



International Civil Aviation Organization

CAR/SAM Regional Planning Implementation Group (GREPECAS)

Second Meeting of the CNS/ATM Subgroup (CNS/ATM/SG/2)
(Mexico City, Mexico, 16 to 19 November 2010)

CNS/ATM/SG/2-IP/08

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English only

Agenda Item 2: Follow-up to the implementation status of the performance based navigation systems plans for the CAR and SAM Regions and to the latest amendments to the ATM- and CNS-related SARPS

STATUS OF FAA IMPLEMENTATION OF AMENDMENT 1 TO DOC 4444, 15TH EDITION

(Presented by the United States of America)

SUMMARY

The Federal Aviation Administration (FAA) supports a harmonized, global approach for International Civil Aviation Organization (ICAO) regions during implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444). This information paper provides a summary of FAA status relative to the agreed transition steps as of October 2010.

1. Introduction

1.1. At the Second Meeting of the Asia/Pacific ICAO Flight Plan & ATS Messages Task Force (FPL&AM/TF/2), the group agreed to a regional implementation strategy. This paper provides an update and status on United States (U.S.) progress towards the schedule identified in the strategy.

2. Terminology

2.1. In this paper, the term NEW is defined as: ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

3. FAA Implementation Strategy

3.1 The FAA has adopted the APAC transition strategy agreed to during FPL&AM/TF2. The transition period is 1 January 2012 through 15 November 2012. The following sections describe FAA plans and status relative to each phase.

3.2 Phase 1 (1 January to 31 March 2012) – Air Navigation Service Providers (ANSPs) Software Delivery and Internal Testing

3.2.1 The FAA has identified four major flight data processing systems and four flight plan filing systems that will require modification and has begun engineering activities to implement the changes.

3.2.1.1 **En Route Automation Modernization (ERAM)** – ERAM will be the primary en route system for the domestic U.S. System refinement and deployment are currently underway. Implementation at all 20 sites is scheduled for completion by the end of 2011. Engineering and software changes in support of ICAO 2012 are being planned during the deployment waterfall, and cannot be implemented until all sites have completed ERAM deployment. Changes to the legacy system are not currently planned; full transition to ERAM and delivery of ICAO 2012 software are expected during 2011.

3.2.1.2 **Ocean21 (O21)** – O21 is the primary oceanic air traffic automation system for the U.S. and is used in oceanic airspace at Oakland, New York and Anchorage Centers. Engineering changes for O21 are being coded now for delivery during 2011.

3.2.1.3 **Offshore Flight Data Processing System (OFDPS)** – OFDPS provides flight data processing for Honolulu Control Facility and Guam Center and Radar Approach Control (CERAP). Engineering and software changes are planned for 2011.

3.2.1.4 **Flight Data Processing 2000 (FDP-2000)** – FDP-2000 provides flight data processing for Anchorage Center non-oceanic airspace. Engineering and software changes are planned for 2011.

3.2.1.5 **Flight Service 21 Automation System (FS21)** – FS21 provides the Flight Service Stations (FSS) throughout the 48 contiguous United States, Hawaii and Puerto Rico with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.

3.2.1.6 **Flight Service Automation System Operational and Supportability Implementation System (OASIS)** – OASIS provides the Flight Service Stations in Alaska with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.

3.2.1.7 Direct User Access Terminal (DUAT) and Direct User Access Terminal Service (DUATS) provide users with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.

3.2.2 Changes required by Amendment 1 will require corresponding changes to international interface control documents (ICD), notably the North Atlantic (NAT), Pacific (PAC) and North American (NAM) ICDs.

3.2.2.1 The FAA is working with Canada's ANSP (NavCanada) and Mexican Airspace Navigation Services (SENEAM) to effect NAM ICD changes in time to effect domestic system changes.

3.2.2.2 The FAA is working with the NAT Implementation Management Group (IMG) to effect requisite changes to the NAT ICD.

3.2.2.3 The FAA has agreed to coordinate an effort to effect requisite changes to the PAC ICD.

3.2.3 Finally, the FAA has other automation systems (e.g., traffic management, offline analysis systems) that receive data from these primary FDP systems. Although most of these systems have been analyzed for impact of the Amendment 1 changes, some analysis is still underway.

3.3 Phase 2 (1 April to 30 June 2012) – ANSPs External Testing and Implementation

3.3.1 The FAA is working to refine a 2012 Master Test Plan that will coordinate all external testing activities. Testing will cover each ANSP with which the FAA has an automated interface.

3.3.2 The draft test plan currently identifies interfaces to be tested; points of contacts to coordinate test schedules/approaches are being developed.

3.3.3 The FAA's plan is to test between offline development systems before testing between operational systems. Initially, operational testing will be done using off-line operational systems followed by testing with live systems during periods of low traffic volume.

3.4 Phase 3 (1 July to 15 November 2012) – Airspace Users Testing and Implementation

3.4.1 The final phase will involve education, off-line testing, and live testing with airspace users and flight plan filing services. A master test plan will coordinate all FAA test activities.

3.4.2 Airspace User Education Efforts

3.4.2.1 The FAA provides guidance to filers online at: www.faa.gov/ato?k=fpl. ICAO 2012 information is provided at: www.faa.gov/go/fpl2012. The website includes information on monthly telcons, the FAA implementation of Amendment 1 and presentations that give an overview of the changes introduced by Amendment 1. Materials are also available upon request to frederick.ctr.carmona@faa.gov.

3.4.2.2 The FAA plans to address meetings of the Airline Dispatcher Federation (ADF), Aircraft Owners and Pilots Association, and Air Traffic Control Association. In addition to presentations, brochures with basic information and pointers to the FAA website will be provided.

3.4.2.3 Filers are invited to a monthly teleconference where plans are discussed, and participants are invited to bring questions and issues. Discussion of the Amendment 1 impact is ongoing.

3.4.3 Airspace User Testing

3.4.3.1 Prior to testing with live FAA systems, users will be provided the opportunity to submit Filed Flight Plans (FPL) and changes in NEW format to an off-line system for testing. This testing will be scheduled on a per-user basis and spread over the available time period.

3.4.3.2 The FAA is investigating the possibility of developing a website that would enable users to check the format of test NEW FPLs against the Amendment 1 rules prior to any testing with actual systems. A decision on whether to provide such a capability has not been made.

3.4.3.3 Upon successful completion of offline testing, approved users will be given the opportunity to file NEW format FPLs with operational systems during prescribed times at a limited number of sites.

4. Conclusion

4.1 The meeting is invited to review the information in this paper and engage the FAA regarding any concerns relative to this testing and implementation plan.