



ICAO Changes to the Present Flight Plan Form

Amendment 1 to the PANS-ATM
Fifteenth Edition
(PANS-ATM, Doc 4444)

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Introduction to FPL 2012



- Background
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- ICAO 2012 Impacts
- Changes to the flight Plan Form
- Impact of some changes
- Further detail of the changes.



Background to the Amendment

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

ICAO 2012 Timeline



- **FPLSG develops Amendment 1** to PANS-ATM, Doc 4444, 15th Edition (ICAO 2012)
- **May 27, 2008** The Amendment was approved by the President of the ICAO Council on behalf of the Council.
- **June 25, 2008: ICAO issued State Letter 50/2008**
 - Announced Amendment 1
 - Applicability date is **November 15, 2012**
- **Transition period:** Issuance to November 15, 2012
 - **“PRESENT”** = ICAO Filed Flight Plan (FPL) & associated ATM messages in current use. **Not supported after applicability date**
 - **“NEW”** = 2012 ICAO FPL & associated ATM messages with changes outlined in Amendment 1
- **February 2009:** ICAO issued Transition Guidelines
 - Intended to harmonize global implementation.



Changes to the PRESENT flight Plan form

- Amendment 1 to the PANS-ATM contains changes to the length and content of items.
- Amendment 1 does not specifically change the means of filing flight plans.
- The Transitioning to Amendment 1 may impose some requirements during the transition period.



Impact of changes to the PRESENT flight Plan form

- Change the way aircraft equipage and capabilities are communicated to provide more details
 - for example fields 10 and 18
- Format of field data
 - Single Alphas to 2-character alphanumeric
- Permit specification of the date of flight (DOF) in a standardised manner.
- Allows filing of FPL forms up to 120 hours in advance.
- Documentation changes.
- Controller Computer-Human Interface(CHI)



Further detail of changes

The following slides are extracts from:
Amendment 1 to the *Procedures for Air
Navigation Services — Air Traffic
Management, Fifteenth Edition*
(PANS-ATM, Doc 4444)

Action required:

- a) Implementation of the amendment on 15 November 2012;
- b) Publication of any differences as of 15 November 2012

CHAPTER 4 GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES (Flight Plans)



- Operators should comply with any constraints identified in relevant Aeronautical Information Publications (AIPs)
- Failure to adhere to the changes or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.
 - Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.
 - Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

Appendix 2 ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)



- Alphanumeric characters and without hyphens or symbols
- The nationality or common mark
- Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

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



- **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 followed by one or more subsequent changes of flight rules.
- **Z** if the flight initially will be operated under the VFR (first), followed by one or more subsequent changes of flight rules.

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.
- c) where applicable, authorization from the appropriate authority.

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)



- Location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*.
- 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,

ITEM 15: ROUTE



- INSERT each point at which either a change of speed and/or level is planned to commence
- Bearing and distance from a navigation aid or significant point.
- 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.

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



- As specified in Doc 7910, Location Indicators
- The name and location of the aerodrome, preceded by DEST/
- INSERT the total estimated elapsed time.
- SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s) preceded by ALTN/

ITEM 18: OTHER INFORMATION



- 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 in the amendment.
- STS/ Reason for special handling by ATS, e.g. a search and rescue mission.
- 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.
- Combinations of alphanumeric characters not indicated in the amendment are reserved.



Any questions?

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