International Civil Aviation Organization

ICAO New Flight Plan Format Study Group (INFPL SG)

Fourth Meeting
(Cairo, Egypt, 27 - 29 February 2012)

Agenda Item 4: Strategy and Action Plan for the Implementation of INFPL in the MID Region

STRATEGY FOR THE IMPLEMENTATION OF INFPL IN THE MID REGION GUIDANCE MATERIAL AND AIC

(Presented by the Secretariat)

SUMMARY

This paper presents the Strategy for the Implementation of ICAO New Flight Plan Format and Supporting ATS Messages in the MID region which was endorsed by MIDANPIRG/12 and reviewed by CNS/ATM/IC SG/6, and proposes guidance material .

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Guidance Material Ref. 6 February 2009
- INFPL SG/3 Report
- Joint ACAC/ICAO workshop/seminar Summary of Discussions
- MIDANPIRG/12Report

1. INTRODUCTION

1.1 The MIDANPIRG/12 meeting, held in Amman, 9-13 October 2010, the third meeting of the INFPL Study Group was held at the ICAO MID Regional office back to back with the INFPL Seminar Egypt, 19- 21 and 22-23 June 2011 respectively.

1.2 The joint ACAC/ICAO workshop/seminar was held in Jeddah, Saudi Arabia 16-18 January 2012. The event was attended by ninety four (94) participants from eleven (11) States, and three (3) organizations and the Sixth Meeting of the MIDANPIRG CNS/ATM/IC SG was held at the ICAO MID Regional Office in Cairo, Egypt, 31 January – 02 February 2012

2. DISCUSSION

2.1 The meeting may wish to recall that MIDANPIRG/12 encouraged MID States to procure the necessary software and hardware needed for the implementation of the ICAO New Flight Plan Format, and to conduct internal and external testing in close coordination with users.

2.2 Noting the requirement for harmonizing the implementation of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444. MIDANPIRG/12 meeting agreed to the MID Region Strategy for Implementation of the ICAO New Flight Plan Format and associated ATS messages as indicated in the Amendment 1 to PANS-ATM, under conclusion 12/54.

2.3 The meeting may wish to recall that the INFPL SG/3 meeting studied and finalized the MID Regional strategy for the implementation of the INFPL and developed a revised Strategy which was reviewed and updated by the CNS/ATM/IC SG/6 meeting as at **Appendix A** to this working paper and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 6/12: REVISED STRATEGY FOR THE IMPLEMENTATION OF INFPL

*That, the revised MID Region Strategy for the implementation of INFPL be adopted as at **Appendix 5J (*****Appendix A** to this working paper) *to the Report on Agenda Item 5.*

2.4 The meeting may further wish to recall that MIDANPIRG/12 recommended the development of one reference document containing Strategy for Implementation of INFPL, States Implementation Plan, implementation guidance material, and other references to assist States in the implementation of the INFPL. Accordingly, the INFPL SG/3 meeting developed draft document as at A**ppendix B** to this working paper and requested MID States to review and provide their input to the document. However no comments were received.

2.5 The meeting may wish to note that during the joint ACAC/ICAO workshop/seminar a presentation was received on the Guidance material that was developed by APAC region as at A**ppendix C** to this working paper, and was of the view that this guidance to be considered by other Regions for the harmonization of the implementation of INFPL. Accordingly the meeting may wish to review , provide comments and consider the guidance material developed by APAC Region for incorporation in the MID Reference document and agree to the following Draft Conclusion:

Why	Support harmonized INFPL implementation
What	Revised Strategy For the Implementation of INFPL in MID Region
Who	INFPL SG/3 MIDANPIRG/ 13 and MID States
When	MSG Oct 2011

DRAFT CONCLUSION 4/XX: MID Region Guidance Material FOR THE IMPLEMENTATION OF INFPL

That, the MID Region Guidance Material for the Implementation of INFPL *be amended to incorporate the guidance material developed by APAC Region as at **Appendix C** to this working paper.*

2.6 The INFPL SG/3 meeting urged MID States to provide progress report as called by MIDANPIRG/12 conclusion 12/55 every three month since changes are likely to occur rapidly as the due date of the applicability is nearing.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) agree on draft conclusions in para 2.3 and 2.5; and
b) provide progress reports as in para 2.6.

APPENDIX A

MID REGION
STRATEGY FOR THE IMPLEMENTATION OF
ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required;

2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations and will use globally harmonized information attributes;

3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;

4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems, while taking into account compatibility with existing systems, human factors, training, and cost;

5) The ICAO new flight plan Format introduces considerable changes related, inter-alia, to Performance Based Navigation (PBN), Automatic Dependent Surveillance - Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format;

6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period;

7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012; and

8) The risk of all users simultaneously commencing “NEW” on the common implementation date without proper testing with the States.

The MID Region implementation of Amendment 1 to the PANS-ATM shall:

1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;

2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a ‘significant difference’ well in advance of the 15 November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:

1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "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)";

2) States must ensure coordination with adjacent States for testing and transition and inform other interested stakeholders as appropriate;

3) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;

4) Eliminate or minimize State specific constraints and, if constraints continued to be ~~are~~ identified as necessary, implementation of such constraints should be agreed on a regional basis or sub regional basis in preference to an individual State basis;

5) Declare a preparation transition period from 1 January 2012 until 14 November 2012, comprising;

- Before 31 March 2012 - ANSPs software delivery and internal testing,
- 1 April to 30 June 2012 – ANSPs external testing and
- 1 July to 14 November 2012 – airspace users testing;

6) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;

7) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;

8) States Implementing NEW Format should have the capability to process both PRESENT and NEW formats during the transition period;

9) MID States shall not support PRESENT format after 15 November 2012;

10) Strategic Support Teams (SST) to be identified and resourced to support those States who are behind the regional Implementation Plan, and;

11) Establish State and Regional coordination cells. Guidelines will be provided to align with the joint ICAO and IATA management center in ICAO HQ Montreal planned around the applicability date.

Appendix B

TABLE OF CONTENT

Objective:

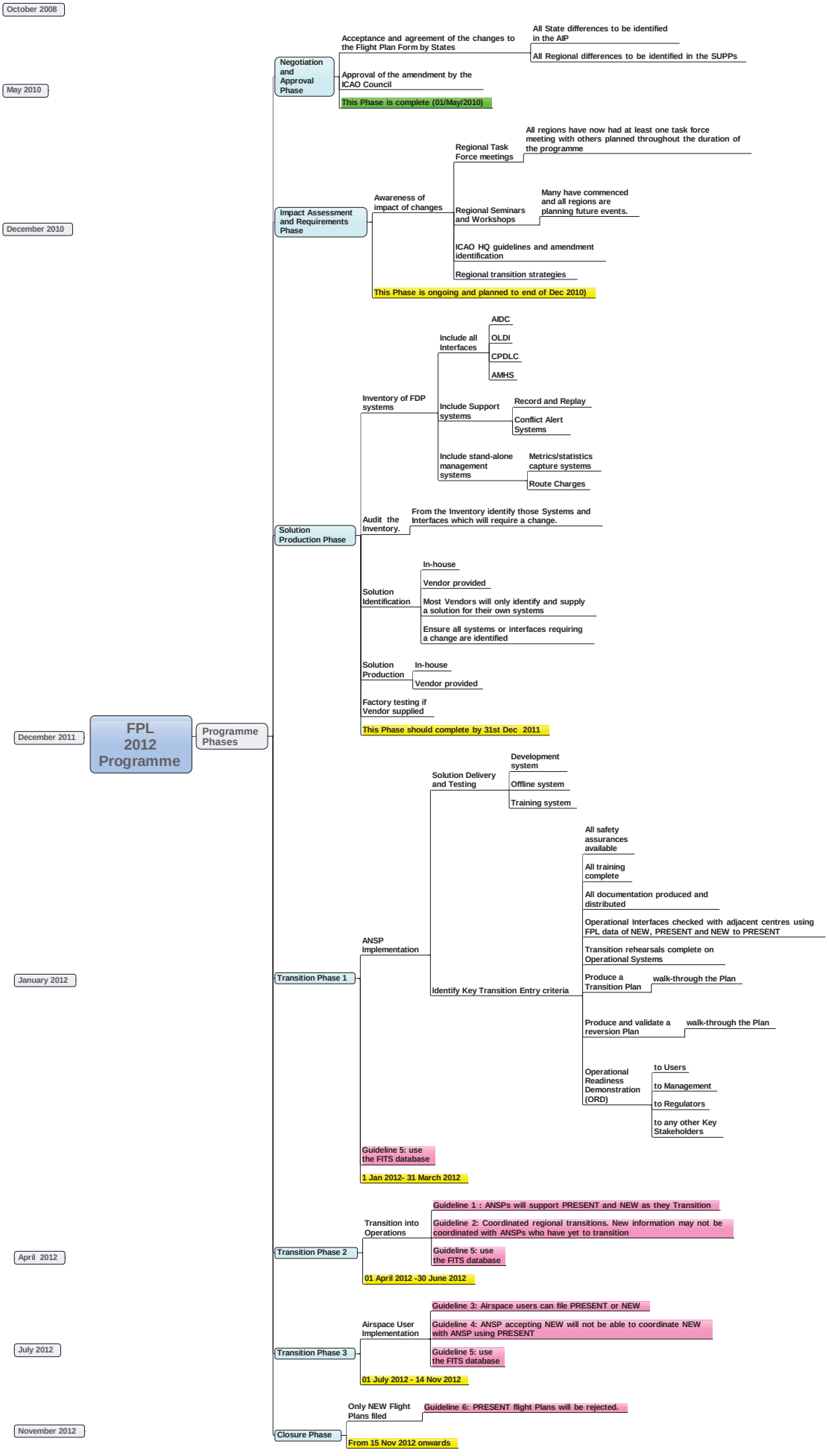
ICAO Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

Amendment 1 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, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

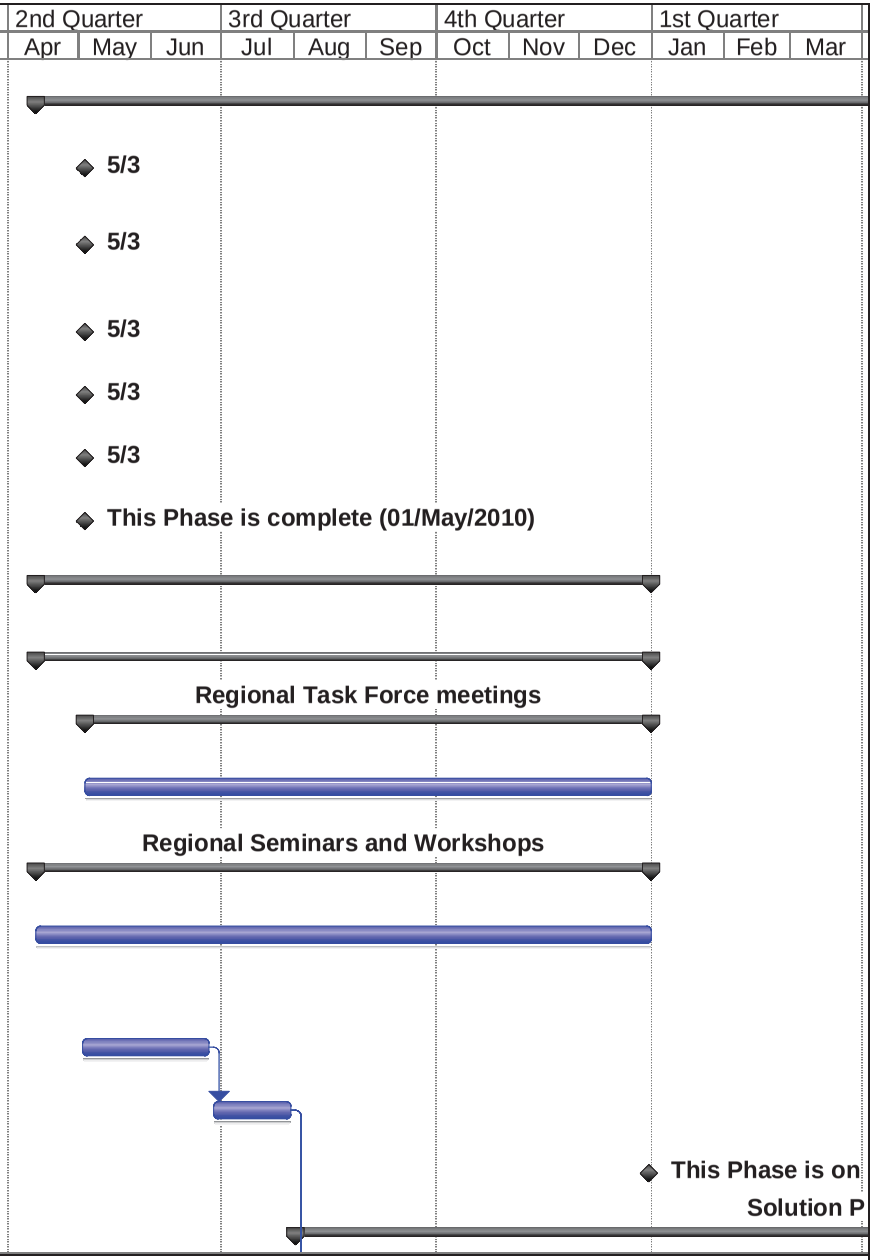
Copies of the interim edition of the amendment are available in section 6.1 of this documents which are attachments to the electronic version of this State letter AN 13/2.1-08/50. The interim edition contains the text as was approved by the Council and provided to States pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. The attached amendment consists solely of a change to the ICAO flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.

4- Scope

The next pages indicates the scope of ICAO New Flight Plan (FPL 2012) Programme as developed by ICAO and the sample MS project for the implementation of the ICAO New Flight Plan Format along with detailed timelines are also detailed in the following pages.


FPL 2012 Programme
Programme Phases
October 2008
May 2010
December 2010
December 2011
January 2012
April 2012
July 2012
November 2012
Negotiation and Approval Phase
Acceptance and agreement of the changes to the Flight Plan Form by States
All State differences to be identified in the AIP
All Regional differences to be identified in the SUPPs
Approval of the amendment by the ICAO Council
This Phase is complete (01/May/2010)
Impact Assessment and Requirements Phase
Awareness of impact of changes
Regional Task Force meetings
All regions have now had at least one task force meeting with others planned throughout the duration of the programme
Regional Seminars and Workshops
Many have commenced and all regions are planning future events.
ICAO HQ guidelines and amendment identification
Regional transition strategies
This Phase is ongoing and planned to end of Dec 2010)
Solution Production Phase
Audit the Inventory.
From the Inventory identify those Systems and Interfaces which will require a change.
Inventory of FDP systems
Include all Interfaces
AIDC
OLDI
CPDLC
AMHS
Include Support systems
Record and Replay
Conflict Alert Systems
Include stand-alone management systems
Metrics/statistics capture systems
Route Charges
Solution Identification
In-house
Vendor provided
Most Vendors will only identify and supply a solution for their own systems
Ensure all systems or interfaces requiring a change are identified
Solution Production
In-house
Vendor provided
Factory testing if Vendor supplied
This Phase should complete by 31st Dec 2011
Transition Phase 1
ANSP Implementation
Solution Delivery and Testing
Development system
Offline system
Training system
Identify Key Transition Entry criteria
All safety assurances available
All training complete
All documentation produced and distributed
Operational Interfaces checked with adjacent centres using FPL data of NEW, PRESENT and NEW to PRESENT
Transition rehearsals complete on Operational Systems
Produce a Transition Plan
walk-through the Plan
Produce and validate a reversion Plan
walk-through the Plan
Operational Readiness Demonstration (ORD)
to Users
to Management
to Regulators
to any other Key Stakeholders
Guideline 5: use the FITS database
1 Jan 2012- 31 March 2012
Transition Phase 2
Transition into Operations
Guideline 1 : ANSPs will support PRESENT and NEW as they Transition
Guideline 2: Coordinated regional transitions. New information may not be coordinated with ANSPs who have yet to transition
Guideline 5: use the FITS database
01 April 2012 -30 June 2012
Transition Phase 3
Airspace User Implementation
Guideline 3: Airspace users can file PRESENT or NEW
Guideline 4: ANSP accepting NEW will not be able to coordinate NEW with ANSP using PRESENT
Guideline 5: use the FITS database
01 July 2012 - 14 Nov 2012
Closure Phase
Only NEW Flight Plans filed
Guideline 6: PRESENT flight Plans will be rejected.
From 15 Nov 2012 onwards

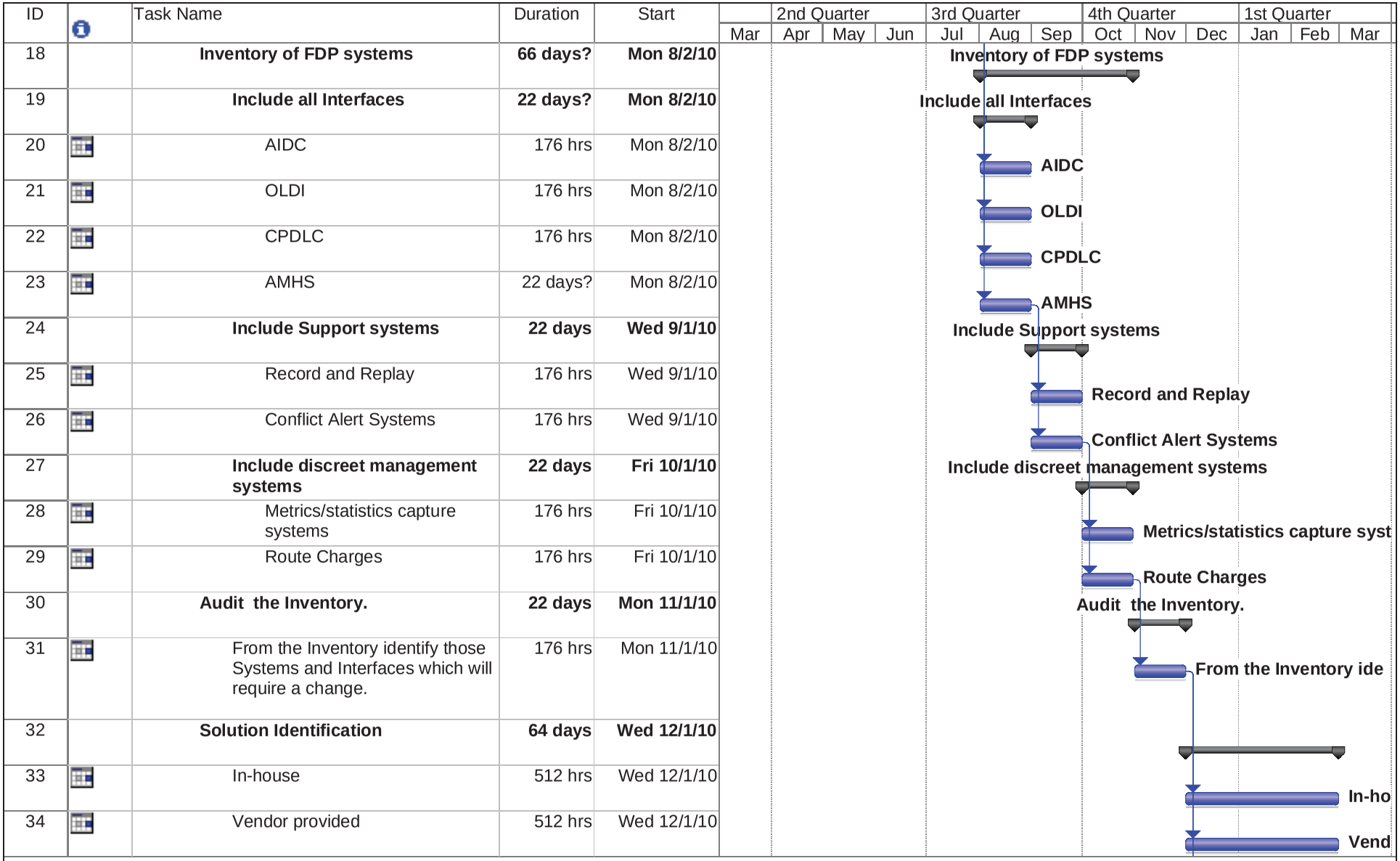
ID	Task Name	Duration	Start
1	**Programme Phases**	**740 days?**	**Tue 4/13/10**
2	**Negotiation and Approval Phase**	**0 days**	**Mon 5/3/10**
3	**Acceptance and agreement of the changes to the Flight Plan Form by States**	**0 days**	**Mon 5/3/10**
4	All State differences to be identified in the AIP	0 hrs	Mon 5/3/10
5	All Regional differences to be identified in the SUPPs	0 hrs	Mon 5/3/10
6	Approval of the amendment by the ICAO Council	0 hrs	Mon 5/3/10
7	This Phase is complete (01/May/2010)	0 hrs	Mon 5/3/10
8	**Impact Assessment and Requirements Phase**	**190 days**	**Tue 4/13/10**
9	**Awareness of impact of changes**	**190 days**	**Tue 4/13/10**
10	**Regional Task Force meetings**	**175 days**	**Tue 5/4/10**
11	Mostly now complete during the early part of the Phase	1400 hrs	Tue 5/4/10
12	**Regional Seminars and Workshops**	**190 days**	**Tue 4/13/10**
13	Some have commenced and expect all to complete by the end of this year	1520 hrs	Tue 4/13/10
14	ICAO HQ guidelines and amendment identification	320 hrs	Mon 5/3/10
15	Regional transition strategies	200 hrs	Mon 6/28/10
16	This Phase is ongoing and planned (Until end of Dec 2010)	1400 hrs	Mon 5/3/10
17	**Solution Production Phase**	**373 days?**	**Mon 8/2/10**



Project: FPL Programme PhasesSept
Date: Wed 7/6/11

Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline

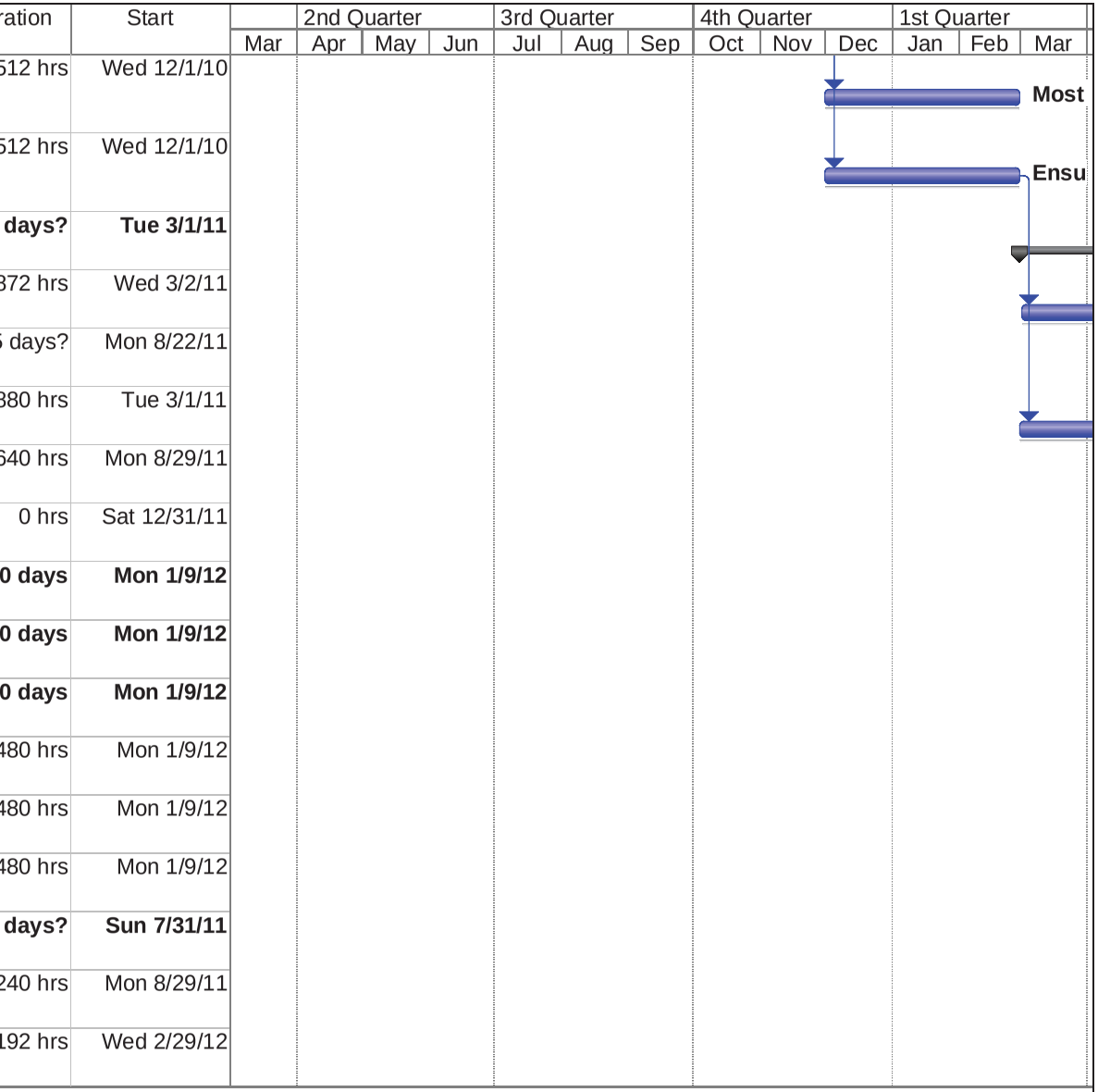
ID	Task Name	Duration	Start
18	**Inventory of FDP systems**	**66 days?**	**Mon 8/2/10**
19	**Include all Interfaces**	**22 days?**	**Mon 8/2/10**
20	AIDC	176 hrs	Mon 8/2/10
21	OLDI	176 hrs	Mon 8/2/10
22	CPDLC	176 hrs	Mon 8/2/10
23	AMHS	22 days?	Mon 8/2/10
24	**Include Support systems**	**22 days**	**Wed 9/1/10**
25	Record and Replay	176 hrs	Wed 9/1/10
26	Conflict Alert Systems	176 hrs	Wed 9/1/10
27	**Include discreet management systems**	**22 days**	**Fri 10/1/10**
28	Metrics/statistics capture systems	176 hrs	Fri 10/1/10
29	Route Charges	176 hrs	Fri 10/1/10
30	**Audit the Inventory.**	**22 days**	**Mon 11/1/10**
31	From the Inventory identify those Systems and Interfaces which will require a change.	176 hrs	Mon 11/1/10
32	**Solution Identification**	**64 days**	**Wed 12/1/10**
33	In-house	512 hrs	Wed 12/1/10
34	Vendor provided	512 hrs	Wed 12/1/10



Project: FPL Programme PhasesSept
Date: Wed 7/6/11

Task	Milestone	External Tasks	
Split	Summary	External Milestone	
Progress	Project Summary	Deadline	

ID	Task Name	Duration	Start
35	Most Vendors will only identify and supply a solution for their own systems	512 hrs	Wed 12/1/10
36	Ensure all systems or interfaces requiring a change are identified	512 hrs	Wed 12/1/10
37	**Solution Production**	**210 days?**	**Tue 3/1/11**
38	In-house	872 hrs	Wed 3/2/11
39	In-house testing	85 days?	Mon 8/22/11
40	Vendor provided	880 hrs	Tue 3/1/11
41	Factory testing if Vendor supplied	640 hrs	Mon 8/29/11
42	This Phase should complete by 31st Dec 2011	0 hrs	Sat 12/31/11
43	**Transition Phase 1**	**60 days**	**Mon 1/9/12**
44	**ANSP Implementation**	**60 days**	**Mon 1/9/12**
45	**Solution Delivery and Testing**	**60 days**	**Mon 1/9/12**
46	Development system	480 hrs	Mon 1/9/12
47	Offline system	480 hrs	Mon 1/9/12
48	Training system	480 hrs	Mon 1/9/12
49	**Identify Key Transition Entry criteria**	**179 days?**	**Sun 7/31/11**
50	All safety assurances available	1240 hrs	Mon 8/29/11
51	All training complete	192 hrs	Wed 2/29/12



Project: FPL Programme PhasesSept
Date: Wed 7/6/11

Task
Split
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Deadline

ID	Task Name	Duration	Start
52	All documentation produced and distributed	528 hrs	Mon 1/2/12
53	Operational Interfaces checked with adjacent centres using FPL data of NEW, PRESENT and NEW to PRESENT	488 hrs	Mon 12/26/11
54	Transition rehearsals complete on Operational Systems	48 hrs	Fri 3/16/12
55	**Produce a Transition Plan**	**106 days?**	**Sun 7/31/11**
56	produce a plan	67 days?	Sun 7/31/11
57	walk-through the Plan	312 hrs	Tue 11/1/11
58	**Produce and validate a reversion Plan**	**50 days?**	**Mon 12/26/11**
59	produce a reversion plan	30 days?	Mon 12/26/11
60	walk-through the Plan	160 hrs	Thu 2/2/12
61	**Operational Readiness Demonstration (ORD)**	**13 days**	**Thu 3/15/12**
62	to Users	104 hrs	Thu 3/15/12
63	to Management	104 hrs	Thu 3/15/12
64	to Regulators	104 hrs	Thu 3/15/12
65	to any other Key Stakeholders	104 hrs	Thu 3/15/12
66	Transition Phase 1 1 Jan 2012- 31 March 2012	528 hrs	Mon 1/2/12
67	**Transition Phase 2**	**67 days?**	**Mon 4/2/12**

Project: FPL Programme PhasesSept
Date: Wed 7/6/11

Task
Split
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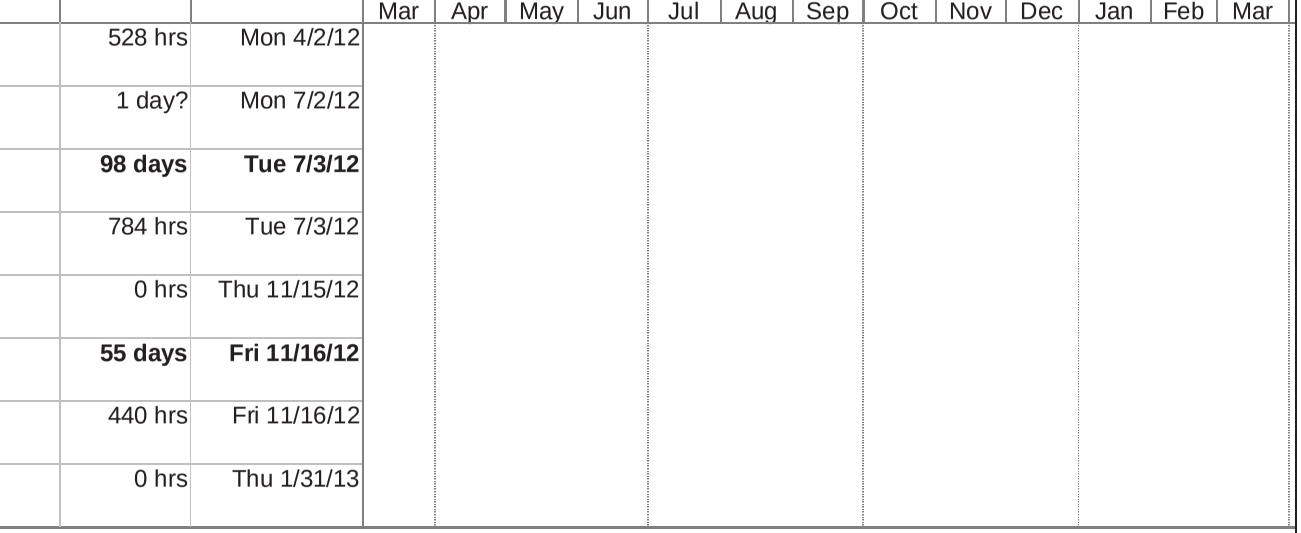
External Milestone
Deadline

ID	Task Name	Duration	Start
68	Transition into Operations	528 hrs	Mon 4/2/12
69	transition Phase 2 complete	1 day?	Mon 7/2/12
70	**Transition phase 3**	**98 days**	**Tue 7/3/12**
71	Airspace User Implementation	784 hrs	Tue 7/3/12
72	transition Phase 2 complete	0 hrs	Thu 11/15/12
73	**Closure phase**	**55 days**	**Fri 11/16/12**
74	Only NEW Flight Plans filed	440 hrs	Fri 11/16/12
75	End of closure Phase	0 hrs	Thu 1/31/13



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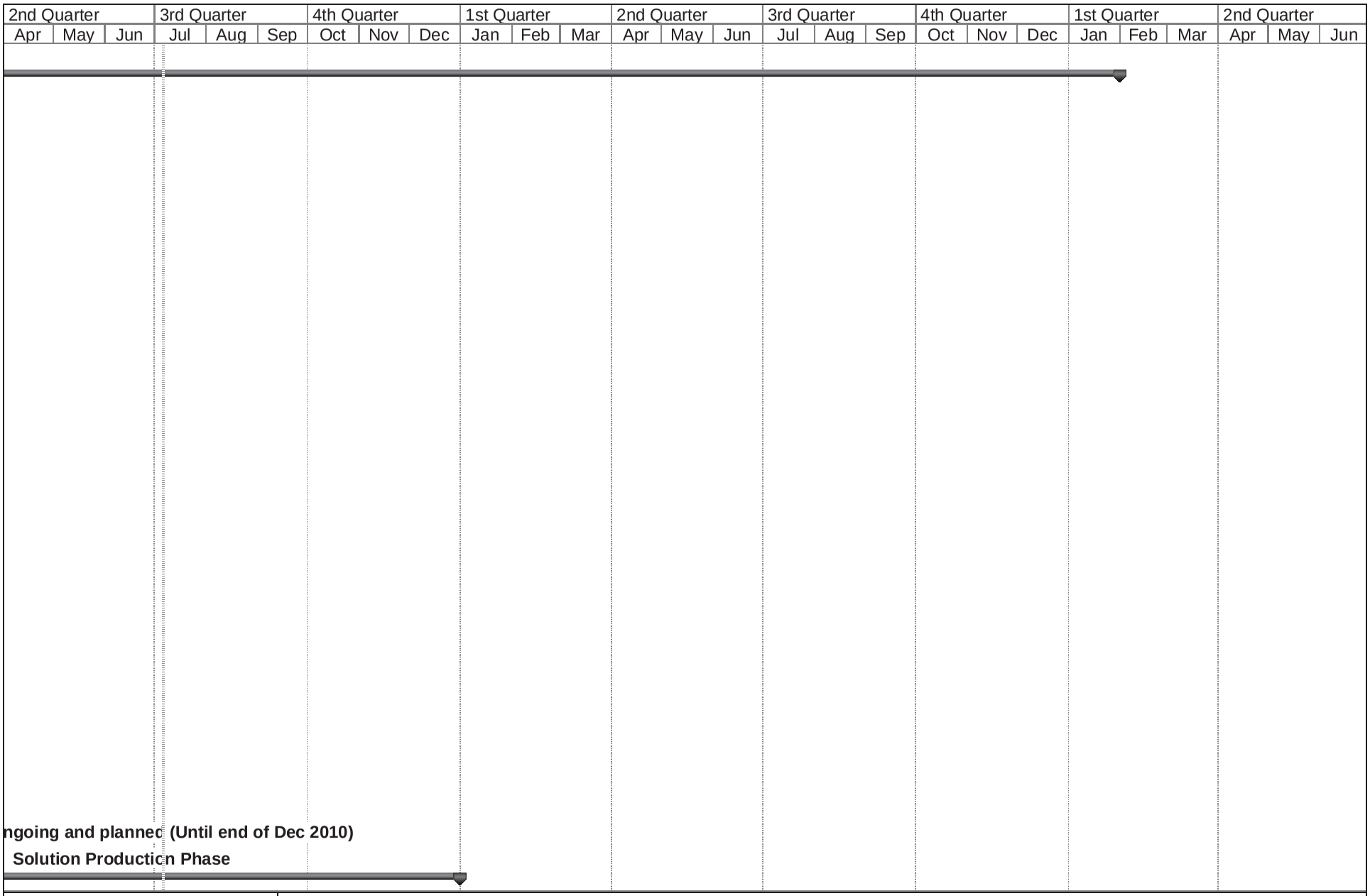

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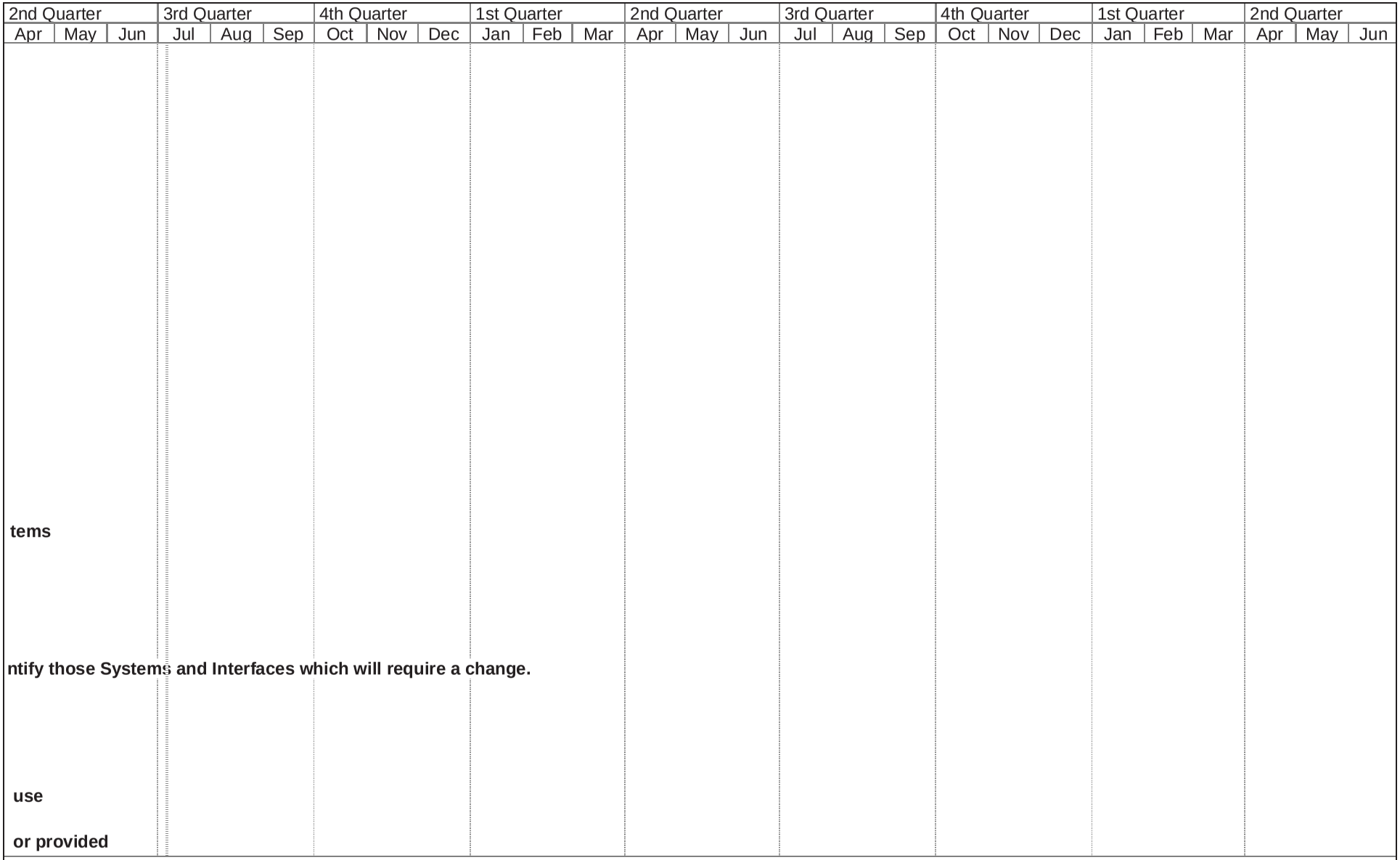

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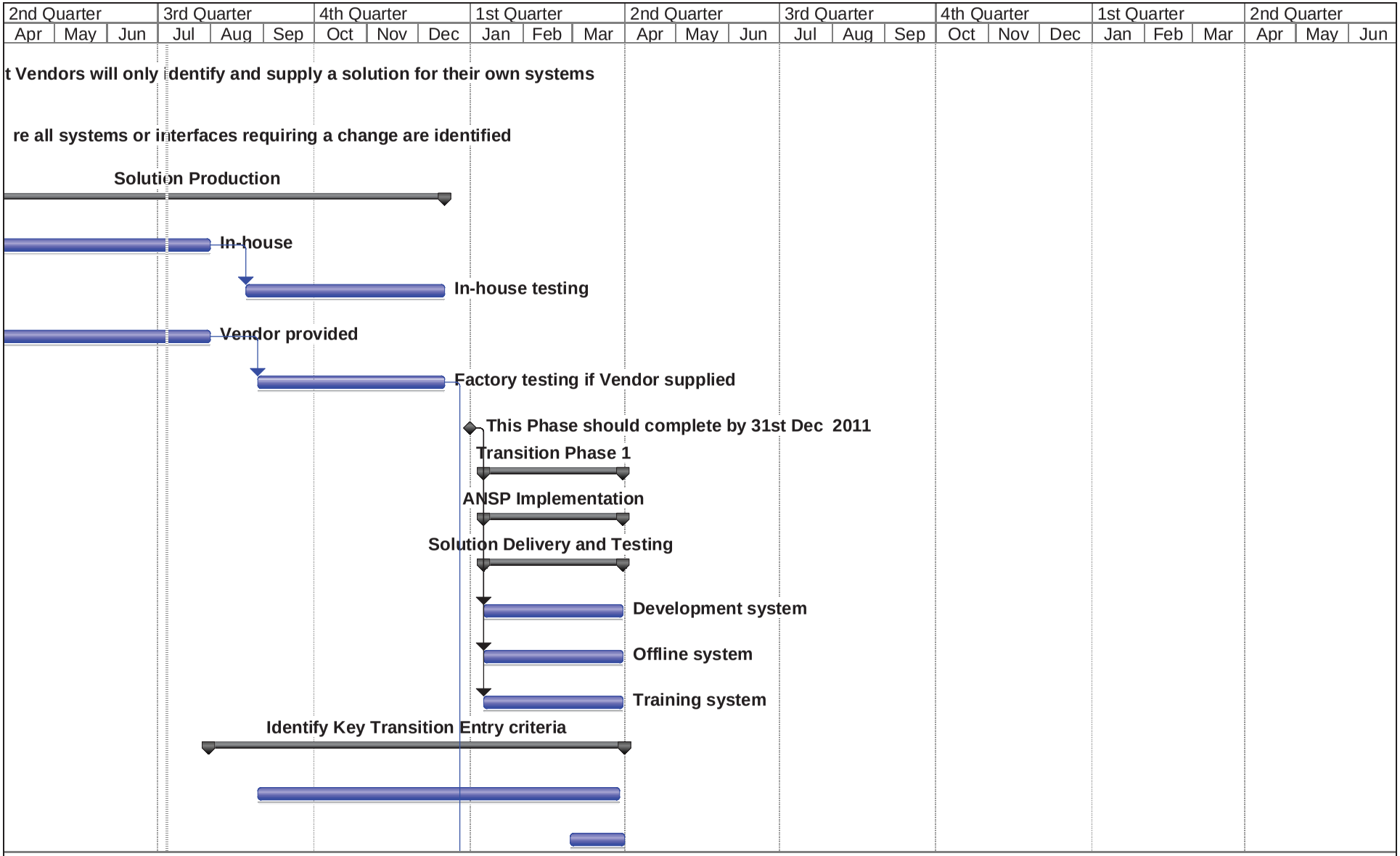

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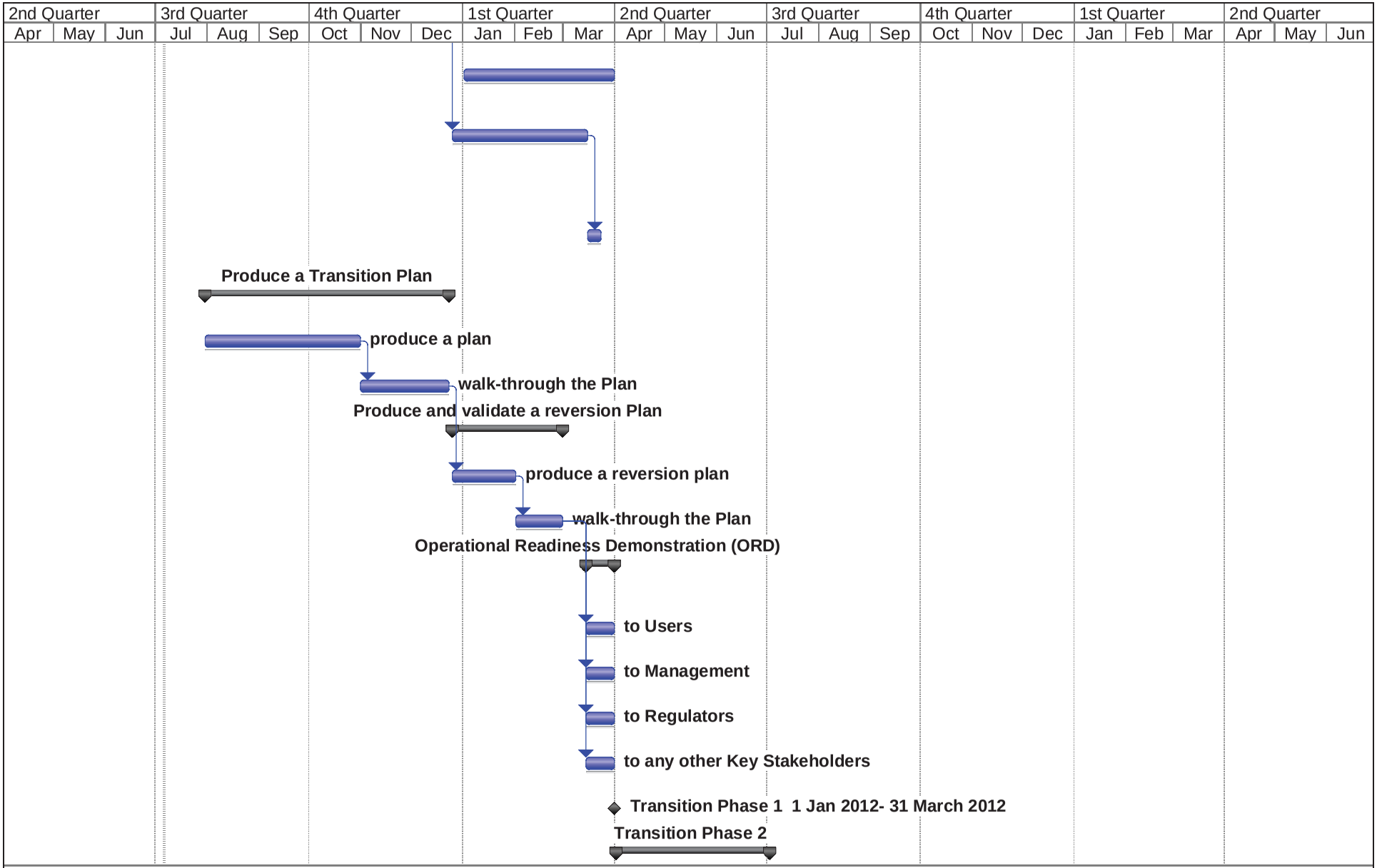

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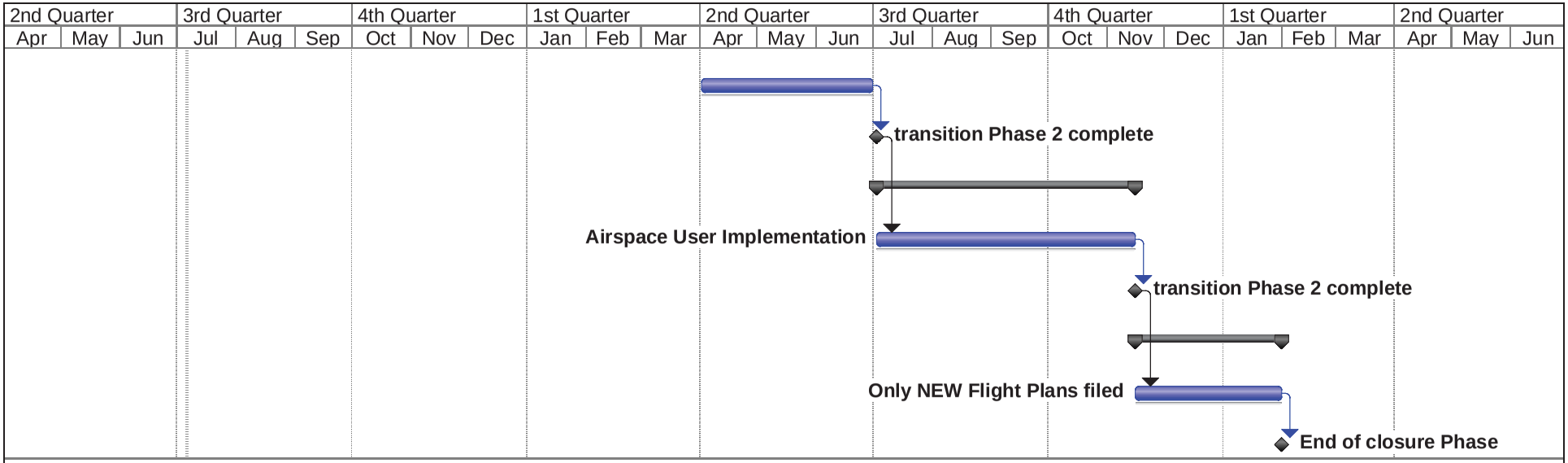

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Split		Summary		External Milestone	
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International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Tel.: +1 (514) 954-6711

25 June 2008

Ref.: AN 13/2.1-08/50

Subject: Approval of Amendment 1 to the PANS-ATM

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

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

2. Amendment 1 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, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Copies of the interim edition of the amendment are available as attachments to the electronic version of this State letter on the ICAO-NET (www.icao.int/icaonet). The interim edition contains the text as it was approved by the Council and provided to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. Please note that the attached amendment consists solely of a change to the ICAO model flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.

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4. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website (www.icao.int/icaonet) where you can access all relevant documentation. The practice of dispatching printed copies of such documentation has now been discontinued.

5. Your Government is invited by the Council to implement the provisions of PANS-ATM as amended. In this connection, I draw your attention to the decision taken by the Council, on 1 October 1973, to discontinue the publication of differences in Supplements to the PANS documents and, instead, to request States to publish up-to-date lists of significant differences from PANS documents in their Aeronautical Information Publications.

6. May I, therefore, invite your Government to publish in your Aeronautical Information Publication a list of any significant differences which will exist on 15 November 2012 between the amended provisions of PANS-ATM and your national regulations and practices.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

Amendment to the Foreword of the PANS-ATM

ATTACHMENT to State letter AN 13/2.1-08/50

AMENDMENT TO THE FOREWORD OF THE PANS-ATM, FIFTEENTH EDITION

Add the following at the end of Table A:

Amendment	***Source(s)***	***Subject***	***Approved Applicable***
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

— END —

AMENDMENT NO. 1

TO THE

PROCEDURES
FOR
AIR NAVIGATION SERVICES

AIR TRAFFIC MANAGEMENT

(Doc 4444)

INTERIM EDITION

The text of Amendment No. 1 to the PANS-ATM (Doc 4444) was approved by the President of the Council of ICAO on behalf of the Council on **27 May 2008** for applicability on **15 November 2012**. This interim edition is distributed to facilitate implementation of the amendment by States. Replacement pages incorporating Amendment No. 1 are expected to be distributed in October 2012. (State letter AN 13/2.1-08/50 refers.)

MAY 2008

INTERNATIONAL CIVIL AVIATION ORGANIZATION

PROPOSED AMENDMENT TO THE *PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)*

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1.	~~Text to be deleted is shown with a line through it~~	text to be deleted
2.	New text to be inserted is highlighted with grey shading	new text to be inserted
3.	~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

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CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

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4.4 FLIGHT PLAN

4.4.1 Flight plan form

Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.

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4.4.1.3 Operators and air traffic services units should comply with:

a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and

b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

Note 1.— Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.

Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight plan form pads, or posted in briefing rooms.

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4.4.2 Submission of a flight plan

4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.~~1~~2 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan submitted prior to departure should be submitted to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.

4.4.2.1.~~2~~3 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

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11.4 MESSAGE TYPES AND THEIR APPLICATION

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11.4.2 Movement and control messages

. . .

11.4.2.2 MOVEMENT MESSAGES

. . .

11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.

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11.4.2.2.2.5 FPL messages ~~shall normally~~should be transmitted immediately after the filing of the flight plan. ~~However, i~~If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, ~~that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ the date of the flight departure shall be inserted in Item 18 of the flight plan. ~~In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off-block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.~~

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11.4.2.2.4 MODIFICATION (CHG) MESSAGES

A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

Note.— See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or estimate message.

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APPENDIX 2. FLIGHT PLAN

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2. Instructions for the completion of the flight plan form

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2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

~~a~~b) the nationality or common mark and registration mark~~ing~~ of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. ~~OOTEK~~CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. ~~SABENA OOTEK~~BLIZZARD CGAJS);

2) the aircraft is not equipped with radio~~;~~.

OR ~~b~~a) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, ~~HERBIE~~JESTER 25)~~.~~;

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

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

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

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 ~~first) and specify in Item 15 the point,~~ followed by one or more subsequent changes of flight rules or
Z if the flight initially will be operated under the VFR ~~first)~~, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S if scheduled air service
N if non-scheduled air transport operation
G if general aviation
M if military
X if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

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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; and

c) where applicable, authorization from the appropriate authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

AND/OR

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available ~~and serviceable~~:

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	~~P~~P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	~~(Not allocated)~~
H	HF RTF	R	~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data Link)~~CPDLC ATN VDL Mode 2(*See Note 3*)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*

Any alphanumeric characters not indicated above are reserved.

Note 1.— If the letter S is used, sStandard equipment is considered to be VHF RTF, ~~ADF,~~ VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ ~~and/or~~, NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~4~~6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~5~~4.— ~~Inclusion of~~If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

INSERT one or ~~two~~more of the following ~~letters~~descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

~~*SSR equipment*~~*SSR Modes A and C*

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification

~~transmission~~capability

~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability

X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1 ADS-B "out" capability using UAT
U2 ADS-B "out" and "in" capability using UAT
V1 ADS-B "out" capability using VDL Mode 4
V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/ ,

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,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/ .

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

THEN, following the arrow, *INSERT* the route description as in (c).

(a) Cruising speed (maximum 5 characters)

INSERT the *True Air Speed* for the first or the whole cruising portion of the flight, in terms of:

Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), *or*

Knots, expressed as N followed by 4 figures (e.g. N0485), *or*

True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

Flight level, expressed as F followed by 3 figures (e.g. F085; F330), *or*

**Standard Metric Level in tens of metres,* expressed as S followed by 4 figures (e.g. S1130), *or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), *or*

for uncontrolled VFR flights, the letters VFR.

*When so prescribed by the appropriate ATS authorities.

(c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

Note.— When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and *SEPARATE* each sub-item by a space.

(1) | ATS route (2 to 7 characters) |

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).

Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1, ~~whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the~~ ~~Manual on Required Navigation Performance (RNP) *(Doc 9613)*~~.

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), *or,* if no coded designator has been assigned, one of the following ways:

— *Degrees only* (7 characters):

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

— *Degrees and minutes* (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— *Bearing and distance from a ~~navigation aid~~significant point:*

The identification of the ~~navigation aid (normally a VOR)~~significant point, ~~in the form of 2 or 3 characters, THEN~~followed by the bearing from the ~~aid~~point in the form of 3 figures giving degrees magnetic, ~~THEN~~followed by the distance from the ~~aid~~point in the form of 3 figures expressing nautical miles. 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. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an *oblique stroke and both the cruising speed and the cruising level*, expressed exactly as in (a) and (b) above, without a space between them, *even when only one of these quantities will be changed*.

Examples: LN/N0284A045
MAY/N0305Fl80
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, *followed by a space and one of the following*:

VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an *oblique stroke*; *THEN the point at which cruise climb is planned to start*, expressed exactly as in (2) above, *followed by an oblique stroke; THEN the speed to be maintained during cruise climb*, expressed exactly as in (a) above, followed by *the two levels defining the layer to be occupied during cruise climb*, each level expressed exactly as in (b) above, *or the level above which cruise climb is planned followed by the letters PLUS*, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620.

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

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome ~~followed, without a space, by the total estimated elapsed time~~as specified in Doc 7910, *Location Indicators*,

OR , if no location indicator has been assigned,

INSERT ZZZZ ~~followed, without a space, by the total estimated elapsed time,~~ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note.— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination a~~A~~lternate aerodrome(s) ~~(4 characters)~~

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT *ZZZZ* and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

ITEM 18: OTHER INFORMATION

Note.— 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 below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

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.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS

C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~

~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. 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. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168)*, Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes

not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

. . .

4. Instructions for the transmission of a supplementary flight plan (SPL) message

Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

a) AFTN Priority Indicator, Addressee Indicators <<≡, Filing Time, Originator Indicator <<≡ and, if necessary, specific identification of addressees and/or originator;

b) commencing with <<≡ (SPL:

all symbols and data in the unshaded areas of boxes 7, 13, 16 and 18, except that the ')' at the end of box 18 is *not* to be transmitted, and then the symbols in the unshaded area of box 19 down to and including the)<<≡ of box 19,

additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of Items 18 and 19. The alignment function is to be inserted only in lieu of a space, so as not to break up a group of data,

letter shifts and figure shifts (not pre-printed on the form) as necessary;

c) the AFTN Ending, as described below:

End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

. . .

7. Instructions for the completion of the repetitive flight plan (RPL) listing form

. . .

7.4 Instructions for insertion of RPL data

. . .

ITEM G: SUPPLEMENTARY DATA AT

INSERT name and appropriate contact details of ~~contact~~entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

. . .

APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

. . .

1.2 The standard types of field

. . .

The standard fields of data permitted in ATS messages are as shown in the following table. The numbers in column 1 correspond with those in the reference table on page A3-30.

Field type	*Data*
3	Message type, number and reference data
5	Description of emergency
7	Aircraft identification and SSR Mode and Code
8	Flight rules and type of flight
9	Number and type of aircraft and wake turbulence category
10	Equipment and capabilities
13	Departure aerodrome and time
14	Estimate data
15	Route
16	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
17	Arrival aerodrome and time
18	Other information
19	Supplementary information
20	Alerting search and rescue information
21	Radio failure information
22	Amendment

. . .

1.6 Data conventions

. . .

1.6.3 *The expression of position or route*

The following alternative data conventions shall be used for the expression of position or route:

a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;

b) from 2 to 5 characters, being the coded designator assigned to an en-route point;

c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by "N" (meaning "North") or "S" (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "4620N07805W";

d) 2 numerics describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 numerics describing longitude in degrees, followed by "E" (East) or "W" (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. "46N078W";

e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

Field Type 8 — Flight rules and type of flight

Format:– [a] [b] *

SINGLE HYPHEN

(a) *Flight Rules*
1 LETTER as follows:
I if ~~IFR~~it is intended that the entire flight will be operated under the IFR
V if ~~VFR~~ it is intended that the entire flight will be operated under the VFR
Y if ~~IFR first~~the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules
Z if ~~VFR first~~the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules
Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.

* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.

. . .

Field Type 10 — Equipment and Capabilities

Format:– [a] / [b]

SINGLE HYPHEN

(a) *Radio Communication, Navigation and Approach Aid Equipment and Capabilities*

1 LETTER as follows:

N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

OR

S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (*See Note 1*)

AND/OR

ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment ~~serviceable~~and capabilities

A	~~(Not allocated)~~GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	~~(Not allocated)~~LPV (APV with SBAS)	K	~~(~~MLS~~)~~
C	LORAN C	L	ILS
D	DME	M1	~~Omega~~ATC RTF SATCOM (INMARSAT)
E1	~~(Not allocated)~~FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1–P9	~~(Not allocated)~~Reserved for RCP
G	~~(~~GNSS~~)~~ (*See Note 2*)	~~Q~~	
H	HF RTF	R	~~(Not allocated)~~ ~~RNP type certification~~PBN approved *(see Note ~~5~~4)*
I	Inertial Navigation	T	TACAN
J1	~~(Data link)~~CPDLC ATN VDL Mode 2 *(see Note 3)*	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	~~when prescribed by ATS~~VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note ~~2~~5)*

*Note 1.— If the letter S is used, s~~S~~tandard equipment is considered to be VHF RTF, ~~*ADF,*~~ *VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.*

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.

Note ~~2~~5.— If the letter Z is used, specify in Item 18 the other ~~the~~ equipment carried or other capabilities~~is to be specified in Item 18~~, preceded by COM/ , ~~and/or~~ NAV/ and/or DAT, as appropriate.

Note 3.— ~~If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.~~See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note ~~4~~6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note ~~5~~4.— ~~Inclusion of~~If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific ~~indicates that an aircraft meets the RNP type prescribed for the~~ route segment~~(s)~~, route~~(s) and/~~or area ~~concerned~~ is contained in the Performance-Based Navigation Manual *(Doc 9613).*

OBLIQUE STROKE

(b) *Surveillance Equipment and capabilities*

ONE OR ~~TWO LETTERS~~MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment ~~carried~~and/or capabilities on board:

SSR ~~equipment~~Modes A and C

~~N Nil~~
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification ~~transmission~~capability
~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~capability
X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note.– Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

U1 ADS-B “out” capability using UAT
U2 ADS-“out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

~~*ADS equipment*~~

~~D ADS capability~~

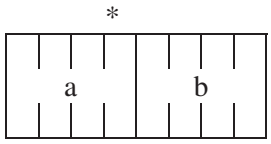
Alphanumeric characters not indicated above are reserved.

Note.– Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

Examples: –S/A
–SC~~H~~HJI/C~~D~~B1
–SAF~~J~~R/S~~D~~V1

. . .

Field Type 13 — Departure aerodrome and time

Format:– 

SINGLE HYPHEN

(a) *Departure Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the departure aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated (*see Note 1*) or if the departure aerodrome is not known, or

AFIL if the flight plan has been filed in the air (*see Note 2*).

Note 1.— If ZZZZ is used, the name and location of the departure aerodrome is to be shown in the Other Information Field (see Field Type 18) if this Field Type is contained in the message.

Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other Information Field (Field Type 18).

* This field shall be terminated here in message types ~~CHG, CNL, ARR,~~ CPL, EST, CDN~~,~~ and ACP ~~and RQS~~. It shall be terminated here in message type RQP if the estimated off-block time is not known.

(b) *Time*

4 NUMERICS giving

the estimated off-block time (EOBT) at the aerodrome in (a) in FPL, ARR, CHG, CNL, ~~and~~ DLA and RQS messages transmitted before departure and in RQP message, if known, or

the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

the actual or estimated time of departure from the first point shown in the Route Field (see Field Type 15) in FPL messages derived from flight plans filed in the air, as shown by the letters AFIL in (a).

Examples: –EHAM0730
–AFIL1625

. . .

Field Type 14 — Estimate data

Format:– [a] / [b] [c]* [d] [e]

SINGLE HYPHEN

(a) *Boundary Point (see Note 1)*

The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a ~~designated~~significant point ~~(e.g. a VOR)~~.

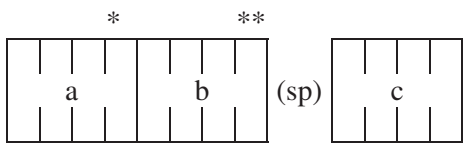
Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.

Note 2.— See 1.6 for data conventions.

. . .

Field Type 16 — Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

Format:–



See Note in margin on page A3-2~~0~~1.

FIELD TYPE 16

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
15	ALR	18
15	FPL	18
13	CHG	~~22~~18
13	CNL	~~)~~18
13	DLA	~~)~~18
13	DEP	~~)~~18
13	ARR***	17
15	CPL	18
14	EST	)
13	CDN	22
13	ACP	)
13	RQS	~~)~~18
13	SPL	18

*** Only in case of a diversionary landing.

SINGLE HYPHEN

(a) *Destination Aerodrome*

4 LETTERS, being

the ICAO four-letter location indicator allocated to the destination aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated.

Note.— If ZZZZ is used, the name and location of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).

* This field is to be terminated here in all message types other than ALR, FPL and SPL.

. . .

SPACE

(c) *Destination Alternate Aerodrome(s)* 4 LETTERS, being the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, *Location Indicators* or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name and location of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).*	. *Note.— One further element of (c) should be added, as necessary, preceded by a space*

Examples: –EINN0630
–EHAM0645 EBBR
–EHAM0645 EBBR EDDL

Field Type 17 — Arrival aerodrome and time

Format:– a b* (sp) c

SINGLE HYPHEN

(a) *Arrival Aerodrome* 4 LETTERS, being the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, *Location Indicators*, or ZZZZ if no ICAO location indicator has been allocated. *Note.— If ZZZZ is used, the name or location of the arrival aerodrome is to be shown in the Other Information Field (see Field Type 18).*
(b) *Time of Arrival* 4 NUMERICS, giving the actual time of arrival.

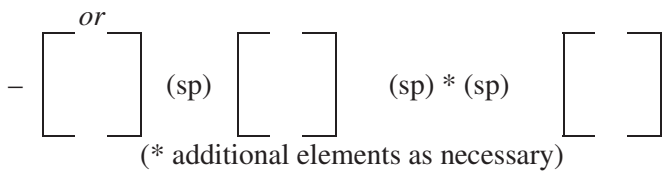
* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.

Field Type 18 — Other information

Note.— 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 below.

Format:– a



SINGLE HYPHEN

(a) 0 (zero) if no other information,

OR,

Any other necessary information in the ~~preferred~~ sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

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.

	RNAV SPECIFICATIONS
A1	RNAV10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BAR-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

~~EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.~~
~~Examples: EET/CAP0745 XYZ0830~~
~~EET/EINN0204~~

~~RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.~~

~~Examples: RIF/DTA HEC KLAX~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: RIF/LEMD~~

~~REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.~~

~~SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.~~

~~OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.~~

~~STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.~~

~~TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.~~

~~PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.~~

~~COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.~~

~~DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.~~

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in Item 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ~~ICAO four-letter location indicator of the location of the~~ ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. 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. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

OR The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: –TYP/2F15, 5F5, 3B2

~~ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.~~

~~RALT/ Name of en-route alternate aerodrome(s).~~

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: –DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168)*, Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:–RIF/DTA HEC KLAX
–RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Examples:–0
~~–STS/MEDEVAC~~
–EET/015W0315 020W0337 030W0420 040W0502
~~–STS/ONE ENG INOP~~
~~–DAT/S~~

. . .

Field Type 22 — Amendment

FIELD TYPE 22

Previous type of field or symbol	*This type of field is used in*	*Next type of field or symbol*
~~16~~18	CHG	**22 or)*
16	CDN	**22 or)*

* Indicates that further fields of this type may be added

. . .

RULES FOR THE COMPOSITION OF ATS MESSAGES
(See Sections 1.3 to 1.8 of this Appendix)

. . .

STANDARD ATS MESSAGES AND THEIR COMPOSITION

DESIGNATOR	. . .		. . .	Other information
MESSAGE TYPE				18
Alerting		ALR		
Radiocommunication failure		RCF		
Filed flight plan		FPL		
Delay		DLA		18
Modification		CHG		18
Flight plan cancellation		CNL		18
Departure		DEP		18
Arrival		ARR		
Current flight plan		CPL		
Estimate		EST		
Coordination		CDN		
Acceptance		ACP		
Logical acknowledgement message		LAM		
Request flight plan		RQP		18
Request supplementary flight plan		RQS		18
Supplementary flight plan		SPL		

. . .

The expression of position or route

The following alternative data conventions shall be used for the expression of position or route:

. . .

(e) 2 ~~or 3~~to 5 characters being the coded identification of a ~~navigation aid (normally a VOR)~~ significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR "FOJ" would be expressed as "FOJ180040".

. . .

2. Examples of ATS messages

. . .

2.2 Emergency messages

2.2.1 *Alerting (ALR) message*

2.2.1.1 *Composition*

. . .

– 9
Type of aircraft and
wake turbulence category – 10
Equipment and capabilities

. . .

16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

. . .

2.2.1.2 *Example*

The following is an example of an alerting message relating to an uncertainty phase, sent by Athens Approach Control to Belgrade Centre and other ATS units, in respect of a flight from Athens to Munich.

(ALR-INCERFA/LGGGZAZX/OVERDUE
–FOX236/A3600024-IM
–C141/H-S/C~~D~~
–LGAT1020
–N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9
–EDDM0227 EDDF
–REG/A43213 EET/LYBE0020 EDMI0133 ~~REG/A43213~~ OPR/USAF RMK/NO POSITION REPORT SINCE DEP PLUS 2 MINUTES
–E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH
–USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NDB ATS UNITS ATHENS FIR ALERTED NIL)

2.2.1.2.1 *Meaning*

Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C~~— ADS capability~~ — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — destination alternate is Frankfurt — aircraft registration A43213 — accumulated estimated elapsed

times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — ~~aircraft registration A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons on board — portable radio equipment working on VHF 121.5 MHz and UHF 243 MHz is carried — life jackets fitted with lights and fluorescein are carried — 2 dinghies with orange covers are carried, have a total capacity for 14 persons — aircraft colour is silver — pilot's name is SIGGAH — operator is USAF — Athens approach control was the last unit to make contact at 1022 UTC on 126.7 MHz when pilot reported over GN runway locator beacon — Athens approach control have alerted all ATS units within Athens FIR — no other pertinent information.

. . .

2.3 Filed flight plan and associated update messages

2.3.1 *Filed flight plan (FPL) message*

2.3.1.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight

– 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities

– 13 Departure aerodrome and time

– 15 Route (using more than one line if necessary)

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

)

2.3.1.2 *Example*

The following is an example of a filed flight plan message sent by London Airport to Shannon, Shanwick and Gander Centres. The message may also be sent to the London Centre or the data may be passed to that centre by voice.

(FPL~~-TPR~~ACA101-IS
~~-B707M~~B773/H-CHO~~P~~V/C~~D~~
–EGLL1400
–N0450F310 ~~G1 UG1~~L9 UL9 STU285036/M082F310 ~~UG1~~UL9 ~~52N015W~~LIMRI

52N020W 52N030W 50N040W 49N050W
–CYQX0455 CYYR
–EET/EISN~~N~~0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

2.3.1.2.1 *Meaning*

Filed flight plan message — aircraft identification ~~TPR~~ACA101 — IFR, scheduled flight — a Boeing ~~707, medium~~777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, ~~Doppler,~~ VHF RTF and SSR transponder with Modes A (4 096 code capability) and C ~~— ADS capability —~~ departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways ~~Green 1~~Lima 9 and Upper ~~Green 1~~Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper ~~Green 1~~Lima 9 to ~~52N15W~~LIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — destination alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

2.3.2 *Modification (CHG) message*

2.3.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18 Other information (using more than one line if necessary)

– 22 Amendment - - - - 22 Amendment etc. (using more than one) line if necessary)

2.3.2.2 *Example*

The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-16/EDDN)

2.3.2.2.1 *Meaning*

Modification message – Amsterdam and Frankfurt computer unit identifiers A and F, followed by serial number (016) of this message sent by Amsterdam, repeat of computer unit identifiers followed by serial number (014) of the related filed flight plan message – aircraft identification GABWE, SSR Code 2173

operating in Mode A, en route from Amsterdam EOBT0850 to Frankfurt date of flight 22 Jan 2008 – Field Type 8 of the related filed flight plan message is corrected to IFR – Field Type 16 of the related filed flight plan is corrected, the new destination is Nürnberg.

2.3.3 *Flight plan cancellation (CNL) message*

2.3.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time	
–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	)				
–	18 Other information (using more than one line if necessary)	)				

2.3.3.2 *Example 1*

The following is an example of a flight plan cancellation message sent by an ATS unit to all addressees of a filed flight plan message previously sent by that unit.

(CNL-DLH522-EDBB0900-LFPO-0)

2.3.3.2.1 *Meaning*

Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – no other information.

2.3.3.3 *Example 2*

The following is an example of a flight plan cancellation message sent by a centre to an adjacent centre. It is assumed that both centres are equipped with ATC computers.

(CNLF/B127F/B055-BAW580-EDDF1430-EDDW-0)

2.3.3.3.1 *Meaning*

Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message, repeat of computer unit identifiers followed by serial number (055) of current flight plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt EOBT1430 to Bremen – no other information.

2.3.4 *Delay (DLA) message*

2.3.4.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time

– | 16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) |)

– | 18
Other information (using more than one line if necessary) |)

2.3.4.2 *Example*

The following is an example of a delay message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DLA-KLM671-LIRF0900-LYDU-0)

2.3.4.2.1 *Meaning*

Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information.

2.3.5 *Departure (DEP) message*

2.3.5.1 *Composition*

(| 3
Message type, number and reference data | – | 7
Aircraft identification and SSR Mode and Code | – | 13
Departure aerodrome and time

– | 16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) |)

– | 18
Other information (using more than one line if necessary) |)

2.3.5.2 *Example*

The following is an example of a departure message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DEP-CSA4311-EGPD1923-ENZV-0)

2.3.5.2.1 *Meaning*

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.

2.3.6 *Arrival (ARR) message*

2.3.6.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time		
–	17 Arrival aerodrome and time	)					

2.3.6.2 *Example 1*

The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.

(ARR-CSA406-LHBP-LKPR0913)

2.3.6.2.1 *Meaning*

Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.

2.3.6.3 *Example 2*

The following is an example of an arrival message sent for an aircraft which has landed at an aerodrome for which no ICAO location indicator has been allocated. The SSR Code would not be meaningful.

(ARR-~~HELI13~~HHE13-EHAM-1030 DEN HELDER)

2.3.6.3.1 *Meaning*

Arrival message aircraft identification ~~HELI13~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

2.4 Coordination messages

2.4.1 *Current flight plan (CPL) message*

2.4.1.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	8 Flight rules and type of flight		
–	9 Type of aircraft and wake turbulence category	–	10 Equipment and capabilities				
–	13 Departure aerodrome and time	–	14 Estimate data				

– 15
Route (using more than one line if necessary)

– 16
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 18
Other information (using more than one line if necessary)
)

2.4.1.2 *Example 1*

The following is an example of a current flight plan message sent from Boston Centre to New York Centre on a flight which is en route from Boston to La Guardia Airport.

(CPL-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

2.4.1.3 *Example 2*

The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.

(CPLBOS/LGA052-UAL621/A5120-IS
–~~DC9~~A320/M-S/C~~D~~
–KBOS-HFD/1341A220A200A
–N0420A220 V3 AGL V445
–KLGA
–0)

Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.

2.4.1.4 *Meaning*

Current flight plan message [with sending unit identity (BOS) and receiving unit identity (LGA), followed by the serial number of this message (052)] — aircraft identification UAL621, last assigned SSR Code 5120 in Mode A — IFR, scheduled flight — one ~~DC9~~A320, medium wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route and SSR transponder with Modes A (4 096 code capability) and C ~~— ADS capability —~~ departed Boston — the flight is estimated to cross the Boston/New York "boundary" at point HFD at 1341 UTC, cleared by the Boston Centre at altitude 22 000 feet but to be at or above altitude 20 000 feet at HFD — TAS is 420 knots, requested cruising level is altitude 22 000 feet — the flight will proceed on airway V3 to

reporting point AGL thence on airway V445 — destination is La Guardia Airport — no other information.

2.4.2 *Estimate (EST) message*

2.4.2.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 14 Estimate data – 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

. . .

2.4.3 *Coordination (CDN) message*

2.4.3.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

– 22 Amendment - - - - 22 Amendment etc. (using more than one) line if necessary)

. . .

2.4.4 *Acceptance (ACP) message*

2.4.4.1 *Composition*

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time

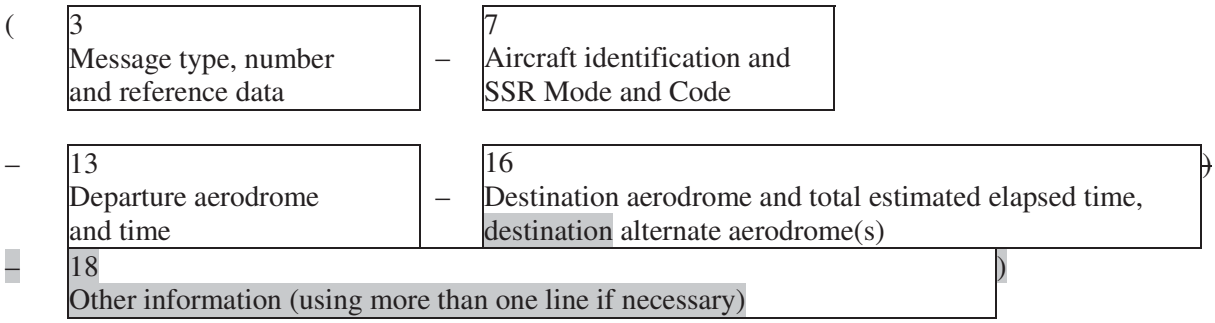
– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

. . .

2.5 Supplementary messages

2.5.1 *Request flight plan (RQP) message*

2.5.1.1 *Composition*



2.5.1.2 *Example*

The following is an example of a request flight plan message sent by a centre to an adjacent centre after receipt of an estimate message, for which no corresponding filed flight plan message had been received previously.

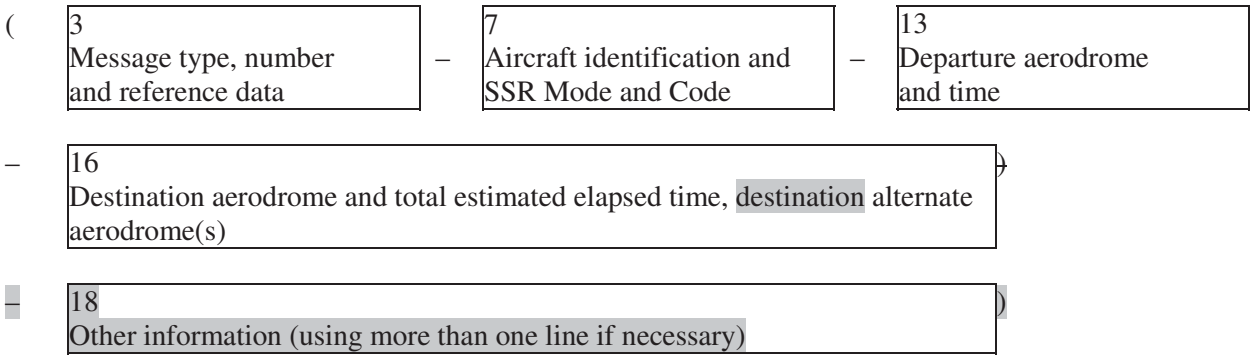
(RQP-PHOEN-EHRD-EDDL-0)

2.5.1.2.1 *Meaning*

Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – no other information.

2.5.2 *Request supplementary flight plan (RQS) message*

2.5.2.1 *Composition*



2.5.2.2 *Example*

The following is an example of a request flight plan message sent by an ATS unit to the ATS unit serving the departure aerodrome requesting information contain in the flight plan form, but not transmitted in the filed or current filed flight plan messages.

(RQS-KLM405/A4046-EHAM-CYMX-0)

2.5.2.2.1 *Meaning*

Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – no other information.

2.5.3 *Supplementary flight plan (SPL) message*

2.5.3.1 *Composition*

(	3 Message type, number and reference data	–	7 Aircraft identification and SSR Mode and Code	–	13 Departure aerodrome and time	
–	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)					

. . .

— — — — — — — — —

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/09 6 February 2009

Subject: Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, 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, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.

5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

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)

ATTACHMENT to State letter AN 13/2.1 – 09/09

Guidance for implementation of flight plan information to support Amendment 1 of the P*rocedures for Air Navigation Services — Air Traffic Management,* Fifteenth Edition (PANS-ATM, DOC 4444)

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 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, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP 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 ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicable date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the* Air or the PANS-ATM regarding completion and acceptance of a flight plan.

2. OBJECTIVE

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. SCOPE

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight

plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. **Guideline 1**

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. **Guideline 2**

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. **Guideline 3**

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

***Note* – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.**

6.5. **Guideline 4**

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.

6.7. **Guideline 6**

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

7. CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V

	J4		J	DAT/V
	J5		J	DAT/S
	J6		J	DAT/S
	J7		J	DAT/S
	K		K	
	L		L	
	M1		Z	COM/INMARSAT
	M2		Z	COM/MTSAT
	M3		Z	COM/IRIDIUM
	O		O	
	P1-P9(Reserved)			
	R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		**Converts to PRESENT data in these columns**	
Com-Nav	**Item 10**	**Item 18**	**Item 10**	**Item 18**
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

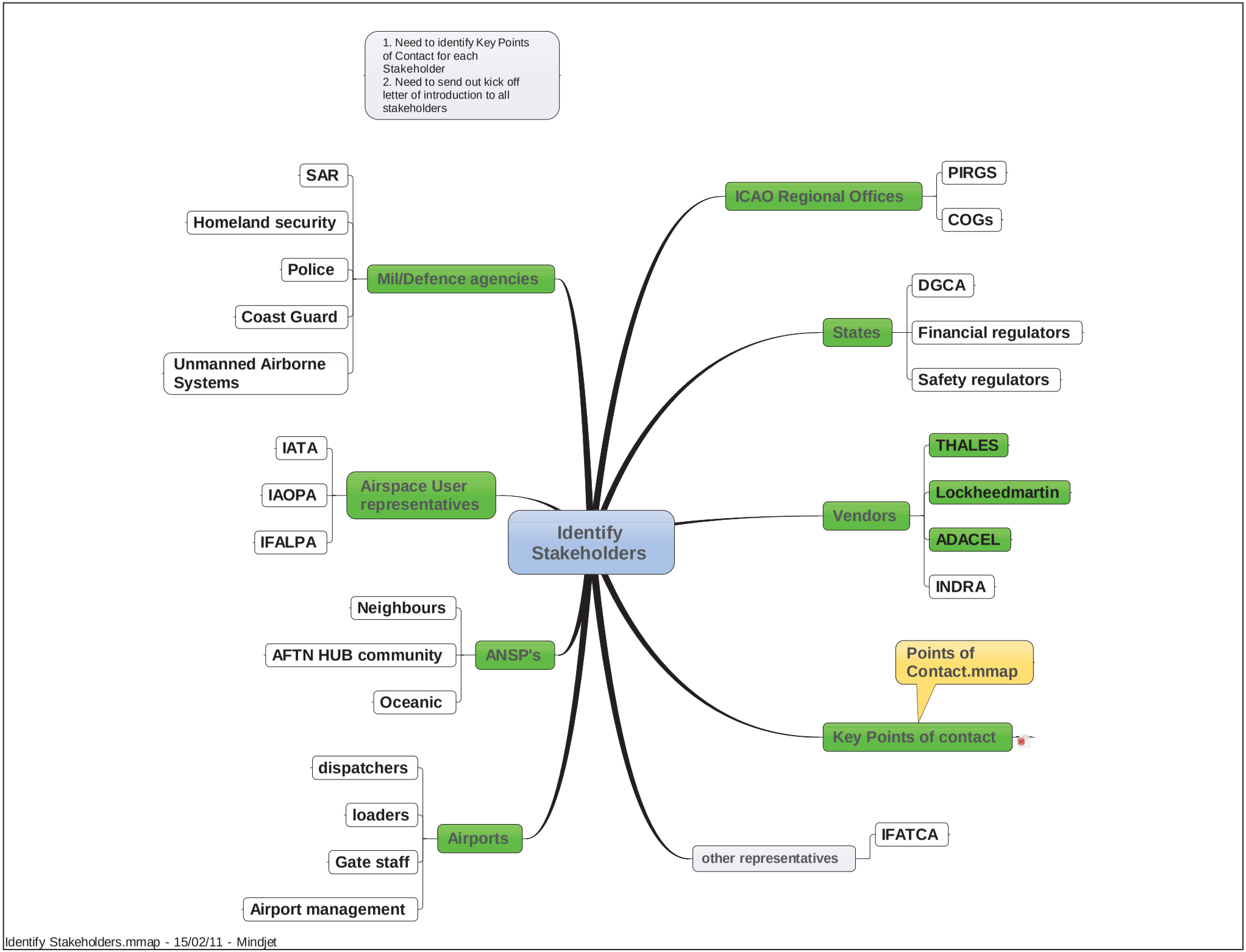
Sur	N		N	
	A		A	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION

	Focal point	Manf. cont / Budget	Milestone	Date of Acceptance of new format	Date of Submission of Implem. Plan	Vendors involved	Remarks
Bahrain	√	√ / √	**5**	**1july2012**	1 Mar 2010	Avitech	
Egypt	√	√ / √	**4**			Comsoft Thales	
Iran	√	√ / √	**4**	**1july 2012**		Avitech	Letter sent to Thales
Iraq	√		**2**				
Jordan	√	√ / √	**4**	**1 June 2012**		Avitech	
Kuwait	√	√ / √	**4**			Indra	
Lebanon	√		**2**				
Libya	√		**3**			INDRA	
Oman	√	√/√	**4**	1 july 2012	Mar 2011	Comsoft INDRA	
Qatar	√	√/√	**5**	**1 July 2012**	21Mar 2010	Comsoft Selex	
Saudi Arabia	√	√/√	**4**	**1 July 2012**	22 Jun 2010	Thales Comsoft	Contract with comsoft
Sudan	√	√/√	**3**			Thales	
Syria	√		**2**				
UAE	√	√/√	**5**	**Feb 2011**	TBD	Thales Comsoft	ACC Abudhabi waiting proposal
Yemen	√		**1**				

Mile Stone:

1- Empty
2- Analysis of the draft amendment
3- Evaluation of current system
4- Contract signature stage (internal or vendor)
5- Introduction of capability to pass new information (testing)
6- Check of AIDC / OLDI compatibility
7- Coordination with neighboring ANSP and airspace users
8- Implementation of new system


1. Need to identify Key Points of Contact for each Stakeholder
2. Need to send out kick off letter of introduction to all stakeholders
Identify Stakeholders
Mil/Defence agencies
SAR
Homeland security
Police
Coast Guard
Unmanned Airborne Systems
ICAO Regional Offices
PIRGS
COGs
States
DGCA
Financial regulators
Safety regulators
Airspace User representatives
IATA
IAOPA
IFALPA
Vendors
THALES
Lockheedmartin
ADACEL
INDRA
ANSP's
Neighbours
AFTN HUB community
Oceanic
Points of Contact.mmap
Key Points of contact
Airports
dispatchers
loaders
Gate staff
Airport management
other representatives
IFATCA

MID REGION
STRATEGY FOR THE IMPLEMENTATION OF
ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required.

2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations and will use globally harmonized information attributes.

3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight.

4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems, while taking into account compatibility with existing systems, human factors, training, and cost.

5) The ICAO new flight plan Format introduces considerable changes related, inter-alia, to Performance Based Navigation (PBN), Automatic Dependent Surveillance - Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.

6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period.

7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012.

8) The risk of all users simultaneously commencing “NEW” on the common implementation date without proper testing with the States.

The MID Region implementation of Amendment 1 to the PANS-ATM shall:

1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;

2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a ‘significant difference’ well in advance of the 15 November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:

1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "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)";

2) States must ensure coordination with adjacent States for testing and transition and inform other interested stakeholders as appropriate;

3) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;

4) Eliminate or minimize State specific constraints and, if constraints continued to be ~~are~~ identified as necessary, implementation of such constraints should be agreed on a regional basis or sub regional basis in preference to an individual State basis;

5) Declare a preparation transition period from 1 January 2012 until 14 November 2012, comprising;

- Before 31 March 2012 - ANSPs software delivery and internal testing,
- 1 April to 30 June 2012 – ANSPs external testing and
- 1 July to 14 November 2012 – airspace users testing;

6) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;

7) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;

8) States Implementing NEW Format should have the capability ~~possibility~~ to process both PRESENT and NEW formats;

9) MID States shall not support PRESENT format after 15 November 2012;

10) Strategic Support Teams (SST) to be identified and resourced to support those States who are behind the regional Implementation Plan, and;

11) Establish State and Regional coordination cells. Guidelines will be provided to align with the joint ICAO and IATA management center in ICAO HQ Montreal planned around the applicability date.

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8. Administrative aspects

1- MIDANPIRG/11 agreed to following Conclusion:

CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM

That, MID States,

a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;

b) the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5; and

c) implement the new ICAO Flight Plan model by applicability date.

2- ICAO MID Regional Office sent State Letter AN 7/33 – 09/254, dated 4 August 2009 requesting all MID States to provide focal points of contact and an initial assessment of the expected impact that the use of the revised flight plan format could have on the procedures and systems in their State(s).

3- The Third Inter-Regional Co-ordination Meeting (IRCM/3) on Interface Issues between the Asia/Pacific (APAC), Eastern and Southern African (ESAF), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO held at the Middle East Regional Office in Cairo from 24 to 26 March 2009, recognized the complexity of the subject and highlighted the need for a worldwide harmonization for a successful implementation. In this regard, the meeting recognized the valuable role to be played by ICAO HQ in assisting the global implementation. Considering the importance of a homogeneous and harmonized implementation, the Air Navigation Commission (ANC) requested the Air Navigation Bureau (ANB) to develop a system that could monitor the implementation of the amendment and also help States with the implementation. In this respect, the ANB developed a web tool called Flight Plan Implementation Tracking System (FITS), which is dedicated to monitor the implementation around the world and to serve as a forum to clarify issues related to the implementation, besides helping States or Organizations on the implementation. In particular, the website indicates the transition status by FIR.

4- MIDANPIRG/12 agreed to following Conclusions and Decisions

DECISION 12/50: TERMS OF REFERENCE OF THE INFPL STUDY GROUP

*That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at **Appendix 5.5G** to the Report on Agenda Item 5.5.*

CONCLUSION 12/51: INFPL IMPLEMENTATION DIFFICULTIES

That, MID States be urged to complete the impact studies and file any difficulties arising in the implementation of INFPL to the ICAO MID Regional Office for posting on FITS.

CONCLUSION 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION

That, MID States be urged to:

a) secure necessary budget for the implementation of the ICAO New FPL Format;

b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;
c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and

d) take all necessary measures to comply with the applicability date of 15 November 2012.

Conclusion 12/53: Questionnaire on the Status of INFPL Implementation

That, MID States be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) as at **Appendix 5.5J** to the Report on Agenda Item 5.5*, by 20 February 2011.*

Conclusion 12/54: Strategy for the Implementation of INFPL

That, MID Region Strategy for the implementation of INFPL be adopted as at ***Appendix 5.5K*** *to the Report on Agenda Item 5.5.*

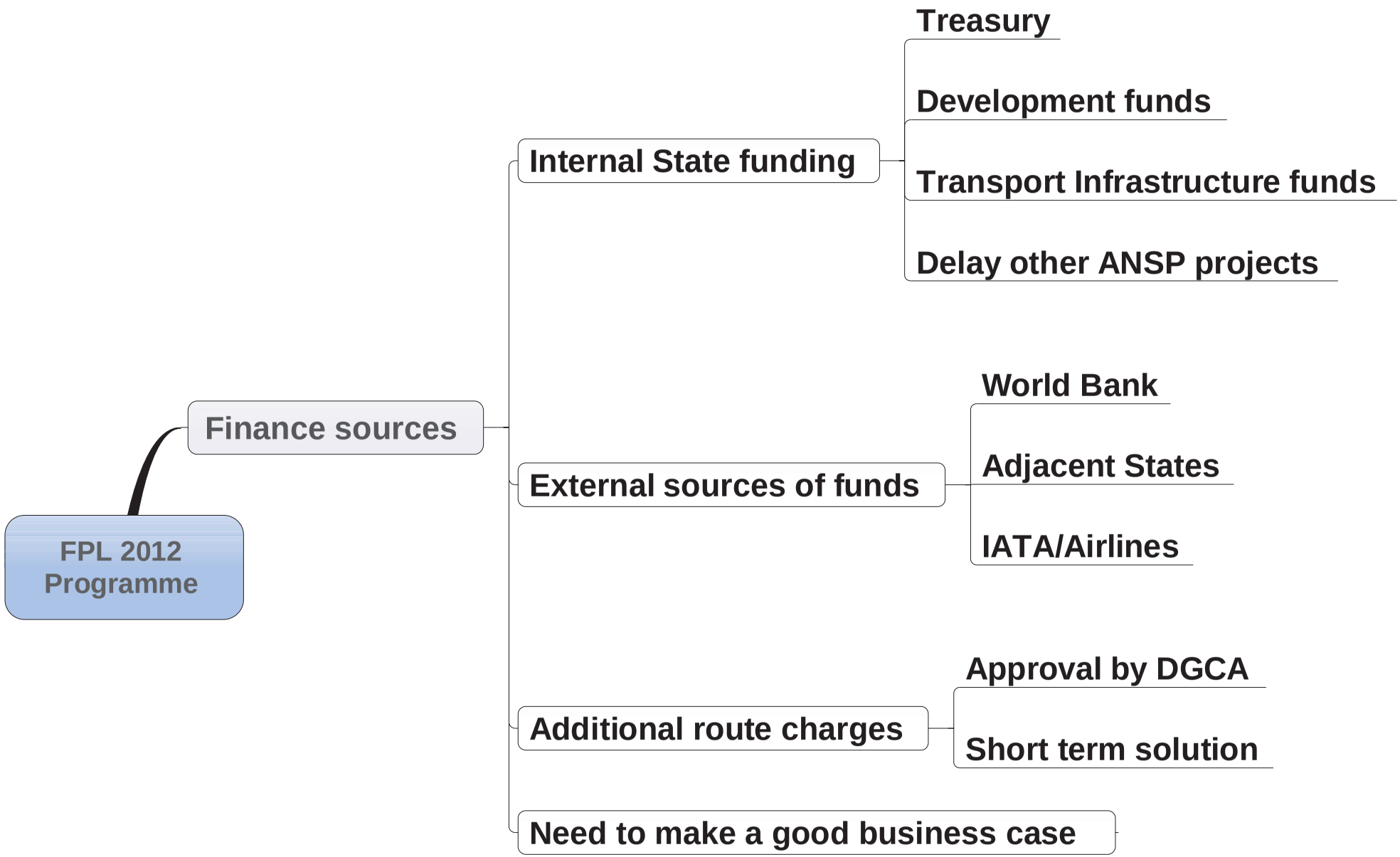
Conclusion 12/55: INFPL Implementation plans and progress report

That, MID States be urged to send INFPL Implementation plans and progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) three months and whenever major progress is achieved.

5- The list of focal points are updated under part 12 .

9. Financial Aspects

Individual organizations, departments and sections are responsible for their own costs incurred to implement the changes required by Amendment 1. This includes systems, administration/organizational, documentation and training.


FPL 2012 Programme
Finance sources
Internal State funding
Treasury
Development funds
Transport Infrastructure funds
Delay other ANSP projects
External sources of funds
World Bank
Adjacent States
IATA/Airlines
Additional route charges
Approval by DGCA
Short term solution
Need to make a good business case

IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Environment	• reductions in fuel consumption and CO_2 emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP
Efficiency	• ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information
Safety	• enhance safety by use of modern capabilities onboard aircraft
KPI	• status of implementation of ICAO new FPL provisions • status of updates in the FITS
Proposed Metrics:	• number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of States providing the focal points and initiated impact studies

Strategy
Short term (2010-2012)
Medium term (2013 - 2016)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	• Planning and implementation of transition elements	2009-2012	INFPL SG	valid
	• States to assign focal points and form and internal nucleus team	2009 - 2010	States	valid
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	States	valid
	• ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	States	valid
	• ensure that issues related to the ability of all system to pass information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- 2012	States	valid
	• analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 – 2011	INFPL SG States	valid
	• ensure that there are no	2009- 2012	States	valid

Strategy ***Short term (2010-2012)*** ***Medium term (2013 - 2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	individual State peculiarities or deviations from the flight plan provisions			
	• ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 – 2012	INFPL SG States	valid
	• plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009-2012	States INFPL SG	valid
	• in order to reduce the chance of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications.	2009- 2012	States	valid
	• internal testing	2009 – June 2012	States	valid
	• external testing and transition into operation	1 April to 30 June 2012	States	valid
	• airspace users validation and filling of NEW FPLs if appropriate	1 July to 14 November 2012	States and users	valid
	• Plan and ensure the training of relevant stakeholders (air traffic controllers, etc)	2009 - 2012	States	valid
	• develop and make available, guidance material for users, including but not limited to ANSP personnel	2009 - 2011	INFPL SG	valid

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• establish and enhance as appropriate a central depository (FITS) in order to track the implementation status	Ongoing	ICAO	Completed
	• inform the ICAO regional offices on an ongoing basis	Ongoing- Dec 2012	States	Valid
linkage to GPIs	GPI/18 Aeronautical Information			

JORDAN INFPL Implementation PFF

IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS				
BENEFITS				
Environment	Reductions in fuel consumption.			
Safety	Enhance safety by use of modern capabilities on board aircraft			
Efficiency	• Ability of air navigation services providers to make maximum use of aircraft capabilities. • Ability of aircraft to conduct flights more closely to their preferred destinations. • Facilitate utilization of advanced technologies.			
Short term Strategy (2010-2012)				
ATM OC COMPONENTS	**TASKS**	**TIME FRAME**	**RESPONSIBILITY**	**STATUS**
	Take all necessary measures to implement the provisions of amendment 1 to the 15th edition of the PANS-ATM Doc 4444 with applicability date 15 November 2012.			
	CARC established a national working group and assigned a focal point.	2010	CARC	Completed
	Perform the automation/ procedural impact study, and identify the required upgrade for affected systems.	2010	INFPL WG	Completed
	Develop a training and awareness plan for air traffic controller, flight data units, AIS and other relevant personnel.	Q4 2010	INFPL WG	Completed
	Develop a national implementation plan for the new changes of ICAO flight plan.	Ongoing	INFPL WG	Valid
	Develop a national contingency plan to ensure seamless transition with no loss of service.	Ongoing	INFPL WG	Valid

	Procure the needed hardware and software to facilitate the conversion from new to present FPL format.	Ongoing	Technical support Dept. INFPL WG	Valid
	Software delivery and Internal testing	Q4 2011	INFPL WG	Valid
	Develop information for incorporation into publication (AIP, AIC, Doc 7030)	Q1 2012	INFPL WG	Valid
	Testing with Airspace user	Q2 2012	INFPL WG Airlines	Valid
	Testing with Adjacent (External Testing)	Q2 2012	INFPL WG	Valid
	Inform the ICAO MID office on an ongoing basis. To keep Flight Information tracking system (FITS) updated.	Ongoing	INFPL WG	Valid
References:	• Amendment 1 to 15th edition of PANS-ATM Doc 4444. • ICAO guidance material for implementation. • MID region-interim strategy for the implementation of INFPL format.			

OMAN INFPL Implementation PFF

IMPLEMENTATION OF THE NEW ICAO FPL FORM
Benefits
Environment • reductions in fuel consumption and CO2 emission **Efficiency** • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information **Safety** • enhance safety by use of modern capabilities onboard aircraft
KPI • status of implementation of ICAO new FPL provisions • status of updates in the FITS
Proposed Metrics: • number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of States providing the focal points and initiated impact studies

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 - 2011	INFPL SG States	
	plan the transition arrangements to ensure that the changes from the PRESENT to the NEW ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009 - 2012	States INFPL SG	Valid
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	Planning and implementation of transition Strategy	2009 - 2012	INFPL SG	Under development
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009 - 2012	States	Valid
	Develop Regional contingency plans	July 2010-July 2011	INFPL SG	
	Develop National contingency plans	July 2010-July 2011	States	
	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions	2009 - April 2012	States/Vendors	Under prose's
	ensure that issues related to the ability of all system to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- April 2012	States/Vendors	valid
	ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- 2012	INFPL SG States	valid
	ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 - 2012	INFPL SG States	

	in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications	2009- 2012	States	valid
	internal testing	2009 – June 2012	States	valid
	external testing	1 April to 30 June 2012	States	valid
	airspace users testing	1 July to 14 November 2012	States and users	valid

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	ensure the training of relevant stakeholders (air traffic controllers, com, ops, etc..)	2009 - 2012	States and ANSP	Valid
	develop and make available, guidance material for users, including but not limited to ANSP personnel and user	2009 - 2010	IATA INFPL SG	
	establish a central depository (FITS) in order to track the implementation status	Ongoing	ICAO	completed
	inform the ICAO regional offices on an ongoing basis	Ongoing-Dec 2012	States	Valid
linkage to GPIs	GPI/18 Aeronautical Information, GPI/5 RNAV and RNP (Performance-based navigation), GPI/9 Situational Awareness			

SAUDI ARABIA INFPL Implementation PFF

SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE
ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM

Benefits

Environmental Efficiency	• reductions in fuel consumption • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information
Safety	• enhance safety by use of modern capabilities onboard aircraft.
KPI	• status of implementation of ICAO new FPL provisions • provision of updates for the FITS
Proposed Metrics	• meeting the deadline for implementation of the ICAO new FPL provisions • provision of a focal point and relevant update studies.

Strategy
Short Term (2008 - 2010)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
ATM Systems	**(a)** Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.	**2010 – 2011**	**SED/ATM**	**Ongoing**
	(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS.	**2010 – 2011**	**SED/ATM**	**Ongoing**
	(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	**2010 – 2011**	**SED/ATM**	**Ongoing**
	(d) Dammam new APP Thales – as for			

	Jeddah/Riyadh systems above. **(e)**) Liaise with Performance Based Navigation (PBN) Implementation Group to ensure they are aware of the requirements of Amendment 1 and that they accept responsibility for any changes they require. **(f)** Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.	**DEC 2011** **2010 – 2011**	**Performance Based IMPL. Group** **SED/ATM**	**Ongoing** **Ongoing**
2. Message Switching System	**(a)** Jeddah, Riyadh & Dammam – the CADAS application is compliant and that the syntax checking on both proforma and free text for FPL and other ATS messages is compliant. (b) The AIT application used by several AFTN message recipients and originators is not compliant and cannot accept at message origination and display on receipt all relevant information in the original FPL.	**DEC 2011** **DEC 2011**	**SED/AT** **SED/AT**	**Ongoing** **Ongoing** **To change AIT terminals for CADAS**
3. RSAF	Advise RSAF of the requirements of Amendment 1.	**NOV 2010**	**ATM**	**Completed**

4. Airline Operators	**(a)** Saudia – coordinate as required to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their FOIS that the conversion functions correctly. See Note 1 under Remarks. **(b)** Other airlines – no action required except for those who make use of the AIT application. See Note 2 under Remarks.	**NOV 2011** **MID 2011**	**SAUDIA/SED/AT** **Airline Ops/SED/ AT**	**Ongoing** **Ongoing** **Terminals to change to CADAS**
5. Documentation	**(a)** KSA AIP – Check and confirm any changes. **(b)** ATSP 7300.1.1 – Check and confirm any changes. **(c)** ATSP 7300.1.2 (Centers) – Check and confirm any changes. **(d)** ATSP 7300.1-3 – Check and confirm any changes. **(e)** Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	**DEC 2011** **DEC 2011** **DEC 2011** **DEC 2011**	**ATM/AIS** **ATM** **ATM/ATS Centers** **ATM/AT Section**	**Ongoing** **Ongoing** **Ongoing** **Ongoing**

6. Training	ATM – Letter to both ATC and Communication Centers & Units to ensure they are aware of changes and to take the necessary planning action for staff training.	**2010 - 2011**	**ATM/AT Section**	**Ongoing**
7. Testing	(a) Internal Testing	**2010 – JUN 2012**	**ATM/AT/SED/ System Vendor**	**Ongoing**
	(b) External Testing	**1 APR – 30 JUN 2012**	**ATM/SED (System Vendor?)**	**Ongoing**
	(c) User Testing	**1 JUL – 14 NOV 2012**	**Airline Opr./ATM/ SED**	**Ongoing**
8. KSA Contingency Plan (KSA INFPL Implementation Plan)	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	**1 JUL – DEC 2010**	**KSA INFPL Group**	**Ongoing – Draft complete AUG 2010**

Abbreviations Used in KSA PFF Table

AFTN	Aeronautical Fixed Telecommunications Network
AIDC	ATS Inter-Center Data Communications
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AIT	AFTN Intelligent Terminal (AFTN software package)
APP	Approach
AT	Aeronautical Telecommunications
ATC	Air Traffic Control
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSP	Air Traffic Services Procedures
CADAS	COMSOFT Aeronautical Data Access System
CHG	Modification Message
COMM	Communications
CNL	Cancellation Message
DEP	Departure Message
FDP	Flight Data Processor
FOIS	Flight Operations and Information System
FPL	Flight Plan
GACA	General Authority of Civil Aviation
KSA	Kingdom of Saudi Arabia
MMI	Man-Machine Interface

OLDI	Operational Link Data Interface
PBN	Performance Based Navigation
RQP	Request Plan
RQS	Request Supplementary Plan
SAUDIA	Saudi Arabian Airlines
SED	Systems Engineering Department

- END -

NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA AND PACIFIC OFFICE

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)

Version 4, 9 November 2011

ISSUED BY THE ICAO ASIA/PACIFIC REGIONAL OFFICE, BANGKOK

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Appendix

ASIA/PACIFIC GUIDANCE MATERIAL FOR THE IMPLEMENTATION OF AMENDMENT 1 TO THE 15th EDITION OF *PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT* (PANS-ATM, Doc 4444)

1. Background

1.1 In order to ensure a harmonised implementation of the provisions contained in Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, this Asia/Pacific regional guidance material has been developed by APANPIRG's Asia/Pacific ICAO Flight Plan and ATS Messages Task Force (FPL&AM/TF). ~~The material will be further developed during 2010 and presented to APANPIRG/21 in September 2010 for formal adoption.~~

1.2 Asia/Pacific (APAC) States and Air Navigation Service Providers (ANSPs) are encouraged to use this material as general implementation guidance for the new flight plan and ATS messages formats required by Amendment 1 to PANS-ATM for applicability date 15th November 2012. The material is expected to be of specific assistance when coding software changes in automation systems needed to support the changes to flight plan and ATS message formats

1.3 The FPL&AM/TF considers that it is of critical importance to conduct validity checking of Filed Flight Plans (FPL) and Air Traffic Service (ATS) Messages filed with and between all Asia/Pacific States and ANSPs, and to ensure that Current Flight Plans (CPL) and other messages exchanged between States and ANSPs are likewise formatted and handled in a similar fashion. In this manner, users/filers are assured that FPLs and associated messages are checked with the same level of scrutiny independent of where the flight originates. Additionally, they are assured that critical flight data information is passed intact by each Asia/Pacific State and ANSP along the route of flight.

2. Terminology

2.1 In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is used throughout this guidance material:

- **PRESENT** format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.
- **NEW** format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.
- **Applicability Date** is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

3. Transition Period & Phased Implementation

3.1 The FPL&AM/TF considers that applying an implementation strategy whereby all user switchovers to NEW format occur on the same day (i.e. on Applicability Date) would result on an unmanageable impact on ANSPs systems with a very real risk of automation system crashes. As such, the pre-implementation ANSP safety case analyses are expected to identify this implementation scenario as a safety hazard that requires effective mitigation.

3.2 Under the phased arrangements agreed by the FPL&AM/TF for application in the Asia/Pacific Region, ANSP implementation of NEW format (whilst simultaneously retaining PRESENT capability) would take place first, followed by a staggered user switchover to NEW capability.

3.3 The transition period is defined as the declared Asia/Pacific transition period from 1 January 2012 until 15 November 2012, as outlined in the updated Asia/Pacific Region *Strategy for the Implementation of NEW ICAO Flight Plan Format and Supporting ATS Messages* proposed by FPL&AM/TF/2 (November 2009), comprising the following phases:

- **Phase 1** - ANSPs software delivery and internal testing
  - 1 January to 31 March 2012,
- **Phase 2**– ANSPs external testing and implementation
  - 1 April to 30 June 2012, and
- **Phase 3** – Airspace users testing and implementation.
  - 1 July to 15 November 2012

3.4 Under the phased approach, States will not implement NEW capability before the commencement of the ANSPs external testing and implementation period on 1 April 2012 and, insofar as possible, would complete implementation of NEW capability by the end of the ANSPs external testing and implementation period on 30 June 2012. Following this, airspace users would be invited by AIC, AIP supplementand/or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, ANSPs and users would be encouraged to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to NEW during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012).

4. DOF/ - Five Day (120 hour) Advance FPL Lodgement

4.1 The Amendment 1 provisions enable flight plans to be lodged up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing provisions.

4.2 Present experience in the Asia/Pacific region with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages. To address this existing problem, in one instance an Asia/Pacific State has already published a constraint in AIP under which flight plans are not accepted more than 8 hours prior to EOBT.

4.3 The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

4.4 Investigations by the FPL&AM/TF have been unable to identify required operational circumstances in the Asia/Pacific Region where FPL lodgement earlier than 24 hours was necessary to meet the medium term needs of States. A similar situation is reported by IATA in respect to Asia/Pacific operators.

4.5 Discussions during the FPL&AM/TF/2 meeting highlighted the difficulties being experienced by many States in terms of civil aviation funding. In the case of the 120 hour lodgement provision, it was difficult for States to justify a business case for changes to what was often a number of legacy systems within a State when there was no clear operational requirement driving the change. Such changes would, of course, be included by States in the specification for new system procurement but, in the absence of a clear operational need, the business case for retrofit by Asia/Pacific States does not appear sound.

4.6 Notwithstanding, some States already have some capacity for DOF, albeit disabled in their systems at the moment. In these cases, where financial impacts were much less, it was logical for such ANSPs to proceed with 120 hour lodgement capability. It is also possible that some States will prefer to proceed with a DOF retrofit to legacy systems in time for the November 2012 implementation. However, the potential impacts of the implementation of an 'island' airspace which was accepting 120 hour lodgement should be considered in terms of the impact of neighbouring airspaces not accepting 120 hour lodgements, particularly in relation to AIDC configuration.

4.7 In light of the issues presently associated with the 5 day (120 hour) lodgement provision, including business case difficulties, the FPL&AM/TF does not support a compulsion on all Asia/Pacific States to meet the 120 hour lodgement provision by 15 November 2012. Accordingly the position adopted in the Asia/Pacific interim regional implementation strategy was proposed to APANPIRG for strengthening from the current *"... consider a constraint…"* to *"…adopt a regional approach that does not require processing of flight plans more the 24 hours prior to EOBT during the declared transition period…"*.

4.8 This is expected to mitigate the transition issues associated with DOF/ matters and reduce transmission of superfluous modification messages and the associated loading on messaging systems. DOF/ complexities will be further considered by States after the November 2012 implementation and, in any case, would be incorporated into new systems as they were specified, procured and commissioned.

5. Software Coding Considerations

Date of Flight (DOF) and Early Filing

5.1 In Amendment 1, use of a DOF/ indicator in Item 18 is accompanied by the ability to file NEW format up to 120 hours in advance. As it is likely that not all ANSPs will implement the 120 hour requirement by the Applicability Date, the following guidelines regard use of DOF/:

a) An ANSP that does not implement the 120 hour requirement should handle such messages in accordance with normal ANSP error message handling procedures if that message has a DOF/ that is beyond their implemented time frame (i.e. more than *nnn* hours in advance, often limited to 24 hours). This ensures such messages are processed for the intended day of flight.

b) ~~At a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/ can be removed from stored FPLs. In any case,~~ DOF/ is not necessary in AIDC messages since flight data is generally first coordinated after departure. The inclusion of DOF/ in AIDC messages is subject to bilateral agreement between States.

Use of P1-P9 in Field 10a

5.2 In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), Amendment 1 identifies alphanumeric entries P1-P9 in Field 10a as "Reserved for RCP." The following guidelines regard filing and processing P1-P9 in Item 18:

a) Even though there is no need for this information now, ANSPs should accept P1-P9 if filed in an FPL and pass the information in AIDC messages, but with no interpretation or processing required. This will avoid transition issues and minimize necessary coordination when these items begin to be used in the future.

Changed definition of "S" in Field 10a

5.3 Amendment 1 changes the definition of standard equipment in Field 10a ("S") so that it no longer includes ADF. An FPL may have elements that uniquely identify it as being in either PRESENT or NEW format. However, it is also possible for an FPL to have no unique elements, and thus be valid as both PRESENT and NEW format. In such an FPL, use of "S" in Field 10a is ambiguous.

5.4 Therefore, it is essential to know whether an FPL is in NEW or PRESENT format before interpreting an "S" filed in Field 10a. The following guidelines regard filing and processing of "S" during Phases 2 and 3 of the transition period, respectively (i.e. 1 April to 30 June & 1 July to 15 November 2012).

a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), ANSPs should not assume ADF capability when an "S" is filed, regardless of the perceived format of the filed FPL (NEW or PRESENT format). All FPLs received on or after 1 April 2012 with an "S" filed in Field 10a will be processed and/or interpreted as if "V O L" (VHF RTF, VOR and ILS) were filed;and

b) States and ANSPs must provide instructions to their users to file an "F" for ADF in PRESENT format FPLs, beginning 1 April 2012.

Consistency between Field 10a and PBN/ in Item 18

5.5 The PBN/ indicator introduced by Amendment 1 conveys not only navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship between PBN/ in Item 18 and Field 10a, and it is possible to file inconsistent data (i.e., capabilities in PBN/ that are not supported by data in Field 10a). Consequently, a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

- If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a "G" must be included in Field 10a;
- If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a "D" must be included in Field 10a;
- If B1 or B4 is filed, then an "O" or "S" and a "D" must be included in Field 10a (i.e., "OD" or "SD" must appear in 10a);
- If B1, B5, or C1 are filed, then an "I" must be included in Field 10a; and
- If C1, C4, D1, D4, O1 or O4 are filed, then a "D" and an "I" must be included in Field 10a (i.e., "D I" must appear in 10a).

Consistency between Item 10a and STS/ in Item 18

5.6 Amendment 1 formalised flight plan filing of the mutually exclusive entries 'W' (in Item 10a) and "NONRVSM" (in Item 18 STS/). The use of NONRVSM in STS is to signify intent to operate as a Non-RVSM flight in RVSM airspace. To avoid contradictory RVSM indications and possible incorrect application of separation standards based on this, a consistency check should be coded to evaluate NEW FPL related messages per the following:

- If STS/NONRVSM is filed in Item 18 then 'W' should not exist in Item 10a.

Item 10b omission in Amendment 1

5.7 Amendment 1 omitted the Item 10b 'N' designator (i.e. no surveillance equipment for the route to be flown) in Appendix 3 whilst in Appendix 2 this was retained as a valid designator. This was clarified as being an inadvertent omission and consequently 'N' remains a valid character for use in Item 10b.

Item 10b advice to filers

5.8 In relation to the use of surveillance equipment and capabilities, Amendment 1 identifies alphanumeric entries in Item 10b. States should consider including in their flight planning manuals and/or the flight planning section of their AIP, the following guidelines:

a) 'N' or

b) SSR Modes A and C and S
   - Maximum of one entry is expected from either 'A' or 'C' or 'E' or 'H' or 'I' or 'L' or 'P' or 'S' or 'X' and/or

c) ADS-B
   - Maximum of one entry is expected from either B1 or B2 and/or
   - Maximum of one entry is expected from either U1 or U2 and/or
   - Maximum of one entry is expected from either V1 or V2 and/or

d) ADS-C
   - One or both of the entries 'D1' 'G1'

Validity Checking & Processing of Item 18 Indicators

5.9 Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:

a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a 'local' non-standard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted.

b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.

c) Airspace users should only file a single instance of each indicator. If duplicate indicators are detected, their contents will be concatenated within a single occurrence of the indicator but with a space inserted between the two data streams.

5.10 ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as "free text field" in the Table 5-1, Item 18 Indicator Validity Check, below.

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters; or a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters
TYP/	Free text *Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.*
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field
PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below: • *Category **A:*** less than 169 km/h (91 kt) indicated airspeed (IAS) • *Category **B:*** 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS • *Category **C:*** 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS • *Category **D:*** 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS • *Category **E:*** 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS • *Category **H:*** Specific procedures for helicopters.

Indicator	Contents
ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

Table 5-1: Item 18 Indicator Validity Check

Allowable Indicators and Mandated Order in Item 18

5.11 Systems should accept indicators in Item 18 which are defined in the PANS-ATM. Consideration should also be given to system acceptance/handling of legacy indicators, not included in PANS-ATM, but approved by ICAO for continued use. It is recommended that APAC states either automatically:

a) remove on reception any non-standard indicators not approved for use in Asia/Pacific without rejecting the original message; or

b) automatically re-order these non-standard indicators on reception without rejecting the original message by inserting the non standard indicator and associated text as RMK/ and with the "/" removed between the non standard indicator and associated text.

Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

5.12 Amendment 1 specifies that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/should contain the name and location of the aerodrome. It also requires that *"…For aerodromes not listed in the relevant Aeronautical Information Publication [AIP], indicate location as follows …"*. The following guidelines will promote common interpretation and filing practices:

c) If the aerodrome identifier is not in ICAO DOC 7910, *Location Identifiers*, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.

d) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

Use of the DLE/ indicator in Item 18.

5.13 Amendment 1 defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:

a) The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator should be handled in accordance with normal ANSP error message handling procedures.

Special handling (STS) indicator

5.14 MARSA - It is recommended that state guidance be provided to filers (AIP) to ensure consistent application of MARSA as follows:

- MARSA when submitted in the flight plan is an indication of an intention to declare MARSA, either:
    - for the flight duration (requires more than one aircraft in Item 9 of the flight plan); or
    - from a nominated point in the flight plan, to be stated in Item 18 RMK/ along with identification(s) of aircraft planned to participate in MARSA operations (e.g. RMK/MARSA COLT WIZZA240036.

5.15 ATFMX – States should consider including in their flight planning manuals and/or AIP flight planning section instructions to filers to, when intending to file ATFMX in STS/ for flights which cross more than one FIR, include in RMK/ the FIR (s) for which this exemption applies (e.g. RMK/ATFMX NZZO).

Use of ORGN

5.16 ORGN – It is recommended that ANSPs published specific guidance to filers for this Indicator. Other parts of the world have set character limits for this Indicator.

6. Conversion from NEW format to PRESENT format

6.1 As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from NEW to PRESENT format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from NEW format to PRESENT format are consistently applied by Asia/Pacific ANSPs and, preferably, throughout all ICAO regions.

6.2 Several ANSPs have indicated an intention to maintain their systems in PRESENT format post November 15th 2012 and to utilise retrofitted flight plan converters to accept NEW and convert NEW flight plans for their systems. Whilst not desirable, it is appreciated that for states using legacy systems with short term plans for replacement, this represents a viable option, however it must be understood this does not constitute compliance with the spirit of Amendment 1.

6.3 Amendment 1 mandates the order of Item 18 indicators (see 5.9 above). In order to reduce the degree of software development required it is acceptable for the order of both PRESENT and NEW format flight plan messages to be as per that defined in Amendment 1 for NEW format messages.

6.4 The guidelines contained in the Conversion Tables for respective fields included below record regionally agreed conversions from NEW to PRESENT format for consistent application by ANSPs. During the conversion process, duplication of entries should be avoided at all times. For example, if NEW flight plan contains PBN/B2B3 then the desired resulting Field 18 entry in the corresponding PRESENT plan should be NAV/RNAV5 B2 B3 and not NAV/RNAV5 B2 RNAV5 B3 as might be interpreted from the translation table. Conversion from PRESENT to NEW was never intended, nor recommended by ICAO. Up converting is considered high risk and should not be used in ‘live’ system operations.

Conversion of Field 10a

6.5 Table 6-1: *Conversion of Field 10a*, as shown below, is to be used for conversion of NEW Field 10a to PRESENT Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Item 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns. If, when per the table text is to be inserted inField 10 or Field 18, the text is already present, then it should not be inserted again. When inserting text in Field 18, if any information is already present due to having been filed or having been inserted by an earlier translation insertion, the text should be appended to the end of the existing text preceded by a space. For example, if PBN/B2 NAV/TCAS is filed in a NEW flight plan, then the resulting NAV/ entry in the corresponding PRESENT flight plan will be NAV/TCAS RNAV5 B2.

'NEW' Data Content		**Conversion to 'PRESENT' Data Content**	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
N		N	
S		S	(refer para 5.4)
S F		SF	(refer para 5.4)
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS E1
E2		Z	COM/DFIS ACARS E2
E3		Z	COM/PDC ACARS E3
F		F	
G		G	
H		H	
I		I	
J1		J	DAT/V COM/J1
J2		J	DAT/H COM/J2
J3		J	DAT/V COM/J3
J4		J	DAT/V COM/J4
J5		J	DAT/S COM/J5

‘NEW’ Data Content		Conversion to ‘PRESENT’ Data Content	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
J6		J	DAT/S COM/J6
J7		J	DAT/S COM/J7
K		K	
L		L	
M1		Z	COM/INMARSAT M1
M2		Z	COM/MTSAT M2
M3		Z	COM/IRIDIUM M3
O		O	
P1-P9		*Reserved- should not be present. **Remove** items if present (i.e. do not make information part of the PRESENT format plan).*	
R	PBN/A1	RZ	NAV/RNAV10 RNP10 A1
R	PBN/B1	RZ	NAV/RNAV5 B1
R	PBN/B2	RZ	NAV/RNAV5 B2
R	PBN/B3	RZ	NAV/RNAV5 B3
R	PBN/B4	RZ	NAV/RNAV5 B4
R	PBN/B5	RZ	NAV/RNAV5 B5
R	PBN/B6	RZ	NAV/RNAV5 B6
R	PBN/C1	RZ	NAV/RNAV2 C1
R	PBN/C2	RZ	NAV/RNAV2 C2
R	PBN/C3	RZ	NAV/RNAV2 C3
R	PBN/C4	RZ	NAV/RNAV2 C4
R	PBN/D1	PRZ	NAV/RNAV1 D1
R	PBN/D2	PRZ	NAV/RNAV1 D2
R	PBN/D3	PRZ	NAV/RNAV1 D3
R	PBN/D4	PRZ	NAV/RNAV1 D4

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
R	PBN/L1	RZ	NAV/RNP4 L1
R	PBN/O1	PRZ	NAV/RNP1O1
R	PBN/O2	PRZ	NAV/RNP1 O2
R	PBN/O3	PRZ	NAV/RNP1 O3
R	PBN/O4	PRZ	NAV/RNP1 O4
R	PBN/S1	RZ	NAV/RNP APCH S1
R	PBN/S2	RZ	NAV/RNP APCH BARO VNAV S2
R	PBN/T1	RZ	NAV/RNP AR APCH RF T1
R	PBN/T2	RZ	NAV/RNP AR APCH T2
T		T	
U		U	
V		V	
W		W	
X		X	
Y		Y	
Z	COM/nnnn	Z	COM/nnnn
Z	NAV/nnnn	Z	NAV/nnnn
Z	DAT/nnnn	Z	COM/nnnn

Table 6-1: Conversion of Field 10a

Conversion of Field 10b

6.6 Table 6-2: *Conversion of Field 10b,* as shown below, is to be used for conversion of NEW Field 10b to PRESENT Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	**Item 18**	**Field 10b**	**Item 18**
N		N	

‘NEW’ Data Content		Conversion to ‘PRESENT’ Data Content	
Field 10b	**Item 18**	**Field 10b**	**Item 18**
A		A	
C		C	
E		SD	COM/E
H		S	COM/H
I		I	
L		S D	COM/L
P		P	
S		S	
X		X	
B1		D	COM/B1
B2		D	COM/B2
U1		D	COM/U1
U2		D	COM/U2
V1		D	COM/V1
V2		D	COM/V2
D1		D	COM/D1
G1		D	COM/G1

Table 6-2: Conversion of Field 10b

Conversion of Item 18

6.7 Table 6-3: *Conversion of Item 18*, as shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

‘NEW’ Data Content	Conversion to ‘PRESENT’ Data Content
Item 18	**Item 18**
STS/	STS/ copy text over • Except change “ATFMX” to “ATFMEXEMPTAPPROVED”
SUR/	RMK/ SUR <textafter SUR/>

'NEW' Data Content	Conversion to 'PRESENT' Data Content
Item 18	**Item 18**
DOF/	Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use.
DAT/	COM/
DLE/	RMK/ DLE <text after DLE/>
ORGN/	RMK/ORGN <text after ORGN/>
TALT/	RMK/ TALT <text after TALT/>
PBN/	***See Table 5-1 above***
All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in Tables 6-1 and 6-2 above. *DAT conversion should therefore occur in two steps:* 1. *Any existing DAT/ entries in the NEW format flight plan (submitted for conversion) are transferred to the COM/ indicator in Field 18 of the converted PRESENT flight plan (or message) - prior to conversion of the 10a equipment qualifiers; then* 2. *Any equipment qualifiers in Field 10a requiring conversion to DAT/ in accordance with the conversion table 6.1 (i.e. J1-J7) are to be entered into the DAT/ indicator of the converted PRESENT flight plan (or message) in accordance with table 6.1.* *Note; After conversion is possible that there will be duplicate entries in DAT/ and COM/.*	

Table 6-3: Conversion of Item 18

7. Differentiating between NEW format and PRESENT format

7.1 Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F,O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format (i.e. no ADF).

7.2 Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 - Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:

a) If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.

7.3 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:

a) In Field 10a if the Qualifier E, J, M or P is filed without an associated numeric;

b) In Field 10b if the Qualifier D is filed without an associated numeric;

c) In Item 18 an entry used for STS/ is not in the allowed list for NEW; and

d) In Item 18 an entry used for PER/ is more than a single letter in the allowed list.

7.4 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:

a) In Field 10a if any of the following qualifiers are filed: A, B, E1, E2 , E3 , J1, J2 , J3 , J4 , J5, J6, J7 , M1 , M2 , M3, P1, P2 , P3 , P4 , P5 , P6 , P7, P8, P9.

b) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 ,V1 , V2 , D1 or G1.

c) In Item 18 if PBN/ is filed.

d) In Item 18 if SUR/ is filed.

e) In Item 18 if DLE/ is filed.

f) In Item 18 if TALT/ is filed.

7.5 If there isa unique qualifier from the PRESENT list and another unique qualifier from the NEW list co-existing in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation (e.g. to an 'error queue'). After November 15, 2012 all FPLs will be assumed to be in NEW format.

8. ATS Messages

Item 18 DOF

8.1 The FPL&AM/TF considers that ambiguity exists in relation to Field Type 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Field Type 18 in CHG, CNL, DLA, DEP and RQS messages states *"Field Type 18 with DOF specified 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 other Item 18 information"*. Consequently, states should be sending only the DOF element from field 18 or '0' (when no DOF is contained within the flight plan) in these message types. It is important to note that when the DOF/ element is modified by Field Type 22 in a CHG message, the complete Item 18 data must always be provided. If it is not, any elements omitted will be considered as modifications and they will be removed from the Item 18 content

8.2 The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Field Type 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 *"Other information (using more than one line if necessary)"*.

8.3 Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:

a) Insert the last notified DOF/YYMMDD in Field Type 18 if that indicator has been previously specified; and

b) If the DOF/ indicator has not been previously specified insert zero (0) in Field Type 18.

8.4 To avoid possible confusion of DOF caused by subsequent DLA messages, a CHG message (instead of a DLA message) should always be used if a flight is delayed over 0000 UTC, indicating in Field 22 the amendments to both Field 13b and Field 18 i.e. both the EOBT and DOF; regardless of the existence of DOF in Field 18 of previously transmitted ATS messages. Similarly, a CHG message with a new EOBT in Field 13b and new DOF in Field 18 should always be used if the flight EOBT is advanced over 0000 UTC.

8.5 If states do elect to use a DLA message for this purpose (per 8.7 example 2 below), their automated systems should have the capacity to add a DOF in cases where one did not previously exist, or to add a day to the DOF where one did exist within Item 18 of the flight plan. Likewise, recipients of DLA messages across 0000 UTC should modify DOF in their systems in the same manner.

8.6 Example ATS messages based on these interpretations are shown below:

Reference FPL Messages

(FPL-ABC123-IS
-B77W/H-SDE1GIRWZ/SB1D1
-NZAA2300
-M083F360 DCT PAPTI A464 TN J251 DN B583 BRU M768 TSN R468 GOMES DCT DANNY1B
-VTBS1130
-PBN/A1B1C1D1L1 DOF/091120)

(FPL-ABC456-IS
-B77W/H-SDE1GIRWZ/SB1D1
-NZAA2300
-M083F360 DCT PAPTI A464 TN J251 DN B583 BRU M768 TSN R468 GOMES DCT DANNY1B
-VTBS1130
-PBN/A1B1C1D1L1)

Modification (CHG) Messages

- (CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBS1130 VTBD)
- (CHG-ABC456-NZAA2300-VTBS-0-16/VTBS1130 VTBD)
- Delaying the flight until the next day

  (CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045-18/PBN/A1B1C1D1L1 DOF/091121)

  (CHG-ABC456-NZAA2300-VTBS-0-13/NZAA0045-18/PBN/A1B1C1D1L1 DOF/091121)

Note:

1. When changing DOF insert the complete content of Item 18 in Field 22
2. CHG message (instead of DLA message) including the new EOBT and the new date of flight should be used if a flight is delayed over 0000 UTC.

Flight Plan Cancellation (CNL) Messages

- (CNL-ABC123-NZAA2300-VTBS-DOF/091120)
- (CNL-ABC456-NZAA2300-VTBS-0)

Delay (DLA) Messages

- (DLA-ABC123-NZAA2345-VTBS-DOF/091120)
- (DLA-ABC456-NZAA2345-VTBS-0)

Departure (DEP) Messages

- (DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120)
- (DEP-ABC456/A0254-NZAA2347-VTBS-0)

Request Flight Plan (RQP) Messages

- (RQP-ABC123-NZAA2345-VTBS-DOF/091120)
- (RQP-ABC456-NZAA2345-VTBS-0)
- (RQP-ABC123-NZAA-VTBS-DOF/091120)
- (RQP-ABC456-NZAA-VTBS-0)

Request Supplementary Flight Plan (RQS) Messages

- (RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120)
- (RQS-ABC456/A0254-NZAA2345-VTBS-0)

Arrival (ARR) Messages

- (ARR-ABC123-NZAA-VTBS1115)
- (ARR-ABC456-NZAA2345-VTBS1115)

8.6 It is now mandatory to insert in FPL Item 18 the date of flight departure if the flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight. This also impacts on associated flight plan update messages (ARR, CHG, CNL, DLA, DEP).

8.7 The DOF provided in Field 18 of the update messages must always refer to the last notified Off Block Date (EOBD). This is very important and proper application of the rule may appear to result in information being presented in a counter-intuitive way as shown in the following examples:

- Field 18 in the original Flight Plan: STS/HOSP PBN/B3 DOF/100304
- Field 13b in the original Flight Plan: 2230

Example 1: CHG message – Preferred Method

It is recommended to use a CHG message if a flight is delayed over 0000 UTC, indicating in Field 22 the amendments to both Field 13b and 18, the EOBT and the DOF.

(CHG-ABC123-NZAA2230-VTBS-DOF/100304-13/NZAA0200-18/STS/HOSP PBN/B3 DOF/100305)

Note that the first DOF reference in the CHG message is 04 March, which was the previous notified date; however the modification in Field 22 shows the correct, new Date of Flight which is 05 March.

If the flight is further delayed until 0400 on 05 March, the corresponding DLA message will look like this:

(DLA-ABC123-NZAA0400-VTBS-DOF/100305)

The DLA message refers to the DOF as 05 March since this is the EOBD last communicated by the previous CHG message.

Example 2: DLA message

A DLA message could also be used to communicate a delay over 0000 UTC but is ambiguous and subject to confusion. It is therefore strongly recommended that a CHG message is used to communicate a delay over 0000 UTC as per Example 1.

The new EOBT/EOBD advised in a DLA message must always be understood as a date/time that is later than previously notified.

(DLA-ABC123-NZAA0200-VTBS-DOF/100304)

Note that the DOF reference in the DLA message is 04 March which was the previous notified date; however it is implicit that the new EOBD is 05 March.

Ifthe flight is further delayed to 0400 on 05 March; the corresponding DLA message will look like this:

(DLA-ABC123-NZAA0400-VTBS-DOF/100305)

The DLAmessage refers to the DOFas 05 March since this is the EOBD last communicated by the previous DLA message.

8.8 The use of the DLA message to communicate a delay over 0000 UTC (Example 2) is deceptive in that the new EOBD is not explicitly stated and the DOF in Field Type 18 does not correlate with the new EOBT.

8.9 Where multiple flight plans have been filed (same Aircraft Identification, Departure, Destination but different DOF) it is recommended that CHG messages, including DOF, are used to advise delays. This will enable automated systems to clearly identify which flight is being referenced.

9. Cutover to NEW format

9.1 States will be asked by ICAO to provide their exact cutover timing for promulgation on the FITS website. States should consider planning this timing in conjunction with neighbouring states.

Appendix

ASIA/PACIFIC REGION
STRATEGY FOR THE IMPLEMENTATION OF
NEW ICAO FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

1) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;

2) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;

3) The amended ICAO Flight Plan and associated ATS Message formats contained inAmendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems;

4) The implementation of the amended ICAO Flight Plan and ATS Message formats has been adopted by APANPIRG/20 as Regional Performance Objective 5, and

5) The complexities inherent in automated computer systems preclude the adoption of a single regional implementation date and transitions to the new flight plan provisions will therefore occur in accordance with the declared transition period described in this document.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

1) Ensure that all States and airspace users implement the provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;

2) Acknowledge that States not implementing Amendment 1 from 15 November 2012 are obligated by ICAO provisions to publish, preferably by 12 January 2012, the non compliance in State AIP as a ‘significant difference’ and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate ‘NEW’ flight plan and associated ATS message formats only and capabilities for ‘PRESENT’ flight plan provisions are discontinued.

*(**Note:** In the context of the implementation, 'PRESENT' refers to the existing flight planning and ATS message formats as defined in the current version of the PANS-ATM and 'NEW' refers to the amended provisions as contained in Amendment 1 to the PANS-ATM.)*

The Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);

2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;

3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;

4) Minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;

5) Declare a transition period from 1 January 2012 until 15 November 2012,comprising;

   - 1 January to 31 March 2012 - ANSPs software delivery and internal testing,
   - 1 April to 30 June 2012 – ANSPs external testing and implementation, and
   - 1 July to 15 November 2012 – airspace users testing and implementation.

6) Not implement 'NEW' capability by States before the commencement of the ANSPs external testing and implementation period (i.e. no ANSP 'NEW' before 1 April 2012) and, insofar as possible, complete ANSP implementation of 'NEW' capability by the end of the ANSPs external testing and implementation period (i.e. complete ANSP 'NEW' before 30 June 2012);

7) Recognizing the risk to automated systems of having all users simultaneously commencing 'NEW' on the common implementation date (15 November 2012), encourage users to take full advantage of the airspace users testing and implementation period to ensure operational readiness of flight planning systems;

8) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to 'NEW' during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012);

9) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions in accordance with the declared transition period and report progress to the FPL&AM/TF periodic meetings;

10) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 in accordance with APANPIRG Conclusion 20/8, for relay to the FPL&AM/TF;

11) To mitigate Date Of Flight (DOF) complexities, adopt a regional approach that does not require processing of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the declared transition period;

12) Require that States retain capability to simultaneously support 'PRESENT' and 'NEW' provisions (flight plan and ATS message format) from the activation of their 'NEW' capabilities until the end of the transition period (i.e. until 15 November 2012), at which point 'PRESENT' capability shall be discontinued;

(last amended FPL&AM/TF/2, November 2009, adopted by APANPIRG/20, September 2010)