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Changes to the ICAO Model Flight Plan Form and ATS Messages

1. INTRODUCTION

1.1 ICAO have announced changes to the ICAO model flight plan form and ATS Messages in Amendment 1 to 15th Edition of PANS ATM Doc 4444 which will become applicable on 15 November 2012.

1.2 The amendment 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.

1.3 Changes are required to ATC 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 ATC automation and affect information that is communicated between ATC units as the flight progresses.

1.4 Preparation for the changes should therefore be made well in advance of 15 November 2012.

1.5 It is essential to the success of this implementation that all airspace users be able to submit and process flight information in accordance with Amendment 1 to PANS-ATM (Doc 4444) Fifteenth Edition by 15 November 2012.

1.6 Full details of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) are available at:

<http://www2.icao.int/en/FITS/FITSLibrary/PANS%20ATM%20Amendment.pdf>

2. DEFINITIONS

2.1 PRESENT format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition

2.2 NEW format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

3. CHANGES TO THE ICAO FLIGHT PLAN

3.1 Significant changes are required to flight planning systems to allow for the description of the following aircraft capabilities;

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

3.2 These aircraft capabilities require the introduction of new elements and changes to existing fields on the ICAO model flight plan form. In

particular, the following item/field content changes to flight plans will occur:

- Item 10 equipment and capability is expanded to include communication, navigational and surveillance capability, enabling or improving automatic notification to air traffic controllers. This Item is extensively modified with additions, deletions, introduction of alphanumeric characters and increased field size.
- New indicators in Item 18 including Performance Based Navigation (PBN) information and notification for special handling (STS).
- The ability to file a flight plan more than 24 hours in advance

4. REGIONAL IMPLEMENTATION

4.1 The ICAO Asia Pacific Region has adopted a declared transition period and a phased implementation from 1 January 2012 until 15 November 2012.

4.2 The phased implementation comprises of;

- **Phase 1** - 1 January to 31 March 2012
ATS Service providers software delivery and testing
- **Phase 2** - 1 April to 30 June 2012
ATS Service provider external testing
- **Phase 3** - 1 July to 15 November 2012
All airspace users including airlines and general aviation.

4.3 Under this arrangement Australia and New Zealand intend to implement the NEW flight plan format from 26 July 2012.

4.4 Airservices Australia and Airways New Zealand will have agreements in place to manage flight plan data across adjacent international Flight Information Regions to ensure harmonised air traffic coordination and processing

4.5 From 15 November 2012 only the NEW flight plan format will be accepted.

4.6 Full details of the regional guidance material are contained in the Asia/Pacific Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444):

http://www.bangkok.icao.int/edocs/FPL_Guidance_ver2.pdf

5. FLIGHT PLAN SUBMISSION from 26th July 2012

5.1 From 26 July 2012 flight plan submission via NAIPS (Pilot Briefing website, phone and facsimile) will conform to the NEW flight plan format.

5.2 Submission by flight planning and despatch providers will be accepted in either format until 15 November 2012.

5.3 Flight plans in the NEW format may be submitted up to 120 hours prior to Estimated Off Block Time.

5.4 Any changes must refer to the flight plan's Date Of Flight to ensure the correct flight plan is changed.

6. FURTHER INFORMATION

6.1 An ICAO website called the Flight Plan Implementation Tracking System (FITS) has been created to help Air Navigation Service Providers and airspace users to monitor the implementation status of the new ICAO flight plan form:

<http://www2.icao.int/en/FITS/Pages/home.aspx>

6.2 A link on the Airservices website will be created to provide up to date information in relation to the progression of system changes and to provide details to customers wishing to conduct testing on a Test platform for the acceptance of New format AFTN messages. This site will detail dates that testing is available, contact details, AFTN addresses etc. This website will be kept up to date and customers should check regularly for news and updates.

<http://www.airservicesaustralia.com/projectsservices/projects/>

7. CANCELLATION

7.1 This AIC self-cancels on 15 December 2012.

8. DISTRIBUTION

8.1 By Airservices Australia Website only.