



SAM/IG/5-WP/16  
19/04/10

**International Civil Aviation Organization  
South American Regional Office**

**FIFTH WORKSHOP/MEETING OF THE SAM IMPLEMENTATION GROUP (SAM/IG/5)  
REGIONAL PROJECT RLA/06/901**

**Lima, Peru, 10 - 14 May 2010**

**Agenda Item 7: Operational implementation of new ATM automated systems and integration of the existing ones**

**IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE SAM REGION**

(Presented by the Secretariat)

**Summary**

This working paper contains information about the current and foreseen status of implementation of the new flight plan format (Amendment 1 to the 15th Edition of the PANS/ATM - ICAO Document 4444).

**References:**

- Amendment 1 to the 15th Edition of the PANS/ATM – Doc 4444 (ICAO State Letter AN13/2.1-08/50 of 25 June 2008);
- Guidelines for the insertion of flight plan information according to Amendment 1, PANS/ATM – Doc 4444, 15th Edition (ICAO State Letter AN 13/2.1-09/9 of 6 February 2009);
- Report of the SAM/IG/4 meeting (Lima, Peru, 19-23 October 2009);
- Report of the GREPECAS CNS/ATM/SG/1 meeting (Lima, Peru, 15-19 March 2010); and
- Strategy for the implementation of Amendment 1 to the 15th Edition of the PANS/ ATM – Doc 4444 in the CAR/SAM Regions.

<b>ICAO Strategic Objective:</b>	<i>D - Efficiency</i>
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**1. Introduction**

1.1 Amendment 1 to the 15th Edition of the PANS/ATM – Doc 4444 was published on 25 June 2008 through ICAO State Letter AN13/2.1-08/50. The amendment, which appears in **Appendix A** to this working paper, presents significant modifications in boxes 10 and 18 with respect to the current flight plan format.

1.2 Amendment 1 to the PANS-ATM is basically aimed at updating the ICAO flight plan format in order to meet the needs of aircraft with advanced capabilities and the requirements of automated air traffic management (ATM) systems.

1.3 Although Amendment 1 has been published, Document 4444 shows all flight plan format information unchanged until the new format becomes effective on 15 November 2012.

1.4 Given the extent of the changes to the flight plan format, it is necessary to start preparing immediately so that by 15 November 2012, the new flight plan format is implemented in all the States of the world.

1.5 The implementation of the new format warrants a modification of the systems involved in flight plan processing, as well as a transition period to allow both the new and the current flight plan to operate until only the new flight plan is used.

1.6 Both airspace users and air navigation service providers are involved in this process. Users and air navigation service providers share the task of implementing the new flight plan format at national, regional and inter-regional level.

1.7 In relation to the implementation of the Amendment, the GREPECAS/15 meeting formulated Conclusion 15/35 - *Implementation of the new ICAO flight plan model*, aimed at the development of a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions.

1.8 In order to support States in the transition to the new flight plan format, ICAO developed some guidelines for the insertion of flight plan information in keeping with Amendment 1 to the 15<sup>th</sup> Edition of the PANS/ATM – Doc 4444. These guidelines are contained in ICAO State Letter AN 13/2.1-09/9 of 6 February 2009, copy of which is shown in **Appendix B** to this working paper.

1.9 These guidelines have been developed in order to make it easier for airspace users and air navigation service providers to use both the current and the new information of the flight data processing systems during the transition period.

1.10 Pursuant to GREPECAS Conclusion 15/35 and taking into account ICAO guidelines, the SAM Region developed a strategy for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of Doc 4444, which was reviewed and approved at the SAM/IG/4 meeting.

1.11 In order to begin the new format implementation process, the SAM/IG/4 meeting formulated Conclusion SAM/IG/4-11 - *Action Plan for the implementation of Amendment 1 to Doc. 4444*, so that the SAM States could prepare action plans for the implementation of the amendment.

## 2. **Analysis**

### *Regional strategy for the implementation of Amendment 1 to the PANS/ATM*

2.1 The strategy for the implementation of Amendment 1 to the PANS/ATM was presented at the first meeting of the CNS/ATM Subgroup, held in Lima on 15 - 19 March 2010, for its application in the CAR/SAM Regions.

2.2 The Subgroup reviewed and approved the implementation strategy for the CAR/SAM Regions, and formulated draft Conclusion CNS/ATM/1-8 - *Implementation of the new flight plan format in the CAR/SAM Regions*. The CAR/SAM strategy for the implementation of the amendment is shown as **Appendix C** to this working paper.

*National action plans for the implementation of Amendment 1 to the PANS/ATM*

2.3 Pursuant to Conclusion SAM/IG/4-11, SAM States had to prepare by 30 March 2010 action plans for the implementation of the amendment, based on the strategy approved by the SAM/IG/4 meeting.

2.4 By the cited date, the SAM Regional Office received an action plan prepared by Uruguay and a letter from Brazil asking for an extension of the deadline for the development of the action plan. In this regard, the ICAO Regional Office sent letter SA110 on 31 March 2010 extending the date to 30 April 2010. The letter stated that the strategy approved at the first meeting of the CNS/ATM Subgroup had to be applied for the development of the action plan. It is expected that the States of the Region will submit their initial action plan at the SAM/IG/5 meeting.

*Nomination of the focal point for coordination of the implementation of Amendment 1 to the PANS –ATM*

2.5 In order to implement the new flight plan format in the SAM Region in a coordinated manner, the States need to nominate a focal point to coordinate the implementation of the new format during the transition phase with ICAO and the other focal points nominated in the Region. In this regard, the ICAO SAM Regional Office sent letter SA224 on 14 April 2010 to all SAM States asking them to send to this Office the name of the focal point by 7 May 2010. **Appendix D** to this working paper lists the names of the focal points received at the Regional Office.

2.6 Likewise, the States should establish a national committee made up by air navigation service providers and users to coordinate the implementation of the new format through coordination meetings.

*Analysis of the impact of Amendment 1 to the PANS/ATM on automated systems*

2.7 Before implementing the new flight plan format, each SAM State must examine the possible impact of the implementation of Amendment 1 to the PANS/ATM on the automated systems involved in flight plan processing. In this regard, **Appendix E** to this working paper contains a table showing all the changes foreseen in boxes 10 and 18 of the new flight plan format, and an initial analysis of their impact on the equipment involved in flight plan processing, such as the AFTN system, the repetitive flight plan system, the flight plan processor, the flight strip printer, the radar data processing system, and the flight plan display system. The flight plan messages affected by the new flight plan format (boxes 10 and 18) are FPL, ALR and CPL.

2.8 The Meeting should examine this table and, if it deems it appropriate, it should be used by SAM States to analyse the impact of the new flight plan format on the automated systems involved in flight plan processing.

2.9 Once this analysis has been completed, the States would be familiar with the changes to be made for the implementation of the new format. It is expected that the States of the Region will present the results of the analysis of the impact of Amendment 1 on the automated system by the end of August 2010.

*Seminar/workshop for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of Document 4444*

2.10 In order to support SAM States in the implementation of the new flight plan format, a seminar/workshop has been scheduled for 13 - 15 September 2010 in Lima, Peru. The purpose of the seminar will be to inform about the aspects involved in the implementation of Amendment 1 to the PANS/ATM, develop guidelines for analysing the impact of the implementation of the amendment on automated systems, review the initial studies conducted in the SAM Region and other ICAO Regions in this regard, examine the aspects contemplated for the conversion of boxes 10 and 18 of the new plan to the current one, review the regional action plan for the implementation of the amendment, and formulate actions and recommendations for the implementation of the action plan.

2.11 In order to promote the participation at the seminar/workshop, Project RLA/06/901 has foreseen two scholarships for each project Member State. In this regard, each State is expected to nominate two candidates involved in the implementation of the new flight plan format, one each for the operational and technical components.

2.12 Furthermore, in the SAM Region, ICAO approved the implementation of a Special Implementation Project (SIP) to support the States of the Region in the analysis of the impact of the new flight plan format on automated systems, which contemplates support to the seminar/workshop and visits by an expert on automated systems and involved in flight plan processing to some of the States of the Region that have automated systems. The States that do not participate in Project RLA/06/901 will fund their participation in keeping with the internal procedures of each State.

*Conversion of boxes 10 and 18 of the new to the current plan during the transition period*

2.13 After analysing the impact of the implementation of the new format on the automated systems involved in flight plan processing, the required changes to each of the affected systems must be introduced. Likewise, a review must be made of the activities required for the concurrent operation of the current and the new flight plan during the transition period.

2.14 Appendix B to this working paper presents the aspects to be considered for the conversion of the aspects contained in boxes 10 and 18 of the new flight plan format to the current flight plan format so that both flight plans can operate during the transition period. The transition period contemplated for the CAR/SAM Regions for the concurrent operation of both the new and the current flight plan starts on 1 July 2012 and ends on 15 November 2012. After 15 November 2012, only the new flight plan will operate.

*Action plan for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of the PANS/ATM-Doc 4444*

2.15 **Appendix F** to this working paper contains an initial action plan for monitoring the regional implementation of the new flight plan format, which is consistent with the CAR/SAM strategy approved at the first meeting of the CNS/ATM Subgroup. The Meeting should review the action plan for its possible approval.

2.16 It is also important to note that ICAO Headquarters has developed a website called Flight Plan Implementation Tracking System (FITS), which shows the status of implementation of the new provisions in all flight information regions (FIRs). Information on the topic, including implementation issues, is posted on this website, which is available for the focal points nominated by the States/Territories/International Organisations to exchange information on the topic.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information contained in the working paper and in Appendices A, B and C in order to become familiar with Amendment 1 to the PANS/ATM, the guidelines for the operation of the new flight plan during the transition phase, and the strategy adopted in the CAR/SAM Regions for the implementation of Amendment 1;
- b) review the action plans for the implementation of Amendment 1 developed by SAM States pursuant to Conclusion SAM/IG/4-8;
- c) review the list of focal points contained in Appendix D, if it has not yet done so, and urge aeronautical authorities to nominate their focal point, and to create the national committee for the implementation of Amendment 1 to the PANS/ATM;
- d) review and, if applicable, approve the use by SAM States of the table contained in Appendix F, which shows an initial analysis of the impact of the implementation of the new flight plan format on the automated systems involved in flight plan processing;
- e) analyse the impact of the implementation of the new format on automated systems and submit its results to the ICAO SAM Regional Office by the end of August 2010;
- f) attend the seminar/workshop for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of the PANS/ATM, to be held in Lima on 13 - 15 September 2010;
- g) review the action plan for the monitoring of the regional implementation of Amendment 1 to the PANS/ATM for its approval; and
- h) review other considerations on this topic that it may deem appropriate.

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المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-6711

25 June 2008

Ref.: AN 13/2.1-08/50

**Subject:** Approval of Amendment 1 to the PANS-ATM

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

Sir/Madam,

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

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

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

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

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

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

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

Taïeb Chérif  
Secretary General

**Enclosure:**

Amendment to the Foreword of the PANS-ATM

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

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

Add the following at the end of Table A:

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

— END —

**AMENDMENT NO. 1**  
**TO THE**  
**PROCEDURES**  
**FOR**  
**AIR NAVIGATION SERVICES**

**AIR TRAFFIC MANAGEMENT**

**(Doc 4444)**

**INTERIM EDITION**

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

**MAY 2008**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT**

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

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

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

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**CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES**

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**4.4 FLIGHT PLAN**

**4.4.1 Flight plan form**

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

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4.4.1.3 Operators and air traffic services units should comply with:

- a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and
- b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

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

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

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**4.4.2 Submission of a flight plan**

4.4.2.1 PRIOR TO DEPARTURE

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

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

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

## CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

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### 11.4 MESSAGE TYPES AND THEIR APPLICATION

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#### 11.4.2 Movement and control messages

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##### 11.4.2.2 MOVEMENT MESSAGES

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###### 11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

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

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

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###### 11.4.2.2.4 MODIFICATION (CHG) MESSAGES

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

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

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## APPENDIX 2. FLIGHT PLAN

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### 2. Instructions for the completion of the flight plan form

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#### 2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

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

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

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

<b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b>
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INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

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

- 1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEKCGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA-OOTEKBLIZZARD CGAJS);
- 2) the aircraft is not equipped with radio;

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

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

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

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

Flight rules

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

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

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

Type of flight

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

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

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

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**ITEM 10: EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

- a) presence of relevant serviceable equipment on board the aircraft;
- b) equipment and capabilities commensurate with flight crew qualifications; and
- c) where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities
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*INSERT* one letter as follows:

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

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

AND/OR

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

A	(Not allocated) GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	(Not allocated) LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	Omega ATC RTF SATCOM (INMARSAT)
E1	(Not allocated) FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	(Not allocated) Reserved for RCP
G	(GNSS) (See Note 2)	Q	(Not allocated)
H	HF RTF	R	RNP type certification PBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
J1	(Data Link) CPDLC ATN VDL Mode 2 (See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HF DL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	when prescribed by ATIS VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 25)

Any alphanumeric characters not indicated above are reserved.

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

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

Note ~~25~~ 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ and/or, NAV/ and/or DAT, as appropriate.

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

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

Note ~~54~~ 4.— ~~Inclusion of~~ If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned~~ is contained in the Performance-Based Navigation Manual (Doc 9613).

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

OR

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

~~SSR equipment~~ SSR Modes A and C

— N — Nil

A Transponder — Mode A (4 digits — 4 096 codes)

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

SSR Mode S

— X — Transponder — Mode S without both aircraft identification and pressure-altitude transmission

E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

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

L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P Transponder — Mode S, including pressure-altitude, but no aircraft identification

- ~~I~~ ~~Transponder — Mode S, including aircraft identification transmission, but no pressure altitude transmission~~  
 S Transponder — Mode S, including both pressure altitude and aircraft identification transmission capability  
 X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

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

#### ADS-B

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

#### ADS-C

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

#### ADS equipment

- ~~D~~ ADS capability

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

**ITEM 13: DEPARTURE AERODROME  
AND TIME (8 CHARACTERS)**

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

*OR*, if no location indicator has been assigned,

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

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

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

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

*THEN, WITHOUT A SPACE,*

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

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

<b>ITEM 15: ROUTE</b>
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*INSERT* the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

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

(a) Cruising speed (maximum 5 characters)
---

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

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

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

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

(b) Cruising level (maximum 5 characters)
---

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

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

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

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

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

*for uncontrolled VFR flights, the letters VFR.*

\*When so prescribed by the appropriate ATS authorities.

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

*Flights along designated ATS routes*

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

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

THEN

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

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

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,  
*OR* by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

*Flights outside designated ATS routes*

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

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

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

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

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

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

(1) ATS route (2 to 7 characters)

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

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

## (2) Significant point (2 to 11 characters)

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

## — Degrees only (7 characters):

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

## — Degrees and minutes (11 characters):

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

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

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

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

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

Examples: LN/N0284A045  
MAY/N0305F180  
HADDY/N0420F330  
4602N07805W/N0500F350  
46N078W/M082F330  
DUB180040/N0350M0840

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

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

VFR if from IFR to VFR

IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

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

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

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

Destination aerodrome and total  
estimated elapsed time (8 characters)

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

*OR* , if no location indicator has been assigned,

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

***THEN WITHOUT A SPACE***

*INSERT* the total estimated elapsed time.

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

Destination ~~and~~ Alternate aerodrome(s) (4 characters)

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

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

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

<b>ITEM 18: OTHER INFORMATION</b>
-----------------------------------

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

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

*INSERT* 0 (zero) if no other information,

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

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

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

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

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

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

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

Combinations of alphanumeric characters not indicated above are reserved.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Examples: EET/CAP0745 XYZ0830  
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

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

Example: TYP/2F15 5F5 3B2

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

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

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

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

Example: DLE/MDG0030

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

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

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

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

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

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

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

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

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

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

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

<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>
---

...

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

##### *Items to be transmitted*

Transmit items as indicated hereunder, unless otherwise prescribed:

- a) AFTN Priority Indicator, Addressee Indicators <<≡, Filing Time, Originator Indicator <<≡ and, if necessary, specific identification of addressees and/or originator;
- b) commencing with <<≡ (SPL:

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

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

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

- c) the AFTN Ending, as described below:

End-of-Text Signal

- a) one LETTER SHIFT
- b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

...

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

...

7.4 Instructions for insertion of RPL data

...

**ITEM G: SUPPLEMENTARY DATA AT**

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

...

### APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

#### 1. Message contents, formats and data conventions

...

##### 1.2 The standard types of field

...

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

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

...

##### 1.6 Data conventions

...

###### 1.6.3 *The expression of position or route*

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

- a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;
- b) from 2 to 5 characters, being the coded designator assigned to an en-route point;

- c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by “N” (meaning “North”) or “S” (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “4620N07805W”;
- d) 2 numerics describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 numerics describing longitude in degrees, followed by “E” (East) or “W” (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “46N078W”;
- e) 2 or 3 to 5 characters being the coded identification of a navigation aid (normally a VOR) significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR “FOJ” would be expressed as “FOJ180040”.

...

*Field Type 8 — Flight rules and type of flight*

Format:— <sup>\*</sup>  

a	b
---	---

SINGLE HYPHEN

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

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

...

*Field Type 10 — Equipment and Capabilities*

Format:— 

a
---

 / 

b
---

## SINGLE HYPHEN

(a) Radio Communication, Navigation and Approach Aid Equipment and Capabilities	
	1 LETTER as follows:
N	no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable
OR	S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable ( <i>See Note 1</i> )
AND/OR	ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment serviceable and capabilities
A	(Not allocated) GBAS landing system J7 CPDLC FANS 1/A SATCOM (Iridium)
B	(Not allocated) LPV (APV with SBAS) K (MLS)
C	LORAN C L ILS
D	DME M1 Omega ATC RTF SATCOM (INMARSAT)
E1	(Not allocated) FMC WPR ACARS M2 ATC RTF (MTSAT)
E2	D-FIS ACARS M3 ATC RTF (Iridium)
E3	PDC ACARS O VOR
F	ADF P1-P9 (Not allocated) Reserved for RCP
G	(GNSS) ( <i>See Note 2</i> ) Q
H	HF RTF R (Not allocated)
I	Inertial Navigation RNP type certification PBN approved ( <i>see Note 54</i> )
J1	(Data link) CPDLC ATN VDL Mode 2 ( <i>see Note 3</i> ) T TACAN
J2	CPDLC FANS 1/A HF DL U UHF RTF
J3	CPDLC FANS 1/A VDL Mode A W RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2 X MNPS approved
J5	CPDLC FANS 1/A SATCOM Z when prescribed by ATS VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT) Other equipment carried or other capabilities ( <i>see Note 25</i> )

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

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

*Note 25.*— If the letter Z is used, specify in Item 18 the other the equipment carried or other capabilities is to be specified in Item 18, preceded by COM/ , and/or NAV/ and/or DAT, as appropriate.

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

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

~~Note 54.~~— ~~Inclusion of~~ If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned is contained in the Performance-Based Navigation Manual (Doc 9613).~~

## OBLIQUE STROKE

### (b) *Surveillance Equipment and capabilities*

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

SSR equipment Modes A and C

~~N Nil~~

A Transponder — Mode A (4 digits — 4 096 codes)

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

### *SSR Mode S*

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~

E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

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

L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission capability

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

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

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

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

### *ADS-B*

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

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

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

#### ADS-C

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

#### ADS equipment

D ADS capability

Alphanumeric characters not indicated above are reserved.

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

Examples: –S/A

–SCHH/CDB1  
 –SAFJR/SDV1

...

*Field Type 13 — Departure aerodrome and time*

Format:–

*
a           b

#### SINGLE HYPHEN

##### (a) *Departure Aerodrome*

4 LETTERS, being

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

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

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

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

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

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

(b) *Time*

4 NUMERICS giving

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

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

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

Examples: -EHAM0730  
-AFIL1625

...

*Field Type 14 — Estimate data*

Format:— 

a	/	b	c	*	d	e
---	---	---	---	---	---	---

SINGLE HYPHEN

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

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

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

*Note 2.— See 1.6 for data conventions.*

...





*Field Type 18 — Other information*

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

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

Format:— a

$$- \left[ \begin{array}{c} \text{or} \\ \hline \phantom{\text{or}} \end{array} \right] (\text{sp}) \left[ \phantom{\text{or}} \right] (\text{sp}) * (\text{sp}) \left[ \phantom{\text{or}} \right]$$
 (\* additional elements as necessary)

SINGLE HYPHEN

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

*OR,*

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

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

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

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

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

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

Combinations of alphanumeric characters not indicated above are reserved.

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

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

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

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

- ~~REG/~~ — The registration markings of the aircraft, if different from the aircraft identification in Item 7.
- ~~SEL/~~ — SELCAL Code, if so prescribed by the appropriate ATS authority.
- ~~OPR/~~ — Name of the operator, if not obvious from the aircraft identification in Item 7.
- ~~STS/~~ — Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.
- ~~TYP/~~ — Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ~~ZZZZ~~ is inserted in Item 9.
- ~~PER/~~ — Aircraft performance data, if so prescribed by the appropriate ATS authority.
- ~~COM/~~ — Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.
- ~~DAT/~~ — Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.
- NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.
- COM/ Indicate communications applications or capabilities not specified in Item 10a.
- DAT/ Indicate data applications or capabilities not specified in Item 10a.
- SUR/ Include surveillance applications or capabilities not specified in Item 10b.
- DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:
- With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).
- OR Bearing and distance from the nearest significant point, as follows:
- The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

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

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

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

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

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

Examples: EET/CAP0745 XYZ0830  
EET/EINN0204

**SEL/** SELCAL Code, for aircraft so equipped.

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

Example: -TYP/2F15, 5F5, 3B2

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

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

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

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

Example: -DLE/MDG0030

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

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

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

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

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

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

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

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

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

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

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

...

*Field Type 22 — Amendment*

<b>FIELD TYPE 22</b>
----------------------

<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>
4618	CHG	*22 or)
16	CDN	*22 or)

\* Indicates that further fields of this type may be added

...

## RULES FOR THE COMPOSITION OF ATS MESSAGES

(See Sections 1.3 to 1.8 of this Appendix)

...

### STANDARD ATS MESSAGES AND THEIR COMPOSITION

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

...

#### *The expression of position or route*

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

...

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

...

## 2. Examples of ATS messages

...

### 2.2 Emergency messages

#### 2.2.1 Alerting (ALR) message

##### 2.2.1.1 Composition

...

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

...

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

...

##### 2.2.1.2 Example

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

```
(ALR-INCERFA/LGGGZAZX/OVERDUE
-FOX236/A360024-IM
-C141/H-S/CD
-LGAT1020
-N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9
-EDDM0227 EDDF
-REG/A43213 EET/LYBE0020 EDM10133 REG/A43213-OPR/USAF RMK/NO
POSITION REPORT SINCE DEP PLUS 2 MINUTES
-E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH
-USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NDB ATS
UNITS ATHENS FIR ALERTED NIL)
```

##### 2.2.1.2.1 Meaning

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

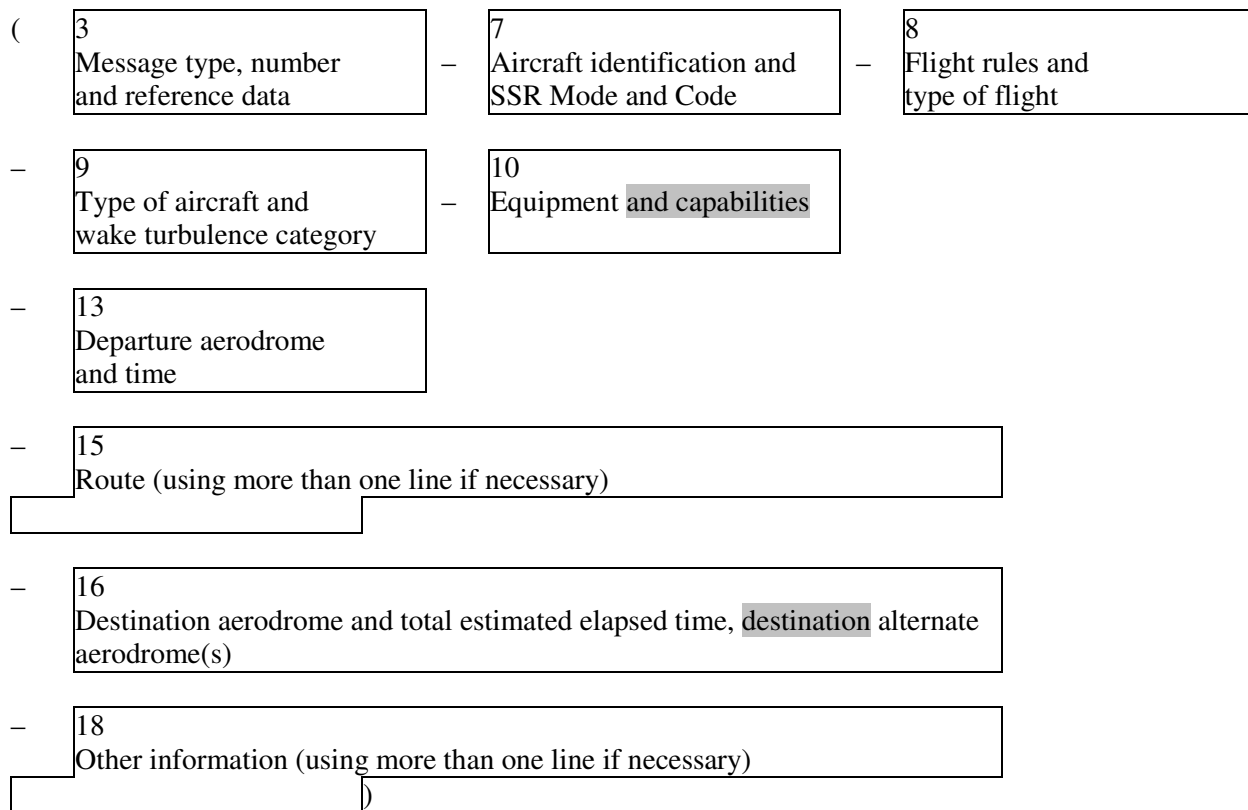
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — aircraft registration ~~A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons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

...

### 2.3 Filed flight plan and associated update messages

#### 2.3.1 Filed flight plan (FPL) message

##### 2.3.1.1 Composition



##### 2.3.1.2 Example

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

```

(FPL-TPRACA101-IS
-B707MB773/H-CHOPV/CD
-EGLL1400
-N0450F310 G1-UG1-L9 UL9 STU285036/M082F310 UG1-UL9 52N015W LIMRI
    
```

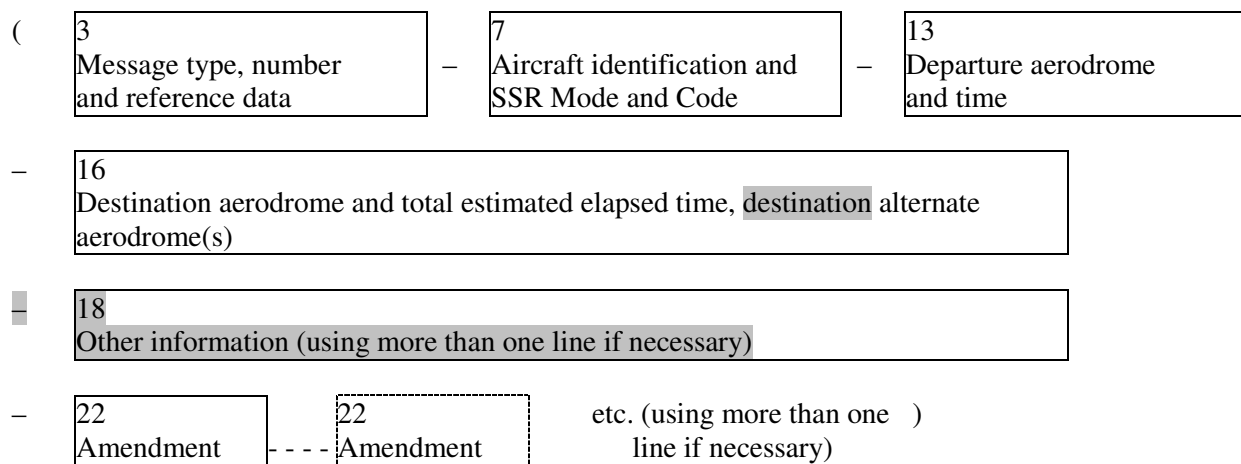
52N020W 52N030W 50N040W 49N050W  
 –CYQX0455 CYYR  
 –EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

### 2.3.1.2.1 Meaning

Filed flight plan message — aircraft identification ~~TPRACA~~101 — IFR, scheduled flight — a Boeing 707, ~~medium~~777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, ~~Doppler~~, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ~~ADS capability~~ — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways ~~Green-1~~Lima 9 and Upper ~~Green-1~~Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper ~~Green-1~~Lima 9 to 52N15W LIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — ~~destination~~ alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

### 2.3.2 Modification (CHG) message

#### 2.3.2.1 Composition



#### 2.3.2.2 Example

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

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

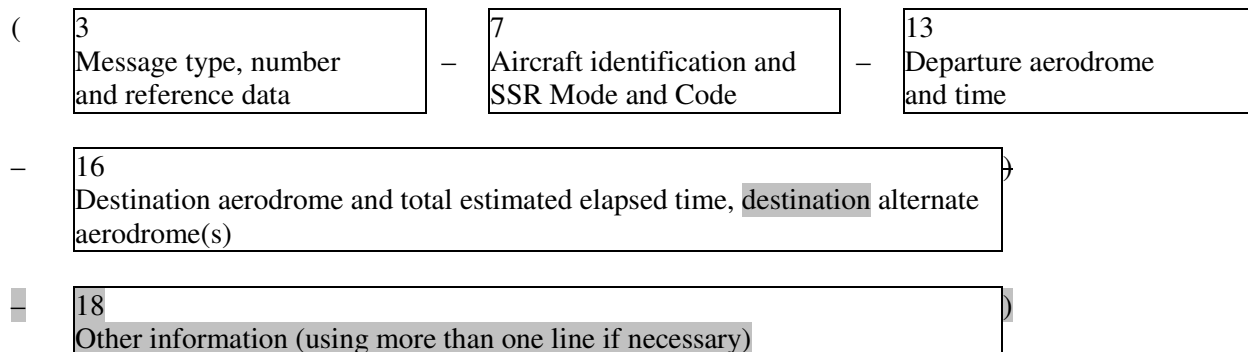
#### 2.3.2.2.1 Meaning

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

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

### 2.3.3 Flight plan cancellation (CNL) message

#### 2.3.3.1 Composition



#### 2.3.3.2 Example 1

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

(CNL-DLH522-EDBB**0900**-LFPO-0)

##### 2.3.3.2.1 Meaning

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

#### 2.3.3.3 Example 2

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

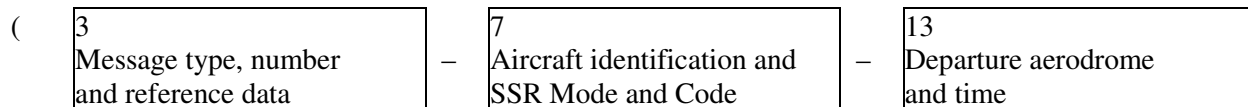
(CNLF/B127F/B055-BAW580-EDDF**1430**-EDDW-0)

##### 2.3.3.3.1 Meaning

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

### 2.3.4 Delay (DLA) message

#### 2.3.4.1 Composition



- 16  
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- 18  
Other information (using more than one line if necessary)

#### 2.3.4.2 Example

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

(DLA-KLM671-LIRF0900-LYDU-0)

##### 2.3.4.2.1 Meaning

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

#### 2.3.5 Departure (DEP) message

##### 2.3.5.1 Composition

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

##### 2.3.5.2 Example

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

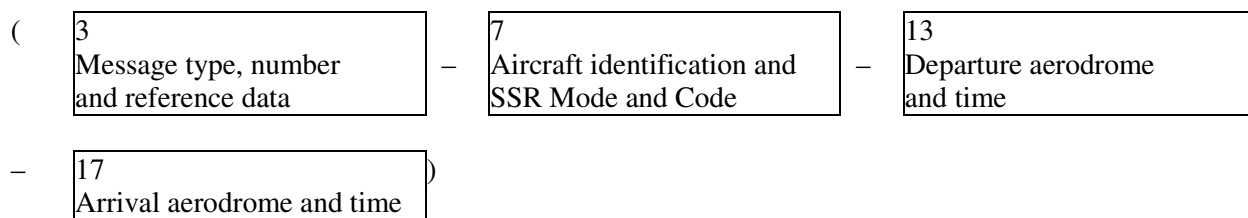
(DEP-CSA4311-EGPD1923-ENZV-0)

##### 2.3.5.2.1 Meaning

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

### 2.3.6 Arrival (ARR) message

#### 2.3.6.1 Composition



#### 2.3.6.2 Example 1

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

(ARR-CSA406-LHBP-LKPR0913)

##### 2.3.6.2.1 Meaning

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

#### 2.3.6.3 Example 2

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

(ARR-~~HELH3~~HHE13-EHAM-1030 DEN HELDER)

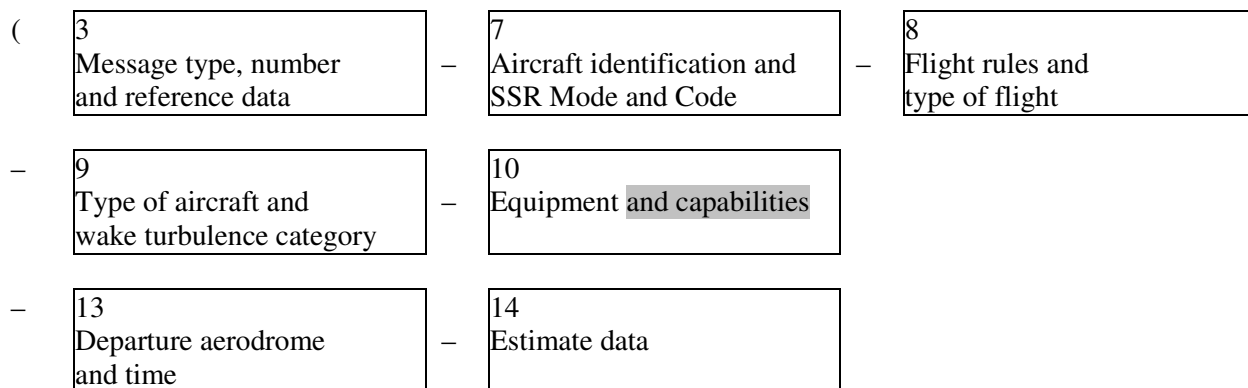
##### 2.3.6.3.1 Meaning

Arrival message aircraft identification ~~HELH3~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

## 2.4 Coordination messages

### 2.4.1 Current flight plan (CPL) message

#### 2.4.1.1 Composition



- 15  
Route (using more than one line if necessary)
- 16  
Destination aerodrome and total estimated elapsed time, **destination** alternate aerodrome(s)
- 18  
Other information (using more than one line if necessary)

#### 2.4.1.2 Example 1

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

```
(CPL-UAL621/A5120-IS
-DC9A320/M-S/CD
-KBOS-HFD/1341A220A200A
-N0420A220 V3 AGL V445
-KLGA
-0)
```

#### 2.4.1.3 Example 2

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

```
(CPLBOS/LGA052-UAL621/A5120-IS
-DC9A320/M-S/CD
-KBOS-HFD/1341A220A200A
-N0420A220 V3 AGL V445
-KLGA
-0)
```

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

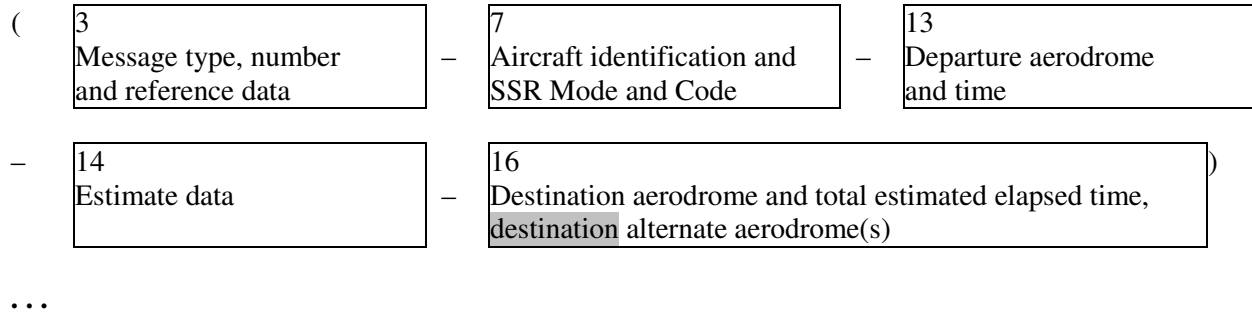
#### 2.4.1.4 Meaning

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

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

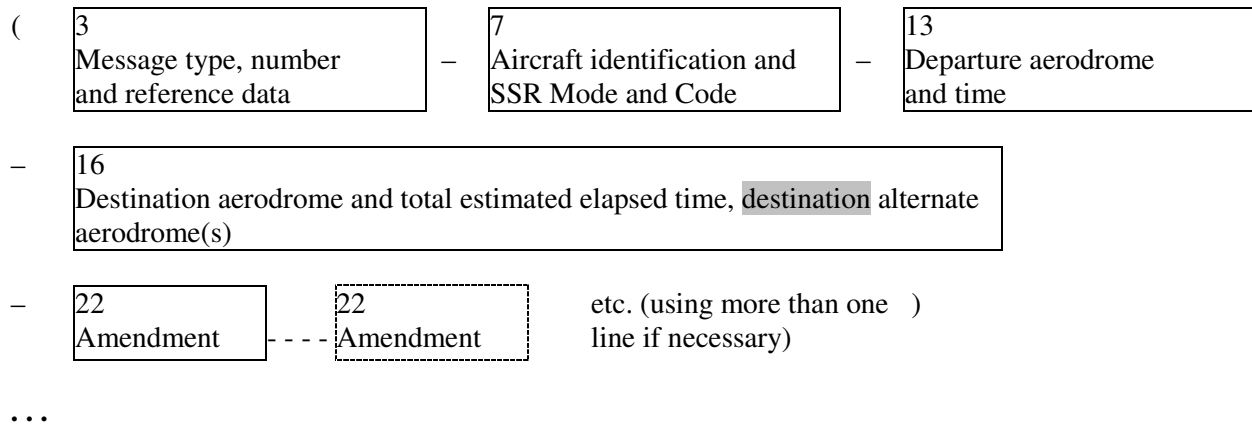
#### 2.4.2 *Estimate (EST) message*

##### 2.4.2.1 *Composition*



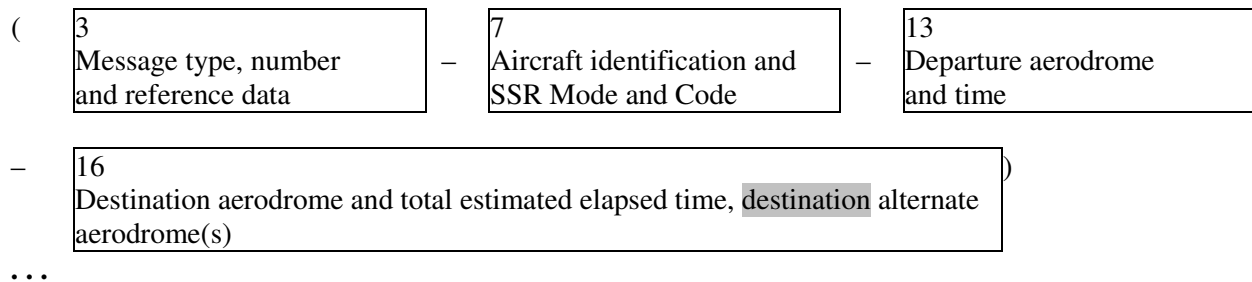
#### 2.4.3 *Coordination (CDN) message*

##### 2.4.3.1 *Composition*



#### 2.4.4 *Acceptance (ACP) message*

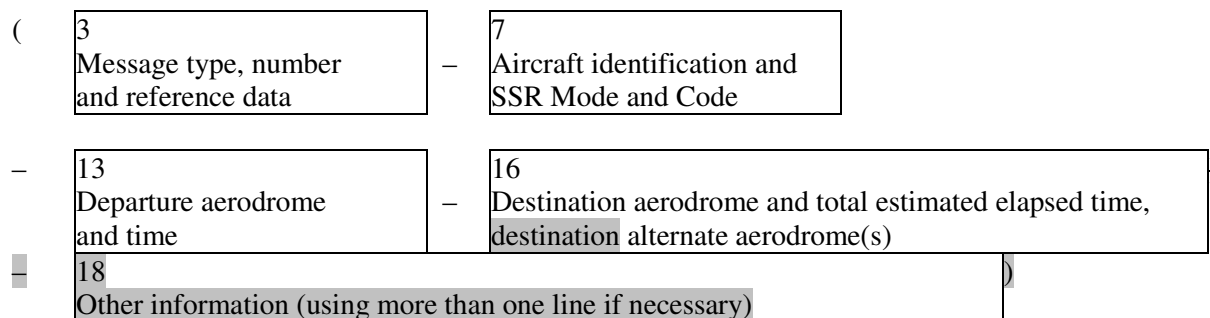
##### 2.4.4.1 *Composition*



## 2.5 Supplementary messages

### 2.5.1 Request flight plan (RQP) message

#### 2.5.1.1 Composition



#### 2.5.1.2 Example

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

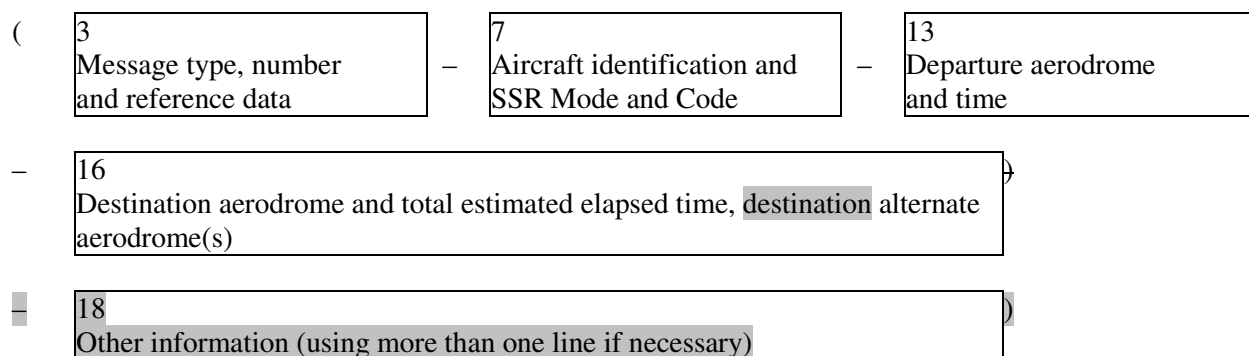
(RQP-PHOEN-EHRD-EDDL-0)

#### 2.5.1.2.1 Meaning

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

### 2.5.2 Request supplementary flight plan (RQS) message

#### 2.5.2.1 Composition



#### 2.5.2.2 Example

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

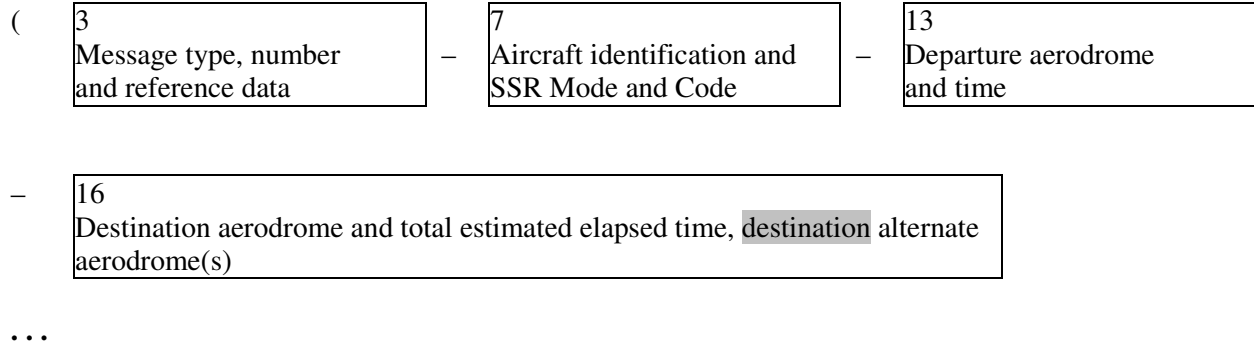
(RQS-KLM405/A4046-EHAM-CYMX-0)

2.5.2.2.1 *Meaning*

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

2.5.3 *Supplementary flight plan (SPL) message*

2.5.3.1 *Composition*



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International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
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авиации

منظمة الطيران  
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国际民用  
航空组织

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

Ref.: AN 13/2.1-09/9

6 February 2009

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

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

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.
2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.
3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.
4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

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

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

Taïeb Chérif  
Secretary General

**Enclosure:**

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

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

**1. INTRODUCTION**

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

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

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

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

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

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

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

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

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

## **2. OBJECTIVE**

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

## **3. APPLICABILITY**

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

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

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

## **4. SCOPE**

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

## **5. FLIGHT PLANNING ENVIRONMENT**

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

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

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

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

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

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

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

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

## **6. IMPLEMENTATION GUIDELINES**

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

### **6.2. Guideline 1**

- a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.
- b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.
- c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

### **6.3. Guideline 2**

- a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.
- b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.
- c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.
- d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

### **6.4. Guideline 3**

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

- b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.
- c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

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

**6.5. Guideline 4**

- a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.
- b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).
- c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.
- d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

**6.6. Guideline 5**

- a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.
- b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.
- c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

6.7. **Guideline 6**

- a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.
- b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.
- c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.
- d) There is no intent for PRESENT to be converted to NEW during the transition period.

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

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

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.
- **CAUTION:** Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

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

## A-6

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

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

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

— END —

## APPENDIX C



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

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## 1. Objective

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

## 2. General considerations

ICAO, taking into consideration that:

- Dynamic management of information will provide the most appropriate and integrated vision of ATM status in historical terms--past, present, and planned or future---and will serve as a basis for decision-making by the whole ATM community;
- The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management actions to support ATM operations with accurate, quality, and timely information; and
- ATM requirement N° 87 of the *Manual on Air Traffic Management System Requirements* (Doc 9882) defines that 4-D paths will be used in traffic synchronisation applications, with a view to attaining the performance objectives of the ATM system. It also clarifies that automation in both "ground" and "air" applications will be fully used to create an efficient and safe air traffic flow in all flight phases.

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

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

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

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

### **3. Principles**

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

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

### **4. Scope**

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

### **5. Reference documents**

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

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

### **6. Analysis**

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

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

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

1. Flight plan
  - a. Flight plan form: operators and air traffic service units should comply with the restrictions established in aeronautical information publications (AIPs);
  - b. Filing of flight plan: changes in the deadlines for filing flight plans;
  - c. Item 7: Aircraft identification: use of alphanumeric characters;
  - d. Item 8: Flight rules: specification of one or more items of change in flight rules;
  - e. Item 10: Equipment: changes in the designation of equipment and capabilities

- f. Item 13: Aerodrome of departure and time
  - g. Item 15: Route
  - h. Item 16: Aerodrome of destination and total estimated duration, alternate destination aerodromes
  - i. Item 18: Other data
- 2. Messages from air traffic services
    - a. Composition of CHG, CNL, DLA, DEP, RQP and RQS messages

## **6.2. Implementation directives**

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

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

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

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

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

Some considerations regarding the planning environment follow:

1. EXISTING means the existing flight planning formats and ATS messages defined in the current version of the PANS-ATM;
2. NEW means the flight planning formats and ATS messages specified in Amendment 1 to the PANS-ATM;
3. The ATM system shall support simultaneously the EXISTING and NEW information for some period of time, in order to have time to deal with individual performance cases;
4. Amendment 1 does not change the filing of flight plans through different means (individual filing of flight plans before each ANSP, filing of flight plans at one location and then the ATM system distributes them), but the transition to the implementation of Amendment 1 might entail some requirements during the transition period;
5. The Amendment makes changes to the content of flight plan messages exchanged between ANSPs.

A summary of the contents of ICAO directives follows:

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

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

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

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

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

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

### **6.3. Current scenario in the CAR/SAM Regions**

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

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

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

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

## **6.4. Impact**

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

### **6.4.1. Technical impact**

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

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

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

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

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

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

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

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

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

#### **6.4.2. Operational impact**

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

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

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

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

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

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

### **7. Implementation strategy**

#### **7.1. Critical criteria**

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

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

- States that do not fully implement the amendment will be obliged to publish the non-conformities in their AIPs as “SIGNIFICANT DIFFERENCE” before 15 November 2012. Likewise, failure to implement the changes will be considered as a deficiency and will be included in the List of Deficiencies of the SAM Region; and
- Make sure that, as of 15 November 2012, all States and airspace users will accept and disseminate only information of the NEW flight plan format and of associated ATS messages, and that the capability of processing the EXISTING format is deactivated.

## 7.2. Preparation

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

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

- Classification of the level of evolution of their systems;
- A detailed assessment of the technical and operational impact;
- The solution to mitigate the impact, with the respective implementation timetable and those responsible for its execution;
- Deadline for the implementation of the solutions;
- Solution validation tests;
- Technical and operational training programmes; and
- Contingency measures.

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

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

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

### **7.3. Transition**

The action taken in this transition phase must:

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

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

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

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

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

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

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

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

### **7.4. Post-transition**

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

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

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

## **8. Administrative aspects**

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

For all purposes, this document establishes the following process:

- 1 Periodic meetings and discussions to identify requirements and preferred technical solution(s), alternatives, and options for the implementation of the new flight plan format;
  - a) In order to facilitate a common understanding of Amendment 1 and its impact to automated and manual systems among the member States and ANSPs, a two-day seminar and workshop is tentatively planned for June 2010.
  - b) The seminar/workshop will be followed by a two-day meeting of the project for the implementation of the flight plan new format to address revisions or updates to the Strategy for Implementation of Amendment 1, develop conclusions to be forwarded to various subgroups or committees, and determine the schedule for additional TF meetings.
- 2 The exchange of reports, technical documentation, plans and programming required for ensuring a successful and timely implementation.
- 3 Planning, technical coordination and implementation of activities by the States, under the coordination of the ICAO Lima and Mexico Offices.

## **9. Financial aspects**

The participating States, as individual administrations, will be responsible for any financial obligation to cover direct and indirect expenditures related to the implementation of this strategy, including those related to the acquisition of the equipment, spare parts, training of technical and operational personnel, lines of communication, and others.

States may establish mechanisms for the implementation of this strategy; for instance, through ICAO technical Cooperation projects, under the supervision of the ICAO Regional Offices.

<b>IMPLEMENTATION OF NEW FLIGHT PLAN FORMAT</b>				
<b>Benefits</b>				
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>improved operational efficiency;</li> <li>enhanced airspace capacity;</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>improved implementation on a cost-effective basis;</li> <li>improved safety management</li> </ul>			
<i>Strategy Near term (2012)</i>				
<b>ATM Component</b>	<b>TASK DESCRIPTION</b>	<b>START-END</b>	<b>RESPONSIBLE</b>	<b>STATUS</b>
<b>SDM</b>	a) Guidelines on transition to new Flight Plan Format	2009	ICAO	Completed
	b) Develop regional strategy for transition to new Flight Plan Format	March 2010	ICAO	Completed
	c) Identification of stakeholders involved and possible impact by implementation of New Flight Plan Format (FPL/RPL/CPL)	1/10/2009-30/6/2010	States, Territories, Int. Org	Valid
	d) Evaluation of current/future flight plan processing capabilities regarding the New Flight Plan Format.	1/10/2009-30/12/2010	States, Territories, Int. Org	Valid
	e) Conduct trials between systems with NEW flight Plan processing capacity.	18/7/2011-30/6/2012	States, Territories, Int. Org	Valid
	f) Develop of contingency procedures and determination of operational/technical considerations for the transition	1/1/2011-30/6/2011	States, Territories, Int. Org	Valid
	g) Identification of major parties considering FP data flow and definition of transition steps based on: <ul style="list-style-type: none"> <li>Systems with capability to process both formats: current and NEW.</li> <li>Systems to be upgraded/implemented before 2012 and that will be capable to process New Flight Plan Format.</li> </ul>	1/1/2011-30/6/2011	States, Territories, Int. Org	Valid
	h) Publication on Transition Actions, Trials and other publication for the users and stakeholders	30/6/2011-30/6/2012	GREPECAS	Valid
	i) Assessment of Transition Actions and make adjustments	18/7/2011-30/6/2012	States, Territories, Int. Org	Valid
	j) Conduct Transition plan	1/4/2012-30/6/2012	States, Territories, Int. Org	Valid
	k) Monitor the transition activities	1/10/2009-15/12/2012	ICAO	Valid
<b>GPIs</b>	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems; GPI-21: Navigation Systems; GPI-22: Communications Infrastructure and GPI-23: Aeronautical radio spectrum.			

APPENDIX D / APENDICE D

FOCAL POINTS FOR THE COORDINATION OF THE FLIGHT PLAN FORMAT /  
PUNTOS FOCALES PARA LA COORDINACIÓN DEL FORMATO DE PLAN DE VUELO

Estado/State Organization	Autoridad / Authority		E-mail	T / F
	Area	Nombre y título / Name and Title		
1	2	3	5	6
Argentina				
Bolivia				
Brasil		Jorge Wilson Avila Pena Departamento de Control del Espacio Aéreo	pln2@decea.gov.br	Ph: +5521 9499 7635 +5521 2101 6477
Chile				
Colombia	PBN	Gladys Mercedes Roa de la Cruz Grupo de Procedimientos	gladis.roa@aerocivil.gov.co	T: +571 266 3693 +571 266 2514
Ecuador				
French Guiana		Jean Jacques DESCHAMPS Head, Technical Department for the ANSP in French Antilles and Guyana	jean- jacques.deschamps@aviation- civile.gouv.fr	
Guyana		Ms. Chaitrani Heeralall Director Air Navigation Services	dans@gcaa-gy.org	Ph: +592 261 2217 Fax: +592 261 2293
		Mr. Rickford Samaroo Manager ATS Operations	satcori@hotmail.com	Ph: +592 261 2564 Fax: +592 261 2279
Panamá				
Paraguay		Daysi Elizabeth Ferreira Cabanellas Jefa Interina de la Sección Normas y Reglamentos	norma_atm@dinac.gov.py tirikadai@gmail.com	TF: +595 21 205 365
Perú				
Suriname				
Uruguay				
Venezuela				

## APPENDIX E

**TENTATIVE ANALYSIS ON THE IMPACT TO AUTOMATED SYSTEMS INVOLVED IN THE FLIGHT PLAN PROCCESS DUE  
TO IMPLEMENYTAION OF NEW FLIGHT PLAN FORMAT  
(AMENDMENT 1 TO THE 15TH EDITION TO ICAO DOCUMENT 4444)**

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Flight plan form Box 7:</b> Aircraft identification (7 characters maximum)	Para la identificación de la aeronave se utilizaran caracteres alfanumérico y sin guiones o símbolo	Does not affect.	Does not affect.	Does not affect.	Does not affect.	Does not affect.	Does not affect.
<b>Flight plan form Box 8:</b> Flight rules and flight types (1 or 2 characters)	a) Better clarification is given in the classes of flight rules that the pilot is to observe (I, V, Y, Z). b) The letters for the identification of the flight type remain the same, and indications are given to specify in box 18 the status of the flight after the STS indicator or when necessary to indicate other motives after the RMK indicator.	a & b) No changes, does not affect.	a & b) No changes, does not affect.	a & b) No changes, does not affect.	a & b) No changes, does not affect.	a & b) No changes, does not affect.	a & b) No changes, does not affect.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Box 10</b> (Part 1)* <b>Equipment and capacities</b> A GBAS landing system	Letter A is assigned for the GBAS landing system. Beforehand, there was no designation for this letter.	It would be affected if the template for the FPL of the AFTN system does not consider inserting the letter A, in view that same is assigned to no function in the current flight plan. .	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Afectaría si el FDP no considera la letra A en vista que esta letra no está asignada a ninguna función al plan actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de vuelo.	No debería afectar dado que los RDP actualmente instalados no tienen procesamientos asociados con la letra A.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 1)* <b>B</b> LPV (APV con SBAS)	Se asigna para la letra B para especificar aeronave con capacidad LPV (APV con SBAS) anteriormente no había asignación para esta letra.	Afectaría si el template para el FPL del sistema AFTN no considera la colocación de la letra B en vista que la misma no está asignada a ninguna función al formato del plan de vuelo actual.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444)	. Afectaría si el FDP no considera la letra B en vista que esta letra no está asignada a ninguna función al plan actual	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería afectar dado que los RDP actualmente instalados no tienen procesamientos asociados con la letra B.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 10</b> (Parte 1)* <b>E1, E2 y E3</b> <b>E1:</b> FMC WPR ACARS <b>E2:</b> D-FIS ACARS <b>E3:</b> PDC ACARS	La letra E estaba sin asignar. Se agrega un valor numérico junto la letra E.	Debería afectarse en vista que el template del sistema AFTN para el FPL actual no contempla valor numérico en la casilla 10.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Estaría afectado en vista de las nuevas funciones atribuidas a la letra E no presente en el FPL del plan actual	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra E por no estar asignada a ninguna función en el formato de plan de vuelo actual	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<p><b>Casilla 10</b> (Parte 1)* <b>J1, J2, J3, J4, J5 y J6 y J7</b> <b>J1:</b> CPDLC ATN VDL Modo 2 <b>J2:</b> CPDLC FANS 1/A HFDL <b>J3:</b> CPDLC FANS1/A VDL Modo A <b>J4:</b> CPDLC FANS1/A VDL Modo 2 <b>J5:</b> CPDLC FANS1/A SATCOM (INMARSAT) <b>J6:</b> CPDLC FANS/1/A SATCOM (MTSAT) <b>J7:</b> CPDLC FANS 1/A SATCOM (Iridium)</p>	<p>Se introduce un valor numérico adicional a la letra J y la identificación para la letra J que originalmente identificaba enlace de datos ahora identifica los diferentes medios para transmitir el CPDLC.</p>	<p>Debería afectarse en vista que el template del sistema AFTN para el FPL actual no contempla valor numérico en la casilla 10.</p>	<p>No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).</p>	<p>Estaría afectado en vista de las nuevas funciones atribuidas a la letra J no presente en el formato FPL actual</p>	<p>No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.</p> <p>Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de vuelo.</p>	<p>Podría estar afectado si este sistema hace uso de la letra J del actual formato de plan de vuelo en su procesamiento</p>	<p>El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.</p> <p>Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación</p>

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<p>Casilla 10 (Parte 1)* <b>M1, M2 y M3</b> <b>M1:</b> ATC RTF SATCOM (INMARSAT) <b>M2:</b> ATC RTF (MTSAT) <b>M3:</b> ATC RTF (Iridium)</p>	<p>La letra M está asociada RTF satelital. Junto con la letra M se introduce un número que identifica el sistema satelital utilizado.</p>	<p>Debería afectarse en vista que el template del sistema AFTN para el FPL actual no contempla valor numérico en la casilla 10.</p>	<p>No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).</p>	<p>Estaría afectado en vista de las nuevas funciones atribuidas a la letra M no presente en el formato del FPL actual</p>	<p>No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.</p> <p>Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.</p>	<p>No debería estar afectado en vista que los RDP no procesan la letra M por no estar asignada a ninguna función en el formato de plan de vuelo actual.</p>	<p>El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.</p> <p>Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.</p>
<p><b>Casilla 10</b> (Parte 1)* <b>P1-P9</b> Reservadas para RCP</p>	<p>La letra P asocia los requerimientos de performance de comunicaciones. Junto con la letra P se introduce un número para identificar los distintos requerimientos de performance.</p>	<p>Debería afectarse en vista que el template del sistema AFTN para el FPL actual no contempla valor numérico en la casilla 10.</p>	<p>No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).</p>	<p>Estaría afectado en vista de las nuevas funciones atribuidas a la letra P no presente en el formato del FPL actual.</p>	<p>No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.</p> <p>Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.</p>	<p>No debería estar afectado en vista que los RDP no procesan la letra P por no estar asignada a ninguna función en el formato de plan de vuelo actual.</p>	<p>El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.</p> <p>Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.</p>

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 1)* <b>R</b> PBN aprobada	La letra R se asocia a la PBN aprobada, anteriormente estaba asociada a la certificación de tipo RNP. Al usar la letra R los valores PBN alcanzados se especifican en la casilla 18 después del indicador PBN/.	Podría no afectarse en vista que el template del AFTN para el FPL aceptaría la información de texto en la casilla 18 asociada a la letra R de la casilla 10.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Estaría afectado considerando que los valores PBN alcanzado se introducen en la casilla 18 después del nuevo indicador PBN/ el cual no está considerado en el plan actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado si el sistema RDP utiliza la letra R de la casilla 10 así como la correspondiente información de la casilla 18 en su procesamiento	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
Casilla 10 (Parte 1)* <b>W</b> RVSM aprobado	Letra W se asigna para identificar aprobación RVSM.	No debería afectarse en vista que el template del AFTN para el FPL debería aceptar la letra W en vista que esta letra en el formato actual es asignada prescripción ATS.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Debería afectarse en vista de la nueva asignación a la letra W de la casilla 10.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra W del formato actual por no estar asignada a ninguna función en el formato de plan de vuelo actual	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

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Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 1)* <b>X</b> MNPS aprobada	Letra X se asigna para identificar MNPS.	No debería afectarse en vista que el template del AFTN para el FPL debería aceptar la letra X en vista que esta letra en el formato actual es asignada prescripción ATS.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Debería afectarse en vista de la nueva atribución a la letra X de la casilla 10.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra X del formato actual por no estar asignada a ninguna función en el formato de plan de vuelo actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 10</b> (Parte 1)* <b>Y</b> VHF con capacidad de separación de 8.33Khz	Letra Y se asigna para identificar que el sistema VHF está en capacidad de operar con capacidad de separación de 8.33 Khz.	No debería afectarse en vista que el template del AFTN para el FPL debería aceptar la letra Y en vista que esta letra en el formato actual es asignada prescripción ATS.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Debería afectarse en vista de la nueva atribución a la letra Y de la casilla 10.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra Y del formato actual por no estar asignada a ninguna función en el formato de plan de vuelo actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 1)* <b>Z</b> Demás equipos instalados a bordo u otras capacidades	Adicionalmente a los otros equipos instalados a bordo también el termino de otras capacidades En el plan de vuelo, hay que especificar en la casilla 18 otros equipos o capacidades después de un nuevo indicador DAT/.	No debería afectarse considerando que la letra Z está considerada en el formato actual del plan de vuelo. La información asociada a la casilla 18 también no debería estar afectado en vista que el template del AFTN acepta la información de texto en esta casilla.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444.	Debería afectarse en vista que en la casilla 18 asociada a la letra Z introduce un nuevo indicativo DAT/	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado si el sistema RDP utiliza la letra Z de la casilla 10, así como la correspondiente información de la casilla 18 en su procesamiento.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 10</b> (Parte 2)* <b>E</b> <b>Transponder-Modo S</b>	La letra E indica: Transponder Modo S comprendida la identificación de aeronave, la altitud de presión y la capacidad de señal espontanea ampliada (ADS B).	Podría estar afectado considerando que la letra E es una nueva letra no presente en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que la letra E es una letra que no está en el formato del plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra E por ser una letra no existente en el formato actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 2)* <b>H</b> <b>Transponder-Modo S</b>	La letra H indica Transponder Modo S, comprendida la identificación de la aeronave, la altitud de presión y la capacidad de vigilancia mejorada.	Podría estar afectado considerando que la letra H es una nueva letra no presente en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que la letra H es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra H por ser una letra no existente en el formato actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 10</b> (Parte 2)* <b>I</b> <b>Transponder-Modo S</b>	La letra I indica Transponder Modo S, comprendida la identificación de la aeronave pero sin capacidad de la altitud de presión.	Podría estar afectado considerando que la letra I es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que la letra I es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra I por ser una letra no existente en el formato actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 2)* <b>L</b> <b>Transponder</b> <b>Modo S</b>	La letra L en el nuevo formato indica Transponder Modo S, capacidad de altitud de presión, capacidad de señal espontanea ampliada (ADS B) y de vigilancia mejorada.	Podría estar afectado considerando que la letra L es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que la letra L es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra L por ser una letra no existente en el formato actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 10</b> (Parte 2)* <b>X</b> <b>Transponder</b> <b>Modo S</b>	La letra L en el nuevo formato indica Transponder Modo S, sin identificación de la aeronave ni capacidad y altitud de presión.	Podría estar afectado considerando que la letra X es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que la letra X es una letra que no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan la letra X por ser una letra no existente en el formato actual.	El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<p><b>Casilla 10</b> (Parte 2)* <b>ADS B</b> <b>B1 y B2</b> <b>B1:</b> ADS B con capacidad especializada ADSB out de 1090Mhz <b>B2:</b> ADS B con capacidad especializada ADSB out y ADS B in de 1090Mhz <b>U1 e U2</b> <b>U1:</b> Capacidad ADS B out usando UAT <b>U2:</b> Capacidad ADS B out e in usando UAT <b>V1 y V2</b> <b>V1:</b> Capacidad ADS B out usando VDL-4 <b>V2:</b> Capacidad ADS B out e in usando VDL-4</p>	<p>Las letras B, U y V indican nuevas capacidades para el ADS B dependiendo si el equipo transmite en 1090Mhz, UAT o VDL 4. Junto con las letras se anexan números para identificar capacidad ADSB out y ADS B out e in.</p>	<p>Podría estar afectado considerando que las letras y números asignados para el ADS B son nuevas y no están asignadas en el plan de vuelo actual para los equipos y capacidades de vigilancia.</p>	<p>No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2 Sección 6, Capítulo 16 del Doc 4444).</p>	<p>Podría estar afectado considerando que la letras y números asociadas al ADS B son nuevos y no están asignados en el plan de vuelo actual para los equipos y capacidades de vigilancia</p>	<p>No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.</p>	<p>No debería estar afectado en vista que los RDP no procesan las letras y números asociados al ADS B por ser letras y números no existente en el formato actual.</p>	<p>El sistema no debería estar afectado considerando que la presentación del plan de vuelo no depende del contenido de la casilla 10.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.</p>

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Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 10</b> (Parte 2)* <b>ADS C</b> <b>D1y G1</b> <b>D1:</b> ADS-C con capacidades FANS1/A <b>G1:</b> ADS-C con capacidades ATN	D y G nuevas letras a las cuales se anexa un valor numérico identifican ADS-C con capacidades FANS1/A y ADS C con capacidades ATN.	Podría estar afectado considerando que las letras y números asignados para el ADS C son nuevas y no están asignadas en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería afectarse en vista que la información contenida en esta casilla 10 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que las letras y números asociadas al ADS C son nuevos y no están asignados en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 10 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan las letras y números asociados al ADS C por ser letras y números no existente en el formato actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 18</b> <b>Indicador SUR/</b>	En la casilla 18 después del indicador SUR/ deberían enumerarse aplicaciones de vigilancia adicionales.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador SUR/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo SUR/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18</b> <b>Indicador STS/</b> <b>ALTRV</b> <b>ATFMX</b> <b>FFR</b> <b>FLTCK</b>	Motivo del manejo especial por parte del ATS, por ejemplo, misión de búsqueda y salvamento del modo siguiente <b>ALTRV:</b> para vuelo realizado de acuerdo con una reservación de altitud <b>ATFMX:</b> para un vuelo aprobado por las autoridades ATS competente para que esté exento de medidas ATFM <b>FFR:</b> Extinción de incendio <b>FLTCK:</b> verificación de vuelo para calibración de ayuda a la navegación.	No debería afectarse dado que existe el indicador STS/. Asimismo, considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444.	Podría afectarse en vista de nuevas asignaciones al indicador STS/.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuación) <b>STS/HAZMAT HEAD HOSP</b>	<b>HAZMAT:</b> para un vuelo que transporta material peligroso <b>HEAD:</b> un vuelo con estatus Jefe de Estado <b>HOSP:</b> para un vuelo médico declarado por autoridades medicas.	No debería afectarse dado que existe el indicador STS/ Asimismo considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444.	Podría afectarse en vista de nuevas asignaciones al indicador STS/.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 10 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 10, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador</b> (Continuación) <b>STS/HUM MARS MEDEVAC NONRVSM</b>	<b>HUM:</b> para un vuelo que realiza misión humanitaria <b>MARSA:</b> para un vuelo del cual una entidad militar se hace responsable de su separación respecto de aeronaves militares <b>MEDEVAC:</b> para una evacuación por emergencia médica crítica para salvaguardar la vida <b>NONRVSM:</b> Para un vuelo que no cuenta capacidad RVSM que intenta operar un espacio aéreo RVSM.	No debería afectarse dado que existe el indicador STS/ Asimismo considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría afectarse en vista de nuevas asignaciones al indicador STS/.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuación) <b>STS/ALTRV</b> <b>ATFMX</b> <b>FFR</b> <b>FLTCK</b>	Motivo del manejo especial por parte del ATS, por ejemplo , misión de búsqueda y salvamento del modo siguiente <b>ALTRV:</b> para vuelo realizado de acuerdo con una reservación de altitud <b>ATFMX:</b> para un vuelo aprobado por las autoridades ATS competente para que esté exento de medidas ATFM <b>FFR:</b> Extinción de incendio <b>FLTCK:</b> verificación de vuelo para calibración de ayuda a la navegación.	No debería afectarse dado que existe el indicador STS/ Asimismo considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría afectarse en vista de nuevas asignaciones al indicador STS/	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuación) <b>STS/HAZMAT HEAD HOSP</b>	<b>HAZMAT:</b> para un vuelo que transporta material peligroso <b>HEAD:</b> un vuelo con estatus Jefe de Estado <b>HOSP:</b> para un vuelo medico declarado por autoridades médicas.	No debería afectarse dado que existe el indicador STS/ Asimismo, considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría afectarse en vista de nuevas asignaciones al indicador STS/.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador</b> (Continuacion) <b>STS/HUM MARS MEDEVAC NONRVSM</b>	<b>HUM:</b> para un vuelo que realiza misión humanitaria <b>MARSA:</b> para un vuelo del cual una entidad militar se hace responsable de su separación respecto de aeronaves militares <b>MEDEVAC:</b> para una evacuación por emergencia médica crítica para salvaguardar la vida <b>NONRVSM:</b> Para un vuelo que no cuenta capacidad RVSM que intenta operar un espacio aéreo RVSM.	No debería afectarse dado que existe el indicador STS/ Asimismo, considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría afectarse en vista de nuevas asignaciones al indicador STS/.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el formato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuacion) <b>STS/SAR STATE</b>	<b>SAR:</b> para un vuelo que realiza una misión de búsqueda y salvamento <b>STATE:</b> para un vuelo que realiza servicio militares de aduanas o policías.	No debería afectarse dado que existe el indicador STS/ Asimismo considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría afectarse en vista de nuevas asignaciones al indicador STS/	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	Podría estar afectado en vista que el indicativo STS/ se encuentra en el fomato del plan de vuelo actual y el RDP podría estar utilizando en su procesamiento la información proveniente de este indicativo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador PBN/ Especificación RNAV</b> <b>A1:</b> RNAV10 (RNP10) <b>B1:</b> RNAV5 Todos los sensores permitidos <b>B2:</b> RNAV5 GNSS <b>B3:</b> RNAV5 DME/DME <b>B4:</b> RNAV5 VOR/DME <b>B5:</b> RNAV5 INS o IRS <b>B6:</b> RNAV5 LORAN C	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuacion) <b>PBN/ Especificación RNAV</b> <b>C1:</b> RNAV2 con todos los sensores <b>C2:</b> RNAV2 con GNSS <b>C3:</b> RNAV2 DME/DME <b>C4:</b> RNAV2 DME/DME/IRU	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuacion) <b>PBN/ Especificación RNAV</b> <b>D1:</b> RNAV 1 con todos los sensores <b>D2:</b> RNAV1 GNSS <b>D3:</b> RNAV1 DME/DME <b>D4:</b> RNAV1 DME/DME/IRU	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador</b> (Continuacion) <b>PBN/ Especificación RNP</b> <b>L1:</b> RNP-4 <b>O1:</b> RNP básica con todos los sensores permitidos <b>O2:</b> RNPGNSS básica <b>O3:</b> RNP 1 DME DME básica <b>O4:</b> RNP1 DME/DME /IRU básica	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuación) <b>PBN/ Especificación RNP</b> <b>S1:</b> RNP APPCH <b>S2:</b> RNP APPCH con Baro VNAV	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador</b> (Continuación) <b>PBN/ Especificación RNP</b> <b>S1:</b> RNP APPCH <b>S2:</b> RNP APPCH con Baro VNAV	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador</b> (Continuacion) <b>PBN/ Especificación RNP</b> <b>S1:</b> RNP APPCH <b>S2:</b> RNP APPCH con Baro VNAV	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador</b> (Continuacion) <b>PBN/ Especificación RNP</b> <b>T1:</b> RNP AR APPCH con RF <b>T2:</b> RNP AR APPCH sin RF	PBN/ Indicación de la capacidad es RNAV y RNP. Indicase la cantidad de descriptores indicados en la columna 1 que se aplican al vuelo usando un máximo de ocho entradas es decir un total de no más de 16 caracteres.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador PBN/ no está en el plan de vuelo actual para los equipos y capacidades de vigilancia.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo PBN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador DLE/</b>	DLE Nuevo indicativo relacionado con demora o espera en ruta .Insértense los puntos significativos en la ruta donde se tenga previsto que ocurrirá la demora, seguido de la duración de la demora usando cuatro cifras para el tiempo en horas y minutos.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador DLE/ no está en el plan actual de vuelo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo DEL/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.
<b>Casilla 18 Indicador ORGN/</b>	La dirección AFTN de 8 letras del originador y otro detalle del contacto apropiados, cuando el originador del plan de vuelo no puede identificarse fácilmente, como lo disponga la autoridad competente.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador ORGN/ no está en el plan actual de vuelo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo ORGN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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 Parte 2 - Equipos y capacidad de vigilancia

Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador TALT/</b>	Indicadores OACI de cuatro letras para aeródromos de alternativa de despegue como se especifica en Indicadores de lugar Doc 7910 o el nombre de los aeródromo de alternativa en ruta si no se asigna indicador. Para aeródromos que no aparecen en la publicación de información aeronáutica pertinente indique el lugar en LAT/LONG o la marcación y distancia respecto al punto significativo más próximo como se describe en DEP/.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador ORGN/ no está en el plan actual de vuelo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo ORGN/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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Flight Plan Amendment Types of Messages	Change Required	AFTN System	Repetitive Flight Plan System	Flight Data Processing System (FDP)	Flight Progress Strips Automatic Printing	Radar Data Processing System (RDP)	Flight Plan Presentation
1	2	3	4	5	6	7	8
<b>Casilla 18 Indicador DOF/</b>	La fecha de la salida del vuelo en formato de seis cifras (AAMMDD) donde AA es el año, MM mes y DD día.	Considerando que en el template del AFTN para el FPL en la casilla 18 del formato del plan de vuelo representa texto libre no debería estar afectado por este nuevo indicativo.	No debería afectarse en vista que la información contenida en esta casilla 18 no aparece en el formato contemplado para los RPL (Apéndice 2, Sección 6, Capítulo 16 del Doc 4444).	Podría estar afectado considerando que el indicador DOF/ no está en el plan actual de vuelo.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en el proceso de impresión.  Si el plan de vuelo no se imprime sería debido a que el FDP es afectado por el cambio en la casilla 18 y, por lo tanto, no envía información a la impresora de planes de vuelo.	No debería estar afectado en vista que los RDP no procesan el indicativo DOF/ por no estar contemplado en el formato de plan de vuelo actual.	No debería estar afectado directamente en vista que este sistema no hace uso de esta información de la casilla 18 en la presentación del plan.  Si un plan de vuelo no se presenta sería debido a que el FDP es afectado por este cambio de la casilla 18, pero no directamente con el sistema de presentación.

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\* Parte 1 - Equipos y capacidades de radiocomunicaciones y ayudas para la navegación y la aproximación  
 Parte 2 - Equipos y capacidad de vigilancia

## APPENDIX F

**ACTION PLAN FOR THE IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT –  
AMENDMENT 1 TO THE 15<sup>th</sup> EDITION OF ICAO DOCUMENT 4444 (PANS/ATM)**

ACTIVITIES	ACTION BY	DELIVERABLE	TARGET DATE	REMARKS
1	2	3	4	5
Approval of Amendment 1 to the 15th Edition of PANS/ATM – Doc 4444 – ( <i>Procedures for air navigation services – air traffic management</i> ) (ICAO State letter 13/2.1-08/50 of 25 June 2008)	SAM States	Take note of the Amendment	December 2008	Completed
Guidelines for the inclusion of the flight plan information as per Amendment 1 to the 15th Edition of PANS/ATM- Doc 4444 (ICAO State letter AN 13/2.1-09/9 of 6 February 2009)	SAM States	Take note of the ICAO guidelines	June 2009	Completed
Draft a regional strategy for the implementation of Amendment 1 to the PANS/ATM	RLA/06/901 project	Regional strategy for the implementation of Amendment 1 to the 15 <sup>th</sup> Edition of the ICAO PANS-ATM - Doc 4444	October 2009	Completed. The strategy approved by SAM/IG/4 meeting for its adoption in the SAM Region was approved for the CAR/SAM Regions at the meeting of the CNS/ATM Subgroup (March 2010)
Draft a national plan for the implementation of Amendment 1 to the PANS/ATM	SAM States	National plan for the for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM - Doc 4444	End of April 2010	Only received from Uruguay, and Brazil requested for an extension.
Nomination of focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	SAM States	SAM States focal points for the coordination between ICAO and States in the implementation of Amendment 1 to the PANS/ATM	7 May 2010	See Appendix D to this working paper

<b>ACTIVITIES</b>	<b>ACTION BY</b>	<b>DELIVERABLE</b>	<b>TARGET DATE</b>	<b>REMARKS</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Analyze the checklist of systems involved in the flight plan process to evaluate the impact of the implementation of the new flight plan format in the automated systems	SAM/IG meeting	Checklist of systems involved in the flight plan process and its impact on the new flight plan format	SAM/IG/5	See Appendix E to this working paper
Carry out an analysis on the impact of the implementation of the new flight plan format in the SAM States automated systems	SAM States	Impact of the implementation of the amendment in the automated systems	End of August 2010	
Preparation of a SAM seminar/workshop for the implementation of Amendment 1 to the PANS/ATM	ICAO Secretariat	Seminar/Workshop for the Implementation of Amendment 1 to the PANS/ATM	Lima, Peru, 13 to 15 September 2010	RLA/06/901 project will give two fellowships per member State for specialists in the operational and technical areas involved in the implementation of the Amendment
Hold national meetings between providers and users when implementing Amendment 1 to the PANS/ATM	SAM States	Establishment of a national schedule of meetings for the implementation of Amendment 1 to the PANS/ATM	Necessary national meetings for 2010-2012	The number of national meetings would be determined by the States
Prepare user and service provider personnel on the implementation of Amendment 1 to the PANS/ATM	SAM States	Service provider and user personnel trained on Amendment 1 to the PANS/OPS, under a national training programme	October 2010- November 2012	
Study the implementation of the transition to the new flight plan format (operation taking under consideration the current and new format)	RLA/06/901 project	Study the implementation of Amendment 1 to the PANS/ATM, during the transition phase	SAM/IG/6	

<b>ACTIVITIES</b>	<b>ACTION BY</b>	<b>DELIVERABLE</b>	<b>TARGET DATE</b>	<b>REMARKS</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Implementation of the new flight plan format in accordance with the strategy on the implementation of Amendment 1 to the 15th Edition of the PANS/ATM-Doc 4444	SAM States	Systems involved in the FPL process with capability to operate the new FPL format	End of June 2012	
Implementation of activities permitting systems involved in the FPL to operate with the current and new FPL	SAM States	Systems involved in the FPL process with capability to act upon the current and new flight plan during the transition period	End of 2012	If the new plan is implemented before June 2012, same will be only used on a trial basis (national, intra- and inter-regional), continuing to operate with the current flight plan format. In addition, during this period, pre-operational trials can be carried out (national, intra- and inter-regional)
Keep the Regional Office informed on the progress of activities, as well as on date changes in the action plans	SAM States	Unpdated informatin of the action plan	Continuous process until 15/12/2012	
Implementation of operational phase with the current and new flight plan	SAM States	Systems involved in the FPL process operating with the current and new format	1 July 2012 to 15 November 2012	The new FPL format should not become operational before 1 July 2012