International Civil Aviation Organization
South American Regional Office
Seminar/Workshop on the Implementation of the New Flight Plan Format in the SAM Region
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Agenda Item 3: Analysis of the impact of the implementation of the new flight plan format on the automated systems of the SAM Region

RESULTS OF THE ANALYSIS OF THE TESTS CONDUCTED IN THE SAM REGION ON THE IMPACT OF THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT ON AUTOMATED SYSTEMS

(Presented by the Secretariat)

SUMMARY	
This working paper shows the results of the tests conducted on the impact of the implementation of the new flight plan format on the automated systems installed in the main ACCs of the SAM Region.	
Reference: Report of the SAM/IG/5 meeting (Lima, Peru, 10-14 May 2010).	
ICAO Strategic Objectives:	*A – Safety* *D – Efficiency*

1. Introduction

1.1 In order to support SAM States with the analysis of the impact of the implementation of the new flight plan format on the automated systems installed at the various ATS units, the SAM/IG meeting, with the support of Project RLA/06/901, developed a form for this purpose. The form consists of a table containing the changes made in the new flight plan format in keeping with Amendment 1 of the 15th Edition of ICAO Doc 4444, and a referential analysis of the impact of the implementation of the new flight plan format on the systems and equipment involved in a flight plan. This form is contained in Attachment E to the Appendix to WP/6.

1.2 The SAM/IG/5 meeting, upon reviewing this form, formulated Conclusion SAM/IG/5-9 - *Analysis of the impact of Amendment 1 to PANS/ATM on automated systems*, to be used by SAM States as a reference for an initial analysis of the implementation of the new flight plan format on the systems and equipment involved in the flight plan process. Once completed the analysis, the results would be sent by 30 August 2010 to the ICAO SAM Regional Office to be presented at this event.

1.3 Likewise, as a follow-up to Conclusion SAM/IG/5-9, on 16 July 2010, the Regional Office sent LT 12/3.54 – SA481 - *Analysis of the impact of the implementation of the new flight plan format on automated systems.*

1.4 Also, as part of the activities envisaged for the ICAO Special Implementation Project (SIP), a panel on ACC automation systems analysed the impact of the implementation of the new flight plan format on the automated systems installed in the ACCs of Buenos Aires-Ezeiza, Guayaquil and Santiago de Chile, as well as the APP of Quito.

2. Analysis

2.1 In order to determine the impact of the implementation of the new flight plan format on automated systems, the following systems and equipment involved in the flight plan process were analysed: AFTN system, AMHS system, repetitive flight plan system, flight plan processing system (FDP), automatic flight progress printing equipment, radar data processing system (RDP) and flight plan display system (IHM). The form used as initial reference for the holding of trials is presented as Attachment E to WP/6.

2.2 **Appendix A** to this working paper contains information on the make and model of the systems and equipment analysed in order to see their behaviour with the new flight plan format.

2.3 A summary of the results of the analysis of the equipment and systems indicated in paragraph 2.1 of this working paper is hereunder. **Appendix B** to this paper presents the complete results.

AFTN/AMHS Systems

2.4 A flight plan is initially entered into an AFTN or AMHS terminal. In order to facilitate the transcription of the flight plan, the AFTN or AMHS terminal contains a template with the same format as the ICAO flight plan form model shown in Doc 4444, Chapter 16, Appendix 2. Some AFTN or AMHS system providers, in addition to providing the flight plan form in their terminals, programme the user terminal template so that the information to be inserted by the operator corresponds exactly to what has been contemplated in each of the fields of the current form in Doc 4444. Thus, if information that is not contemplated in the fields of the current flight plan form is inserted in the template, it will be rejected to avoid possible errors that the operator might make when transcribing a flight plan.

2.5 From the analysis conducted in the SAM States, it has been determined that AFTN or AMHS systems that have in their user terminals templates that can be fed only with the information foreseen in the current flight plan form of Doc 4444 reject the transcription of the new information foreseen in the new flight plan format. Of the systems analyzed, only the AMHS terminals templates have this function.

2.6 Therefore, if the new alphanumeric values (E1 to E3; J1 to J6; M1 to M3; and P1 to P9) are inserted in an AMHS terminal in Item 10 of the new FPL form, corresponding to radio communication equipment and capabilities and navigation and approach aids, they are not accepted by the templates of the existing AFTN or AMHS terminals due to the presence of numeric values not contemplated in Item 10 of the current flight plan form.

2.7 The insertion of letters A and B in Item 10, corresponding to radio communication equipment and capabilities and navigation and approach aids, is accepted by the template of the AMHS systems analyzed.

2.8 The insertion of alphanumeric values B1, B2, D1, G1, U1, U2, V1 and V2 in Item 10, which corresponds to surveillance equipment and capabilities, is not accepted by the existing AFTN or AMHS terminal templates due to the presence of numeric values not contemplated in Item 10 of the current flight plan form. Furthermore, the insertion of the new letters E, H and L in Item 10, corresponding to surveillance equipment and capabilities, is not accepted in some templates of AFTN or AMHS terminals.

2.9 The template of the AMHS terminal accepts any new information contemplated in Item 18 of the new flight plan format, since this Item accepts any alphanumeric value.

2.10 Fields 10 and 18 of AFTN or AMHS terminal templates can accommodate sufficient characters for the inclusion of the current requirements of the flight plan form, but this capacity might not be enough for the new flight plan format in view of the new alphanumeric characters that have been added.

2.11 All AFTN terminals analyzed accept the new alphanumeric values contemplated in the new flight plan format templates, but without the programming that permits avoiding errors upon transcribing the information.

Repetitive flight plan (RPL) system

2.12 The analysis of this system reveals that the States that have repetitive flight plan systems installed have no problem to accept the new alphanumeric values for the identification of communication, navigation and surveillance equipment and capabilities, as well as the new indicators, since the repetitive flight plan form does not contain information that corresponds to Itemes 10 and 18 of the new flight plan format.

2.13 Tests were conducted in States that had implemented RPL systems, whereby the new alphanumeric values and indicators were inserted in Item Q (Remarks) of the repetitive flight plan form specified in Doc 4444, Chapter 16, Appendix 2, and the system accepted said values.

Flight plan processing (FDP) system

2.14 None of the flight plan processing systems installed in the Region accepts the new alphanumeric values in Item 10 to identify the new communication, navigation and surveillance equipment and capabilities, as well as the new identifiers in Item 18.

2.15 The FDP of the AIRCON 2100 system, upon rejecting messages with unknown content, shows the following error message “Unknown Message Type” and does not permit any manual changes to said message, which would make it much more difficult to make manual corrections. However, this fact prevents any mistaken message to enter the system and its possible consequences.

Automatic printing of flight progress strips

2.16 Automatic flight progress printers do not use the new alphanumeric values of the new flight plan format; likewise, the automatic flight progress printers accept the new alphanumeric values and, thus, are not directly affected.

Radar data processing system (RDP)

2.17 The analysis of the impact of the new flight plan format on radar data processing systems (RDP) shows that they are not affected because they do not require the new communication, navigation and surveillance equipment and capabilities specified in the new flight plan form.

2.18 The implementation in the RDP of processes for the identification and display of the new communication, navigation and surveillance equipment and capabilities does not represent a requirement for implementation by 15 November 2012; gradual implementation can go beyond 2012.

Flight plan display (IHM)

2.19 Tests show that the flight plan display system is not affected by the new contents of the flight plan form. If a flight plan is not displayed, it is because the FDP is affected by the new form.

3. Conclusions

3.1 The tests conducted in the SAM Region concerning the impact of the implementation of the new flight plan format on automated systems, whose results are shown in **Appendix B** to this working paper, have led to the following conclusions:

AFTN/AMHS systems

3.2 SAM States should begin drafting the technical specifications for the implementation of modifications to the templates of the installed AMHS terminals, 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 Itemes 10 and 18 of AMHS terminals. Changes should be implemented by 31 December 2011.

Flight plan processing systems

3.3 Likewise, SAM States should start preparing the technical specifications 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 late 2011.

Other systems and equipment

3.4 For the entry into effect of the new flight plan format on 15 November 2012 and in keeping with the assessment made in the Region, no modifications would be required in the repetitive flight plan system, in the automatic flight progress strip printer, the radar data processing system, or in the display of the new flight plan format.

Complete tests at national level

3.5 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 SAM States, States should 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.

4. Suggested action

4.1 The Meeting is invited to:

a) Take note of the information contained in this working paper;
b) Review the results of the analysis conducted on the impact of the implementation of the new flight plan format, indicated in section 2 of this working paper, as well as in Appendix B to this working paper;
c) Review the action taken in section 3 of this working paper, and formulate recommendations in this regard; and
d) Review other related aspects that the Meeting may deem appropriate.

APPENDIX A / APENDICE A

MARK 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 B

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.

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ATTACHMENT A TO APPENDIX B

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.
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
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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.	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
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

* 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.	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

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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	

* 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
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ATTACHMENT B TO APPENDIX B

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.

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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.

* 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 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)* **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.

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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 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
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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	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
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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	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.

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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	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

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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	
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	

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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

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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

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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

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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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ATTACHMENT C TO APPENDIX B

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.

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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 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.

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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.
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

* 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
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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

* 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
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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

* 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

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

ATTACHMENT D TO APPENDIX B

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.

* 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.
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
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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

* 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
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

* 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-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	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
  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
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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
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 E TO APPENDIX B

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
  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 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
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 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.
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.

* 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)* **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.
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.

* 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)* **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.
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.

* 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)* **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
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-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
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 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
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, 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
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, 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 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 B

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.
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
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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

* 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)* **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
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

* 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 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

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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	
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	

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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 G TO APPENDIX B

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.

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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.
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.

* 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)* **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: 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

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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	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

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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	
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	

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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

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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

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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

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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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