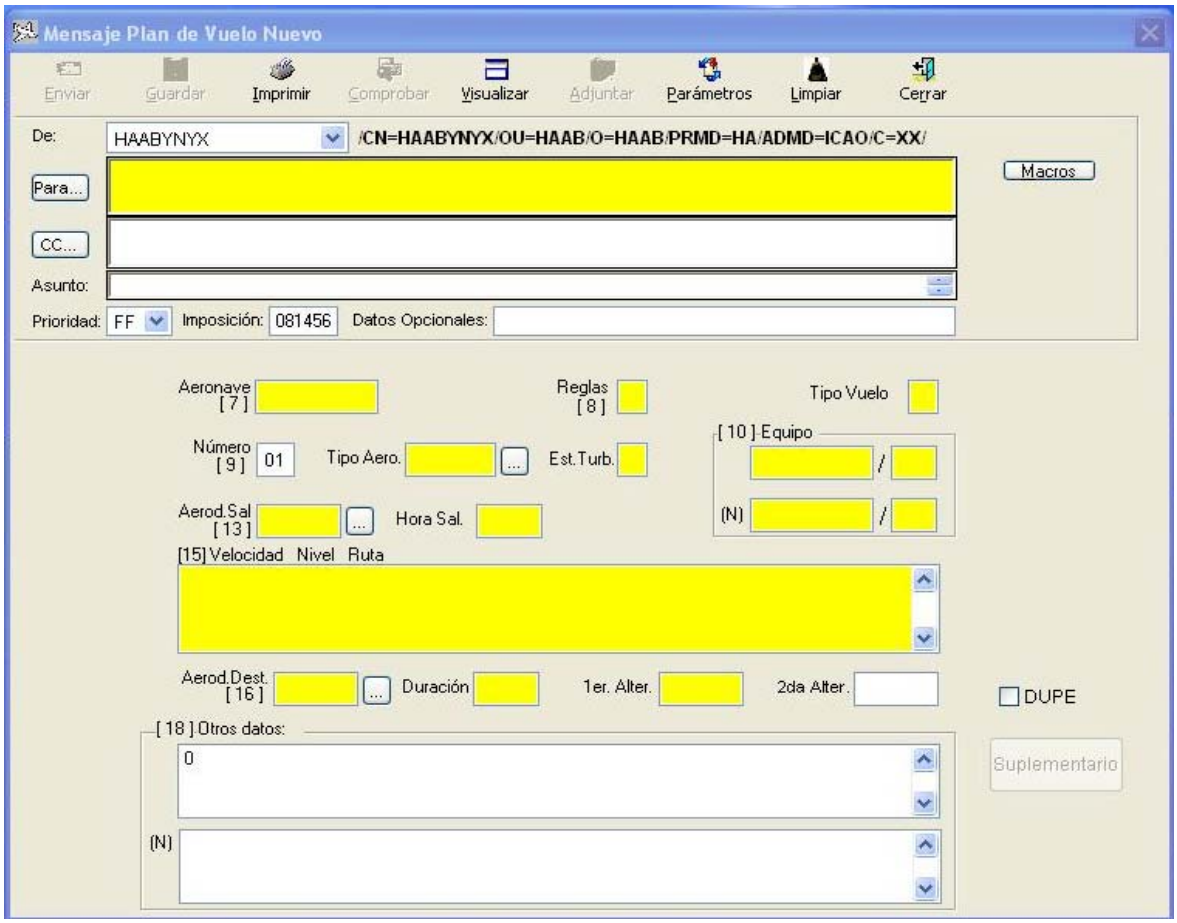
✓ Upgrade the ATM system,

✓ Replace the ATM system, or

✓ Interface a converter into the AFTN/AMHS

ADACEL

APPENDIX H / APENDICE H



APPENDIX I / APENDICE I

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		
1	2	3	5	6
Argentina		Omar GouarnalusseDepartamento CNS de la Dirección Nacional de Servicio de Navegación Aérea y Aeródromo, ANAC	ogouarna@faa.mil.ar	T: + 54 11 4317 6667
Bolivia		Miguel Castillo Ochoa Jefe Unidad ATM/SAR, DGAC	mcastillo@dgac.gov.bo	T: +591 2 211 4465
		Ivan Rojas Zeballos Supervisor ACC, AASANA	irojas@asana.gov.bo	T: +591 2 281 0203
Brasil	ATM/ PBN	Jorge Wilson de Avila F. Penna Departamento de Control del Espacio Aéreo, DECEA	adjpln@decea.gov.br	T: +5521 94997635 +5521 21016477
Chile		Marcial Vidal Arriagada Controlador de Tránsito Aéreo, DGAC	mvidal@dgac.cl	T: +56 2 290 4709
Colombia	PBN	Gladys Mercedes Roa de la Cruz AIS, UAEAC	gladis.roa@aerocivil.gov.co	T: +571 266 3693 +571 266 2514
Ecuador		**TBD**		
French Guiana		Jean Jacques Deschamps Head, Technical Department for the ANSP in French Antilles and Guyana, DIRAC	jean-jacques.deschamps@aviation-civile.gouv.fr	
Guyana		Chaitrani Heeralall Director Air Navigation Services, CAD	dans@gcaa-gy.org	T: +592 261 2217 F: +592 261 2293
		Rickford Samaroo Manager ATS Operations, CAD	satcori@hotmail.com	T: +592 261 2564 F: +592 261 2279
Panamá		Arístides Villareal Jefe del Departamento de Telecomunicaciones, AAC	avillareal@aeronautica.gob.pa	T: +507 501 9825/501 9826 F: +507 501 9848
Paraguay		Liz Rocío Portillo Castellanos Sección Normas y Reglamentos, DINAC	nyrlrpc@dinac.gov.py lizroportillo@gmail.com	T: +595 21 205 365
		David Ricardo Torres Sección Terminales AMHS/GTE, DINAC	dr.torres33@gmail.com	T: +595 21 645707/08 +595 21 205365 F: +595 21 645598
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		Doris Kranenburg AIS/Maps and Charts and Communication	ais@cadsur.sr; do12burg@hotmail.com	Tel.: +597 498-898 Fax:+ 597 498-901
Uruguay		José Pastoriza Rodríguez Adjunto Oficina Técnica de Tránsito Aéreo, DINACIA	jpastori@gmail.com	T: +5982 604 0251, Ext. 5200 F: +5982 6040251, Ext. 5201

Note: N/A = Not available

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
Venezuela		Kender Ferrer Jefe OPS ACC MIQ, INAC	k.ferrer@inac.gob.ve	T: +58 212 580 4444 F: +58 426 3317 687
		Vicente Fiore Jefe de MMTO Radar Maiquetía, INAC	v.fiore@inac.gob.ve	T: +58 416 6235 643
		Benjamín Uquillas Jefe Subcentro Comunicaciones Maiquetía, INAC	buquillas@gmail.com	T: +58 412 721 5068

Note: N/A = Not available