International Civil Aviation Organization

ICAO New Flight Plan Format Study Group (INFPL STG)

Fifth Meeting
(Cairo, Egypt, 03 - 05 September 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

(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/13, and proposes switch over date and time.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- Other Regions Reports

1. INTRODUCTION

1.1 The MIDANPIRG/13 meeting was held in Abu Dhabi, from 22 to 26 April 2012. The meeting was attended by a total of one hundred and two (102) participants, which included experts from ten (10) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, UAE and Yemen) and six (6) International Organizations/Agencies (ACAC, CANSO, IATA, IFALPA, Jeppesen and MIDRMA).

2. DISCUSSION

2.1 The meeting may recall that ICAO MID Regional Office conducted a seminar on the ICAO New Flight Plan Format (Cairo, 19-21 June 2011), to support and help MID States and raise their awareness on the critical issues related to the implementation of the amendment 1 to the PANS-ATM concerning changes to the INFPL format and related ATS messages and procedures at an advance stage, with a view to ensure timely implementation by the applicability date which is set on 15 November 2012.

2.2 The seminar covered the following topics, Detailed implementation plans, Detailed transition plans, Transport media, Testing, Vendors and Stakeholders, Documentation, Safety Assurances, Training templates, Spreading the message, Finance and Strategic Support Teams.

2.3 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, MIDANPIRG/13 meeting agreed to the MID Region Strategy for Implementation of the ICAO New Flight Plan Format and associated ATS messages under Conclusion 13/39:

CONCLUSION 13/39: REVISED STRATEGY FOR THE IMPLEMENTATION OF INFPL

*That, the revised MID Region Strategy for the implementation of INFPL be adopted as at **Appendix 4.5M** to the Report on Agenda Item 4.5 (**Appendix A** to this working paper).*

2.4 Since MIDANPIRG/13 meeting many developments had occurred and other regions had finalized their implementation plans and also agreed on the date and time for switch over to the new format. **Appendix B** to this working paper shows EUR plan. In order to harmonize the implementation, the meeting may wish to consider date and time for switch over in the MID Region.

2.5 The meeting may wish to recall that MIDANPIRG/12 recommended the development of one reference document for INFPL Implementation in the MID Region. Accordingly, MIDANPIRG/13 meeting reviewed the document as at **Appendix C** to this working paper, which includes among others the list of focal points and the testing scripts and agreed to the following Conclusion:

CONCLUSION 13/40: MID REGION INFPL IMPLEMENTATION DOCUMENT

*That, the MID Region INFPL Implementation document be adopted as at **Appendix 4.5N** to the Report on Agenda Item 4.5. **(Appendix C** to this working paper).*

2.6 The meeting may further wish to recall that INFPL SG/4 discussed the development of a standard AIC model. However, the INFPL SG/4 meeting agreed that States issue publications to inform users about the INFPL in their States and was of the view that a standard publication for all MID States is not practical and it will be more appropriate that each State develop its own publication.

2.7 The meeting may wish to recall that FITs will show ready only accepting NEW FPL when State issue official notification to concerned ICAO Regional office. Accordingly, development of AIC for use by MID States taking into consideration the details and information from other regions AIC is important to help the States that did not issue the official notification.

2.8 Based on the above, the meeting may wish to recall that Bahrain and Qatar had issued Aeronautical Information Circular (AIC) in order to provide the aviation community with updates on the INFPL implementation in Bahrain. Furthermore, ICAO EUR Region developed AIC as at **Appendix D** to this working paper.

2.9 In accordance with performance monitoring the INFPL SG developed and updated the Regional Performance Framework Form (PFF), related to the Implementation of ICAO new FPL Format and established performance objectives and timelines to assist States to develop their own National PFF as at **Appendix E** to this working paper. Accordingly, the following MID States (Bahrain, Egypt, Jordan, Kuwait, Oman, Qatar and Saudi Arabia) developed their own National PFF. Furthermore PFFs for Syria and Yemen were developed during the SIP meeting in March 2012.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) review and update the Strategy and Region INFPL Implementation document at **Appendices A** and **C** as appropriate;

b) agree on switch over date and time to the new format for the MID Region;

c) consider developing draft AIC for use by MID States; and

d) update regional PFF at **Appendix E** to include contingency measure and encourage States to develop/update their national PFF.

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 implementation; and
- 1 July to 14 November 2012 – airspace users testing and implementation.

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.

12) 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.

ICAO EUR Region Plan for Implementation of Amendment 1 to the 15th edition of the PANS-ATM Document

'New FPL Contents for 2012'

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DOCUMENT CHANGE RECORD

The following table records the history of the successive editions of the present document.

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
V1.19	23 Feb. 2011	Updated Albania, Armenia, Croatia Czech, France, Hungary, Maastricht, Netherlands, Portugal, Slovak, Spain, Ukraine status	Annex 2
V1.20	11 March 2011	Updated Luxemburg,Russian, Serbian status	Annex 2
V1.21	14 March 2011	Updated Estonia, Georgia, Hungary, Montenegro status. Added note to encourage States not to make airspace changes around 15 Nov. 2012	Annex 2 and section 4
V1.22	26 April 2011	Updated FYROM, Poland status	Annex 2
V1.23	2 May 2011	Updated Belarus, Morocco, Portugal, Sweden status. Added date to be ready for testing.	Annex 2
V1.24	22 August 2011	Added possibility to extend period for translation algorithm in agreement with addressees. Updated description of testing. Updated Armenia, Azerbaijan, Belarus, Bulgaria, Georgia, Latvia, Lithuania, Moldova, Russia, Ukraine, Uzbekistan status	Section 5, Annex 2
V1.25	6 Oct. 2011	Updated Georgia, Moldova, Bosnia, Germany, Czech, France, Belgium, Slovak, Finland, Estonia, Belarus, Hungary	Annex 2
V1.26	12 Dec 2011	Updated status for Austria, Armenia, Belarus, Belgium, Croatia, Denmark, Estonia, Finland, Greece, Hungary, Ireland, Israel, Lithuania, Macedonia, Morocco, MUAC, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Spain, Sweden, Turkey, UK, Uzbekistan. De-fault setting for 2012_READY parameter changed to 00:00 UTC on 16th Nov as per Task Force #5 (6th Dec 2011) conclusions.	All
V1.27	1 March 2012	Updated Morocco, Netherlands status	Annex 2
V1.28	25 June 2012	Updated Algeria, Armenia, Bosnia and Herzegovina, Cyprus, France, Macedonia, Moldova, Montenegro, MUAC, Poland, Serbia, Tajikistan, Tunesia, Turkmenistan status Inclusion of Translation Tables Inclusion of Flight Plan Filing Guidance	Annex 2 Annex 3 Section 7, Annex 4

Contents

EXECUTIVE SUMMARY

This document describes all of the measures to be taken within the ICAO EUR Region to implement Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444 (referred to simply as 'Amendment 1' in the remainder of this document) on the indicated date of 15 November 2012.

The Plan has been developed by the ICAO EUR FPL2012 Task Force, led by EUROCONTROL, on the request of the ICAO European Air Navigation Planning Group (EANPG), and the scope is all States within the EUR Region. The Plan provides a list of all the States concerned, and for each State it indicates:

1. Points of Contact
2. Impact Assessments
3. Expected Date for Operational Readiness to process New content FPL messages compliant with Amendment 1.

A list of systems and procedures which may be impacted by Amendment 1 is provided. A '2012 FPL Task Force' has been established by EUROCONTROL to perform the necessary coordination, and all EUR Region States are invited to attend TF meetings.

The recommended approach is to respect the implementation date of 15 November 2012 (AIRAC number 1212), minimising any transitional period during which New and Present FPL contents may be used operationally in a mixed mode. The smoothest transition will be achieved by requesting flight plan originators to provide New content FPLs from three days in advance of the implementation date, and for the end users (i.e. the ATC systems) to accept both New content and Present content from the same period in advance until one day after the implementation date.

For the IFPS Zone, and on request of the addressees concerned, the CFMU will translate any New content FPLs which it receives into Present content FPLs before sending them to ATC. The duration of the translation function may be agreed between the CFMU and the requesting addressee.

The main impact on stakeholders is expected to be as follows:

1. Flight plan originators are requested to start to send New content FPLs for all flights as from 12/11/2012, with a complete transition achieved by 15/11/2012 (after which Present content FPLs will not be accepted).
2. ANSP operational systems should not expect to receive New content FPLs before they have indicated that they are ready to process them. ANSPs who indicate that they are ready to process New content FPLs before 00.00 UTC on 16 Nov. 2012 are likely to receive a mixture of New and Present content FPLs up to that time. After 00.00 UTC on 16 Nov. 2012, ANSPs should only receive New FPLs, unless they are within the IFPS Zone and have requested the IFPS to translate the New FPLs back into Present FPLs for a longer period.

ICAO has established a website at http://www2.icao.int/en/FITS/Pages/home.aspx on which there is information about the progress of implementation worldwide of the 2012 FPL, including issues raised and agreed resolutions.

1. INTRODUCTION

1.1 Purpose

The purpose of this Implementation Plan is to describe all of the measures to be taken within the ICAO EUR Region to implement Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444 (referred to simply as 'Amendment 1' in the remainder of this document) on the indicated date of 15 November 2012.

The Plan includes in Annex 2 a list of all States concerned, and for each State it indicates:

1. Points of Contact
2. Impact Assessments that have been received
3. Expected Date for Operational Readiness to process New content FPL messages compliant with Amendment 1
4. Expected deployment date when New format will be accepted
5. Acceptance, or not, of VFR flight plans more than 24 hours in advance

Although it is not a State, the equivalent information is also provided for the Maastricht Upper Area Control Centre (MUAC).

It is intended that this Plan should be used as the means to:

- identify all of the actions which are required to implement Amendment 1,
- ensure a harmonised approach for the EUR Region,
- monitor and report on progress,
- identify any issues, risks or problems which may arise.

1.2 Context

The Flight Plan Study Group (FPL SG) of ICAO has prepared Amendment 1 in order to make short-term improvements to the contents of Flight Plans and Associated Messages, and a State Letter (Ref.: AN 13/2.1-08/50, dated 25 June 2008) has been published to announce these changes, specifying an applicability date of 15 November 2012. The main effects on the contents and processing of FPL and associated messages are likely to be:

a) Changes to indications of equipment on board as described in Items 10 and 18 of the FPL, in order to permit modern navigation and communications capabilities to be indicated;

b) FPLs and associated messages can now to be filed up to 120 hours before the flight, with a requirement for the Date of Flight (DOF/) in Item 18 if the messages are filed more than 24 hours before the flight. (Note: this was already the case within the IFPS Zone, but is now extended globally);

c) A change to the description of significant points which are described by range and bearing in the route (Item 15).

d) Changes to the contents of several Item 18 indicators STS, REG, EET, TYP, PER, DAT, DEP, DEST, ALTN, RALT

e) Addition of New Item 18 indicators DOF, DLE, TALT, ORGN, PBN, SUR (Note: the DOF has been in use in the IFPS Zone for some years, but the other indicators are new for Europe).

f) Inclusion of field 18 in CHG, DLA, CNL, DEP, RQP, RQS messages

The European Air Navigation Planning Group (EANPG) has discussed the implications of the changes and agreed (Conclusion 50/40) that the ICAO Regional Director, Europe and North Atlantic, should invite all States to:

i) Make best usage of the work undertaken by EUROCONTROL in this direction and support its future planning and implementation activities;

ii) Support EUROCONTROL to develop an "Implementation Plan of the New contents to the ICAO FPL" (Plan) for the ICAO EUR Region, in order to ensure the required level of coordination for modifications to the Flight Data Processing Systems (FDPS) (with reference to the ICAO SL AN13/2.1-08/50 of 25 June 2008);

The EANPG also requested the ICAO Regional Director, Europe and North Atlantic, to invite EUROCONTROL to coordinate and monitor the progress of the Plan to ensure its timely implementation (November 2012), and inform the EANPG and COG regularly on progress.

This Plan is EUROCONTROL's response to the requests which it has received from the ICAO Regional Director, Europe and North Atlantic.

1.3 Scope

This Plan describes the activities required to adapt procedures and systems to satisfy Amendment 1 within the States mentioned in both lists A and B below:

A. States in the 'IFPS Zone', which receive their IFR flight plan data from the IFPS system operated by EUROCONTROL's Central Flow Management Unit (CFMU).

Albania, Andorra, Armenia, Austria, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, FYROM (the former Yugoslav Republic of Macedonia), Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.

Maastricht UAC is included within this scope.

B. States not in the IFPS Zone.

Algeria, Azerbaijan, Belarus, Georgia, Iceland, Israel, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Uzbekistan

This Plan covers the arrangements for both IFR and VFR flights, but is limited to consideration of flights which are conducted fully or partly under ICAO rules.

The Plan will have been achieved when the whole EUR Region has transitioned to be able to accept the New FPL contents.

Annex 2 provides a list of all States concerned, whether or not in the IFPS Zone, indicating the planning information which has been provided in written form by them to

EUROCONTROL.

2. ORGANISATIONAL ASPECTS

Following the requests from ICAO for EUROCONTROL to provide a Plan for this activity, and to monitor progress, EUROCONTROL has established a '2012 FPL Task Force' to which all States of the EUR Region are invited, together with other organisations such as airlines and international organisations.

This TF is acting as the focal point for identifying and resolving all issues related to the implementation of Amendment 1 in the EUR Region.

EUROCONTROL will ensure the dissemination of TF working papers and meeting invitations regarding the 2012 FPL amongst the EUROCONTROL Member States. The ICAO office in Paris will ensure the same for the States of the EUR Region which are not EUROCONTROL Members, and encourage them all to comment on the papers and to attend the meetings.

EUROCONTROL contact point for these matters is Mr. Kim Breivik, e-mail address:

kim.breivik@eurocontrol.int

2.1 Reference Documents

All significant documentation on the European implementation of Amendment 1 will be provided on the following part of the Eurocontrol website:

http://www.cfmu.eurocontrol.int/cfmu/public/standard_page/nos_work_programme_fpl_2012_impl_details.html

3. POSSIBLE IMPACT

Amendment 1 is likely to have an impact on all systems which generate or process flight plan data, owing to the changes to both syntax and semantics of the messages. Typical systems, standards and documents which may be affected are:

- Flight Planning systems of Aircraft Operators
- Systems used by ATS Reporting Offices to generate FPLs and associated messages
- Automated Flight Briefing systems
- Flight Plan Service Provider systems
- Flight Data Processing Systems of ATC Centres, Military Centres and Airports
- Route Charges systems
- On-Line Data Interchange (OLDI) Standard
- ATS Data Exchange presentation (ADEXP) Standard
- HMI of ATC Controller positions
- Flight plan data archive systems
- ICAO Doc.7030

4. APPROACH FOR ALL STATES IN THE EUR REGION

ICAO State Letter AN 13/2.1-08/50, dated 25 June 2008 requires all States to be able to receive New FPL contents from 15 November 2012, and foresees the possibility for States to make the transition in their systems at an earlier date, if they so wish, provided of course that they also continue to accept Present FPL content until 15 November 2012. ICAO has published Guidelines for making a translation from New content FPLs to Present content FPLs which can be used by States. A more detailed translation table, agreed by the EUR Task Force, is provided at Annex 3. The complete translation service is fully described within the CFMU specification documents, see 2.1.

The process to convert flight planning messages from Old (Present) format to New format (upward conversion) is considered to be complex, unreliable and unable to achieve the task for all message types and fields. The process of upward conversion is therefore not recommended.

It is in any case a decision of each State individually whether to make the transition on 15 November 2012, or earlier. ICAO has established a website at:

http://www2.icao.int/en/FITS/Pages/home.aspx

where there is information about the progress of implementation worldwide of the 2012 FPL, including issues raised and agreed resolutions.

In order to avoid the possibility of the New content FPLs being confused with the Present content FPLs, and the complexity that may result from any 'mixed mode' of implementation within AO systems and between ANSPs, the approach for the EUR Region is to respect the implementation date of 00.00 UTC on 15 November 2012 (AIRAC number 1212), minimising any transitional period during which New and Present content FPLs may be used operationally in a mixed mode.

However, as the flight planning process involves a chain of activities (i.e. creation, submission, checking & acceptance, distribution and processing by ATM systems), and FPLs are submitted in advance of the departure date/time for the flight, the transition will inevitably last a number of days during which a mixture of Present and New content FPLs can be expected to be in the 'ATM system' and to be received by ANSPs.

In order to achieve the smoothest possible transition:

a) Flight plan originators are requested to provide New content FPLs from three days in advance of the implementation date (i.e. from 00.00 UTC on 12 November 2012), for flights which will take place wholly or partly in the airspace of the EUR Region.

b) If a flight plan originator chooses to file New content FPLs in advance of the implementation date, then it is his responsibility to ensure that he only transmits them to addressees who are known to be able to process the New contents (as announced on ICAO's website mentioned above)

c) It is extremely important that flight plan data accurately reflects both the intention and the complete capabilities of the flight. A 'capability' shall only be indicated when both aircraft equipment certification, serviceability and the related crew qualification exists.

d) Flight plan originators are advised that they must achieve a complete transition to the New FPL contents by 00.00 UTC on 15/11/2012, after which Present content FPLs will no longer be accepted.

e) End users of flight plan messages (i.e. ANSPs) unable to process New FPLs before 15 Nov. 2012 should only receive Present FPLs. (but see note about AFTN below).

f) End users of flight plan messages (i.e. ANSPs) who are able to process New FPLs before 12.00 UTC on 16 Nov. 2012 may receive a mixture of Present and New FPLs up to that time, owing to the latency of the FPL distribution procedure, networks and systems.

g) After 12.00 UTC on 16/11/2012, ANSPs should no longer receive Present content FPLs

(except in certain cases within the IFPS Zone, by special arrangement with the CFMU for prolongation of the CFMU's translation function, described in section 5 below).

h) In order to minimise the possible complexity of the arrangements around 15 November 2012, all States in the EUR Region are encouraged to minimise any changes which may be planned to their airspace on that AIRAC date.

The transition described in the points above is summarised in figure 1 below.

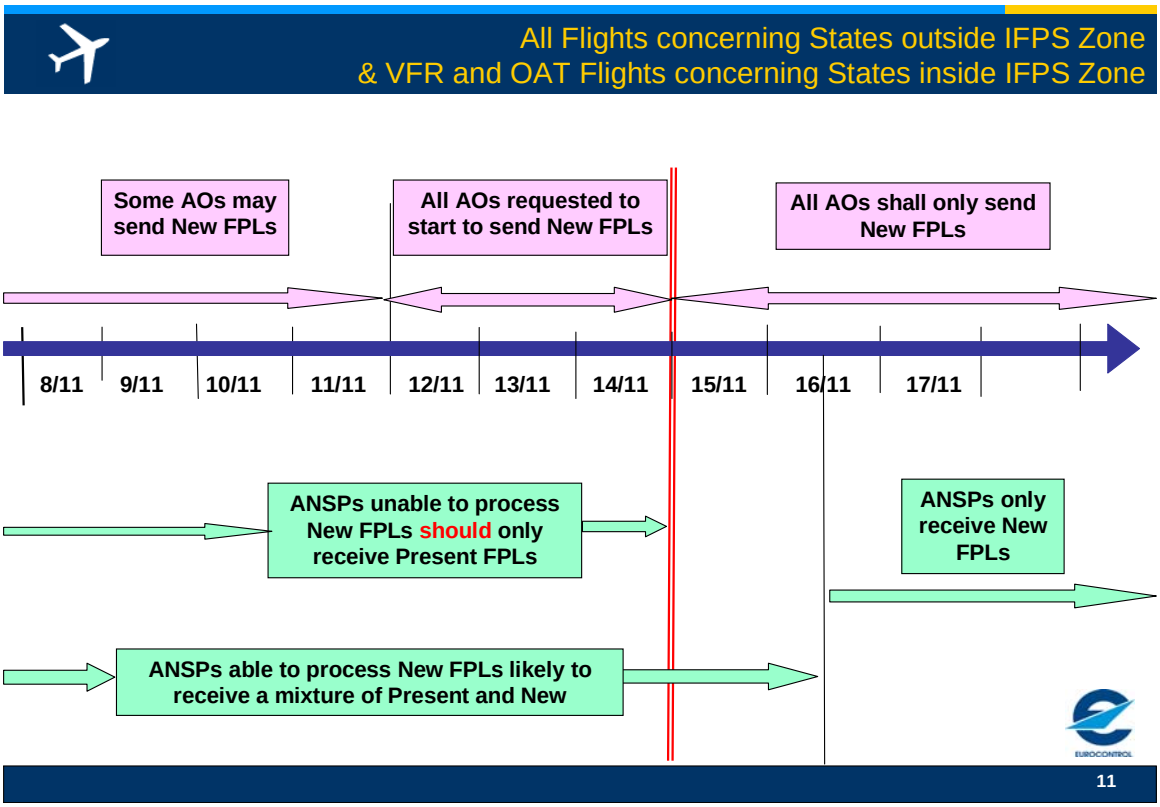


Figure 1 Summary of Transition Scenario for all FPLs concerning VFR or OAT Flights, and for FPLs concerning IFR Flights in States outside the IFPS Zone

Note about group addressing in AFTN: Owing to the group addressing function of AFTN, sometimes known as 'collective addressing', it is possible that a flight plan originator may send a New content FPL to a group address before 15 Nov. 2012, not knowing that the AFTN may distribute it to an addressee which is not yet capable of processing the New content FPL. For this reason, in figure 1, it is stated that ANSPs unable to process New FPLs *should* (not *shall*) only receive Present FPLs before 15 Nov. 2012.

Within the IFPS Zone, additional arrangements will apply, as described below in section 5.

5. SPECIFIC ARRANGEMENTS FOR STATES SERVED BY THE IFPS

5.1 Introduction

This section describes specific arrangements concerning the distribution of FPLs by the IFPS (only relevant for States within the IFPS Zone), which are in addition to the arrangements described in the earlier sections of this document. The activities described here form the 'CFMU Deployment Plan', and cover three main areas:

i. CFMU implementation of the necessary software modifications;

ii. Deployment.

iii. Testing facilities/test sessions for external (flight plan originator + ATC system) participation;

An overall timeline diagram is provided in Annex 1. The activity will be managed by the EUROCONTROL working arrangements, in coordination with the 2012 FPL Task Force mentioned in the previous section.

Note: the arrangements described in this section only apply for FPLs and associated messages for flights operating under IFR rules, and according to ICAO guidelines (i.e. GAT, not OAT). FPLs and associated messages for other flights are not distributed by the IFPS, and will be distributed according to the same rules as for any messages distributed outside the IFPZ (see previous section).

5.2 CFMU Implementation

The CFMU systems changes which are required to achieve compliance with Amendment 1, as well as the deployment-related requirements, are described in the document 'CFMU 2012 Requirements', and were introduced within the CFMU 15 release in April/May 2011.

The CFMU 16 release which became operational in March 2012 contains the remaining functionality not implemented in CFMU 15 and primarily concerns 2012 related changes that can impact the profile calculation of a flight e.g. DLE. In addition the CFMU 16 release will contain the changes associated with the placement of exemption indicators within NAV/, COM/, DAT/.

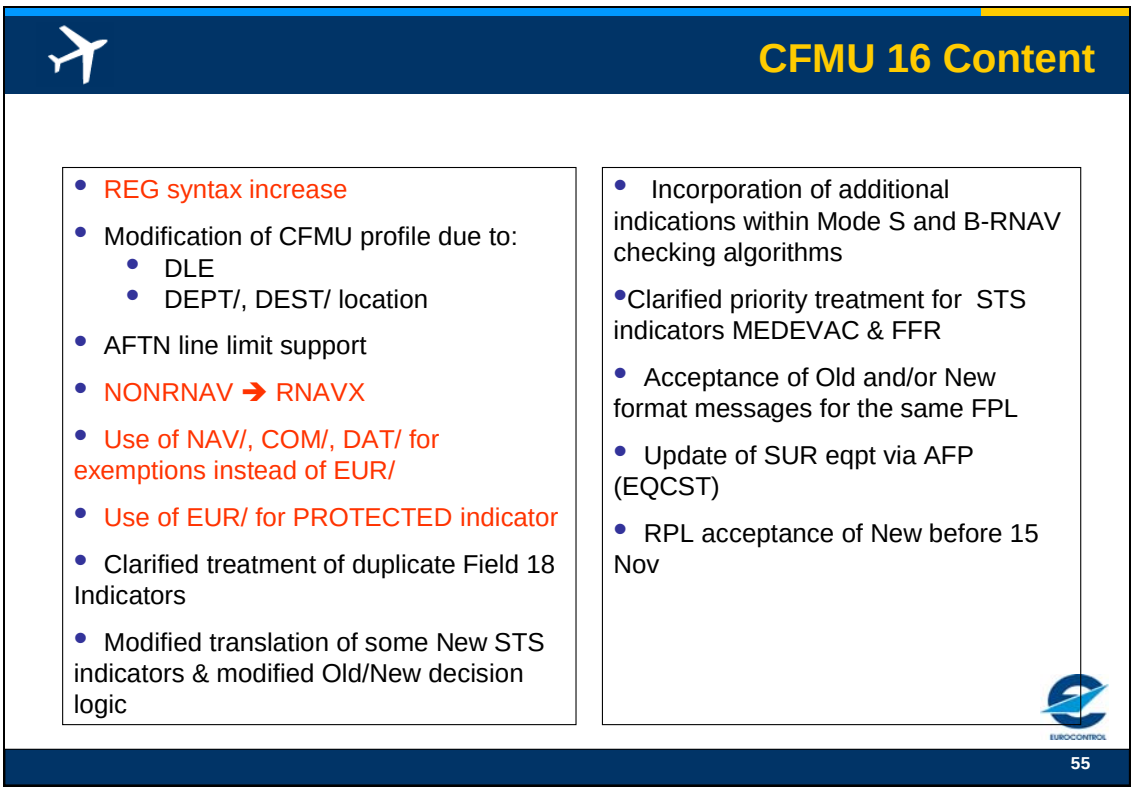


Figure 2 CFMU 16 Release Content

5.3 CFMU Deployment

5.3.1 General Approach

The CFMU approach is based on the following principles:

1. Adherence to the published Implementation Date (15/11/2012) - the CFMU area shall respect the published date and it is recommended that any operational use of New content by ATC Units ahead of the Implementation Date i.e. a mixed mode of operation, should be of limited duration;

2. A short transition period ahead of the Implementation Date when flight plan originators may already submit flight plans to the IFPS using New content thereby providing AOs with valuable flexibility with regard to their deployment planning and facilitating a smooth transition. IFPS may make the translation to Present content before transmitting to ATC Units, should they require it, providing ANSPs with a similar flexibility in their deployment planning. A complete description of the translation function is provided in the document 'CFMU 2012 Requirements'.

3. The ability of IFPS to provide Present content (translating from New) after the Implementation Date, providing ANSPs with a contingency scenario or mitigation against any problems experienced during their migration. (Note: this will only apply to IFR GAT FPLs. ANSPs should expect to receive VFR or OAT FPLs in New content after the Implementation Date, even if they have asked IFPS to translate New content IFR GAT FPLs into Present content).

4. In order to reduce the period of 'mixed mode' operation, in the 5 days leading up to 15 November 2012 (i.e. from 00.00 UTC on 10 November 2012) the IFPS will not allow IFR GAT FPLs to be filed more than 24H in advance of the flight.

5. In the CFMU, a parameter will be implemented in the ENV database to permit each addressee of IFR GAT FPL messages to indicate the date/time from which he wishes to receive these messages with New contents. By default, this parameter will be set to 00.00 UTC on 16/11/2012.

6. The IFPS processing will be controlled by a series of 'switches', described in more detail in sections 5.3.3 below.

The concept of translation from New content to Present content, is contained in the guidance material published by ICAO on 6th February 2009 [AN 13/2.1-09/9] to support the transition to the New flight plan. The translation will inevitably involve dilution of some information which was provided in the New FPL, because the New FPL can carry considerably more information about a flight than the Present FPL. 'Dilution' in this case means that the complete information from the New FPL will be passed into the Present FPL, but some of it will have to be inserted into free text indicators in Field 18, making it more difficult for end users to extract automatically.

The translation function may therefore have a negative effect on operations after 15 November 2012, so it is proposed to maintain it only where operationally required and for a minimum duration. On request of any addressees needing this function, the CFMU will translate any New content FPLs which it receives into Present content FPLs before sending them to that addressee for a defined period after 15 November 2012, and the duration of the translation function will be agreed between the CFMU and the requesting addressee.

5.3.2 Detailed Timeline around the Implementation Date

The IFPS will have the ability to process New FPLs from AOs after 'Switch 1'. From 3 days before 15 Nov. 2012, AOs are requested to start to send New content FPLs to the IFPS, and after 15 Nov. 2012 Present content FPLs will no longer be accepted by the IFPS.

From 5 days before 15 Nov. 2012, the IFPS will only accept FPLs for flights with an EOBT within 24H of the time of submission of the FPL. This constraint will return to 120H from 15 Nov. 2012.

Using the parameter in the ENV database, the IFPS will ensure that at all times it only sends Present FPLs to addressees who can process Present FPLs. When it receives New content FPLs, it will transmit them as New FPLs to addressees which can process them (following the parameter in the ENV database), and for other addressees it will translate them to Present content FPLs before transmission.

ANSPs within the IFPZ should note that they may receive FPLs and associated messages with New contents for flights not processed by the CFMU (e.g. VFR flights) at any time after 15 Nov. 2012, regardless of the settings of the parameter in the ENV database.

The Note about AFTN group addressing which was given in section 4. also applies within the IFPS Zone.

The arrangements for processing IFR FPLs inside the IFPS Zone are summarised in figure 2 below:

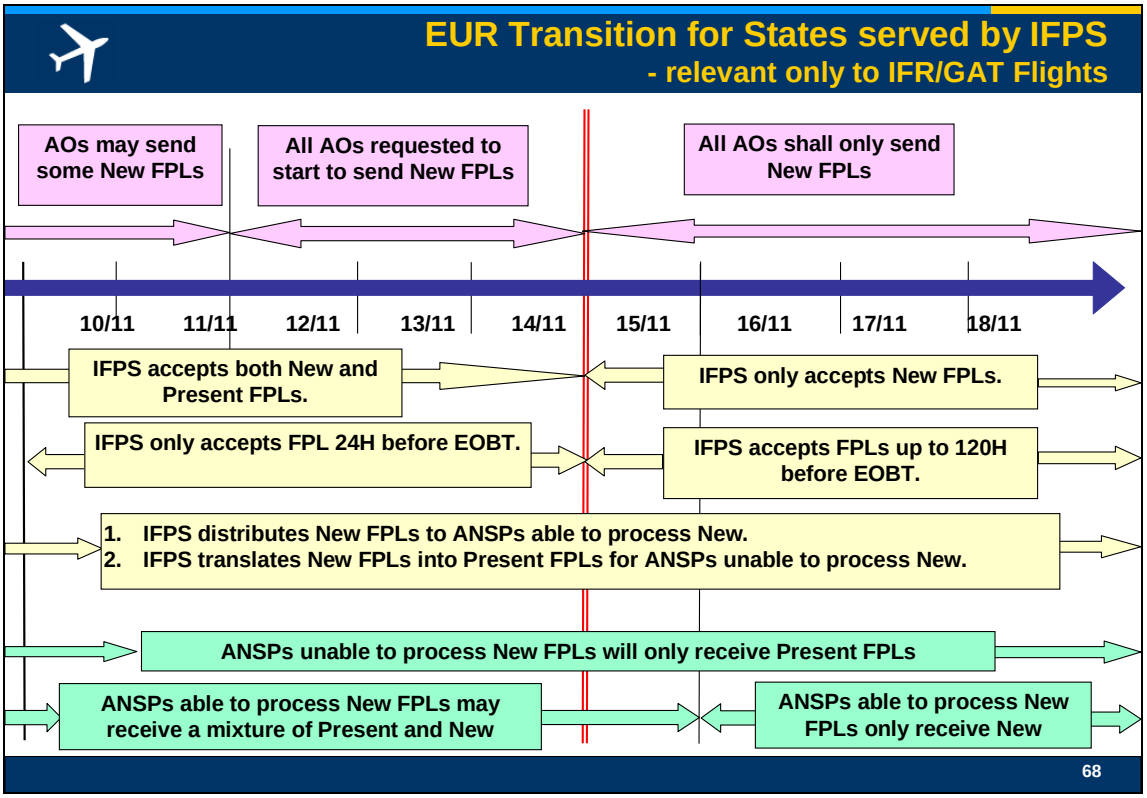


Figure 3 Summary of Transition Scenario for IFR FPLs in States within the IFPS Zone

5.3.3 'Switch 1' - CFMU Acceptance of New

Proposed Date: March 2012 (CFMU 16)

Characteristics:
IFPS acceptance of New content in addition to Present content. IFPS to output Present content only or both Present and New content for FPLs received in New content. Extra addresses provided via the re-addressing function ('AD' line) will receive Present content.

AO Perspective:
An AO whose operations are entirely within the IFPS Zone (IFPZ) may fully migrate to New content at any time following Switch 1 (but it is recommended only to do so during the period 12-15 Nov. 2012).
An AO whose operations include flights outside the IFPZ may submit to IFPS with New content and provide the addresses for units outside the IFPZ via the re-addressing function. However, return flights from outside the IFPZ should normally be submitted in accordance with the local requirements (to the ARO at ADEP) with Present content (unless all ANSPs along the filed route already accept New).
An AO whose operations include flights outside the IFPZ cannot fully migrate (provide only New content) until all States concerned accept New content.

ANSP Perspective:
An ANSP could receive New content, in addition to Present content, from Switch 1 onwards if the ANSP has indicated that it is ready to receive New. Operational systems are recommended to use Present only. Test systems could receive both Present and New. New only cannot be provided.

5.3.4 'Switch 2' - Implementation Date Roll-Over

The implementation date published by ICAO is the 15th November 2012.
This is understood to mean that all flight plans submitted by an AO/ARO after 00:00 UTC on 15th November 2012 shall have New content.

'Switch 2' will be set in IFPS so that an error will be raised for Present content messages processed after 00:00 UTC on 15/11/12.

NOTE: The criteria to be applied in determining whether a FPL should have New or Present content is the submission time, not the EOBT.

Characteristics:
IFPS accepts only New content. IFPS will output only New content (except where translation has been requested). An ATC Unit may request to receive only Present content. Extra addresses provided via the re-addressing function ('AD' line) will receive New content.

RPLs which provide Field 10 data via the EQPT/ indication and/or Field 18 data in Record 4 will need to be split to ensure that flights for 15/11/12 and later are indicated with New content.

If IFPS is still receiving Present content on 14th November, then it is unavoidable that a number of flight plans sent to ATC units after 00:00 UTC on 15/11/2012 may contain Present content.

AO/ARO Perspective:
If an AO/ARO system is configured to create New content FPLs on the basis of the EOBT there will be no adverse impact from IFPS even if the FPL is submitted before midnight on the 15th. Provision of New content to IFPS ahead of the 15/11/12 will avoid the 'Roll-Over' problems described above.

If an AO/ARO system is configured to submit only Present content prior to midnight i.e. despite the EOBT being on the 15th, then they are requested, if time permits, to submit the FPL after midnight i.e. with New content.

RPL submissions for the Winter 2012/13 season should be submitted in New format. Alternatively the AO will need to reflect the transition on 15th Nov. by 'spliting' all RPLs on that date.

ANSP Perspective:
If the 2012_READY parameter for the addressee of IFR GAT FPL messages indicating the date/time from which he wishes to receive messages with New content is set to 12.00 UTC on 16/11/2012 or later, then the ANSP will only receive New FPLs from that time, and there should be no mixed reception of IFR GAT FPLs. If it is set to a date/time earlier than 12:00 UTC on 16th Nov then the earlier it is set the more likely it is to receive mixed Present and New formats.

The EUR 2012 Task Force felt it was preferable to set the parameter to a time during the night when traffic is low. The de-fault setting for the 2012_READY parameter was therefore agreed to be set to **00:00 UTC on 16th Nov 2012**. It should however be remembered that the parameter can be set per addressee to whatever date/time is requested.

Co-ordination of transition related to intra-centre exchanges (OLDI, AIDC, etc.) or civil/military coordination will need to be managed bi-laterally by the units concerned.

5.3.5 'Switch 3' – End of IFPS Translation Function

This switch is intended to be set when the IFPS will no longer translate New FPLs into Present FPLs. All IFPS output will then be in New format.

5.4 EUR Testing Facilities

There are several different types of test activity foreseen as described in the following sections. A detailed description of the complete EUR testing activities are provided in the document '**EUR 2012 Test Plan'**, see 2.1.

5.4.1 Participation

It should be noted that participation to the testing activities described here is available to all ANSPs and Airspace Users regardless of their geographical location.

5.4.2 Sample Data

CFMU will provide sets of example messages (FPL, CHG, DLA, etc.) to use as reference material. In addition to the EUR region, sample data sets will be provided for other regions. The example data will be available in both ICAO and ADEXP formats.

This material will have been generated by the CFMU test system and will therefore be a true representation of IFPS processed/validated data.

Usage: As reference material for specification and software developers, Operational Trainers, etc.

Availability: From September 2011 onwards.

5.4.3 IFPUV

The IFPS test and validation system (IFPUV) accepts flight plans (FPL) conforming to either the Present or the New content. The IFPUV behaves in the same way as the operational IFPS will behave during the first transitional phase, when input is accepted as either Present or New content.

Usage: Flight Plan originator systems or operational personnel may test the validity of New content FPL (only) messages against the IFPS system. Flight Plans with Dept/Dest and a route which never enters the IFPS zone can still be tested. Ultimately they will receive an error indicating the "flight not relevant to IFPS".

Availability: From March 2011. The IFPUV is freely available, regardless of the originator address, location etc.

5.4.4 OPT Sessions

A series of OPT sessions will be organized during which external participants will be able to submit flight plans and associated messages (DLA, CHG, CNL, etc.) to a dedicated off-line test version of the IFPS (not the IFPUV) using New content.

The OPT sessions are fully described in the EUR 2012 Test Plan document.

There are 6 OPT session foreseen:

OPT1: 30 January – 3 February 2012
OPT2: 20 – 24 February 2012
OPT3: 7 – 11 May 2012
OPT4: 11 – 15 June 2012
OPT5: 3 – 7 September 2012
OPT6: 24 – 28 September 2012

Usage: Flight Plan originator systems (AOs, AROs & CFSPs) and/or operational personnel may test the validity of all types of New content messages against the IFPS system during the test periods. The reception of New error indications/codes within REJ messages can be tested. Operational personnel will be able to familiarise/train with the New indications.

ATC systems will be able to receive New content for system testing and/or operational familiarisation/training including the transmission of AFP and reception of ACH/APL messages. Adjacent units could agree to extend the scenario to include OLDI exchanges.

It should be noted that translation from Present to New is not possible, therefore New content can only be provided to ATC if the received message was also in New content.
It is therefore recommended that ANSPs should try to coordinate the participation of their local AROs, local AOs etc. within particular test sessions in an effort to ensure that the necessary New content is produced and to make the session more meaningful for all concerned.

5.4.5 2012 OPT

Availability: available to all, subject to a registration process.

Every OPT session will simulate the transition period, beginning with a period when both New and Old format is accepted and transitioning to a period when only New format is accepted, simulating the situation after 15/11/12.

Sessions dedicated to a specific test scenario or to specific users or geographical areas are not foreseen. However, the CFMU will endeavour to remain flexible in order to facilitate reasonable requests should the need arise.

Output from the CFMU can be requested in ICAO or ADEXP formats and a participant can request to change the format or stop the output at any time.

6. RISK REGISTER

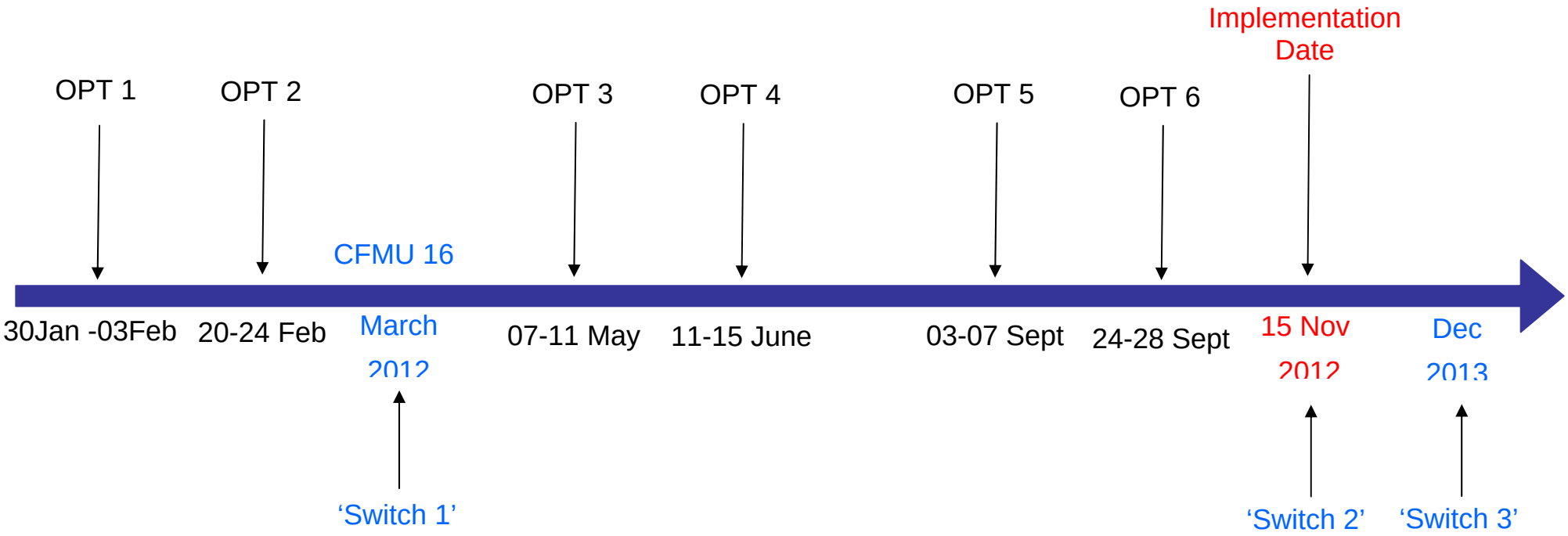
	Risk	Effect	Mitigation
1	Some ANSPs in the IFPS Zone may not implement Amendment 1 by 15 Nov. 2012	The IFPS translation function will allow these ANSPs to receive FPL data in the Present form for a limited time.	Awareness of the potential operational problems to be emphasised.
2	Some ANSPs outside the IFPS Zone may not implement Amendment 1 by 15 Nov. 2012	These ANSPs may find that they receive FPLs after 15 Nov. 2012 which their systems cannot process.	Awareness of the potential operational problems to be emphasised.
3	Some States may not provide impact statements or planning information for the changes needed to implement Amendment 1	EUR Region Implementation Plan will be incomplete. There will not be a harmonised approach, and operational problems may occur on 15 Nov. 2012	All States in the EUR Region to be contacted and requested to provide the required information. If necessary, awareness workshops to be held in convenient locations.
4	Some ANSPs in the IFPS Zone may not implement Amendment 1 by Switch 3	The Centres operated by these ANSPs may have many rejected FPLs after Switch 3	Work together to ensure that all ANSPs are ready before Switch 3

7. FLIGHT PLAN FILING GUIDANCE

Amendment 1 to PANS-ATM limits to eight the number of PBN indications that can be provided within Item 18 (PBN/) of the Flight Plan. As it is not uncommon for a flight, particularly long haul flights, to qualify for more than eight PBN capabilities, Aircraft Operators are left with an impossible problem to solve when trying to provide complete and accurate information within the flight plan.

The EUR Task Force in conjunction with the Navigation Sub-Group (NSG) agreed to a set of guidelines which will enable an Aircraft Operator to file all necessary Communication, Navigation and Surveillance (CNS) information in a manner that satisfies the published limit and is acceptable to the European ANSPs. The main guidelines are reproduced in Annex 4 while the complete document can be accessed via the web site, see 2.1.

Annex 1 - CFMU Deployment Planning - Overview



'Switch 1' = CFMU Ops acceptance of 'Old' & 'New', output of "Old only' or 'Old + New' (ENV attribute)

'Switch 2' = CFMU Ops acceptance of 'New' only, output of "Old only' or 'New only' (ENV attribute)

'Switch 3' = CFMU Ops acceptance of 'New' only, output of 'New' only

Annex 2: List of States (and MUAC), Impact Statements and Expected Readiness[1]

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
ALBANIA	Mr Ilir ZUNA	Tirana FMP and ASM Manager, Agjensia Nacionale e Trafikut Ajror (ANTA)	1	1	Have contracted upgrade to Lockheed Martin system. Plan to be ready by end 2011.	Y			111231			110221
	Mr. Ardian Zhapa	ATC Expert										
ALGERIA	Ms. Karima DEGHAL	FMP Manager Algiers Direction de l' Exploitation de la Navigation Aérienne (DENA)	1	0	In the process of negotiating contract with equipment, automation, software vendors. Implementation plan has been proposed. Setting of a training plan in progress	Y						120314
ANDORRA			0	0								
ARMENIA	Mr Galust POGHOSYAN	Director of Airports certification and ATM Department, CAA	1	1	ARMATS is going to install the new ATC system by April 2013 and works are in progress in order to satisfy the new ICAO FPL 2012 format. In case of any delay of new ATC system installation work, Armenia expects the CFMU temporary support to extend the transition period of new FPL until the end of 2013.	Y	2013	131231				111124

[1] Note: indications in red have only been provided verbally during meetings concerned with the 2012 FPL, but have not yet been confirmed in writing. The totals at the end of this table assume that the verbal indications will be confirmed in writing.

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
AUSTRIA	Mr Gerhard WAGNER	Head of ATM System Engineering and Operations AustroControl	1	1	Affected systems identified. Planning to have FPL 2012 implemented in the ATM system by April 2012. Intends to participate fully in the testing sessions OPT1, OPT2, OPT3 in 2012 with the ATM system from April 2012 onwards. Planning to make the transition to FPL2012 in November 2012 for the current operational ATM system. For the AIM system an analog plan for transition exists and also the AIM system will take part in the testing/transition in 2012. Some concerns about potential risks related to a transition on 15 November 2012 (that there may be operational problems and it could be wise to make the transition a little later). New system (COOPANS) expected in Feb 2013.	Y	COOPANS Feb 2013	2013			Y	110119 Workshop 21-23 Nov 2011
AZERBAIJAN	Mr. Emil Abdullayev Nizami	Senior counselor of SCAA of Azerbaijan Republic	1	1	The Azerbaijan ANSP plans the procurement and installation of new ATS Message Handling System instead of current AFTN, which will provide also with opportunity to convert the new FPL2012 format to the present format, so that Azerbaijan will be ready to meet implementation deadline by 15 November 2012. In addition, the Azerbaijan ANSP plans to install new ATC system, which will have possibility to process new FPL2012 format in the long term	Y	In planning					110606
BELARUS	Mr Barys SERADAYEU	Chief ATM expert Republican Unitary Enterprise Belaeronavigatsia	1	1	The programme for the implementation of Amendment 1 to Doc 4444 Procedures for Air Navigation Ser-	Y				121115	Y	111003

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
BELARUS	Mr. Alexander AKULENKA	DEPUTY HEAD Airports, Ground facilities and Air Navigation the Department of Aviation Ministry of Transport and Communications of the Republic of Belarus			vices – Air Traffic Management (PANS-ATM) in respect of the transition to the new format of ATS messages (FPL 2012) is being carried out in accordance with ICAO and EUROCONTROL guidance, relevant regulations were issued by the Department of Aviation of the Republic of Belarus and it is planned to comply with the FPL 2012 implementation date.							
BELGIUM	Mr Paul HOPFF	Attaché to the Director General Operations Belgocontrol	1	1	Affected systems identified. Required modifications well defined. Implementation of changes on-going and plans to be ready on time.	Y			To be investigated	121115	Y	111003
BOSNIA-HERZEGOVINA	Mr.Benis Ahmetspahic	Ministry of Communications and Transport - Directorate of Civil Aviation	1	1	Affected systems identified and very detailed plan provided Ready for the FPL 2012 implementation. The tests on the systems have been made internally and within OPT2.The training material has been prepared and distributed and provisional training has taken place already. Intensive training will take place along with application refreshement training	Y						120417

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
BULGARIA	Mr.Ivaylo Vasilev	ATS Expert, BULATSA	1	1	The Bulgarian ANSP plans an installation of an update to the existing automated ATC system in order to start the tests for FPL2012 implementation at the beginning of 2012. Technical requirements have already been prepared together with the ATC system provider and preparation activities (safety case, ATM procedures amendment and training of related personnel) for FPL2012 implementation are planned to be finished not later than February 2012.	Y			120301			110606
CROATIA	Ms Ruzica VARGA	FPL and DP Specialist Croatia Control	1	1	Old system will not be updated. New system ready in 2014. Will use a converter in the interim. AROs will be able to provide FPLs in New format.	Y	COOPANS	131231				Workshop 21-23 Nov 2011
CYPRUS	Nicos NICOLAOU	Chief Operations Officer Ministry of Communications and Works - Department of Civil Aviation (DCA CY)	1	1	Cyprus (LCCC) is requesting the translation service by IFPS regarding the 2012 format of the FPLs. The complete switchover to the new format will be made in December 2013	Y	131231	131231				120601
CZECH REPUBLIC	Mr Vladimir CIZEK	Air Navigation Services of the Czech Republic	1	1	systems to be updated - FDPS (ESUP), ARO (ASTA2, IBS, MM2000), CRCO, Statistics, Simulators (LKPR, regional airports, tower), ENV data (WALDO). The list of affected systems will be extended by system outside of ANSP and continuously updated.	Y			120601			110927

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
DENMARK	David Ryther	Senior Project Manager, ATM Projects and Engineering, NAVIAIR	1	1	Affected systems identified. The relevant systems planned to be FPL 2012 compliant on time with the exception of the main ATM system. This system is expected to become compliant in the course of 2013 and will in the interim period utilize IFPS conversion of NEW FPL's.	Y	COOPANS	131231	Opt 4: Sept 2012			111018
ESTONIA	Kristjan TELVE	Head of ATS and AD Department, CAA Estonia	1	1	Data exchange mechanisms that are related to new FPL handling in ANSP will be ready in October 2012 (new ATM system from Thales) and our Briefing office new system also supports the new FPL format and it also supports the old format. The impact will net be major and it will relate as described 2 system on ANSP side. NEW ATM system is on the test phase now already and according to ANPS they are on track with it and no problems meeting the set deadline. The briefing system is already up-to-date already so no impact from there also.	Y			tbd	121115	Y will not send the plans automatically to other states but it is possible to do it manually	111005
FINLAND	Mr Jari Toivonen	ATM Manager Finavia	1	1	Affected systems identified. All affected Finavia systems will be ready to accept FPL2012 by 15th November 2012	Y						111004

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
FRANCE	Mr Olivier TEYSSANDIER	Operational follow-up of future ATM En-Route Tools & Concepts, DSNA	1	1	The DSNA National Flight Plan processing system (main front end client of CFMU/IFPS) should be ready 2 or 3 months prior to the implementation deadline of 15 November 2012. The impacts on other affected DSNA systems such as FPL filing systems (notably encompassing purely VFR FPLs), as well as their corresponding interfaces, have been identified. Specifications have been drafted (based on CFMU Interface Manual CFMU 2012_V1_1) and disseminated to contracted manufacturers of various systems. Some extra complexity for interfaces of French systems outside the IFPS Zone (e.g. Caribbean). Will participate in all OPT sessions with gradually expanding list of systems and roles to play.	Y			120130	121115	N	120330
FYROM	Mr Branislav PETROVIC	FMP Manager	1	1	Affected systems are identified. ARO system will be modified according FPL2012 specifications and will be ready for OPT4. ATC system will use FPL converter and will be ready for OPT 4, 5 and 6.	Y		121115	OPT 4, 5 and 6			120424

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
GEORGIA	Mr.I Karanadze	Head of the ATM Division	1	1	The Georgian ANSP plans the procurement and installation of new ATS Message Handling System instead of current AFTN, which will then also provide the opportunity to convert the new FPL2012 format to present one, and so Georgia will be ready to meet implementation deadline by 15 November 2012. The Georgian ANSP is also planning to install a new ATC system which will have the possibility to process New FPLs.	Y						110916
GERMANY	Mrs. Andrea Ribbe	DFS, ATM Operations	1	1	Affected systems are identified. Systems will be modified according specifications provided, depending on test results.	Y						110928
GREECE	Ms. Teresa BOURBOULI		1	0	IFPS translation needed until mid 2013 if contract signed by government	Y	+/-2014	130801				Workshop 21-23 Nov 2011
HUNGARY	Ms Nikoletta VERES	ATC Inspector	1	1	Linked to move to a new ATC building, which is delayed. Requested extended translation period ARO s will have the ability to create and send FPLs in new format by 15 Nov 2012.	Y	130331	130331	120901 (tbc)			111130
ICELAND	Mr.Leifur Hakonarson	ISAVIA	1	0	Not possible to assess yet	Y						100825
IRELAND	Mr. Peter Kavanagh	Manager ANS Operational Requirements	1	1	Requested extended translation period to cover for delay in finalising specifications till end 2013. Will use EAD for AROs	Y	COOPANS	131231				111020

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
ISRAEL	Mr. Barel Yoav	CAA	1	1	List of affected systems provided. Ongoing updates of software, plans to be ready for testing after April 2012. The impact analysis will be produced by Frequentis and delivered to IAA at the end of January 2012	Y						111208
ITALY	Mr Salvatore MINEO	Ente Nazionale Aviazione Civile	1	1	affected systems identified. Plan provided, will be ready for Nov 2012	Y						110228
KAZAKHSTAN	Mr.Faat Bogdashkin	Director of ATM	1	1	4 Centres need change. Have set up a WG with other Stan States	Y						verbal
KYRGYZSTAN	Mr. T.Atakuev	Head of Bishkek ATC	1	1	2 Centres need minor changes	Y						Verbal
LATVIA	Maris GORODCOVS	Director General of Civil Aviation Civil Aviation Agency	1	1	The contract for upgrading the ATC system regarding the FPL2012 implementation was signed in March 2011, works were started at the end of April 2011 and all necessary changes will be implemented by August 2012.	Y			120801			110913
LITHUANIA	Mr. Nerijus MALECKAS	Area Air Traffic Control Center Head	1	1	will be ready on time to implement a new format of FPL, as no significant/ major changes to existing national law, on procedure and data exchange mechanisms were foreseen. Modifications to all existing ATM systems/briefings/ self-briefings facilities will be completed and ready for testing by June 2012.	Y			120601			111011
	Mr.Romanas Petrovskis	CAA										
LUXEMBOURG	Mr. Rens Dullaart	Ingénieur inspecteur Direction de l'Aviation civile	1	1	Uncertainty about what needs to be done and whether it can be done in time.	Y						111021

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
MAASTRICHT UAC	Vincent TAVERNIERS	Maastricht Upper Area Control Centre	1	1	All developments on time, will be ready for testing in May 2012.	Y			120501			120229
MALTA	Robert SANT	Chief Operations Officer Malta Air Traffic Services Ltd.	1	1	The objective is to meet the ICAO deadline. The supplier is well aware of the changes required as they will do the same for ENAV as well. Changes to the FDPS and OLDI have already been taken on board with the specs for the ATM system upgrade (ICAPS project is planned for implementation before end 2012). There is a slight risk on the ATM system upgrade in that the contract has not yet been signed and the development timeline has not yet been established. We expect developments on this issue very soon. We strongly doubt that the existing units can be modified to handle the changes required. As regards NOTAM we are in EAD so we're assuming no issues here. As to MET they are not part of our organization as they are a private entity.	Y						110207
MOLDOVA (REPUBLIC OF)	Mr Valerii CERNIS	Moldavian Air Traffic Services Authority (MoldATSA)	1	1	Affected systems identified. Implementation date confirmed. *Note: In accordance with the National Plan Republic of Moldova for Implementation of New FPL Contents for 2012 all stakeholders (Flight Plan Originators, Aircraft Operators and others) are to be ready for testing with CFMU by June 2012 and have confirmed the implemented date 15 November 2012.*	Y			OPT4 OPT6		Y	120420

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
MONACO	Mr.Stéphane RAYNAUD	CAA	1	1	No impact on procedures or systems	Y						091023
MONTENEGRO	Miss Andrea Dukanac	CAA	1	1	Working together with Serbia. The implementation of Amendment 1 will not have a significant effect on any systems in Montenegro, apart from ANSP's Flight Data Processing System (FDPS) and Aeronautical Fixed Telecommunication Network (AFTN) The change of the readiness status originates from the on-going consultation between ANSP (SMATSA) with the Vendor (Thales) in the attempt to get ready for the change in the efficient way, where Serbia is only one of the countries with the similar DPS system.	Y	July 2013	131231				120319
MOROCCO	Mr. Mohammed SABBARI		1	1	Thorough analysis has been made and software developments are under way. No particular problems foreseen. National awareness campaign launched, planned for testing and real-time simulation training for involved staff	Y			OPT3 OPT4 OPT5 OPT6			120116
NETHERLANDS	Ms.Maaike Groenewege	System Coordinator LVNL	1	1	List of affected systems and cost estimate provided for LVNL. Exact roll-over date needs to be coordinated with Military, Maastricht UAC and KLM. LVNL is in touch with FPL2012 pocs of parties concerned.	Y			OPT2, OPT3, OPT4 OPT5, possibly OPT6			111220

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
NORWAY	Mr Helge Bjertnæs	Project Leader FPL 2012 Avinor	1	1	Planning and system impact provided. Planning shows main system ready shortly after 15 Nov.2012. Bodoe system uncertain.	Y				121115	Y will be sent to other states >24 hours in advance, provided that the ADEP is abroad. Date of Flight is included in the FPL.	110922

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
POLAND	Mr. Bronislaw Nawrocki	Head of FPL Data Processing Department, Polska Agencja Żeglugi Powietrznej - PANSA	1	1	PANSA plans to introduce the new operational ATM system PEGASUS_21 with ATM supporting system TRAFFIC on 15 Nov 2012 In order to meet necessary safety requirements both ATM systems (the new PEGASUS and the old AMS2000+) will operationally work in parallel (i.e. Shadow) mode for at least several days. The decision concerning the data of switchover on processing from old to the new format of FPL by the new operational ATM system PEGASUS_21 with ATM supporting system TRAFFIC will be taken after full accomplished Shadow mode period and trained all ATCO personnel in scope of FPL 2012. Asked to use the IFPS translator till end of 2013.	Y		For shadow mode till 131231	120401	121115	Y	120515
PORTUGAL	Ms.Maria da Conceição AMARAL	Head of Aeronautical Information Department. INAC – Instituto Nacional de Aviação Civil (the Civil Aviation Authority)	1	1	Will meet the deadline. All systems which generate or process FPLs are planned to ready for testing by April 2012. . OLDI, HMI, Flight Strip print, Route Charge system and FPL Archive wil be ready by 121115, but not for testing. Implementation of ADEXP format not yet decided.	Y				121115	Y	111012
ROMANIA	Mr Andi Cristian SAVA	ATFM Inspector CAA	1	1	Affected systems identified. Implementation date confirmed.	Y			June 2012	121029	Y	111003

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
	MS. Andreea STRAT	Expert, ATM Development Department, ROMATSA	1	1								
RUSSIAN FEDERATION	Mr Igor SITNIKOV	State Civil Aviation Authority of Russia	1	1	The implementation of the new flight plan format is planned to be accomplished in synergy with the federal program to modernize ATM system before 2018. The application of Amendment 1 (effective November 2012) will be stepwise achieved by the high level planning systems and partially by the lower level systems which are modernized in accordance with/to the federal program. These systems will accept flight plans both in the new and the existing formats and will provide translation of the new format into the existing format for the low level systems of the ATC centers until the new equipment is installed.	Y			120601			110606
San MARINO			0	0								
SERBIA	Mr Zeljko SOKCIC	ATFCM Coordinator for SMATSA	1	1	Impact assessment provided. The change of the readiness status originates from the on-going consultation between ANSP (SMATSA) with the Vendor (Thales) in the attempt to get ready for the change in the efficient way, where Serbia is only one of the countries with the similar DPS system.	Y	July 2013	131231			Y, but will not be transmitted to other States > 24h	120316
	Ms. Nina Tomic	Head of AIS/MET Department, Serbian CAA	1	1								

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
SLOVAKIA	Mr.Juraj Haluska	Letove prevadzkove sluzby Slovenskej republiky, s.p. - ATS of the Slovak Republic	1	1	Expecting to be ready on 15 Nov. 2012	Y			111231	tbd	Y, Will be transmitted to other States	111004
SLOVENIA	Mr.Slobodan OPACIC	EUROCONTROL International Coordinator Slovenia Control Ltd.	1	1	Affected systems identified. Foresee a problem with processing lat/long and range/bearing points	Y						100201
SPAIN	Ms. Laura Garcés Acín	Consultant Flight Data Processing	1	1	Large impact, but expecting both SATCA and ICARO systems to be ready on 15 Nov. 2012	Y			120131	121511	Y	111003
SWEDEN	Mr Adam BROWN	LFV Group - Swedish Airports and Air Navigation Services	1	1	Requested extended translation period to cover for delay in finalising specifications till end 2013.	Y	COOPANS (estimate April 2013)	131231				110418
SWITZERLAND	Mr Yann COURTOIS	Skyguide	1	1	Thorough assessment and planning provided.	Y			120601			111012
TAJIKISTAN			0	0	Tajikistan officialy confirmed its readiness for FPL 2012 operation since 15 November (confirmed via IATA)	Y						120525 (email IATA)

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
TUNISIA	Mr. Mohamed Ali Ben Abdesselem	Head of Control Centre	1	0	Replacement of the current FDPS is ongoing. During the transition phase which is planned from April to October 2012, the new and current systems will work simultaneously. The new FDPS which is fully compliant with FPL2012 format is planned to be operational before November 2012. The existing AFTN switch is compliant with the new format of FPL2012.	Y				120630		120222
TURKEY	Mr Suat YILDIRIM	Devlet Hava Meydanlari Isletmesi Genel Müdürlügu	1	1	Affected systems: FDP and FDA, AFTN software and systems OLDI lines are capable for new FPL format, coordination required with neighbouring FIRs. Tests of FDP and FDA software and CWP HMI which is compatible with new format should be finalised by end 2011. Updating of AFTN systems and software will be finished prior to March 2012 with new software with the converter interface that will be used for converting the new to old. Planning to be ready for OPT 3 with the airlines operators. After finishing test of the all affected systems locally and if possible externally with our neighbours will be ready to start the awareness campaigns and training issue for all interested bodies.	Y			OPT3			111122

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
TURKMENISTAN			0	0	Turkmenistan officialy confirmed its readiness for FPL 2012 operation since 15 November (confirmed via IATA).	Y						120607 (email IATA)
UKRAINE	Mr. Andrii Fediakov	Chief Expert of Air Navigation Department SAA	1	1	Three new ATC systems will be implemented in the Ukraine for L'viv ACC, Donets'k and Kharkiv APPs between December 2011 and March 2012. The ATC systems for Dnipropetrovs'k and Kiev ACC will be modernised by March 2012. All Ukrainian ATC systems will be upgraded and ready for the FPL2012 implementation before November 2012..	Y						110606
	Mr Andrii KVASHNIN	Lviv ACC Supervisor Ukrainian State Air Traffic Service Enterprise (UkSATSE)										
UNITED KINGDOM	Mr Anthony STEVENS	Civil Aviation Authority	1	1	Impact assessment submitted. Expects to be fully compliant by November 2012	Y				121115	Y (subject to review)	110928
UZBEKISTAN	Mr Anatoly INDIN	Deputy Executive Secretary State Commission for ICAO	1	0	A FPL2012 implementation group was created and a national FPL2012 coordinator was appointed (who will develop the «Interdepartmental programme of modernization of air traffic services message system" as a pre-requisite for the FPL2012 implementation). Supplementary information will be provided at the end of 2011 regarding readiness to start testing	Y						111003

COUNTRY/ Group sorting order	Contact NAME	FUNCTION/ Organisation	Confirmed PoC 1=Y, 0=N	Impact Statement provided 1=Y, 0=N	Main issues of Impact Statement	Ready to receive NEW format (directly or translated)	Expected Operational Readiness (=NEW without conversion) if later than 121115	Access to IFPS conversion requested till	Expected Readiness for testing with CFMU	Acceptance of NEW FPLs	VFR flight plans > 24h in advance	Date of last status update YYMMDD
Totals		**57 States (inc. Maastricht UAC)**	**53**	**48**		**55**	**12**	**13**				

Annex 3: Translation Tables

	'NEW' Data Content		Converts to the following 'OLD' Data Content	
	Field 10a	**Field 18**	**Field 10a**	**Field 18**
NAV / COM	N		N	
	S		VOL	
	SF		S	
	A		**Z**	NAV/ GBAS
	B		**Z**	NAV/ LPV
	C		C	
	D		D	
	E1		**Z**	COM/ E1 RMK/FMC WPR ACARS
	E2		**Z**	COM/ E2 RMK/DFIS ACARS
	E3		**Z**	COM/ E3 RMK/PDC ACARS
	F		F	
	G	(NAV/nnnn)	G	(NAV/nnnn)
	H		H	
	I		I	
	J1		J[2]Z	DAT/ V COM/ J1
	J2		JZ	DAT/ H COM/ J2
	J3		JZ	DAT/ V COM/ J3
	J4		JZ	DAT/ V COM/ J4
	J5		JZ	DAT/ S COM/ J5
	J6		JZ	DAT/ S COM/ J6
	J7		JZ	DAT/ S COM/ J7
	K		K	
	L		L	

[2] In Old format, the DAT/ element is compulsory if 'J' is present in Field 10a. However, the PRESENT DAT/ element can only contain the descriptors 'S', 'H', 'V', 'M'.

	'NEW' Data Content		Converts to the following 'OLD' Data Content	
	Field 10a	**Field 18**	**Field 10a**	**Field 18**
	M1		Z	COM/ M1 RMK/INMARSAT
	M2		Z	COM/ M2 RMK/MTSAT
	M3		Z	COM/ M3 RMK/IRIDIUM
	O		O	
	P1-P9	Reserved Not output		
	R	PBN/ A1	RZ	NAV/ A1 RMK/RNAV10 RNP10
		PBN/ B1	RZ	NAV/ B1 RMK/RNAV5
		PBN/ B2	RZ	NAV/ B2 RMK/RNAV5
		PBN/ B3	RZ	NAV/ B3 RMK/RNAV5
		PBN/ B4	RZ	NAV/ B4 RMK/RNAV5
		PBN/ B5	RZ	NAV/ B5 RMK/RNAV5
		PBN/ B6	RZ	NAV/ B6 RMK/RNAV5
		PBN/ C1	RZ	NAV/ C1 RMK/RNAV2
		PBN/ C2	RZ	NAV/ C2 RMK/RNAV2
		PBN/ C3	RZ	NAV/ C3 RMK/RNAV2
		PBN/ C4	RZ	NAV/ C4 RMK/RNAV2
		PBN/ D1	PRZ	NAV/ D1 RMK/RNAV1
		PBN/ D2	PRZ	NAV/ D2 RMK/RNAV1
		PBN/ D3	PRZ	NAV/ D3 RMK/RNAV1
		PBN/ D4	PRZ	NAV/ D4 RMK/RNAV1
		PBN/ L1	RZ	NAV/ L1 RMK/RNP4
		PBN/ O1	PRZ	NAV/ O1 RMK/RNP1
		PBN/ O2	PRZ	NAV/ O2 RMK/RNP1
		PBN/ O3	PRZ	NAV/ O3 RMK/RNP1
		PBN/ O4	PRZ	NAV/ O4 RMK/RNP1
		PBN/ S1	GZ	NAV/ S1 RMK/RNP APRCH

	'NEW' Data Content		Converts to the following 'OLD' Data Content	
	Field 10a	**Field 18**	**Field 10a**	**Field 18**
		PBN/ S2	GZ	NAV/ S2 RMK/RNP APRCH BARO VNAV
		PBN/ T1	GZ	NAV/ T1 RMK/RNP AR APRCH RF
		PBN/ T2	GZ	NAV/ T2 RMK/RNP AR APRCH
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/ EXM833	*See Footnote* [3]	STS/ EXM833
	Z	COM/ nnnn	Z	COM/ nnnn
	Z	NAV/ RNAVX	*See Footnote* [3]	STS/ NONRNAV
	Z	NAV/RNAVINOP	*See Footnote* [3]	STS/ RNAVINOP
	Z	NAV/ nnnn	Z	NAV/ nnnn
	Z	DAT/ CPDLCX	*See Footnote* [3]	STS/ CPDLCX
	Z	DAT/ S, H, V, M or DAT/ nnnn	JZ Z	DAT/ S, H, V, M [4] COM/ nnnn [4]

[3] The translation shall result in the removal of the 'Z' if no other data is present within either of the COM/ or NAV/ indicators

[4] The NEW definition of DAT/ allows free text, the OLD definition does not. If the NEW DAT/ is compliant with the OLD definition it shall be retained within DAT/ and a 'J' added in Field 10a, if the NEW DAT/ contains free text it shall be translated into COM/.

	'NEW' Data Content		Converts to the following 'OLD' Data Content	
	Field 10b	**Field 18**	**Field 10b**	**Field 18**
SUR/	N		N	
	A		A	
	C		C	
	E		SD	COM/ E
	H		S	COM/ H
	I		I	
	L		SD	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

'NEW' Field 18 Indication	To be output as below when 'OLD' is required
STS/ ALTRV	STS/ ALTRV
ATFMX	STS/ ATFMEXEMPTAPPROVED
FFR	STS/ FFR
FLTCK	STS/ FLTCK
HAZMAT	STS/ HAZMAT
HEAD	STS/ HEAD
HOSP	STS/ HOSP
HUM	STS/ HUM
MARSA	STS/ MARSA

'NEW' Field 18 Indication	**To be output as below when 'OLD' is required**
MEDEVAC	STS/ MEDEVAC
NONRVSM	STS/ NONRVSM
SAR	STS/ SAR
STATE	STS/ STATE
EUR/ PROTECTED	STS/ PROTECTED
SUR/ nnnn	RMK/ SUR nnnn
DEP/, DEST/, ALTN/, RALT/	DEP/, DEST/, ALTN/, RALT/ (Content as received but truncated when necessary)
DOF/	DOF/ for FPL only, Field 18 not to be provided in CHG, CNL, DLA & DEP messages
REG/	REG/
EET/	EET/
SEL/	SEL/
TYP/	TYP/ (truncated if necessary)
CODE/	CODE/
DLE/	Not output.
OPR/	OPR/
ORGN/	Not output.
PER/	PER/
TALT/nnnn	RMK/ TALT nnnn
RIF/	RIF/
NAV/, DAT/, COM/	*See previous tables*

Annex 4: Flight Plan Filing Guidance

1. Filing Navigation Capability (Item 10a and Item 18 PBN/)

The process to identify, consolidate and file the appropriate capability and equipment indications in the FPL have been broken down into the following 5 steps:

Step 1	**Identify the PBN NAV spec "approvals" held for each phase of flight (from Oceanic to Approach)**
Step 2	**File "R" for PBN in Item 10**
Step 3	**Enter "PBN/" in Item 18 and apply the guidance to reduce the number of indicators in Item 18 PBN (max 8)**
Step 4	**If more than 8 indicators remain, identify those considered least relevant to the flight and insert them within Item 18 under NAV/**
Step 5	**Identify the specific NAV equipment supporting each capability and file in Item 10 thereby ensuring conformity with the content of Item 18 PBN**

Step 1 Identify all the relevant PBN codes (if any) per flight phase

		All permited sensors	GNSS	DME/DME	VOR/DME	DME/DME/IRU (or INS/IRS for B5)	LORAN
Oceanic	RNAV 10	A1					
	RNP 4	L1					
En-Route	RNAV 5	B1	B2	B3	B4	B5	B6
	RNAV 2	C1	C2	C3		C4	
	RNAV 1	D1	D2	D3		D4	
Terminal	RNAV 1 (*)	D1	D2	D3		D4	
	RNP 1	O1	O2	O3		O4	
Final	RNP APCH	S1					
	RNP APCH with Baro VNAV	S2					
	RNP AR APCH with RF	T1					
	RNP AR APCH without RF	T2					

Note: P-RNAV is to be filed as RNAV 1. However, as P-RNAV is not exactly the same as RNAV 1 operators have a duty of care to ensure they meet RNAV 1 in other ICAO regions. See ICAO Doc. 9613 for clarification.

Step 2 If the flight qualifies for one or more of the codes/capabilities identified under Step 1, insert the indicator 'R' in Item 10a.

Step 3 Apply the following guidance to reduce the number of PBN codes.

RNAV 5 (B-RNAV):

- Insert only B1 if the flight qualifies for all of the following: B2, B3, B4, B5.
- Insert B6 if the flight qualifies by using LORAN C.

RNAV 2, RNAV 1 and **RNP 1**:

- Insert C4, D4 or O4, as appropriate, if the flight qualifies via DME/DME and DME/DME/IRU
  e.g. file C4 if both C3 and C4 apply, file D4 if both D3 and D4 apply, etc.
- Insert only C1, D1, O1, as appropriate, if "all sensors and IRU" capable
  e.g. file C1 if both C2 and C4 apply, file D1 if both D2 and D4 apply, etc.

RNP APCH:

- Insert either S1 or S2, subject to capability

RNP AR APCH:

- Insert either T1 or T2, subject to capability

Step 4 If having applied the guidance provided in Step 3 there are still more than 8 PBN codes remaining:

- Identify the capabilities considered to be the least relevant to the flight;
- Insert them under Item 18 within the NAV/ element;
- Insert the letter 'Z' in Item 10a.

For example, the codes relating to long range Oceanic capabilities (A1, L1) will not be a priority if the flight will take place entirely within European continental airspace.

Inclusion of an RNP APCH capability will not be a priority if none of the destination or alternate aerodromes provide such a procedure.

Step 5 Identify the navigation equipment used in achieving the capabilities indicated under PBN and ensure they are included in Item 10a.

For any PBN capability:

- If 'all sensors' or GNSS is filed then 'G' must be present in Item 10a;
- If 'all sensors' or DME/DME is filed then 'D' must be present in Item 10a;
- If 'all sensors' or INS/IRU is filed then 'I' must be present in Item 10a;
- If DME/DME/IRU is filed then 'D' and 'I' must be present in Item 10a.

For RNAV 5 capability:

- If filing B1or B4 then ‘O’ or ‘S’ and ‘D’ must be present in Item 10a.

The table in **Attachment A** provides an indication of the navigation equipment by which a PBN capability is achieved.

2. Filing Surveillance (SUR) Capability (Item 10b)

Transponder Modes A, C & S

- Insert only one of the published indicators, as appropriate.

  For example, if the aircraft is capable of Mode S including aircraft identification, pressure-altitude and enhanced surveillance capability only the letter ‘H’ is required, there is no need to include ‘S’, ‘C’ or ‘A’.

ADS-B

- Insert either B1 or B2
  and/or
- Insert either U1 or U2
  and/or
- Insert either V1 or V2

ADS-C

- Insert D1 and/or G1

EXAMPLE

An example FPL as filed today, in PRESENT Format:

(FPL-SIA317-IS
-A388/J-SDHIJPRWXYZ/SD
-EGLL1030
-N0454F230 DVR L9 KONAN/N0483F310 UL607 FERDI/N0486F330 UL607 AMASI
UM149 BOMBI UL984 PADKA L984 SKAVI/N0489F350 L984 DIBED/K0899F350
UL984 NM UM991 OLGIN/K0900F350 B494 INSER/K0913F370 B494 MKL B491
BISNA/N0487F370 M23 MARAL/K0905F370 B450 BIBIM N644 ABDAN B371
LEMOD/N0496F370 N644 PAVLO/N0497F370 N644 DI M875 BUTOP/N0493F390
M875 KAKID M770 BUBKO/M084F390 M770 RAN/N0485F390 M770
GOLUD/M082F370 M751 VPK/N0481F370 B469 PADLI/N0479F350 B469 BIKTA
PASPU1A
-WSSS1202 WSAP
-EET/EBUR0016 EDVV0035 EDUU0036 LKAA0100 EPWW0124 UKLV0145 UKBV0207
UKDV0232 URRV0257 UBBA0406 UTAK0419 UTAA0444 UTAV0516 OAKX0534
OPLR0610 VIDF0640 VABF0741 VECF0744 VYYF0921 VTBB1027 WMFC1109
WSJC1200 REG/9VSKJ SEL/BPKS OPR/SIA NAV/RNP1 RNP4 RNAV1 RNAV2
RNAV5 RNAV10 DAT/SVM RMK/ADSB ACASII EQUIPPED DOF/120601
ORGN/WSSSSIAX)

The following table shows the NEW capability indications applicable to the flight (PRESENT indications are not repeated) and the consolidated result after application of the guidance material:

	Capability	Designator	After Consolida-tion
Field 10a	CPDLC ATN VDL Mode 2	J1	J1
	CPDLC FANS 1/A SATCOM (INMARSAT)	J5	J5
Field 10b	Transponder Mode S including aircraft ident, pressure altitude and enhanced surveillance	H	L
	Transponder Mode S including aircraft ident, pressure altitude, extended squitter (ADS-B) and enhanced surveillance	L	
	ADS-B with dedicated 1090MHz ADS-B 'out' and 'in' capability	B2	B2
PBN/	RNAV10	A1	A1
	RNP1 GNSS	O2	O1
	RNP1 DME/DME/IRU	O4	
	RNP4	L1	L1
	RNAV1 GNSS	D2	D1
	RNAV1 DME/DME/IRU	D4	
	RNAV2 GNSS	C2	C1
	RNAV2 DME/DME/IRU	C4	
	RNAV5 GNSS	B2	B1
	RNAV5 DME/DME	B3	
	RNAV5 VOR/DME	B4	
	RNAV5 INS	B5	
	RNP APCH with BAR-VNAV	S2	S2

The resultant NEW format FPL having applied the guidance material:

(FPL-SIA317-IS
-A388/J-GSDHIJ1J5RWXY/B2L
-EGLL1030
-N0454F230 DVR L9 KONAN/N0483F310 UL607 FERDI/N0486F330 UL607 AMASI
UM149 BOMBI UL984 PADKA L984 SKAVI/N0489F350 L984 DIBED/K0899F350

UL984 NM UM991 OLGIN/K0900F350 B494 INSER/K0913F370 B494 MKL B491
BISNA/N0487F370 M23 MARAL/K0905F370 B450 BIBIM N644 ABDAN B371
LEMOD/N0496F370 N644 PAVLO/N0497F370 N644 DI M875 BUTOP/N0493F390
M875 KAKID M770 BUBKO/M084F390 M770 RAN/N0485F390 M770
GOLUD/M082F370 M751 VPK/N0481F370 B469 PADLI/N0479F350 B469 BIKTA
PASPU1A
-WSSS1202 WSAP
-PBN/A1L1B1C1D1O1S2 DOF/120601 REG/9VSKJ EET/EBUR0016
EDVV0035 EDUU0036 LKAA0100 EPWW0124 UKLV0145 UKBV0207 UKDV0232
URRV0257 UBBA0406 UTAK0419 UTAA0444 UTAV0516 OAKX0534 OPLR0610
VIDF0640 VABF0741 VECF0744 VYYF0921 VTBB1027 WMFC1109 WSJC1200
SEL/BPKS OPR/SIA ORGN/WSSSSIAX RMK/ACASII EQUIPPED)

Note:

- the PBN/ indication contains 7 designators which is within the limit allowed by PANS-ATM

- Field 10b contains one surveillance indication as oppose to the potential ‘S’, ‘H’, ‘L’

- Field 10a contains the applicable designators and, due to the addition of the ‘G’, is now consistent with the capabilities provided in PBN

- removal of the unnecessary NAV/ and DAT/ indications in Field 18 also required removal of the ‘Z’ from Field 10a.

- removal of the unnecessary ‘ADSB’ text from within RMK/.

Attachment A

The table reflects the sensors by which a PBN qualification is achieved.
This is a tool to determine the minimum requirement for Item 10 as a function of the content of Item 18.

Item 18 (PBN/ ...)				Item 10 (nav related aspects only)													
				GBAS A	LPV B	LORAN C	DME D	ADF F	GNSS G	Inerty I	MLS K	ILS L	VOR O	PBN approved R	TACAN T	Standard (VHF RTF/ VOR / ILS) S	
	RNAV 10																
		A1							G*	I*				R			* either G and/or I
	RNAV 5																
		B1	ALL				D		G	I			O*	R		S*	* either O or S
		B2	G						G					R			
		B3	D/D				D							R			
		B4	V/D				D						O*	R		S*	* either O or S
		B5	I							I				R			
		B6	LORAN			C								R			
	RNAV 2																
		C1	ALL				D		G	I				R			
		C2	G						G					R			
		C3	D/D				D							R			
		C4	D/D/I				D			I				R			
	RNAV 1																
		D1	ALL				D		G	I				R			
		D2	G						G					R			
		D3	D/D				D							R			
		D4	D/D/I				D			I				R			
	RNP 4																
		L1							G					R			
	(B-)RNP 1																
		O1	ALL				D		G	I				R			
		O2	G						G					R			
		O3	D/D				D							R			
		O4	D/D/I				D			I				R			
	RNP APCH																
	RNP APCH (LNAV)	S1	GNSS						G					R			
	RNP APCH LNAV/VNAV	S2	GNSS+Baro						G					R			
	RNP AR																
	with RF	T1							G					R			
	without RF	T2							G					R			
	RNP APCH (LPV)		GNSS+SBAS		B				G								+ Item 18 NAV/ SBAS

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MID REGION INFPL IMPLEMENTATION DOCUMENT

For Amendment 1 to the 15th Edition of the
Procedures for Air Navigation Services – Air Traffic Management
(PANS-ATM, Doc 4444)

- First Edition -

2012

DEVELOPED BY INFPL SG

FEBRUARY 2012

TABLE OF CONTENT

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1. 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.

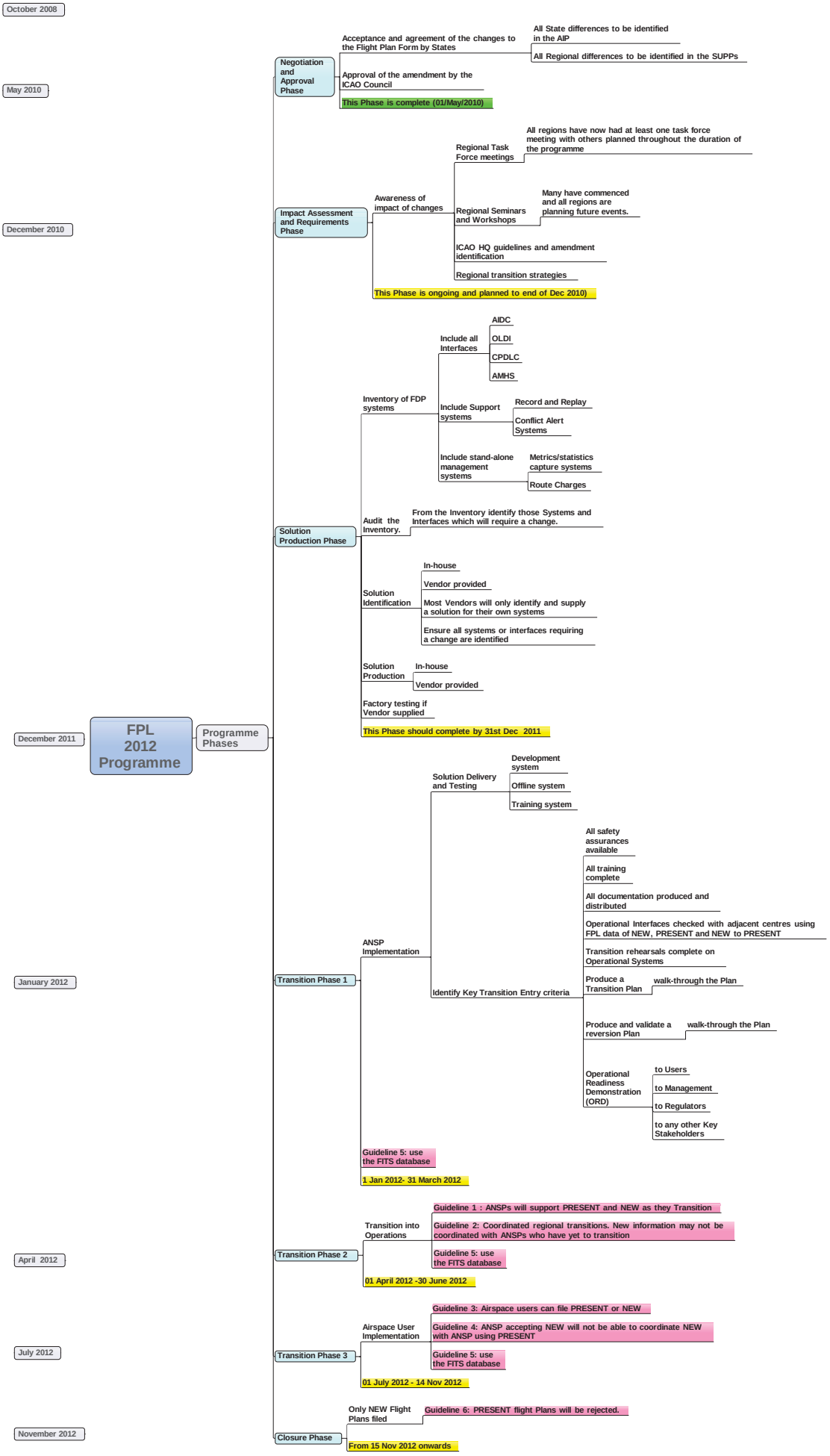
Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, 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.

2- Scope

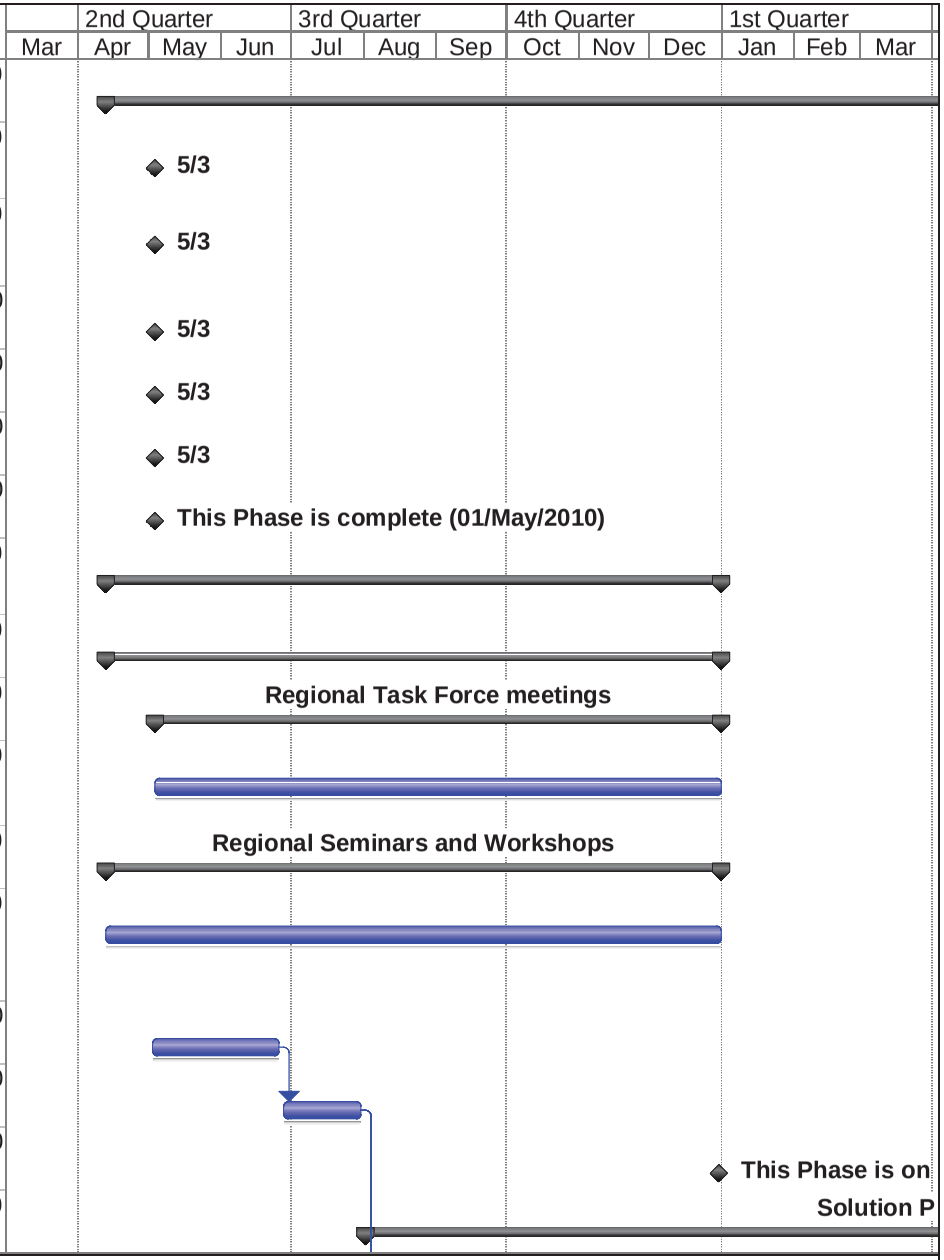
The next pages indicates the scope of ICAO New Flight Plan (FPL 2012) Programme phases as developed by ICAO and the sample MS project for the implementation of the ICAO New Flight Plan Format along with detailed timelines are also detailed in the following pages.

2.1. Programme Phases



Programme Phases

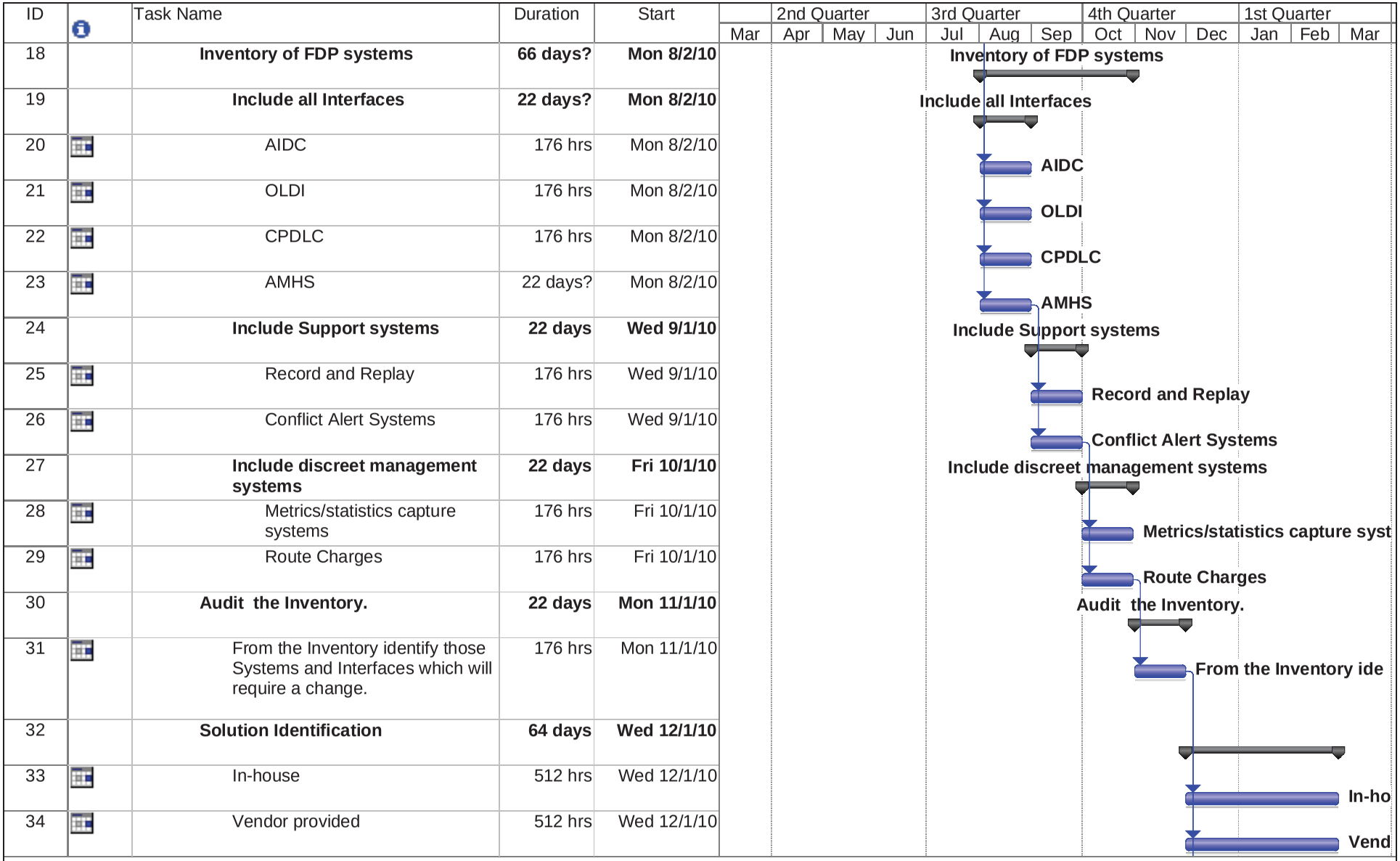
ID	Task Name	Duration	Start
1	**Programme Phases**	**740 days?**	**Tue 4/13/10**
2	**Negotiation and Approval Phase**	**0 days**	**Mon 5/3/10**
3	**Acceptance and agreement of the changes to the Flight Plan Form by States**	**0 days**	**Mon 5/3/10**
4	All State differences to be identified in the AIP	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

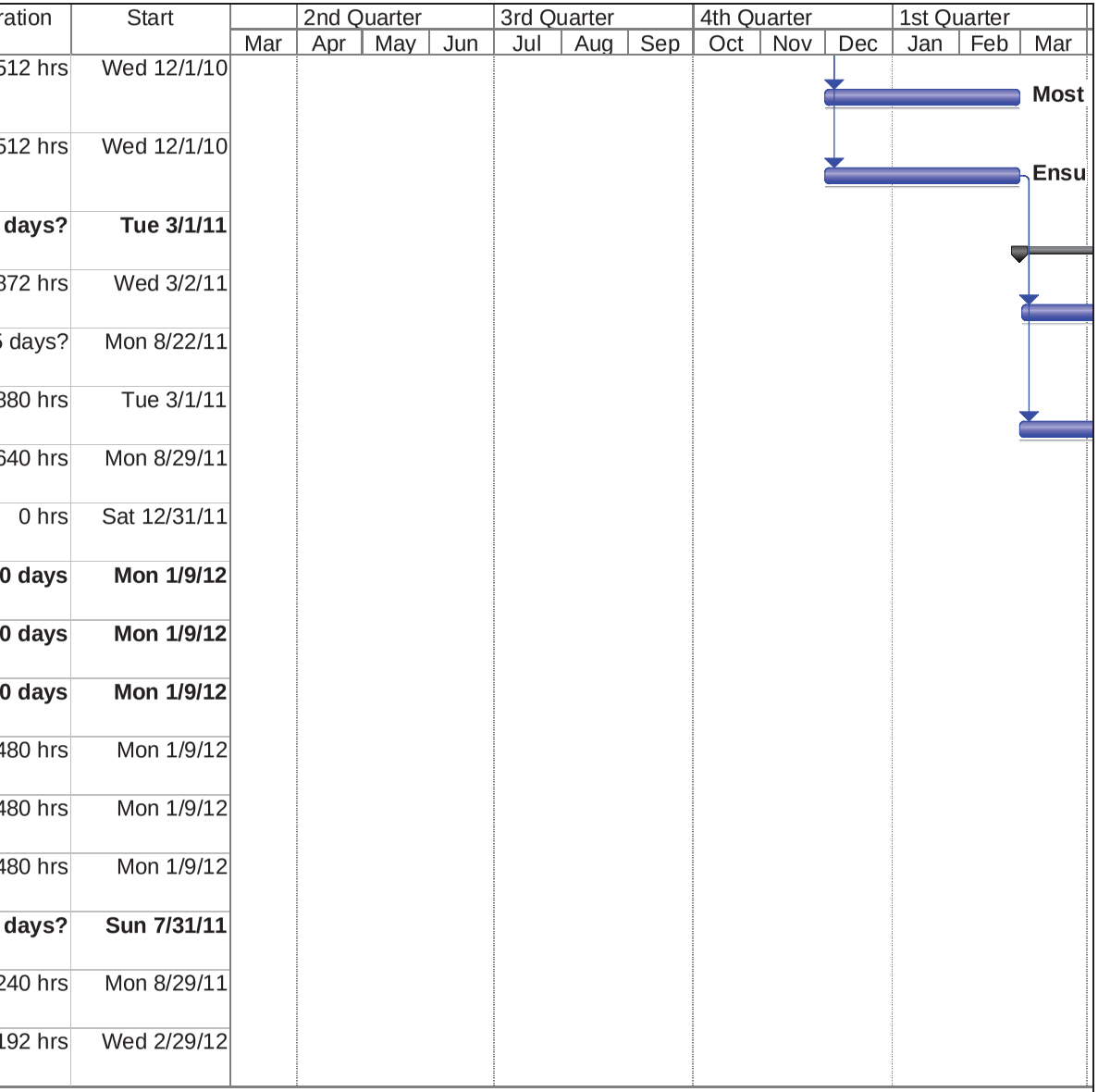
ID	Task Name	Duration	Start
18	**Inventory of FDP systems**	**66 days?**	**Mon 8/2/10**
19	**Include all Interfaces**	**22 days?**	**Mon 8/2/10**
20	AIDC	176 hrs	Mon 8/2/10
21	OLDI	176 hrs	Mon 8/2/10
22	CPDLC	176 hrs	Mon 8/2/10
23	AMHS	22 days?	Mon 8/2/10
24	**Include Support systems**	**22 days**	**Wed 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
Progress
Milestone
Summary
Project Summary
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External Milestone
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
Progress
Milestone
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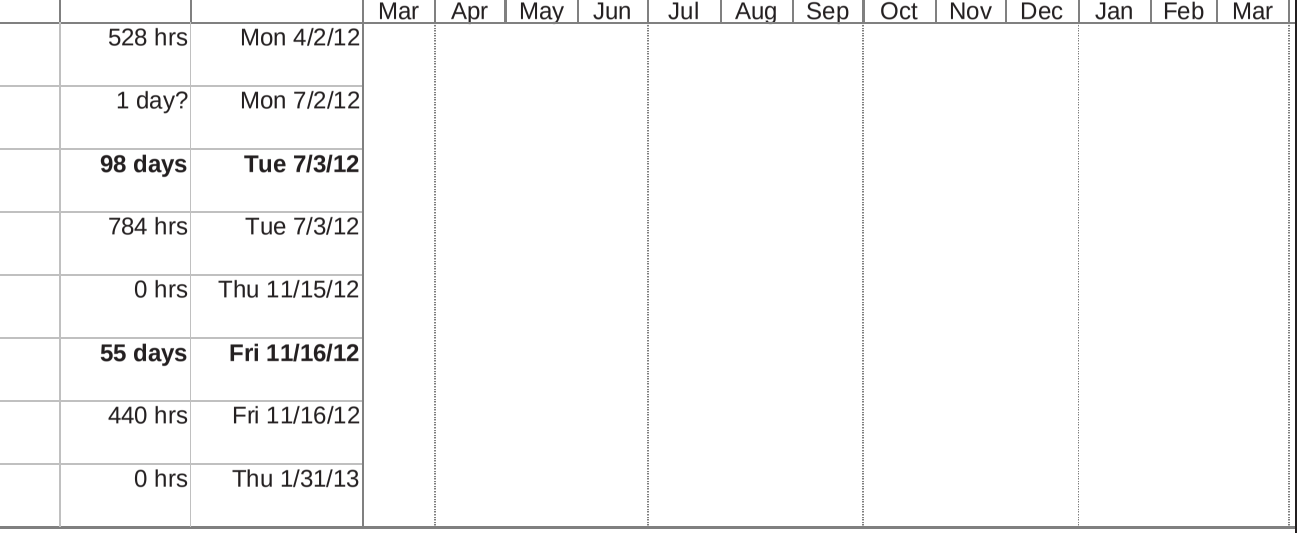
Project Summary
External Tasks
External Milestone
Deadline

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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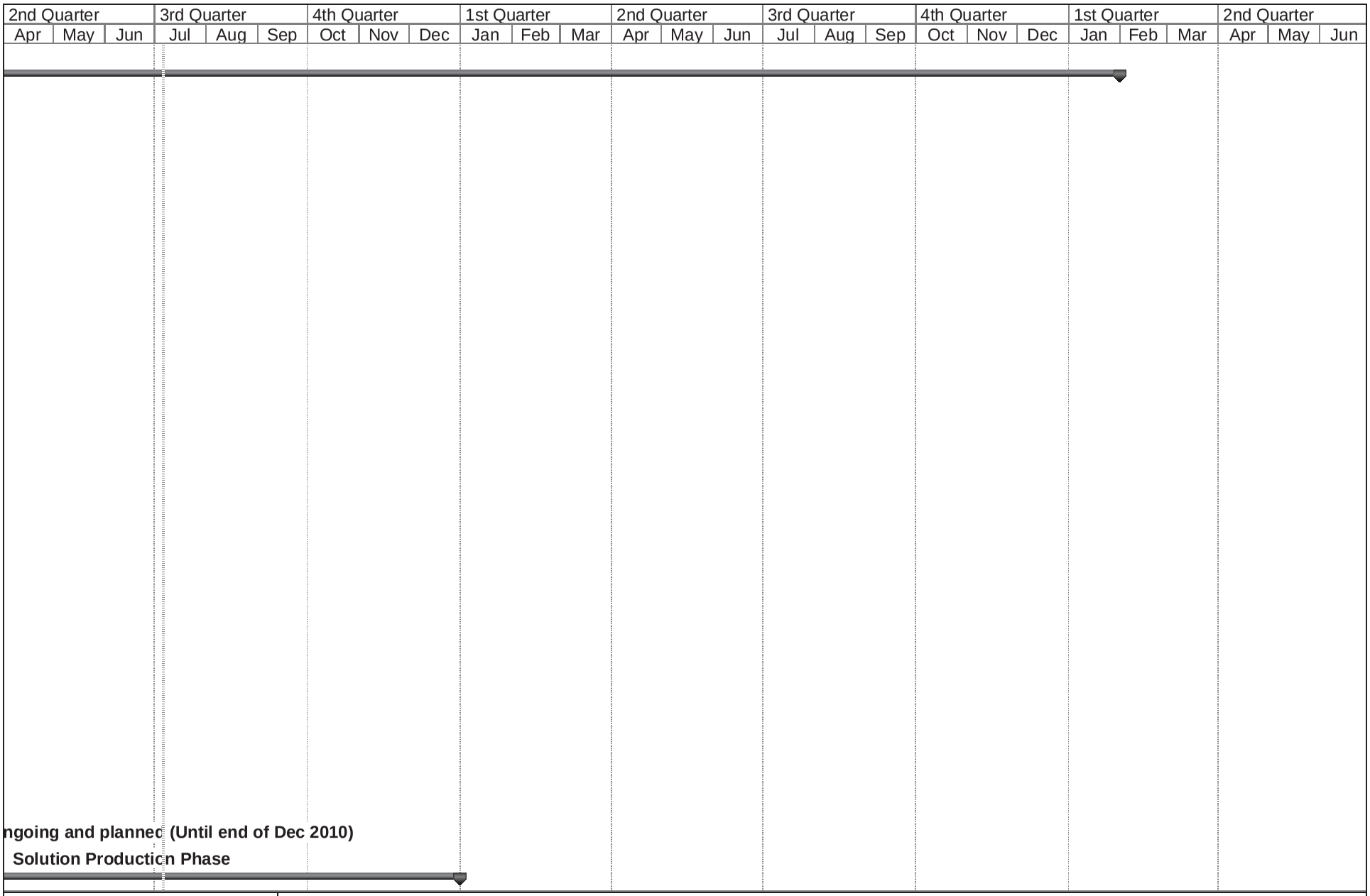

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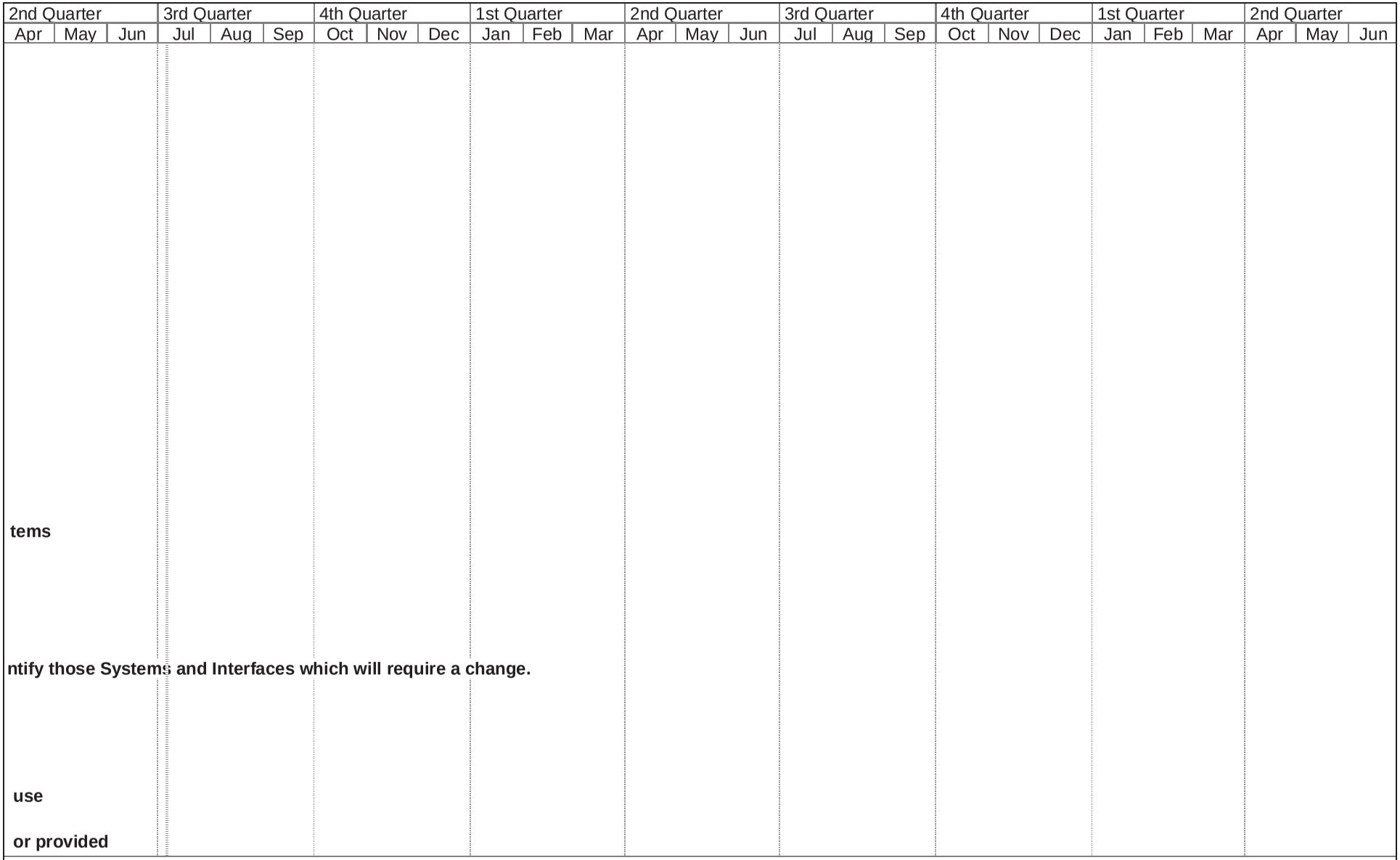

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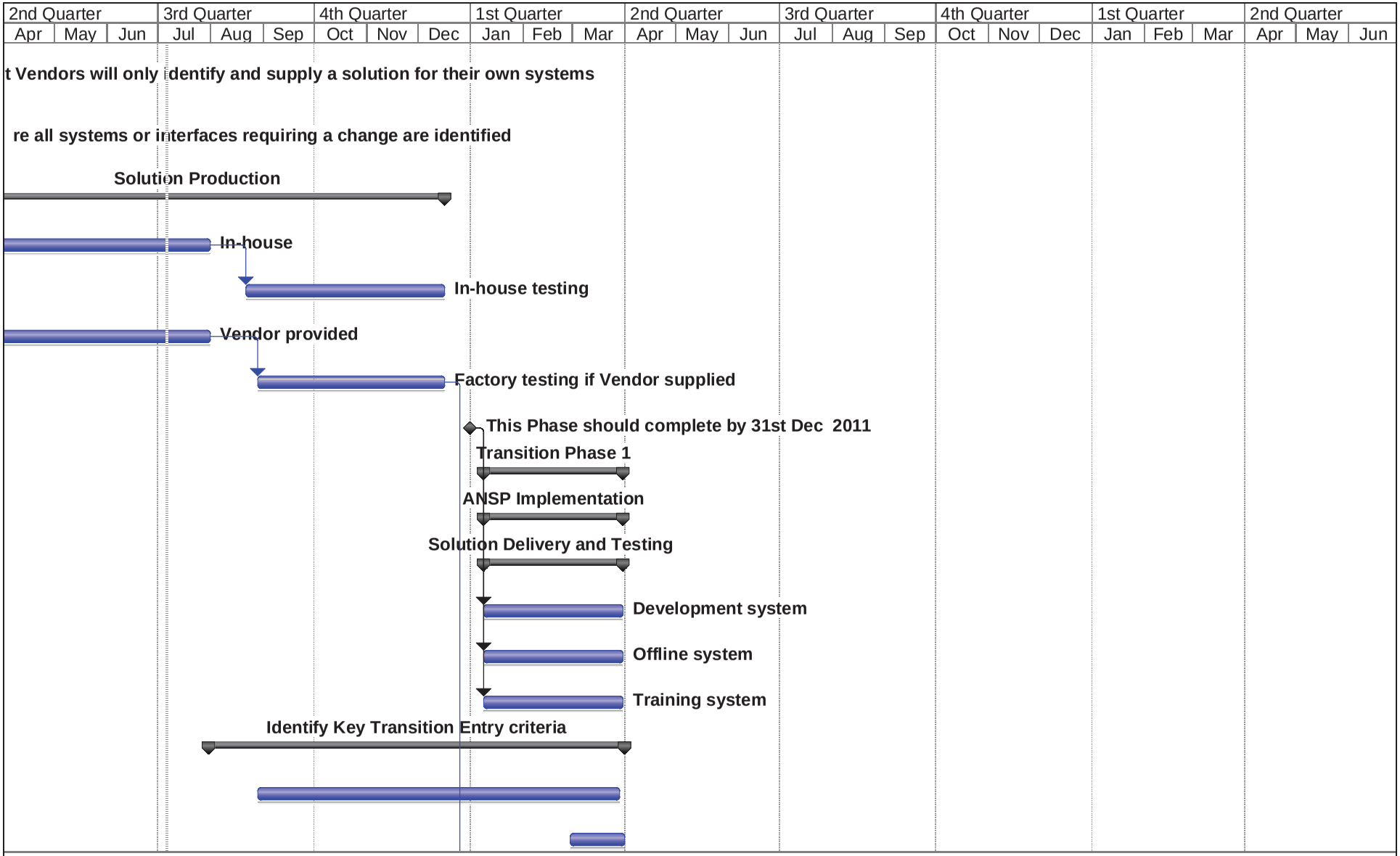

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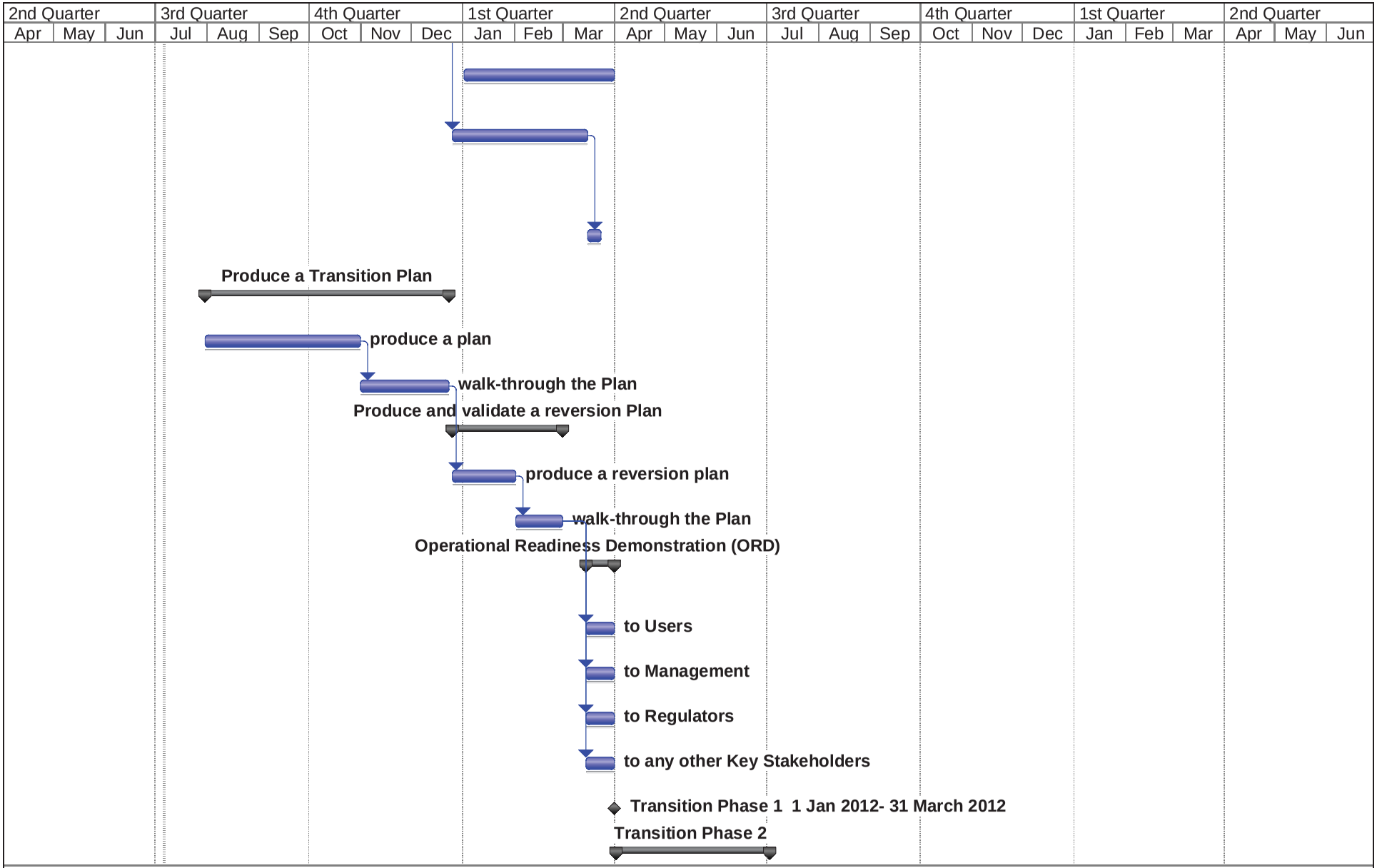

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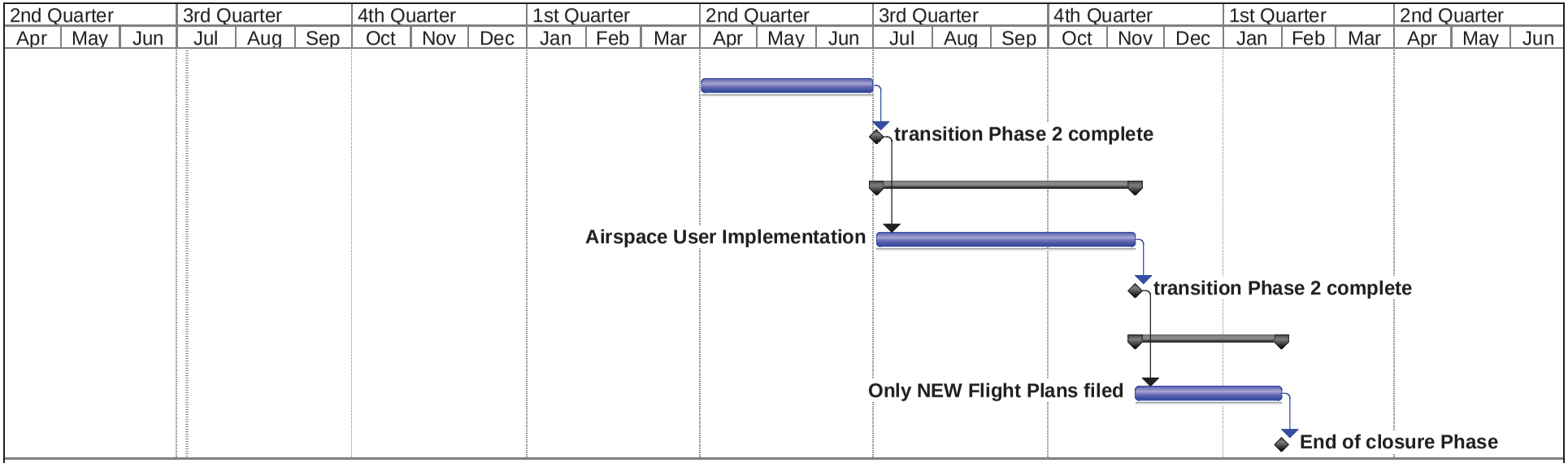

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Task		Milestone		External Tasks	
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Progress		Project Summary		Deadline	

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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Canada H3C 5H7

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Fax: +1 514-954-6077

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www.icao.int

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)

. . .

CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

. . .

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.

. . .

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.

. . .

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

. . .

11.4 MESSAGE TYPES AND THEIR APPLICATION

. . .

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.

. . .

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.~~

. . .

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.

. . .

APPENDIX 2. FLIGHT PLAN

. . .

2. Instructions for the completion of the flight plan form

. . .

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.

. . .

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~~

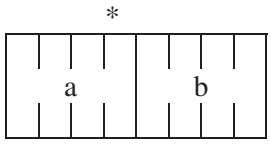
Alphanumeric characters not indicated above are reserved.

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)~~.

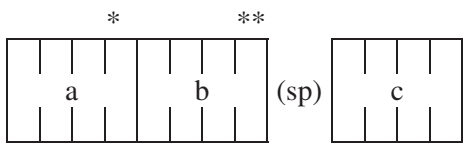
Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.

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.

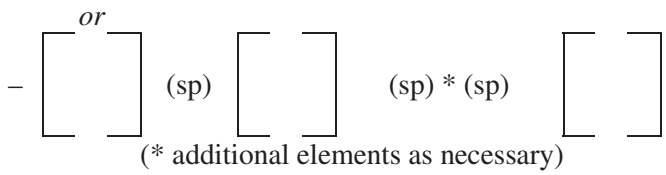
* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.

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

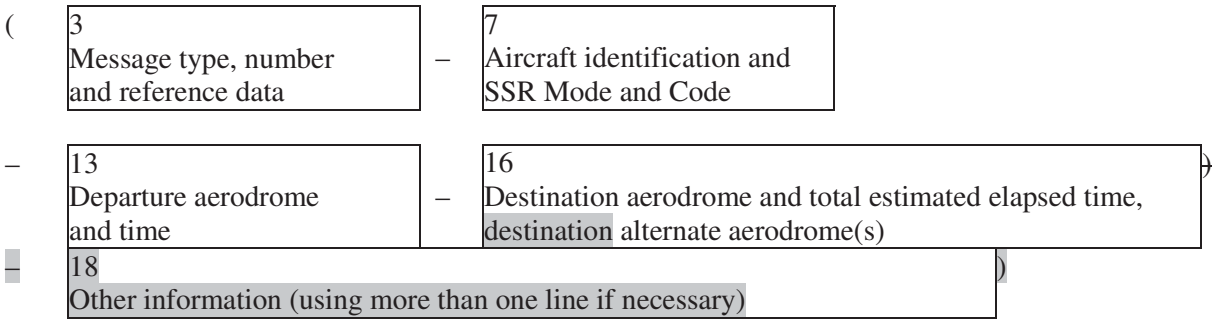
– 16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s))

. . .

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.

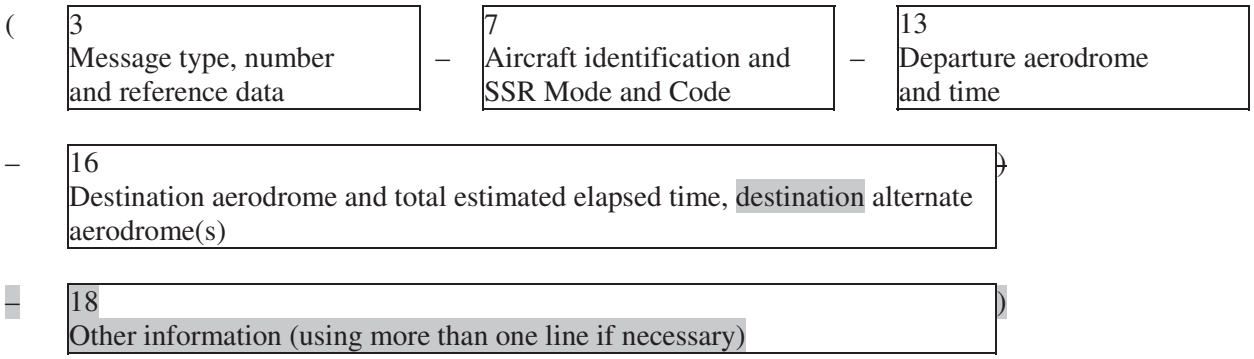
(RQP-PHOEN-EHRD-EDDL-0)

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	

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4. Status of INFPL Implementation in the MID Region

STATUS OF INFPL IMPLEMENTATION IN THE MID REGION

	Focal point	Manf. cont / Budget	Internal Testing	ANSP to ANSP Testing	Milestone	Date of Acceptance of both present and new format	Date of Submission of Implem. Plan	Contingency 1/2/3	User Testing	Vendors involved	Remarks
Bahrain	√	√ / √	**1 April 2012**	**1 March – 15 May**	**4**	1July2012	1 Mar 2010	Almost ready	20- 25 April - 2012	Avitech Thales	
Egypt	√	√ / √	**30 May 2012**	**10 – 30 June**	**3**	1July2012	28 Feb 2012		August September	Comsoft Thales	Only converter will be installed
Iran	√	√ / √			**3**					Avitech	Letter sent to Thales Local converter
Iraq	√	√ / √	**15 April**	**20 June October**	**2**	September			August	Uptec Canadian	Contract
Jordan	√	√ / √	**1January**	**June October**	**3**	**1 June 2012**			June	Avitech	Converter will be used for the backup ATM system
Kuwait	√	√ / √	**15 April 2012**	**1 June 2012**	**3**	**August**	28 Feb 2012		1 August 2012	Indra Comsoft	
Lebanon	√				**2**					Raytheon Thales Sofrevia	
Libya	√				**3**					INDRA	
Oman	√	√/√	**25 May 2012**	**25 July 2012**	**3**	**1 September**			15 July 2012	Comsoft Raytheon	
Qatar	√	√/√	**31 March**	**23 Feb April**	**5**	**1 July 2012**	21Mar 2010		15 April	Comsoft Selex	

				June							
Saudi Arabia	√	√/√	**June**	**June July**	**4**	**1 August 2012**			July	Thales Comsoft	Contract with comsoft
Sudan	√	√/√			**3**					Thales Contract in process	Will use converter from other State
Syria	√				**2**					Selex vitrociset	Contact initiated Contract was done via TCB 30424 (2004)
UAE	√	√/√	**30 September 2010**	**23 Feb** **March, April** **July**	**5**	**1 July**	28 Feb 2012		20 Feb and 02 – 29 March	Thales Comsoft	ACC Abudhabi waiting proposal
Yemen	√	√/√			**2**	**26 September**			October	ECIL ALES	

Mile Stone:

1- Empty
2- Analysis of the draft amendment
3- Evaluation of current system
4- Introduction of capability to pass new information
5- Check of AIDC / OLDI compatibility
6- Coordination with neighboring ANSP and airspace users
7- Implementation of new system

Contingency

1- No contingency all systems will be upgraded

2- converter will be used

3- ready to support neighbouring states for conversion

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 implementation; and
- 1 July to 14 November 2012 – airspace users testing and implementation.

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.

12) 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;

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6. 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.*

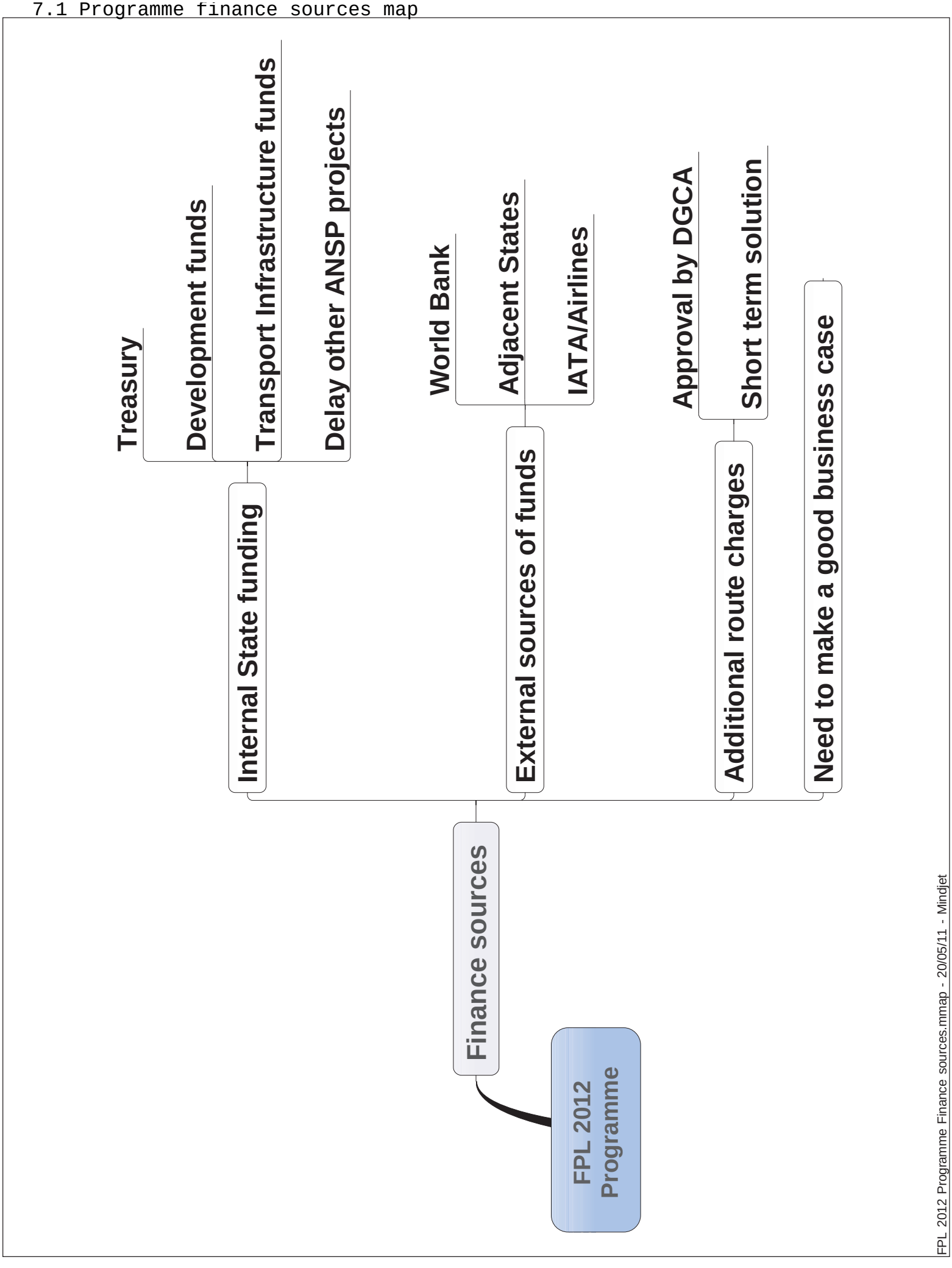
Conclusion 12/55: INFPL Implementation plans and progress report

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.

7. 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.

7.1 Programme finance sources map



IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Safety	• enhance safety by use of modern capabilities onboard aircraft
Environment	• reductions in fuel consumption and CO_2 emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP
Capacity	• 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 • optimized demand and capacity balancing through the efficient exchange of information
Cost effectiveness	• facilitate utilization of advanced technologies thereby increasing efficiency
	Performance Measurement
Performance Metrics:	• status of implementation of ICAO new FPL provisions • status of updates in the FITS • 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			
ATM Operational Concept Components	**Projects/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	2009- 2012	States	valid

	Strategy			
ATM Operational Concept Components	**Projects/Tasks**	**Timeframe Start/End**	**Responsibility**	**Status**
	does not occur			
	• 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 individual State peculiarities or deviations from the flight plan provisions	2009- 2012	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	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

	Strategy			
ATM Operational Concept Components	**Projects/Tasks**	**Timeframe** **Start/End**	**Responsibility**	**Status**
	• 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			
ATM Operational Concept Components	**Projects/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/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

IMPLEMENTATION OF THE NEW ICAO FPL FORM Kingdom of Bahrain	
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
Proposed Metrics:	• number of Airlines meeting the deadline for implementation of the ICAO new FPL provisions • number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of FPLs in the Error Queue in the AIM System.

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

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	• Studying present system and assess its capability.	2009-2010	IT	Completed
	• assign focal points to ICAO and form and internal team	2009 - 2010	Director Air Navigation	Completed
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	Head AIS	valid
	• Allocating sufficient funds	2011	Director Air Navigation	Completed
	• ensure that the automation and software requirements of ATM systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	Euro CAT-C Project Manager	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	Head AIS	valid
		March 2012	Head AIS	

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	trained and aware of the expected changes.			
	• inform the ICAO regional offices on post implementation	On-going - Dec 2012	Head AIS	valid
linkage to GPIs	GPI/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

NANSC INFPL Implementation PFF

IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
Environment	☐ reductions in fuel consumption and CO2 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:	☐ upgrading the systems of (ACC – AIS – FDPS – AMHS) ☐ installing the converter			
Strategy ***Short term (2010-2012)*** ***Medium term (2013 - 2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
SDM	☐ plan the transition arrangements to ensure that the changes from the current to the new ICAOFPL form occur in a timely and seamless manner and with no loss of service according to MID region strategy	**2009-2012**	**NANSC**	**valid**
	☐ assign focal points and form and internal nucleus team	**Sep.2010**	**NANSC**	**Done**
	☐ ensure that enabling regulatory (regulations procedures, AIPetc..) provisions are developed ☐ 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 FPL indications	**Feb.-JUN 2012**	**NANSC** **ECAA**	**ongoing**
	☐ ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL Provisions	**MAY 2012**	**COMSOFT NANSC**	**ongoing**
	☐ 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	**JUN 2012**	**COMSOFT NANSC**	**ongoing**
	☐ analyze each individual data item within the various fields of the new flight plan form, comparing the current	**JUN 2011**	**INFPL SG NANSC**	**valid**

	values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units			

Strategy ***Short term (2010-2012)*** ***Medium term (2013 - 2016)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	☐ 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**	**July2012**	**NANSC**	**valid**
	☐**develop National Contingency Plan**	**SEP.2012**	**NANSC**	**Ongoing**
	☐ internal testing: **AMHS** **AFTN** **ATALIS** **FDPS**	**June 2012**	**NANSC**	**Ongoing**
	☐ external testing **1. JEDDAH FIR 10/6** **2. AMMAN 20/6** **3. TEL AVIV** **4. CYPRUS** **5. GREEC** **6. LYBIA 25/6** **7. SUDAN 30/6**	**June 2012**	**NANSC STATES**	**Ongoing**
	☐ airspace users testing: **1. Egypt air** **2. Air Cairo** **3. Express** **4. SAMA**	**1 July to 14 November 2012**	**Airline operators. ATM/Technical Engineering**	**Ongoing**
	☐ ensure the training of relevant **stakeholders (air traffic controllers, etc)**	**march 2012**	**NANSC**	**Ongoing**
	☐ develop and make available, **guidance material for users, including but not limited to ANSP personnel**	**Feb.2012**	**NANSC**	**completed**
	☐**Arrange awareness campaign**	**April2012**	**NANSC**	**ongoing**
	☐ inform the ICAO regional offices **on an ongoing basis every 3 month**	**Ongoing- Dec 2012**	**NANSC**	**Ongoing**
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.			

IMPLEMENTATION OF THE NEW ICAO FPL FORM State Of Kuwait	
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
Proposed Metr ics:	- number of Airlines meeting the deadline for implementation of the ICAO new FPL provisions - number of States meeting the deadline for implementation of the ICAO new FPL provisions - number of FPLs in the Error Queue in the AIM System.

Strategy Short term (2010-2012) Medium term (2013 - 2016)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	- Studying present system and assess its capability	2009-2010	NED , AND & PCD	Completed
	- assign focal points to ICAO and form and internal team	2009 - 2010	NED	Completed
	- ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	Head AIS	valid
	- Allocating sufficient funds	2011	PCD	Completed
	- ensure that the automation and software requirements of ATM systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	ATM Project Team	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	ATM Project Team	valid
	- Procure Flight Planning software, (part of new AFTN system) - Re evaluate Software - Validate FPL 2012 Software	October 2010 June 2011 January 2012	PCD/NEDAND ATM Project Team ATM Project Team/NED	Completed Completed Completed

Strategy Short term (2010-2012) Medium term (2013 - 2016)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	- Develop a national contingency plan to ensure seamless transition with no loss of service	NOV 2012	Head AIS& ATM Project Team	valid
	- Install the Software in all Briefing Units	April 2012	ATM Project Team	valid
	- ensure that the AIM System accepts and disseminates all aircraft capabilities and flight intent to ATM System as prescribed by the PANS-ATM provisions	2009 - 2012	ATM Project Team	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	ATM Project Team & Head AIS	valid
	- Awareness phase. Inform all AIS & ATC personals about the new ICAO FPLs Form	April 2012	Head AIS	valid
	- Coordinate with Users, both Military and Civil about New ICAO FPL Forms	May 2012	Head AIS Military Coordination Team	valid
	- Determine a date for transition run	July 2012	Head AIS	valid
	- Validation of AIDC application in compliance with FPL Form 2012	August 2012	ATM Project Team & Head AIS	valid
	- Safety Assessment	October 2012	SMS Manager	valid
	- Perform a trail test on one of the stations before going country wide	April 2012	Head AIS	valid
	- internal testing on all Stations	June 2012	Head AFTN & COM	valid
	- external testing and transition into operation (Neighboring State)	1 April to 30 June 2012	Head AFTN & COM	valid
	- Regional Testing with Karachi	July 2012	Head AFTN & COM	valid
	- airspace users validation and filling of NEW FPLs (KAC, JZR ,,and AC Kuwait registration)	1 July to 14 November 2012	Head AFTN & COM	valid
	- Training phase. Ensuring all Briefing Offices & air traffic	Nov 2012	Head AIS	valid

Strategy Short term (2010-2012) Medium term (2013 - 2016)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	controllers, are adequately trained and aware of the expected changes.			
	- inform the ICAO regional offices on post implementation	On-going - Dec 2012	Head AIS	valid
linkage to GPIs	GPI/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

IMPLEMENTATION OF THE NEW ICAO FPL FORM

Sultanate of Oman

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 advance 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 is under process and FITS will be update in May 2012.

Proposed Metrics

- software and hardware will be installed on 19th of May 2012
- training will start from 21st to 23rd of May 2012

Strategy
Short term (2010-2012)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	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	INFPL SG States	Done
	assign focal point to ICAO and form and internal nucleus team	2009 - 2010	State	Done
	Planning and implementation of transition Strategy	2009 - 2012	INFPL SG	Done
	ensure that enabling regulatory	2009 - 2012	State	

	(regulations procedures, AIP Etc...) provisions are developed			Valid
	Develop Regional contingency plans	July 2012	State	Valid
	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	May 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	2009-2012	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	State	valid
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	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	25th May to 24th July 2012	States	valid
	external testing	25th July to 14th August 2012	States	valid
	Testing with Bahrain and UAE	July	States	valid
	Testing with India and Pakistan	August	States	valid
	Testing with Yemen	September	States	valid
	airspace users testing	15th August to 14th November	States and users	valid

		2012		
	To ensure all Briefing officers and ATC controllers are adequately trained.	21st to 23rd of May	States	valid
	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			

IMPLEMENTATION OF THE NEW ICAO FPL FORM STATE OF QATAR	
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
Proposed Metrics:	• number of Airlines meeting the deadline for implementation of the ICAO new FPL provisions • number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of FPLs in the Error Queue in the AIM System.

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

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	• Studying present system and assess its capability.	2009-2010	IT	Completed
	• assign focal points to ICAO and form and internal team	2009 - 2010	Director Air Navigation	Completed
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	Head AIS	valid
	• Allocating sufficient funds	2011	Director Air Navigation	Completed
	• ensure that the automation and software requirements of ATM systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	SELEX Project Manager	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	Head AIS	valid
	• Procure the software.	March 2012	Head AIS	Valid

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• Develop a national contingency plan to ensure seamless transition with no loss of service.	NOV 2011	Head AIS	Done
	• Install the Software in all Briefing Units	April 2012	Head AIS	valid
	• ensure that the AIM System accepts and disseminates all aircraft capabilities and flight intent to ATM System as prescribed by the PANS-ATM provisions	2009 – 2012	SELEX Project Manager	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	SELEX Project Manager & Head AIS	valid
	• Awareness phase. Inform all AIS & ATC personals about the new ICAO FPLs Form.	April 2012	Head of Training	valid
	• Determine a date for transition run	July 2012	Head AIS	Valid
	• Safety Assessment	October 2012	SMS Manager	Valid
	• Perform a trail test on one of the stations before going country wide.	April 2012	Head AIS	Valid
	• internal testing on all Stations	June 2012	Head AIS	valid
	• external testing and transition into operation (Neighboring State)	1 April to 30 June 2012	Head AIS	valid
	• Regional Testing with Singapore	July 2012	Head AIS	Valid
	• airspace users validation and filling of NEW FPLs (GFA, BAB ,,and AC Bahrain registration)	1 July to 14 November 2012	Head AIS and users	valid
	• Training phase. Ensuring all Briefing Offices & air traffic controllers, are adequately trained and aware of the expected changes.	October 2012	Head AIS & Head of Training	valid

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• inform the ICAO regional offices on post implementation	On-going - Dec 2012	Head AIS	valid
linkage to GPIs	GPI/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE

ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM Saudi Arabia				
Benefits				
Environmental **Efficiency** **Safety**	• 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 • 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 - 2012)**				
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.	**Mid - 2013**	**SED/ATM**	**Ongoing**
	(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS.	**Mid – 2013**	**SED/ATM**	**Ongoing**
	(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	**Mid - 2013**	**SED/ATM**	**Ongoing**
	(d) Dammam new APP Thales – as for Jeddah/Riyadh systems above.	**Mid - 2013**	**SED/ATM**	**Ongoing**
	(e) Liaise with Performance Based Navigation (PBN) Implementation Group to	**Done**	**Performance Based IMPL. Group**	**Ongoing**

	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.	**Mid - 2013**	**SED/ATM**	**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. Change to CADAS	**APR - 2012** **DONE**	**SED/AT** **SED/AT**	**Ongoing** **Ongoing**
3. RSAF	Advise RSAF of the requirements of Amendment 1.	**DONE JAN - 2011**	**ATM**	**Completed Latent FDP system**
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. **(b)** Other airlines – no action required except for those who make use of the AIT application.	**NOV 2011** **APR - 2012**	**SAUDIA/SED/AT** **Airline Ops/SED/ AT**	**Ongoing Testing etc** **Ongoing Terminals to change to CADAS**
5. Documentation	**(a)** KSA AIP – Check and confirm any changes.	**MAY 2012**	**ATM/AIS**	**Ongoing**

	(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.	**MAY 2012** **MAY 2012** **DONE FEB 2012** **MAY 2012**	**ATM** **ATM/ATS Centers** **ATM/AT Section** **ATM/AT Section**	**Ongoing** **Ongoing** **Yet to be distributed** **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.	**DONE 2010 - 2011**	**ATM/AT Section**	**Complete**
7. Testing	(a) Internal Testing (b) External Testing (c) User Testing	**2010 – JUN 2012** **1 APR – 30 JUN 2012** **1 JUL – 14 NOV 2012**	**ATM/AT/SED/ System Vendor** **ATM/SED (System Vendor?)** **Airline Opr./ATM/ SED**	**Ongoing** **Ongoing** **Ongoing**
8. KSA Contingency Plan (KSA INFPL Implementation Plan)	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	**1 JUL – DEC 2011**	**KSA INFPL Group**	**Completed**
9. Safety Assessment	Safety and Quality Assurance Dept. involved as required by Annex 11.	**JUL – 2012**	**Safety & Quality Assurance Dept.**	**Ongoing**
10. Removal of redundant software: **(a) ATM** **(b) Message Systems**	May not be a problem as new software will directly replace present. AIDA-NG CADAS	**Mid - 2013** **Not Known During 2013**	**SED/ATM**	**Ongoing**

1.1.2 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

IMPLEMENTATION OF THE NEW ICAO FPL FORM United Arab Emirates - ACC	
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
Proposed Metrics:	• number of Airlines meeting the deadline for implementation of the ICAO new FPL provisions • number of States meeting the deadline for implementation of the ICAO new FPL provisions • number of FPLs in the Error Queue in the AIM System.

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

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	• Studying present system and assess its capability.	2009-2010	Executive Director Air Navigation Services	Completed
	• assign focal points to ICAO and form and internal team	2009 - 2010	Executive Director Air Navigation Services	Completed
	• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed	2009- 2012	Director ATM	valid
	• Allocating sufficient funds	2010	Director General	Completed
	• ensure that the automation and software requirements of ATM systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	Director ATM	Completed
	• 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	Director ATM	Completed

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	• Procure the software.	January 2010	Executive Director Air Navigation Services	Completed
	• Develop a national contingency plan to ensure seamless transition with no loss of service.	NOV 2011	Director ATM	Completed
	• Install the Software in relevant Briefing Units	January 2011	Head of Research and Dataset	Completed
	• ensure that the message switch accepts and disseminates all aircraft capabilities and flight intent to ATM System as prescribed by the PANS-ATM provisions	2009 – 2012	Director ATM	Completed
	• 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	Head of Research and Dataset	valid
	• Determine a date for transition run	July 2012	Director ATM	Valid
	• Safety Assessment	February 2012	Manager Safety & Quality	Valid
	• Perform a trial test on one of the stations before going country wide.	September 2010	Head of Research and Dataset	Completed
	• internal testing with relevant Stations	June 2012	Head of Research and Dataset	valid
	• Tests with neighboring country – Qatar CAA	February 2012	Head of Research and Dataset	Completed
	• Inter-regional tests – Pakistan CAA	February 2012	Head of Research and Dataset	Completed
	• Oceanic tests – Eurocontrol	February 2012	Head of Research and Dataset	Completed
	• airspace users validation and filling of NEW FPLs (National carriers)	01 March to 30 June 2012	Head of Research and Dataset	valid
	• Training phase. Ensuring relevant all Briefing Offices, Flight Data Operators & Air Traffic Controllers, are	June 2012	Head of Research and Dataset	valid

Strategy *Short term (2010-2012)* *Medium term (2013 - 2016)*				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
	adequately trained and aware of the expected changes.			
	• inform the ICAO regional offices on post implementation	On-going - Dec 2012	Director ATM	valid
linkage to GPIs	GPI/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT

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GUIDANCE FOR IMPLEMENTATION

TABLE OF CONTENT

MID REGION INFPL GUIDANCE FOR IMPLEMENTATION

1. Background

1.1 Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, this regional guidance material has been developed by MIDANPIRG's MID ICAO New Flight Plan and ATS Messages Study Group (INFPL SG).

1.2 MID States and Air Navigation Service Providers (ANSPs) are encouraged to use this material as general implementation guidance for the ICAO 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 INFPL SG 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 MID 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 MID 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 INFPL SG 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 INFPL SG for application in the MID 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 MID Region *Strategy for the Implementation of NEW ICAO Flight Plan Format and Supporting ATS Messages*, comprising the following phases:

- **Phase 1** - software delivery and internal testing
  - 1 January to 31 March 2012,
- **Phase 2**– ANSP 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, in so far 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 supplement and/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).

3.5 The INFPL SG/4 meeting developed a comprehensive testing cases and scripts, which can be used by MID States to validate their new/upgraded systems. Further the INFPL SG/4 meeting developed and agreed on testing schedule which MID states and users are required to adhere to.

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

4.1 The Amendment 1 provisions enable flight plans to be filed 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 MID 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 MID 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 INFPL SG have been unable to identify required operational circumstances in the MID Region where FPL filing earlier than 24 hours was necessary to meet the medium term needs of States. A similar situation is reported by IATA in respect to MID operators.

4.5 Discussions during the INFPL SG meeting highlighted the difficulties being experienced by many States in terms of civil aviation funding. In the case of the 120 hour filing 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 MID 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 filing 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 filing should be considered in terms of the impact of neighboring airspaces not accepting 120 hour filing, particularly in relation to AIDC configuration.

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) 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’ nonstandard 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.
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 MID states either automatically:

a) remove on reception any non-standard indicators not approved for use in MID 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 MID States.

6.2 Some States 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 States. 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 in these columns		**Converts to PRESENT data in these columns**	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
N		N	
S		S	(refer para 5.4)
SF		S	(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
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
R	PBN/L1	RZ	NAV/RNP4 L1
R	PBN/O1	PRZ	NAV/RNP1O1
R	PBN/O2	PRZ	NAV/RNP1O2
R	PBN/O3	PRZ	NAV/RNP1O3
R	PBN/O4	PRZ	NAV/RNP1O4
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 in these columns		**Converts to PRESENT data in these columns**	
Field 10a	**Item 18**	**Field 10a**	**Item 18**
N		N	
A		A	
C		C	
E		SD	COM/E
H		S	COM/H
I		I	
L		SD	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/>
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 INFPL SG 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 MID 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.

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

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

The DLA message 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 neighboring states.

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12. MID Region Testing Schedule

MID REGION TESTING SCHEDULE

State	Software/ Hardware Delivery Before 31 March 2012	Internal Testing Before 31 March 2012	External Testing 1 April to 30 June 2012		Airspace Users Testing 1 July to 14 November 2012		Inter-Regional Testing		Type of Solution Converter or Upgrade	Date of Acceptanc of Both Present and New Format	Remarks
			State	Date	User	Date	State	Date			
Bahrain	Done	1 April 2012	UAE Qatar Kuwait Iran Saudi Arabia	15 Apr 16 Apr 3 Jun 15 May	GF Bahrain Air	20 Apr 25 Apr	Singapore	1 June	both	1 July	
Egypt	1 - May	30 May	Saudi Arabia Sudan Jordan Libya	10 June 30 June 17 June 25 June	Egypt Air Sama Airlines Air Cairo Express	15 Aug 15 Sep 20 Sep	Athens Israel Cyprus	Sep Sep Sep	Converter	1 July	Only converter will be installed
Iran											
Iraq	1 April	15 April	Kuwait Jordan	20 June October	Iraqi airways	August			Upgrade	Sep	
Jordan	1 May	1January	UAE Egypt Saudi Syria Iraq	March 17 June 20 June October	RJA, SITA, Royal Falcon, Jordan Aviation	July July July July	Eurocontrol Israel Cyprus	20 Feb July July	Both	July	Converter will be used for the backup ATM system

State	Software/ Hardware Delivery Before 31 March 2012	Internal Testing Before 31 March 2012	External Testing 1 April to 30 June 2012		Airspace Users Testing 1 July to 14 November 2012		Inter-Regional Testing		Type of Solution Converter or Upgrade	Date of Acceptanc of Both Present and New Format	Remarks
			State	Date	User	Date	State	Date			
Kuwait	31 March	15 April	Bahrain Iraq Qatar	Jun October 17 June	KUA Aljazeer	August August	Pakistan	Aug	Both		
Lebanon											
Libya											
Oman	19 - May	25 - May	UAE Bahrain Yemen Iran	25 July July Sept Sept	Oman Air	15 July	Mumbai Karachi	August August	Upgrade	Sep 2012	
Qatar	31 March	31 March	UAE Bahrain Kuwait	23 Feb 16 April 17 June	Qatar airways Amiri	15 April 20 April			Both	1 July	
Saudi Arabia	31 March 2012	June	Jordan Egypt Bahrain Yemen Sudan	20 Jun 27 Jun 25 Jun	SVA, Nas Aramco, Arabasc Jet Aviation Rabeg wings	July July July July July July Sep	Addis Abba	July		1 August	
Sudan	May 2012										

State	Software/ Hardware Delivery Before 31 March 2012	Internal Testing Before 31 March 2012	External Testing 1 April to 30 June 2012		Airspace Users Testing 1 July to 14 November 2012		Inter-Regional Testing		Type of Solution Converter or Upgrade	Date of Acceptanc of Both Present and New Format	Remarks
			State	Date	User	Date	State	Date			
Syria											
UAE	30 Septembr 2010	30 September 2010	Qatar Bahrain Iran Oman Jordan	23 Feb 15 April 25 July March	Etihad Emirates	Feb Mar	Eurocontrol Pakistan	20-24 Feb 12 22 Feb 12	Upgrade + Converter	01 July	
Yemen			Saudi Arabia Oman	Sept Sept	Yemenia	Oct					

ICAO New Flight Plan Format
Test cases and Script

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Table of Contents

1. Introduction

Amendment 1 to edition 15 of DOC 4444 defines a number of changes to the standard items of a flight plan which affect the flight plan data and its validation. Since the items in question (items 7, 8, 10a, 10b, 13, 15, 16 and 18) are used in other ICAO flight-related messages as well as FPL messages, the format of these messages also changes.

The objectives of these changes are to:

- Mandate the inclusion of DOF in each flight plan filed more than 24 hours in advance of its EOBT;
- Allow flight plans to be filed up to 5 days in advance;
- Remove ambiguities in the way that CHG, DLA and other subsidiary messages relate to the flight to which they pertain;
- Allow more detailed specification of the equipment levels, status and other attributes of a flight;
- Systematize the permissible entries in item 18 of a flight plan;
- Provide enhanced editorial instructions for an operator filing flight plan messages.

Those changes impact the functionality of systems in place that handle flight plan and related messages, software/hardware upgrade is required to adapt those requirements, additional solution may be used as an alternative for upgrade in certain cases.

MID States take necessary measures to ensure its readiness to make the implementation date, 15th of Nov, 2012. A national transition timeline was setup to be in line with the regional transition strategy, different types of Testing were defined, and this test plan was developed to meet the functional specifications to comply with ICAO NEW Flight Plan format requirements.

2. Test Script Objectives

This Test script to be used by MID States to test the INFPL affected System supports the following objectives:

- Perform through testing on all System affected by the implementation of INFPL
- Define testing scripts to ensure that the INFPL handling automation remains to the greatest possible extent.
- Communicate to all responsible parties the results of test to take appropriate actions
- Assist States in testing their system before and after upgrade.

3. References:

[1] Amendment 1 to the 15th edition of DOC 4444
[2] MID Region strategy for the Implementation of ICAO New Flight Plan Format and supporting ATS messages.
[3] 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) Now adopted by MID Region too
[4] United States EXCEL based spreadsheet tool.
[5] INFPL SG3 Report

4. Terminology

- **PRESENT** Flight Plan is defined as ICAO flight planning and ATS message format currently in use as specified in DOC 4444, 15th Edition.

- **New** Flight Plan is defined as ICAO flight planning and ATS message format currently in use as specified in Amendment 1 to DOC 4444, 15th Edition.

5. Test scripts use

The test script consists of a series of different tests that will fully exercise the INFPL affected systems. The primary purpose of these tests is to uncover the systems limitations and measure its full capabilities. A list of the various planned tests and a brief explanation follows below.

1. User Acceptance Test

Once any of the affected systems upgrade/ installation is ready for implementation, the project team will perform User Acceptance Testing. The purpose of these tests is to confirm that the system is developed according to the specified user requirements and is ready for operational use. This test will include also scenarios to test the compliance with INFPL functional specifications.

2. Internal Test

Conformance testing will be carried between all local systems. [4] Defined different categories of systems according to its role in handling FPL as described in part (6) of this document.

3. ANSPs External Test

Various test scripts will be performed to ensure that all adjacent states can accept and disseminate "new Flight plan and associated ATS message formats.

4. Airspace users Test

The Airspace users are one of the stakeholders of ICAO New flight plan format messages, an intensive tests will be performed to ensure their capability to file FPL in a new format.

6. Environment Requirements

ICAO New flight plan format team has performed the Impact study and identify the affected systems that need further upgrade or replacement.

6.1 Flight Plan Composer

It can be defined as an individual or organization that files an FPL or related ATS message, certain test cases were developed to this type of system/ subsystem:

- AFTN Terminal/ ATS
- Compose window on ATM system
- Compose function at the Intervention position
- Compose function at FPL Briefing Offices

6.2 Flight Planning Service

A system that electronically sends an FPL or related ATS message over AFTN to an FDP (e.g., flight services organizations, commercial services, etc.)

6.3 Flight Data Processing

A system that accepts and processes an FPL or related ATS message for ATC purposes, like:

- FDP of ATM system

6.4 Flight Data User

A system that receives data from FDP systems which has been derived from an FPL or related ATS message, but does not directly receive FPLs or related ATS messages, a stripe printer or billing system are examples of such system.

6.4 INFPL Converter

- 1 April to 30 June 2012 – ANSPs external testing and implementation; and
- 1 July to 14 November 2012 – airspace

7. Test Schedule

▪ Software delivery and User Acceptance Test	Before 31 March 2012
▪ Internal Test	Before 31 March 2012
▪ ANSPs External Testing	1 April – 30 June 2012
▪ Airspace Users Testing	1 July – 14 November 2012

8. Control Procedures

This will differ between each State, however it is recommended to follow common procedure described below

8.1 Reviews

The project team will perform reviews for each Phase. (Test Plan Review, Test Case Review and Final Test Summary Review).

8.2 Defect Review meetings

Regular meetings will be held to discuss reported defects. The INFPL project manager will provide status/updates on all defects/enhancement reported to the director.

9. Functions to Be Tested

The following is a list of functions that will be tested:

- ✓ Handling/Compose FPL includes New Alphanumeric code in item 10 and item 18
- ✓ Handling/Compose FPL includes Invalid Alphanumeric code in item 10
- ✓ Perform Consistency check between item 10 and item 18
- ✓ Perform Coherence check in item 10
- ✓ The order of Item 18 indicators
- ✓ Handling FPL includes Non standard Item 18 indicators
- ✓ Handling/Compose FPL includes Date of Flight (DOF)
- ✓ Conversion from New to Current format
- ✓ Management of messages on queue.
- ✓ Handling of erroneous FPL.
- ✓ Verification of corrected FPL.

- ✓ CHG, CNL, DLA for FPL on queue
- ✓ Retrieval of all message types (sent, received, corrected, rejected)

A Requirements Validation Matrix will "map" the test cases back to the requirements.

10. Resources and Responsibilities

The Test Lead and Project Manager will determine when system test will start and end. The Test lead will also be responsible for coordinating schedules, equipment, & tools for the testers as well as writing/updating the Test Plan, Weekly Test Status reports and Final Test Summary report.

10.1 Resources

The test team will consist of:

- A Project Manager
- A Test Lead (INFPL Focal Point)
- 3 Testers
- INFPL Team

10.2 Responsibilities

Project Manager	Responsible for INFPL Project schedules and the overall success of the project.
Test Lead	Ensures the overall success of the test cycles. He/she will coordinate meetings and will communicate the testing status to the project team.
Testers	Responsible for performing the actual system testing.

11. Deliverables

Deliverable	Responsibility	Completion Date
Develop Test cases	Test Lead /Team members	-/-/2012
Test Case Review	Test Lead, Project manager, Testers Team members	-/-/2012
Requirements Validation Matrix	Test Lead Team members	-/-/2012
Execute tests	Testers & Test Lead Team members	-/-/2012
Complete Defect Reports	Everyone testing	On-going
Document and communicate test status/coverage	Test Lead Team members	------
Execute User Acceptance tests	The project team of each system of INFPL environment	-/-/2012

12. Documentation

The following documentation will be available at the end of the test phase:

- Test Plan
- Test Cases
- Test Case review
- Requirements Validation Matrix
- Defect reports
- Final Test Summary Report

13. Test Cases

13.1 Flight Plan Composer

Its anticipated that there will be high number of rejected messages in the first period of implementation, a thorough testing for the FPL Composer has a significant impact to mitigate the number of erroneous flight plan and thus decreases rejected messages.

13.1 New Alphanumeric code in item 10

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TSTXXX
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains E1 and J4 in Item 10a.
Test Data	(FPL-TST111-IS -B738/M-SE1J4/S -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Accept New alphanumeric code (Item 10a)**
Test Number	TSTXX2
Reference	[1] [3] In the new format of ICAO Flight Plan the alphanumeric P1-P9 is reserved, the FPL filer should be able to file these items.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains P2 in item 10a.
Test Data	(FPL-TST112-IS -B738/M-SP2/S -OJAI0902 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0112 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Accept New alphanumeric code (Item 10b)**
Test Number	TSTXX3
Reference	[1] The new format of ICAO Flight Plan includes new letters in item 10b plus letter-digit combinations.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains E, D1 and B2 in item 10a.
Test Data	(FPL-TST113-IS -B738/M-SJ2/ED1B2 -OJAI0903 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0110 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The Software accepts the new indicator. 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.2 Invalid Alphanumeric code in item 10

Test Criteria	**Invalid Alphanumeric code in item 10a**
Test Number	TSTXV1
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST121-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The Software rejects filing the flight plan 2. The error is highlighted. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Invalid Alphanumeric code in item 10b**
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10b.
Test Number	TSTXV2
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains invalid letter F and D2 in item 10b.
Test Data	(FPL- TST122-IS -OJAI0805/M-SE1HYWJ2/FD2 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.3 Coherence check in item 10

Test Criteria	Coherence check in item 10b
Test Number	TSTXB1
Reference	[1] [3] Maximum one entry is expected for SSR Mode A.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains B1 and B2 in item 10b.
Test Data	(FPL-TST131-IS -B738/M-SP2/SB1B2 -OJAI0906 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0116 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TSTXB2
Reference	[1] [3] Maximum one entry is expected for SSR Mode C.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains H and I in item 10b.
Test Data	(FPL-TST132-IS -B738/M-ADE3V/HIB1 -OJAI0907 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0117 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TSTXB3
Reference	[1] [3] Maximum one entry is expected for each ADS-B link.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains B1, B2, V1 and V2 in item 10b.
Test Data	(FPL-TST133-IS -B738/M-ADE3V/HB1B2V1V2 -OJAI0908 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0118 HELX -DOF/120201 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error by the highlighting or a pop-up message. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.4 Coherence check between item 10 and 18

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXA1
Reference	[1] Letter G is used in item 10a to indicate GNSS capability equipage, the type of external augmentation should be specified in item 18 following the indicator NAV/
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains G in item 10a.
Test Data	(FPL-TST141-IS -B738/M-ADE3V/HB1V1G1 -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator NAV/ should be included in item 18. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXA2
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/B2 in item 18.
Test Data	(FPL-TST142-IS -B738/M-ADE3V/HB1V1G1 -OJAI1102 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01112HELX -PBN/ B2 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator G should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Coherence check between item 10a and item 18**
Test Number	TSTXA3
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/C1 in item 18.
Test Data	(FPL-TST143-IS -B738/M-AE3V/HB1V1G1 -OJAI1103 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01113 HELX -PBN/C1 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicators DI should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXA4
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains PBN/D3 in item 18.
Test Data	(FPL-TST144-IS -B738/M-AE3V/HB1V1G1 -OJAI1104 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01114 HELX -PBN/D3 DOF/120202 EET/HECC0025)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error that the indicator D should be included in item 10a. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXA5
Reference	[1] [3] The STS/ NONRVSM indicator will be used in new flight plan format to notify the intention of operation of NONRVSM flight into RVSM airspace.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that contains STS/NONRVSM in item 18 and W in item 10a.
Test Data	(FPL-TST145-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/ NONRVSM EET/HECC0028 HLLL0215 REG/JYAIA SEL/ADQS DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The Software rejects filing the flight plan 2. The user is advised about the error, that W in item 10a and STS/NONRVSM are mutually exclusive entries. 3. Message is not sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.5 The order of Item 18 indicators

Test Criteria	The Order of Item 18 indicators
Test Number	TSTXA6
Reference	[1] Amendment 1 mandates using of indicators in item 18 in a defined order.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that includes the following indicators: EET/ REG/ SEL/ DOF/
Test Data	(FPL-TST151-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -EET/HECC0028 HLLL0215 SEL/ADQS REG/JYAIA DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The Software should file the flight plan in correct order DOF/ REG/ EET/ SEL/ RMK/ 2. Message is sent.
Observed Result	
Status (Pass/Failed/Retest)	

13.1.6 Date of Flight

Test Criteria	The Order of Item 18 indicators
Test Number	TSTXA7
Reference	[1] [2] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. Select filing FPL in new format. 2. From test terminal A send a FPL message to test terminal B that includes the date of flight indicator in item 18 DOF/"current day + 3"
Test Data	(FPL-TST161-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The flight plan should be sent immediately.
Observed Result	
Status (Pass/Failed/Retest)	

13.2 Flight Data Processing (FDP)

13.2.1 New Alphanumeric code in item 10

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TSTXC1
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message containing E1 and J4 in Item 10a to the FDP.
Test Data	(FPL-TST211-IS -B738/M-SE1J4/S -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the new indicator. 2. Message is displayed and processed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Accept New alphanumeric code (Item 10a)
Test Number	TSTXC2
Reference	[1] [3] In the new format of ICAO Flight Plan the alphanumeric P1-P9 is reserved, the FPL filer should be able to file these items.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message that contains P2 in item 10a to the FDP (ATM system)
Test Data	(FPL-TST212-IS -B738/M-SP2/S -OJAI0902 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0112 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the flight plan. 2. The flight plan is processed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Accept New alphanumeric code (Item 10b)**
Test Number	TSTXC3
Reference	[1] The new format of ICAO Flight Plan includes new letters in item 10b plus letter-digit combinations.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains E, D1 and B2 in item 10a.
Test Data	(FPL-TST213-IS -B738/M-SJ2/ED1B2 -OJAI0903 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0110 HELX -DOF/120203 EET/HECC0025)
Expected Result	1. The FDP accepts the flight plan. 2. The flight plan is processed
Observed Result	
Status (Pass/Failed/Retest)	

13.2.2 Coherence check between item 10 and item 18

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXD1
Reference	[1] Letter G is used in item 10a to indicate GNSS capability equipage, the type of external augmentation should be specified in item 18 following the indicator NAV/
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains G in item 10a and don't include indicator GNSS/ in item 18
Test Data	(FPL-TST221-IS -B738/M-ADE3V/HB1V1G1 -OJAI0901 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0111 HELX -DOF/120202 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan, And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1. The message is rejected. And 2. The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXD2
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to ATM system (FDP) that contains PBN/B2 in item 18 and don't include G in item 10a
Test Data	(FPL-TST222-IS -B738/M-ADE3V/HB1V1G1 -OJAI1102 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01112HELX -PBN/ B2 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan. And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1. The message is rejected., And 2. The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXD3
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1.The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains PBN/C1 in item 18 and don't include DI in item 10a.
Test Data	(FPL-TST223-IS -B738/M-AE3V/HB1V1G1 -OJAI1103 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01113 HELX -PBN/C1 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXD4
Reference	[1] [3] The PBN/ indicator in item 18 convey the navigation capability with respect to accuracy and type of navigational equipment is used to achieve that capability.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains PBN/D3 in item 18 and don't include item D in item 10a
Test Data	(FPL-TST224-IS -B738/M-AE3V/HB1V1G1 -OJAI1104 -NO45F360 QTR2D QTR R652 METSA W733 -HECA01114 HELX -PBN/D3 DOF/120203 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check between item 10a and item 18
Test Number	TSTXD5
Reference	[1] [3] The STS/ NONRVSM indicator will be used in new flight plan format to notify the intention of operation of NONRVSM flight into RVSM airspace.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains STS/NONRVSM in item 18 and W in item 10a
Test Data	(FPL-TST225-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/ NONRVSM EET/HECC0028 HLLL0215 REG/JYAIA SEL/ADQS DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency between item 10 and 18. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10 and 18)
Observed Result	
Status (Pass/Failed/Retest)	

13.2.3 Invalid Alphanumeric code in item 10

Test Criteria	Invalid Alphanumeric code in item 10a
Test Number	TSTXE1
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST231-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1.The Flight plan should be rejected, And 2.The originator is notified automatically about the rejection reason : Invalid Alphanumeric in Item 10a
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Invalid Alphanumeric code in item 10b
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10b.
Test Number	TST232
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains invalid letter F and D2 in item 10b.
Test Data	(FPL- TST232-IS -OJAI0805/M-SE1HYWJ2/FD2 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1.The Flight plan should be rejected, And 2.The originator is notified automatically about the rejection reason : Invalid Alphanumeric in Item 10b
Observed Result	
Status (Pass/Failed/Retest)	

13.2.4 Coherence check in item 10

Test Criteria	Coherence check in item 10b
Test Number	TSTXF1
Reference	[1] [3] Maximum one entry is expected for SSR Mode A.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains B1 and B2 in item 10b.
Test Data	(FPL-TST241-IS -B738/M-SP2/SB1B2 -OJAI0906 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0116 HELX -DOF/120204 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TSTXF2
Reference	[1] [3] Maximum one entry is expected for SSR Mode C.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that contains H and I in item 10b.
Test Data	(FPL-TST242-IS -B738/M-ADE3V/HIB1 -OJAI0907 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0117 HELX -DOF/120201 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Coherence check in item 10b
Test Number	TSTXF3
Reference	[1] [3] Maximum one entry is expected for each ADS-B link.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system that contains B1, B2, V1 and V2 in item 10b.
Test Data	(FPL-TST243-IS -B738/M-ADE3V/HB1B2V1V2 -OJAI0908 -NO45F360 QTR2D QTR R652 METSA W733 -HECA0118 HELX -DOF/120201 EET/HECC0025)
Expected Result	Either (A) : 1. The FDP should accept the Flight plan., And 2. The ATC should be notified about the inconsistency in item 10b. OR (B): 1.The message is rejected, And 2.The originator is notified automatically about the rejection reason : inconsistent flight plan (Item 10b)
Observed Result	
Status (Pass/Failed/Retest)	

13.2.5 The order of Item 18 indicators

Test Criteria	The Order of Item 18 indicators
Test Number	TSTXG1
Reference	[1] Amendment 1 mandates using of indicators in item 18 in a defined order.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes the following indicators: EET/ REG/ SEL/ DOF/
Test Data	(FPL-TST251-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -EET/HECC0028 HLLL0215 SEL/ADQS REG/JYAIA DOF/120201 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the Flight plan. 2. The ATM System should be able to process and reorder item 18 indicators.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.6 Date of Flight

Test Criteria	The Order of Item 18 indicators
Test Number	TSTXG2
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes the date of flight indicator in item 18 DOF/"current day + 3"
Test Data	(FPL-TST261-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the FPL. 2. The FPL should be kept on queue until reaches a VSP* prior to the EOBT.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.7 New Indicator in Item 18

Test Criteria	Processing of new indicators in Item 18
Test Number	TSTXG3
Reference	[1] Amendment 1 indicates specific indicators should be used in Item 18.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes STS/HEAD in Item 18
Test Data	(FPL-TST261-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ -STS/HEAD DOF/120201 EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The ATM system should accept the FPL. 2. The FPL should be processed. 3. The ATC should be notified about the reason for special handling case.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.8 Handling of non standard indicators in Item 18

Test Criteria	Handling of non standard indicators in Item 18
Test Number	TST281
Reference	Other ICAO Region indicates their need to use other indicators in Item 18, each ANSP should test the capability of systems in place to handle FPL includes such indicators
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes indicators will be used by other Region in Item 18, like EUR/ RVR/
Test Data	(FPL- TST281-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -DOF/ 120201 EET/ OSTT0011 RVR/350)
Expected Result	1. The ATM system accepts FPL.
Observed Result	
Status (Pass/Failed/Retest)	

13.2.9 Undetermined FPL format.

Test Criteria	Handling of undetermined FPL format
Test Number	TST291
Reference	[1] [3]
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a FPL message to the ATM system (FDP) that includes letters from both formats (current and new), letters M and E, plus J3 in item 10a.
Test Data	(FPL-TST291-IS -A342/H-SHIXWDEMJ3Y/S -OJAI0830 -N0364F080 OSAMA2D SALAM J17 BGN/N0469F300 UH1 PURLA UH1B SUVAS/N0468F320 UL53 KAROL UL995 RDS UL609 MES UG18 FSK UN128 VADIL UL863 SIVLA/N0452F340 UL863 VBA UM19 OBUTI/N0452F340 UM19 MUREG/N0452F340 UM19 GRZ UL604 RELBI UL602 NALAX UL46 REMSI UP6 MIMKU/M080F340 DCT SUNOT/M080F340 DCT 58N020W 59N030W 60N040W 59N050W DCT PRAWN/N0465F360 DCT YDP N356C ROUND/N0471F380 DCT JODEE PAITN2 -KORD1319 KMKE KDTW -DOF/120201 EET/LLLL0011 LCCC0024 LGGG0104 LTBB0126 LGGG0132 LWSS0216 EGGX0555 CZQX0730 CZUL1004 CZYZ1142 KZMP1220 KZAU1246 RMK/RANDOM ATC FPL)
Expected Result	1. The ATM system should reject FPL 2. The originator should be notified about the reason of Rejection: Unknown Flight plan format
Observed Result	
Status (Pass/Failed/Retest)	

13.2.10 Long Message Size.

Test Criteria	Handling of long AFTN message size
Test Number	TST201
Reference	[1] Amendment 1 specified new indicators in Item 18 and it's anticipated that the AFTN message might be longer that the maximum size 2100.
Scenario Description	1. The ATM system (FDP) should be able to receive flight plan in both format simultaneously, if not switch the system to receive FPL in new format. 2. From test terminal A send a long FPL message to the ATM system (FDP) , more that 2100
Test Data	
Expected Result	1. The ATM system should accept FPL, and according to Annex 10, attachment B. 2. The FPL should be handled as following: 2.a The message is truncated, "CHECK TEXT NEW ENDING ADDED" 2.b The message is split into 2 or 3 messages 2.c The message received as it is.
Observed Result	
Status (Pass/Failed/Retest)	

13.3 FPL converter

13.3.8 Conversion from New to Current format

Test Criteria	Conversion from New to Current Format
Test Number	TST311
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST311-IS -A342/H- ACDHIKLORTUV/A -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK - STS/ATFMX PBN/A1 DOF/120201 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC DLE/WAY0030 WAY20130 OPR/RJ RIF/RIFTEXT RMK/TEST)
Expected Result	1. The INFPL converter should convert the FPL as following: (FPL- TST311-IS -A342/H- CDHIKLORTUVZ/A -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -STS/ATFMEXEMPTAPPROVED NAV/GBAS RNAV10 RNP10 A1 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC OPR/RJ RIF/RIFTEXT RMK/DLE/WAY0030 WAY20130 TEST PBN/A1)) 2. The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Conversion from New to Current Format
Test Number	TST312
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST312-IS -B757/M-E1FGP1R/E -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK - STS/FFR PBN/B2 NAV/GBAS DAT/DATTEXT DOF/120201 REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC)
Expected Result	1. The INFPL converter should convert the FPL as following: (FPL- TST312-IS -B757/M-FGRZ/SD -OJAI0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0045 LCLK -STS/FFR NAV/RNAV5 B2 GBAS COM/FMC WPR ACARS E1 E DATTEXT REG/REG001 EET/OLBA0100 SEL/SELC CODE/123ABC RMK/PBN/B2) 2. The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	Conversion from New to Current Format
Test Number	TST313
Reference	[1] [3] [5]
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL- TST313-IS -C160/M-E2P2RD/H -ZZZZ0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA c -STS/FLTCK PBN/B3 DEP/MAFRAQ DEST/MARKA DOF/120201 REG/REG001 EET/OJAC0100 SEL/SELC CODE/123ABC RMK/TEST)
Expected Result	The INFPL converter should convert the FPL as following: (FPL- TST313-IS -ZZZZ0830 -N0431F240 LOSAR3D LOSAR DCT BUSRA -ZZZZ0830 -STS/FLTCK NAV/RNAV5 B3 COM/DFIS ACARS E2 H DEST/MARKA REG/REG001 EET/OJAC0100 SEL/SELC CODE/123ABC RMK/DEP/MAFRAQ PBN/B3) The Legacy ATM system should accept and process FPL in current format.
Observed Result	
Status (Pass/Failed/Retest)	

13.3.9 Conversion from Current to New format

The flight plan from current to new format is out of scope this document.

13.3.10 Date of Flight (DOF)

Test Criteria	Date of flight (DOF)
Test Number	TST331
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter.
Test Data	(FPL-TST331-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The INFPL converter should accept the FPL. 2. The FPL should be kept on queue until reaches a VSP* prior to the EOBT. 3. The legacy ATM system should receive it VSP prior to EBOT in current format.
Observed Result	
Status (Pass/Failed/Retest)	

13.4 FPL Converter Intervention Position

13.4.1 Handling of erroneous FPL.

Test Criteria	**Invalid Alphanumeric code in item 10a**
Test Number	TST411
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. Select filing FPL in new format on AFTN Terminal A. 2. From test terminal A send a FPL message to the legacy ATM system (FDP) that contains invalid letter J9 in item 10a.
Test Data	(FPL- TST411-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The converter can not the flight plan 2. The flight plan is sent to the manual intervention position. 3. The flight plan can be displayed and highlighted the error "J9" with advice to the operator "Invalid indicator"
Observed Result	
Status (Pass/Failed/Retest)	

13.4.2 Verification of corrected FPL.

Test Criteria	**Invalid Alphanumeric code in item 10a**
Test Number	TST421
Reference	[1] The new format of ICAO Flight Plan includes letter-digit combinations in addition to single letters in item 10a.
Scenario Description	1. repeat test TST411 2. correct the error, enter J2 instead of J9 3. click on "verify" button to verify message correction
Test Data	(FPL- TST421-IS -OJAI0804/M-SE1HYWJ9/S -N0431F240 LOSAR3D LOSAR DCT BUSRA -OLBA0044 LCLK -DOF/ 120201 EET/ OSTT0011)
Expected Result	1. The manual intervention position could verify the correction. 2. The flight plan is sent back to the converter. 3. The conversion from New to the current format performed successfully 4. The Legacy ATM system accept and process the Flight plan in current format
Observed Result	
Status (Pass/Failed/Retest)	

13.4.3 Manage FPL messages on queue

Test Criteria	Manage FPL message on Queue
Test Number	TST431
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. From Test Terminal A, select filing FPL in new format. 2. Send a flight plan in new format to the legacy system connected via the INFPL converter. 3. View FPLs on queue 4. Delete the FPL from the queue
Test Data	(FPL-TST431-IS -A342/H-SHIXWYJ3/S -OJAI0830 -N0471F380 QTR2D QTR R652 METSA W733 NWB A791 MENLI A411 CVO A727 AXD A1 BOPED/N0474F370 W725 NANVO/N0474F380 W725 BRN A411 LOSUL/N0474F380 A411 GARUS GARUS1E -HLLT0358 DTTA DTTJ - DOF/"current day + 3" EET/HECC0028 HLLL0215 RMK/TCAS-II 7 -E/0553 P/TBN R/E S/M J/L D/06 370 C SILVER A/GREY)
Expected Result	1. The flight plan should be deleted from the queue. 2. Verify that the legacy ATM system does not receive the flight plan.
Observed Result	
Status (Pass/Failed/Retest)	

13.4.4 CHG, CNL, DLA for FPL on queue

Test Criteria	CHG message
Test Number	TST441
Reference	[1] Amendment 1 allows filing of a flight plan up to 120 hours in advance.
Scenario Description	1. Repeat test TST431 2. Send DLA FPL to the original FPL. 3. Check the time of release of the FPL
Test Data	(DLA-TST431-OJAI1200-HLLT-DOF//"current day + 3")
Expected Result	1. The flight plan should be sent VSP before the new EOBT 2. Verify (1) using retrieval function of sent FPL
Observed Result	
Status (Pass/Failed/Retest)	

13.4.5 Retrieval of all message types (sent, received, corrected, rejected)

Test Criteria	**Retrieval of all message types**
Test Number	TST451
Reference	[1]
Scenario Description	1. Repeat test TST421 2. At the Intervention position, open Retrieval window 3. Execute a command to retrieve all corrected flight plans in last two hours.
Test Data	
Expected Result	Verify that all corrected flight plans are displayed.
Observed Result	
Status (Pass/Failed/Retest)	

Test Criteria	**Retrieval of all message types**
Test Number	TST452
Reference	[1]
Scenario Description	1. Repeat test TST421 2. At the Intervention position, open Retrieval window 3. Execute a command to retrieve all Rejected flight plans in last two hours.
Test Data	
Expected Result	Verify that all Rejected flight plans are displayed.
Observed Result	
Status (Pass/Failed/Retest)	

16. Approvals

Name (Print)	Signature	Date
1.		
2.		
3.		
4.		
5.		

-END-

The following draft AIC template is to assist States in the ICAO European Region to develop Aeronautical Information regarding implementation of FPL 2012. This template is intended for use by States who do not receive the Integrated Initial Flight Plan Processing System (IFPS) service from EUROCONTROL.

Text enclosed in square brackets [TEXT] should be replaced by the information applicable for the State. By default, values appropriate to the planned IFPS transition have been indicated.

This template was developed by the ICAO/Eurocontrol FPL2012 Task Force. It should be amended as required to suit the particular circumstance of each State.

States are reminded of their responsibility, as described in Aeronautical Information Services *(Annex 15 to the Convention on International Civil Aviation) to provide advance notification of significant changes in operating practices that may affect airspace users or air navigation services providers.*

INTRODUCTION

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.

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.

REQUIREMENT

For flights operating within **[STATE]** airspace the following shall apply.

Beginning **[12 November 2012 at 0000 UTC]**, all flight plans for Instrument Flight Rules (IFR) flights, or for flights where a portion of the flight will be completed under IFR, should be filed using the NEW content and format.

Beginning **[12 November 2012 at 0000 UTC]**, all flight plans for Visual Flight Rules (VFR) flights should be filed using the NEW content and format.

Flight plans filed using the PRESENT content and format will continue to be accepted until **[0000 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. Attachment A to this AIC shows the indications within a flight plan that will be used to identify its format as either NEW or PRESENT.

> As of **[15 November 2012 at 0000 UTC]**, **[STATE]** will accept VFR flight plans filed up to **[120]** hours in advance of the Estimated Off-Block Time (EOBT).
>
> *or*
>
> Operators are reminded that **[STATE]** accepts VFR flight plans filed up to **[NUMBER]** hours in advance of the Estimated Off-Block Time (EOBT). This requirement will remain valid after 15 November 2012.

GUIDANCE

If any portion of a flight is planned to take place, or may possibly 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.

Repetitive Flight Plans (RPLs) for the 2012/2013 winter season should be submitted using the NEW content and format. An RPL with a validity period that extends beyond 15 November 2012 will not be accepted in PRESENT 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. To obtain this information reference may be made to the ICAO Flight Plan Implementation Tracking System (FITS) website (http://www2.icao.int/en/FITS/Pages/home.aspx). The applicable Aeronautical Information Publications (AIP) should be consulted for the official notifications provided by States.

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

It should be noted that [STATE] does not receive an Integrated Initial Flight Plan Processing (IFPS) service. Operators are therefore reminded that all flight planning messages should be addressed to the appropriate [STATE] addresses in accordance with the provisions of [STATE] AIP.

Operators are strongly encouraged to always 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 C to this Aeronautical Information Circular describes the changes to the ICAO FPL content and format in detail. 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 – Indications of NEW and PRESENT formats

A flight plan is deemed to be PRESENT format if it contains any of the following indications:

a) In Field 10a : J, M;

b) In Field 10b : D;

c) In STS/ : ATFMEXEMPTAPPROVED, free text i.e. any indication other than those specified;

d) In PER/ : Indications other than A, B, C, D, E, H

A flight plan is deemed to be NEW format if it contains any of the following indications:

a) In Field 10a : 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 : E, H, L, B1, B2, U1, U2, V1, V2, D1, G1;

c) In Item 18 : PBN/, SUR/, DLE/, TALT/

d) In STS/ : ATFMX

e) In DAT/ : characters other than S, H, V, M

f) A CHG, CNL, DLA, DEP messages containing Field 18

If a flight plan contains none of the indications above it qualifies as both NEW and PRESENT and will be treated accordingly

.

AIC Attachment B – 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:

ROUTE 152: 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 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 C– Detailed description of changes to ICAO FPL content and format

[Text highlighted in grey relates to an agreement by the (ICAO) European Air Navigation Planning Group (EANPG) on how to indicate certain information in the flight plan. These indications are only applicable in the ICAO European Region and are subject to the individual decision of each State as to whether or not to adopt them. If a State wishes to adopt these flight planning requirements, the requirement must be explained in the State Aeronautical Information Publication (AIP). In addition, the AIP should list the requirement as a difference to the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444).]

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

When it is necessary to delay a flight over the midnight period, thereby changing the DOF, it is recommended to use a CHG message indicating the modification to both Field 13 (including EOBT) and Field 18 (including DOF). It should be noted that when modifying a field the data for the complete field must be provided and not just the modified elements, this is particularly significant for modifications to Field 18.

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 are 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).*

Note5.— 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 Users Manual and **[reference to the appropriate part of the State AIP. If the State has not adopted this provision, do not include this highlighted text***]:*

a) insert EXM833 following COM/;

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

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:

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 and **[reference to the appropriate part of the State AIP. If the State has not adopted this provision, do not include this highlighted text]**.

COM/ Indicate communications applications or capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual and **[reference to the appropriate part of the State AIP. If the State has not adopted this provision, do not include this highlighted text]**.

DAT/ Indicate data applications or capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual and **[reference to the appropriate part of the State AIP. If the State has not adopted this provision, do not include this highlighted text]**.

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.*

APPENDIX E

MID REGIONAL PERFORMANCE OBJECTIVES
ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM	
Benefits	
Safety	• enhance safety by use of modern capabilities onboard aircraft
Environment	• reductions in fuel consumption and CO_2 emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP
Capacity	• 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 • optimized demand and capacity balancing through the efficient exchange of information
Cost effectiveness	• facilitate utilization of advanced technologies thereby increasing efficiency
	Performance Measurement
Performance Metrics:	• status of implementation of ICAO new FPL provisions • status of updates in the FITS • 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			
ATM Operational Concept Components	**Projects/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	2009 – 2011	INFPL SG States	valid

	Strategy			
ATM Operational Concept Components	**Projects/Tasks**	**Timeframe Start/End**	**Responsibility**	**Status**
	with regard to applicability of service provided by the facility itself or downstream units			
	• ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- 2012	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	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			
ATM Operational Concept Components	**Projects/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/5 RNAV and RNP (Performance-based- navigation, GPI/9 Situational awareness, GPI/16 Decision Support systems and alerting systems, GPI/17 Data link application, GPI/18 Aeronautical Information GPI/21 Navigation systems and GPI/23 Aeronautical radio spectrum.			

- END -