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

UPDATE TO SUPPLEMENTARY PROCEDURES (SUPPS) Doc 7030 AND AERONAUTICAL INFORMATION CIRCULAR (AIC)

(Presented by the Secretariat)

SUMMARY

This paper provides the consequential amendment to the SUPPs in support of the Implementation of ICAO New Flight Plan Format and draft AIC.

Action by the meeting is at paragraph 3.

REFERENCES

- CNS/ATM/IC SG/6 Report
- ICAO Doc 7030 Regional Supplementary Procedures

1. INTRODUCTION

1.1 The ICAO Regional Supplementary Procedures (SUPPS) form the procedural part of the Air Navigation Plans developed by Regional Air Navigation (RAN) meetings to meet those needs of specific areas which are not covered in the worldwide provisions. The SUPPS complement the statement of requirements for facilities and services contained in the Air Navigation Plan publications. Procedures of worldwide applicability are included either in the Annexes to the Convention on International Civil Aviation as Standards or Recommended Practices, or in the Procedures for Air Navigation Services (PANS).

1.2 Regional Supplementary Procedures are normally formulated at regional air navigation meetings and become effective after review by the Air Navigation Commission and approval by the Council. Regional Air Navigation Plans (ANPs) are divided into two documents; namely the Basic ANP and the Facilities and Services Implementation Document (FASID); for the MID Region this is Doc 9708.

1.3 AIC are developed by States in order to provide the aviation community with updated information on new procedures/requirements applicable within its territory.

2. DISCUSSION

2.1 The meeting may wish to note that implementation of the Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), will require an update to the - ICAO Doc 7030 Regional Supplementary Procedures, to reflect the new requirements of the approved amendment for the flight plan format.

2.2 The meeting may further wish to note that proposal for amendment of the Regional Supplementary Procedures (Doc 7030) will be issued by ICAO HQ, which will be effective as of 15 November 2012, at **Appendix A** to this working paper.

2.3 The meeting may wish to note that Bahrain has developed a draft AIC at **Appendix B** to this working paper that could be used by MID States as reference. However ICAO EUR Region developed a comprehensive AIC in this respect as at **Appendix C** to this working paper, which requires modification to be applicable for MID Region.

3. ACTION BY THE MEETING

3.1 The meeting is invited to develop an AIC that could be used by MID States for the

a) review and comment on **Appendices A, B and C**; and

b) develop a model AIC for MID States.

APPENDIX A

ATTACHMENT A

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, PAC REGION (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – PAC

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

Modify the following in PAC SUPPs, Chapter 2:

. . .

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A-2, Chapter 3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.3 Required navigation performance (RNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval for all operations in airspace or on ATS routes where an RNP type has been designated.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the flight plan.

. . .

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ATTACHMENT B

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, MID/ASIA REGION (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – MID/ASIA

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

Modify the following in MID/ASIA SUPPs, Chapter 2.

. . .

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A2 – Chapter 3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.2 Area navigation (RNAV) specifications

~~**2.1.2.1 State aircraft operating in the ICAO MID Region**~~

~~2.1.2.1.1 Operators of State aircraft not equipped with RNAV equipment meeting RNP 5 shall not insert the designator "S" or "R" in Item 10 of the flight plan.~~

~~2.1.2.1.2 Since such flights require special handling by air traffic control, "STS/NONRNAV" shall be inserted in Item 18 of the flight plan.~~

Nil.

2.1.3 Required navigation performance (RNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval.~~

~~2.1.3.2 Operators of aircraft fitted with RNAV having a navigation accuracy meeting RNP 5 shall insert the designator "R" in Item 10 of the flight plan for operation in the ICAO MID Region, as specified in 4.1.1.5.3.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM) approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the ICAO flight plan form if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

2.1.5.2 Operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the RVSM airspace specified in paragraph 4.2.2 shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

. . .

2.1.7 Non-RVSM-approved State aircraft

~~2.1.7.1 Operators of non-RVSM-approved State aircraft intending to operate within the RVSM airspace specified in paragraph 4.2.2 shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.~~

Nil.

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ATTACHMENT C

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, SAM REGION (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – SAM

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

Modify the following in PAC SUPPs, Chapter 2:

. . .

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A2 – 3.3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.2 Area navigation (RNAV) specifications

2.1.2.1 ~~RNAV 10 (RNP 10) and RNAV 5 approved aircraft~~State Aircraft

~~2.1.2.1.1 The designator R shall be inserted in Item 10 of the flight plan to indicate that the aircraft meets the navigation specification prescribed for the route, and that the operator has obtained an approval from the responsible aviation authority and can meet the conditions of such approval. If a failure or degradation of the NAV SPEC occurs prior to departure, an amended flight plan shall be filed.~~

~~2.1.2.1.2 The indicator NAV/ followed by the corresponding navigation specification code(s), according to the following table, shall be inserted in Item 18 of the flight plan.~~

~~Code~~	~~Navigation Specification~~
~~A1~~	~~RNAV 10 (RNP 10)~~
~~B1~~	~~RNAV5 All sensors permitted~~
~~B2~~	~~RNAV 5 GNSS~~
~~B3~~	~~RNAV 5 – DME/DME~~
~~B4~~	~~RNAV 5 VOR/DME~~
~~B4~~	~~RNAV 5 INS or IRS~~
~~B6~~	~~RNAV 5 LORAN C~~

2.1.2.1.~~3~~1 State aircraft, aircraft conducting SAR missions, humanitarian missions, maintenance or first delivery flights that do not have RNAV approval can file flight plans for operations on RNAV routes. These aircraft must complete Item 18 with RMK/NONRNAV10 and/or RMK/NONRNAV5 information. They should also include ~~another~~the STS/ or RMK/ indicator, describing the reason for special handling by ATS; i.e. STS/STATE, HUM, SAR~~,~~ or RMK/MAINT ~~and~~, DELIVERY.

. . .

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the flight plan.

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ATTACHMENT D

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, CAR AND NAM REGIONS (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – CAR and NAM

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

1. *Modify* the following in CAR SUPPs, Chapter 2:

. . .

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A2 – Chapter 3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.2 Area navigation (RNAV) specifications

~~2.1.2.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNAV specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP 10 or NAV/RNP 4, as appropriate, inserted in Item 18.~~

Nil.

2.1.3 Required navigation performance (RNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP 10 or NAV/RNP 4, as appropriate, inserted in Item 18.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the flight plan.

. . .

2. *Modify* the following in NAM SUPPs, Chapter 2:

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

. . .

2.1.2 Area navigation (RNAV) specifications

~~2.1.2.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNAV specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP10 or NAV/RNP4, as appropriate, inserted in Item 18.~~

Nil.

2.1.3 Required navigation performance (NilRNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP10 or NAV/RNP4, as appropriate, inserted in Item 18.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the flight plan.

. . .

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ATTACHMENT E

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, EUR AND NAT REGIONS (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – EUR and NAT

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

1. *Modify* the following in EUR SUPPs, Chapter 2:

. . .

Chapter 2. FLIGHT PLANS

2.1 GENERAL
(A2 – Chapter 3; P-ATM – Chapter 11)

2.1.1 Date of flight

~~*Note. — The PANS-ATM, 11.4.2.2.2.5, states that "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 flight plan". The following specifies details regarding the insertion of a date group into the flight plan.*~~

~~2.1.1.1 If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24 hours in advance of the estimated off-block time (EOBT), it is mandatory to provide the date of the flight (DOF). If the flight plan is filed less than 24 hours in advance of the EOBT, the date of the flight may be optionally indicated. This information will be inserted in Item 18 of the flight plan as a 3-letter indicator (DOF) followed by an oblique stroke and date of flight in a 6-figure group format:~~

~~DOF/YYMMDD (YY = year; MM = month; DD = day)~~

Nil.

2.1.2 Area navigation (RNAV) specifications

~~2.1.2.1 Operators of aircraft approved for basic area navigation (B-RNAV) operations, as set out in 4.1.1.5.2, shall insert the designator "R" in Item 10 of the flight plan.~~

~~2.1.2.2 Operators of aircraft approved for precision area navigation (P-RNAV) operations, as set out in 4.1.1.5.2, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.~~

~~2.1.2.3 Operators of State aircraft not equipped with RNAV shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Instead, STS/NONRNAV shall be inserted in Item 18 of the flight plan.~~

~~2.1.2.4 Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements of 4.1.1.5.2.4 before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled and an appropriate new flight plan shall be submitted.~~

~~2.1.2.5 In addition, where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements of 4.1.1.5.2.6 before departure, the operator of the aircraft shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on an RPL, the RPL shall be cancelled and an appropriate new flight plan shall be submitted.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM) approved aircraft

2.1.5.1 ~~Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

Note.— Insertion of the aircraft registration does not apply to submissions made using the repetitive flight plan (RPL) listing form.

. . .

2.1.7 Non-RVSM-approved State aircraft

~~2.1.7.1 Operators of non-RVSM approved State aircraft intending to operate within the airspace specified in 4.2.1 shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.~~

Nil.

2.1.8 Indication of 8.33 kHz channel spacing capability

~~2.1.8.1 For flights conducted wholly or partly in the volume of airspace where the carriage of 8.33 kHz channel spacing radio equipment is mandatory, as specified in 3.2.1, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in Item 10 of the flight plan for aircraft equipped with 8.33 kHz channel spacing capable radio equipment, or the indicator STS/EXM833 shall be included in Item 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage requirement. Aircraft normally capable of operating above FL 195 but planning to fly below this level shall include the letter Y as specified above.~~

~~*Note.— In the case of "STS/EXM833", a list of exemptions will have to be published in the States' AIPs. The absence of the letter Y in Item 10 will be taken as a lack of 8.33 kHz capable equipment.*~~

~~2.1.8.2 In case of a change in the 8.33 kHz capability status for a flight planned to operate in the area specified in 3.2.1, a modification message shall be sent with the appropriate indicator inserted in the relevant Item.~~

Nil.

. . .

2.1.14 Controller-pilot data link communications (CPDLC)

2.1.14.1 Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include in Item 18 of the flight plan the indicator CODE/ followed by the 24-bit aircraft address (expressed in the form of alphanumerical code of six hexadecimal characters).

Example: CODE/F00001

~~2.1.14.2 For flights conducted wholly or partly in the EUR CPDLC airspace specified in 3.3.1.1, and not equipped with CPDLC capabilities but which have been granted an exemption, the indicator RMK/CPDLCX shall be included in Item 18 of the flight plan.~~

. . .

2. *Modify* the following in NAT SUPPs, Chapter 2:

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A2 – Chapter 3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.2 Area navigation (RNAV) specifications

~~2.1.2.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNAV specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP 10 or NAV/RNP 4, as appropriate, inserted in Item 18.~~

Nil.

2.1.3 Required navigation performance (RNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP specification prescribed, has been appropriately approved and can comply with all conditions of that approval. Additionally, the letter Z shall be inserted in Item 10 and NAV/RNP 10 or NAV/RNP 4, as appropriate, inserted in Item 18.~~

Nil.

2.1.4 Minimum navigation performance specifications (MNPS)

~~2.1.4.1 All MNPS-approved aircraft intending to operate in the NAT Region shall insert the letter "X" in Field 10 of the flight plan.~~

Nil.

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 ~~The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level.~~ The aircraft registration shall be inserted in Item 18 of the flight plan.

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ATTACHMENT F

PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, AFI REGION (Doc 7030/5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – AFI

b) **Proposed by:**

The Secretariat

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

Modify the following in AFI SUPPs, Chapter 2.

Chapter 2. FLIGHT PLANS

2.1 CONTENT – GENERAL

(A2 – Chapter 3; P-ATM – Chapter 4 and Appendix 2)

. . .

2.1.3 Required navigation performance (RNP) specifications

~~2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval.~~

Nil.

. . .

2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

2.1.5.1 The letter W shall be inserted in ~~Item 10 (Equipment) of the flight plan or~~ Item Q of the repetitive flight plan (RPL) if the aircraft and operator have received RVSM State approval, regardless of the requested flight level. The aircraft registration shall be inserted in Item 18 of the flight plan.

. . .

2.1.7 Non-RVSM-approved State aircraft

~~2.1.7.1 Operators of non-RVSM-approved State aircraft with a requested flight level of 290 or above shall insert STS/NONRVSM in Item 18 of the flight plan.~~

Note.— Non-RVSM State aircraft intending to operate above FL 410 will need to flight plan in accordance with RVSM procedures of neighbouring regions, should the flight commence or terminate in those regions.

— END —

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CHANGES TO THE ICAO FLIGHT PLAN FORM AND ATS MESSAGES

1. INTRODUCTION

ICAO have announced changes to the ICAO model flight plan form and ATS Messages in Amendment 1 to 15th Edition of PANS ATM Doc 4444 which will become applicable on 15 November 2012. 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.

Preparations for the changes are therefore made well in advance of 15 November 2012. It is essential to the success of this implementation that all airspace users shall be adhered to submit and process flight plans in accordance with Amendment 1 to PANS-ATM (Doc 4444) Fifteenth Edition.

2. IMPLEMENTATION PLAN

The Kingdom of Bahrain and the State of Qatar set their implementation process in line with the ICAO MID Region's plan as declared transition period and a phased implementation from 1 January 2012 until 15 November 2012. The phased implementation comprises of;

Phase 1 - 1 January to 31 March 2012
ATS Service provider software delivery and testing

Phase 2 - 1 April to 30 June 2012
ATS Service provider external testing

Phase 3 - 1 July to 15 November 2012
Airspace users testing including airlines and general aviation

3. FLIGHT PLAN SUBMISSION from 01st July 2012 up to 14th November 2012

All airspace users including airlines and general aviation submit their FPLs either through dispatch, via AFTN, SITA, facsimile or through phone shall be encouraged to comply with the NEW Flight Plan format. Submission of Flights Plans under PRESENT format will be accepted under certain constraints.

Flight plans in the NEW format may be submitted up to 120 hours prior to **Estimated Off Block Time**.

Any changes must refer to the flight plan's **Date Of Flight** to ensure the correct flight plan is changed.

4. FLIGHT PLAN SUBMISSION after 15th November 2012

All airspace users including airlines and general aviation submit their FPLs either through dispatch, via AFTN, SITA, facsimile or through phone shall be strictly comply with the NEW Flight Plan format **only**. Flight Plans with the PRESENT format will no longer be accepted.

5. DEFINITIONS

PRESENT format is defined as ICAO flight plan and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

NEW format is defined as ICAO flight plan and ATS message formats specified in Amendment 1 to 15th Edition of PANS ATM Doc 4444.

APPENDIX C

Updated Draft AIC Content

The European and North Atlantic Office of ICAO, in coordination with the Chairman of the ICAO-Eurocontrol FPL2012 Task Force, developed the draft language for an Aeronautical Information Circular (AIC), which could be used as a template by States for preparing AICs to inform stakeholders concerning the implementation of Amendment 1 to the PANS-ATM, 15th Edition (new ICAO Flight Plan - FPL 2012). The Task Force will review and further update this AIC at their next meeting, expected in April 2012. The portions of the draft AIC particular to IFPS States and/or the ICAO EUR Region are highlighted.

*Draft AIC Text t*o assist States to develop Aeronautical Information regarding implementation of FPL 2012

The International Civil Aviation Organization (ICAO) has agreed to make changes to the content and format of the ICAO flight plan form (FPL). These changes become globally applicable on 15 November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes **[STATE]** is amending its flight planning requirements, as of **[DATE/TIME UTC THAT NEW CONTENT/FORMAT WILL BE ACCEPTED]**.

PRESENT refers to the current ICAO flight planning provisions, which will no longer be applicable after 15 November 2012.

NEW refers to the ICAO flight planning provisions, as detailed in Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15th Edition. These provisions become globally applicable from 15 November 2012.

Beginning **[DATE/TIME UTC]**, all flight plans for Instrument Flight Rules (IFR) flights, or for flights where a portion of the flight will be completed under IFR, may be filed using the NEW content and format. Please note that **[STATE]** uses the Initial Flight Plan Processing System (IFPS) service. Flight plans for IFR flights intending to operate within **[STATE]** are to be filed using IFPS.

Beginning **[DATE/TIME UTC]**, all flight plans for Visual Flight Rules (VFR) flights may be filed using the NEW content and format. Flight plans filed using the PRESENT content and format will continue to be accepted until **[TIME UTC]** on 15 November 2012.

IFR or VFR flight plans using the PRESENT content and format, which are filed after 15 November 2012 0000 UTC, will not be accepted. If any part of the flight will or may take place after 0000 UTC on 15 November 2012, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

Beginning on 12 November 2012, it is recommended that flight plans for IFR flights, or where a portion of the flight will be conducted under IFR, be filed using the NEW content and format. Repetitive Flight Plans (RPLs) for the 2013 winter season should be submitted using the NEW content and format.

During the transition period (prior to 15 November 2012) operators are responsible for transmitting the appropriate flight plan content and format accepted by the Air Navigation Services Providers (ANSP) that will provide services in the airspace where the flight will take place.

Operators are encouraged to use the IFPS Validation (IFPUV) Application (see Attachment A), provided by EUROCONTROL, to test the validity of their flight plans well in advance of 15 November 2012.

[STATE] is within the IFPZ. All flight plans for IFR flights, or where a portion of the flight will be carried out under IFR, are to be submitted to IFPS. The following schedule is applicable to the IFPS transition from CURRENT to NEW flight plans:

Flights with a date of flight later than 15 November 2012 cannot be submitted prior to 12 November 2012.

Flights with a date of flight between 12 and 15 November 2012 cannot be submitted more than 24 hours in advance of the Estimated Off Block Time (EOBT).

As of 15 November 2012 0000 UTC, IFPS will no longer accept flight plans filed in the PRESENT format.

IFPS will accept flight plans filed in the NEW format. Note: **[STATE]** will not accept flight plans filed in the NEW format until **[DATE/TIME UTC]**. It is the responsibility of the operator to ensure that flight plans are filed in the correct format for the State(s) affected by the flight.

As of 15 November 2012 0000 UTC, IFPS will resume accepting flight plans filed more than 24 hours in advance of the EOBT. Please note that flight plans filed more than 120 hours in advance of the EOBT will not be accepted by IFPS.

Operators are reminded that IFPS cannot be used to submit VFR flight plans to **[STATE]**. **[STATE]** currently does not accept VFR flight plans filed more than **[NUMBER]** hours in advance of the EOBT. As of **[DATE/TIME UTC]**, **[STATE]** will accept VFR flight plans filed up to **[NUMBER]** hours in advance of the EOBT.

Operators are strongly encouraged to include the Date of Flight (DOF) in Item 18 of the flight plan. It is mandatory to include DOF if the flight plan is filed more than 24 hours in advance of the EOBT.

Operators should note the changed intention of Item 10 of the FPL. Under the NEW provisions, Item 10 indicates equipment and capabilities. Capability is comprised of three elements:

a) presence of relevant serviceable equipment on board the aircraft;

b) equipment and capabilities commensurate with flight crew qualification; and

c) where applicable, authorization from the appropriate authority.

Attachment B to this Aeronautical Information Circular describes the changes to the ICAO FPL content and format in detail. An advance edition of the amendment to the ICAO flight planning provisions is available on the ICAO European and North Atlantic website (www.paris.icao.int) by following the links to “Other Meetings, Seminars & Workshops”, then to “FPL 2012 ICAO EUR Region Plan” and then to “Documentation related to FPL 2012 Amendment”. All documentation related to the IFPS implementation of these changes is available on the EUROCONTROL CFMU website (www.CFMU.eurocontrol.int) by following the link to “ICAO 2012 FPL”.

AIC Attachment A – IFPS Validation System

The IFPUV Application will detect whether a test flight plan contains NEW content and format and will highlight any syntax errors which are detected. It is important to note that the IFPUV Application can be used to syntax check any flight plan, whether or not any portion of the route is within the IFPS Zone (IFPZ). The IFPUV Application can also be used to syntax check flight plans for VFR flights.

The IFPUV Application will first check the syntax of the flight plan, and then will check whether the flight plan is entirely VFR and whether any portion of the route is within the IFPS. If the entire flight plan is VFR or if no part of the route is within the IFPZ, the following error message will be sent in return:

FLIGHT NOT APPLICABLE TO IFPS

If this is the only error message sent in return, the IFPUV Application has not detected any syntax errors.

If a syntax error is detected, the specific flight plan Item or Items will be highlighted and a detailed description of the error or errors will be provided.

The IFPUV Application is available on the EUROCONTROL Central Flow Management Unit (CFMU) website (www.CFMU.eurocontrol.int), via the link to “CFMU NOP – Public”. After ensuring that the “TACTICAL” tab is selected, users should select the “IFPUV – Flight Planning “ link. Test flight plans can be checked, as described above, using the “IFPUV – Free Text Editor”. Test flight plans are input and submitted one at a time.

AIC Attachment B– Detailed description of changes to ICAO FPL content and format

The ICAO provisions have been amended to specify that flight plans may not be filed more than 120 hours in advance of the EOBT.

Modifications to flight plans are to be notified using a CHG message. The ICAO interpretation is that a CHG message must be used to notify a change to the intended date of flight, including a change arising from a delay. A DLA message may only be used in cases where the delay does not result in a change to the intended date of flight.

Air Traffic Services (ATS) data systems may impose constraints on information in flight plans. Significant constraints are to be notified in Aeronautical Information Publications (AIP).

The changes made to specific FPL Items are as follows:

Item 7 – Aircraft Identification – the explanation of this provision has been clarified to specify that the aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols. No other changes have been made to the provision.

Item 8 – Flight Rules and Type of Flight – the explanation of the provision related to indicating flight rules has been clarified. It has also been clarified that it must be specified in Item 15 (Route) the point or points at which a change in flight rules is planned. Additional text has been added to highlight that the status of the flight is to be denoted in Item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS are to be denoted in Item 18 following the RMK indicator. No other changes have been made to the provision.

Item 10 – Equipment and Capabilities – numerous changes have been made to this provision. It is important to note that Item 10 now also indicates capabilities, which consists of three elements: presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with crew qualifications; and, where applicable, authorization from the appropriate authority.

The following provisions are applicable to Item 10a (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:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1–P9	Reserved for RCP

G	GNSS (*See Note 2*)		
H	HF RTF	R	PBN approved *(see Note 4)*
I	Inertial Navigation	T	TACAN
J1	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 4	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(see Note 5)*

Any alphanumeric characters not indicated above are reserved.

Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, 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 3.— 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.— If the letter R is used, the performance based navigation levels that can be met shall be specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual *(Doc 9613).*

Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter Z in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18 as detailed in the IFPS User Manual ***[include, if appropriate, a reference to the State AIP]****:*

a) insert EXM833 following COM/;

b) insert RNAVX or RNAVINOP as appropriate following NAV/; and/or

c) insert CPDLCX following DAT/.

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

The following provisions are applicable to Item 10b (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 more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A Transponder — Mode A (4 digits — 4 096 codes)

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

SSR Mode S

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 capability

S Transponder — Mode S, including both pressure altitude and aircraft identification 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-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

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 – some clarifications have been made and additional provisions included regarding how to indicate departure aerodromes which have not been assigned an ICAO four-letter designator. The following provisions are applicable to Item 13:

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 15c Route (including changes of speed, level and/or flight rules) – an editorial change has been made to clarify that it is possible to indicate, at a single point, where it is planned that a change of speed or level or both is planned to commence, or a change of ATS route and/or a change of flight rules.

The provision has been expanded to include the possibility of describing a significant point in the route as a bearing or distance from a "reference point", rather than only from a navigational aid, as follows:

Bearing and distance from a reference point:

The identification of the reference 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 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

Item 16 - The title of Item 16 has been clarified to specify that the "alternate aerodrome(s)" being referred to is(are) the destination alternate aerodrome(s). Additionally, the provision related to estimated elapsed time has been clarified, along with the descriptions of how to indicate the locations, as follows:

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 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 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 alternate aerodrome(s)

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 – significant changes have been made to these provisions.

Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

The provision has been clarified to indicate that hyphens "-" or oblique strokes "/" should only be used as described.

The provision has been amended such that only indicators described in the provisions may be used, and they must be inserted in the order shown. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

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.

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. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual **[include, if appropriate, a reference to the State AIP]**.

COM/ Indicate communications applications or capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual **[include, if appropriate, a reference to the State AIP]**.

DAT/ Indicate data applications or capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual **[include, if appropriate, a reference to the State AIP]**.

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 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

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.

RVR/ The minimum RVR requirement of the flight.

Note.— This provision is detailed in the European Regional Supplementary Procedures *(EUR SUPPs, Doc 7030), Chapter 2.*

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.

RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

Note.— This provision is detailed in the European Regional Supplementary Procedures *(EUR SUPPs, Doc 7030), Chapter 2.*