

**Flight Plan 2012
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Technical Aspects of the Change

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Field 10

Field 18 & DOF

Field 18 & DLE

Field 18 Duplicates and Limits

Reference Material

Field 10a – NAV/COM Equipment and Capability

Syntax:

```
["N"] | [ 1 { "A" | "B" | "C" | "D" | "E1" | "E2" | "E3" | "F" | "G" | "H" | "I" | "J1" |  
"J2" | "J3" | "J4" | "J5" | "J6" | "J7" | "K" | "L" | "M1" | "M2" | "M3" | "O" | "P1" |  
"P2" | "P3" | "P4" | "P5" | "P6" | "P7" | "P8" | "P9" | "R" | "S" | "T" | "U" | "V" |  
"W" | "X" | "Y" | "Z" } ]
```

- Description:
 - the descriptor "N"
 - or
 - one or more of the listed descriptors without repetition.

Therefore a theoretical limit of 64 characters.

- No longer accepted: E, P, M, J, Q.

Semantics:

If 'R' present → PBN/ expected in F18.

If 'Z' present → at least one of COM/, DAT/, NAV/ expected in F18

Field 10b – SUR Equipment and Capability

Syntax:

```
["N"] | (1{ ("I" | "P" | "X") | "A" | "C"}3 | 1{ "A" | "C" | "E" | "H" | "L" | "S"}6)  
[1{ "B1" | "B2" | "D1" | "G1" | "U1" | "U2" | "V1" | "V2"}8 ]
```

- Description:
 - the descriptor 'N'
 - or
 - one or more of the descriptors 'I', 'P', 'X', 'A', 'C' with 'I', 'P', 'X' being mutually exclusive i.e. only one may be present
 - or
 - one or more of the descriptors 'A', 'C', 'E', 'H', 'L', 'S'
 - and optionally
 - one or more of the descriptors 'B1', 'B2', 'D1', 'G1', 'U1', 'U2', 'V1', 'V2' without repetition.

A total limit of 20 characters shall be applied.

- No longer accepted: 'D'
- Note: The descriptor 'Z' does not exist therefore no flag to indicate the existence of SUR/

Field 10b Translation

- New Field10b can contain 20 characters whereas the Old one can only contain 2
- The syntax for Field 10b and its translation table can result in the need to present three characters in Old format
 - Mode A / C capability
 - Mode S capability
 - ADS capability
- A choice of indications in Old format may therefore be necessary

1st character

'S' if one of S, E, H, L is present, otherwise

'I' or 'P' or 'X' as appropriate if present, otherwise

'C' if present, otherwise

'A' if present

2nd character

'D' if one of E, L, B1, B2, D1, G1, U1, U2, V1, V2 present

Field 10 & AFTN Line Limit

- Field 10 can syntactically contain more than 69 characters, the AFTN line limit
- Not normally foreseen within a single field i.e. without a space
- Very theoretical and unlikely to occur in normal operations
 - introduction of the 'P' series of indications may need careful attention !

Field 18 & DOF

- Date of Flight - better to think of it as 'Off Block Date'
- Synonymous with EOBT i.e. EOBDT
- Automatically calculated for all flights, if not explicitly provided
- Included in all FPL message exchanges from IFPS

Field 18 - DOF Acceptance

There can be differences between rules for FPL creation i.e. what is accepted at FPL creation/submission and what the end user (ATC) system will accept

1. Submission of FPLs > 24hrs in advance of EOBT
and/or
 2. Reception by ATC systems of FPLs > 24hrs in advance (IFR/VFR)
- Amendment 1 indicates:
11.4.2.2.2.5 FPL messages should be transmitted immediately after the filing of the flight plan.
 - Some countries may not support 1. above
 - All should support 2. above !
 - Need to publish State intentions with regard to support of DOF for:
 - IFR flight plans
 - VFR flight plans

Field 18 - Associated Messages

The following are all examples of valid message compositions:

1. (CHG-EIN105-EIDW1200-KORD-DOF/100304-9/E346/H)
2. (CNL-EIN105-EIDW1200-KORD-DOF/100304)
3. (CNL-EIN105-EIDW1200-KORD-0)
4. (CNL-EIN105-EIDW1200-KORD-STS/ATFMX MARSA FLTCK
PBN/A1C3L1 NAV/GBAS SBAS DAT/NO SPECIFIC DESIGNATORS
SUR/ADDITIONAL INFO DEP/MALAHIDE 5327N00609W
DOF/100305)

ICAO Clarification: “It is agreed that in the messages concerned there is no useful reason to put all Item 18 information if there is no change in the referred Item. Field Type 18 in a CHG message shall not contain the changes. They go in Field Type 22. Field Type 18 with DOF specified in such messages it is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all the other Item 18 information in those messages.”

Field 18 - DOF Usage

FPL: F18= STS/HOSP DOF/100304 PBN/B3
F13b= 2230

Flight is delayed until 0200 i.e. a delay over midnight.

(DLA-ABC123-EBBR0200-EDDF-DOF/100304)

OR

(CHG-ABC123-EBBR2230-EDDF-DOF/100304-13/EBBR0200
18/STS/HOSP DOF/100305 PBN/B3)

The DOF (or Off Block Date) as provided in Field 18 shall always refer to the last Off Block Date & Time (EOBD/EOBT) enabling association of the message with the correct FPL.

FPL: F18= STS/HOSP DOF/100304 PBN/B3
F13b= 2230

Flight is delayed until 0200 i.e. a delay over midnight.

(DLA-ABC123-EBBR0200-EDDF-DOF/100304)

Once applied to the FPL a delay over midnight is understood as an implicit modification of the DOF.

↪ A further delay until 0400 is required.

(DLA-ABC123-EBBR0400-EDDF-DOF/100305)

DLE/ Usage

- To indicate a significant point on the route where a delay is planned to occur
- The point must be on the route, either explicitly indicated in the route description or implicit within an ATS route segment
- States will continue to use the STAY indicator for flights within the CFMU area

- Duplicate Indicator Handling

- Duplicate Field 18 indicators will not be accepted
- The following processing will be applied in IFPS:

Duplicates of the following indicators will be concatenated into a single occurrence with a space inserted between the two data streams:

STS/, NAV/, COM/, DAT/, SUR/, EET/, TYP/, DLE/, ALTN/, RALT/, TALT/, RMK/

e.g. DLE/NTM0040 DLE/FFM0100 → DLE/NTM0040 FFM0100

Duplicates of the following indicators will generate an error:

DEP/, DEST/, DOF/, OPR/, SEL/, REG/, PBN/, CODE/, ORGN/, PER/

Field 18 -Indicator Limits

Many Field 18 indicators are free text and without published limits.
The following list indicates the limits being applied in IFPS.

NAV/	50 characters
COM/	50 characters
DAT/	50 characters
SUR/	50 characters
DEP/	50 characters + lat/long or ref.pt
DEST/	50 characters + lat/long or ref.pt
REG/	50 characters
TYP/	60 characters
OPR/	unlimited

ORGN/	30 characters
ALTN/	100 characters
RALT/	100 characters
TALT/	100 characters
RIF/	4 → unlimited
RMK/	unlimited

CFMU Website:

(http://www.cfm.eurocontrol.int/cfm/public/standard_page/cfm_programmes_fpl_2012.html)

- EUR Implementation Plan
- [CFMU Interface Manual for ICAO 2012](#)
- CFMU 2012 User Requirements
- Reference Material:
 - Amendment 1 to PANS-ATM (Doc.4444)

ICAO Website:

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

- FIR Status Tracking
- Issue Tracking
- Documentation

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