



International Civil Aviation Organization
CAR/SAM Regional Planning Implementation Group (GREPECAS)
**Second Meeting of the Communications, Navigation and Surveillance / Air
Traffic Management Subgroup (CNS/ATM/SG/2)**
(Mexico City, Mexico, 16 to 19 November 2010)

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

ICAO 2012 FLIGHT PLAN – INTER-REGIONAL IMPLEMENTATION ISSUES

(Presented by the United States of America)

SUMMARY

The Federal Aviation Administration (FAA) proposes that that the Group examine the need of and processes for developing an inter-regional transition strategy to ensure compatibility and continuity between ICAO regions, the various Air Navigation Service Providers (ANSP) and airspace user filing systems during the period leading up to the scheduled applicability date of 15 November 2012.

1. Introduction

1.1 In the twenty months since ICAO issued State Letter AN 13/2.1-09/9 6 February 2009 - 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), numerous regional task forces (TFs) and Planning and Implementation Regional Groups (PIRGs) have met. Considerable progress has been made in developing and coordinating State and Regional implementation plans by these bodies.

2. Discussion

2.1 Interpretation of the Amendment

2.1.1 Each region is reviewing the amendment and making implementation decisions. Asia/Pacific and Europe, in particular, have published guidance, requirements, and interpretations. It is important that these interpretations be coordinated and reconciled to ensure compatible implementations and consistent guidance to flight plan filers.

2.1.2 The Asia/Pacific task force has made a practice of reviewing available documentation from other regions and attempts to align its guidance accordingly; however, the task force is not certain that all regional information is available.

2.1.3 It is recommended that, at a minimum, regions post their decisions / interpretations / guidance on the FITS web site under "Documents." It is also recommended that regions actively communicate on issues of concern in order to work towards compatible solutions.

2.2 Need to Establish Accurate Implementation Status

2.2.1 The success of the phased implementation approach relies on all states working in concert. The lack of understanding of the global planning and readiness status is of concern and needs to be addressed.

2.2.2 All ANSPs must be encouraged to regularly update their status on the ICAO Flight Plan Implementation Tracking System (FITS) located at <http://www2.icao.int/en/FITS/Pages/home.aspx>

2.2.3 In order to keep the FITS website updated, States that have not yet provided data should inform their Regional Office of the initial set of data required in the FITS website, such as scheduled date and contact person, by October 22, 2010, and subsequently update the data as required.

2.3 **Flight Plan Filer Implementation**

2.3.1 IATA has stated its expectation that flight plan filers will not file NEW format until all relevant ANSPs are capable of accepting and processing NEW. The FAA expects to aggressively target flight plan filers for testing to ensure that the bulk of filers have tested with ANSP systems regardless of when they decide to commence filing NEW.

2.3.2 The FAA is interested in plans by other ANSPs in this area to determine if joint plans can lead to optimal testing with minimum required impact on filers.

2.4 **ANSP Interfaces**

2.4.1 There is increasing emphasis on ANSP to ANSP testing. Each bi-lateral interface will likely be tested. There has been discussion at many levels as to whether testing between ANSPs that do not have a direct interface -- e.g. the FAA and Eurocontrol -- should also be done. The FAA believes that this would be of benefit in reducing the risk of ANSPs forwarding flight plans via AIDC that affect downstream facilities that were not party to pre-implementation interface tests.

2.4.2 The FAA is interested in participating with other ANSPs in setting up such tests.

2.5 **Regional-Specific Implementation of Field 18**

2.5.1 Eurocontrol's proposal to implement region-specific Field 18 indicators (EUR/, RVR/) will have an impact on filers and on other regions, including the possible rejection of flight plans. It is vital to coordinate such proposed changes inter-regionally to ensure all regions affected can accommodate the practice. The problem faced by Eurocontrol is significant; other regions could face similar problems at some point and Field 18 content does not adequately address how to deal with region-specific information. The FAA recognizes that providing a means to segregate this information can benefit other regions—there are issues today with seeing flight planning data not meant for and not understood by FAA controllers.

3. **Action by the Meeting**

3.1 The meeting is invited to:

- a) consider coordinating regional implementation guidance to limit differing interpretations between States and Regions;
- b) note the readiness of all States, including those outside the Regions participating in this meeting, in implementing the 2012 ICAO Flight Plan as recorded in the FITS;
- c) request that GREPECAS urge CAR/SAM States to provide updates on implementation status and provide confirmation they will be ready to implement the new ICAO Flight Plan on 15 November 2012;
- d) request that GREPECAS conduct a review of CAR/SAM States preparedness to implement the new ICAO Flight Plan on 15 November 2012; and
- e) urge ICAO HQ to provide guidance to States and Regions regarding the use of region-specific Field 18 indicators.