Response to NACC regional issues. March 2012

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Air Navigation Bureau

2012 Flight plan implementation status

15. For item 10a, its maximum length needs to be defined and agreed. Thales informed has allocated 50 characters to this item. ICAO HQ will approach IATA for their suggestions and will advice. One State has settled on 69 characters for item 10 field length.

- **Field 9 + 10a + 10b > 69 characters (line length of AFTN message).**

- *The maximum size of the line, if the aircraft has all the present capabilities of field 10a would be 72 characters (7 for field 9 and 65 for fields 10a and b), 3 above the maximum limit, but how many times this will happen, considering that some capabilities can be considered mutually excusive?*

- *Thales assumption is valid (10b as 17 character and 10a as 50 characters) and is based on the assumption that the aircraft will not have all the boxes described in Item 10.*

- *Global Guidance is: 10b as 17 character and 10a as 50 characters*

16. Concern was raised regarding the FPL form and the division of the field might apply to RPL, also it was suggested to ICAO HQ to consider removing the "/" from the form and to consider adding a subnote using a "*".

The ICAO FPL is a form only and the way to complete the form is in the text of the amendment and states clearly that 10b has a maximum of 20 characters

- *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.*

- *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.*

18.	On the processing of the New Format, cross validation of items 10 and 18 needs to be agreed.
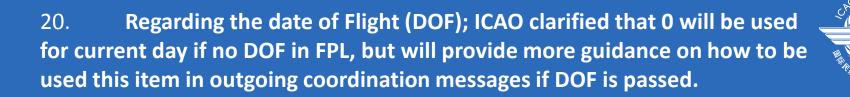
- *There are checks that can be done to ensure PBN/ and Field 10 are consistent.*

- *See the guidance tables.*

- *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.*

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

- *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).*

- *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. See guidance for more detailed explanation.*

- *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.*

- *A number of States will not accept FPL filed more than 24 hrs in advance*

- *Minor differences in translation tables*

- *States should not reject non-standard Item 18 indicators; they will be output following RMK/*

- *States should accept only one transponder descriptor in Item 10b*

NFPL Guidance references.

- Guidance is available on the ICAO NACC website titled:

  " Final FPL guidance material V4''

- Multi regional Issue clarification as discussed at the Vendors conference is available on the ICAO NACC website titled:

  '' Global guidance and clarification''

- Response to NACC issues is available on the ICAO NACC website titled:

  '' Responses to NACC NFPL regional issues in September Seminar''

- Discussion of other issues is available on the FITS website.