

**Twenty Sixth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/26)**

Nadi, Fiji, 1-2 March 2012

Agenda Item 4: AI 19-1 Flight Plan Issues

**STATUS OF FAA IMPLEMENTATION OF AMENDMENT 1 TO
DOC 4444, 15th EDITION (FP2012)**

Presented by the Federal Aviation Administration

SUMMARY

This paper provides a summary of Federal Aviation Administration status relative to the agreed transition steps during implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444).

1. INTRODUCTION

- 1.1 This paper provides information and status on United States (U.S.) progress towards the implementation of Amendment 1 to PANS-ATM, Doc 4444 (FP2012).

2. DISCUSSION

- 2.1 The Federal Aviation Administration (FAA) has participated in various International Civil Aviation Organization (ICAO) regional task forces and adopted the agreed interregional strategy. The transition period is 1 January 2012 through 15 November 2012. The following sections describe FAA plans and status relative to each phase.
- 2.2 **Phase 1 (1 January to 31 March 2012)** – Air Navigation Service Providers (ANSPs) Software Delivery and Internal Testing.
- 2.2.1 Changes required by FP2012 will require corresponding changes to international interface control documents (ICD), notably the North Atlantic (NAT), Pacific (PAC) and North American (NAM) ICDs.
- 2.2.2 The FAA is working with Canada's ANSP, (NavCanada) and Mexican Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) to effect NAM ICD changes in time to effect domestic system changes. Changes have been reviewed and coordinated.

- 2.2.3 The FAA is working with the NAT Implementation Management Group (IMG) to effect requisite changes to the NAT ICD. Changes have been reviewed and coordinated.
- 2.2.4 The FAA agreed to coordinate an effort to effect requisite changes to the PAC ICD. No necessary changes were identified.
- 2.3 **Phase 2 (1 April to 30 June 2012) – ANSPs External Testing and Implementation.**
- 2.3.1 The FAA is working to refine a 2012 Master Test Plan that will coordinate all external testing activities. Testing will be accomplished with each ANSP with which the FAA has an automated interface. The draft test plan currently identifies interfaces to be tested and points of contact to coordinate test schedules/approaches are being developed.
- 2.3.2 The FAA's plan is to conduct tests between offline development systems before testing between operational systems. Initially, operational testing will be done using off-line operational systems. If necessary, some interfaces may be tested using operational systems during low traffic periods.
- 2.4 **Phase 3 (1 July to 15 November 2012) – Airspace Users Testing and Implementation.**
- 2.4.1 The final phase will involve education, offline testing, and live testing with airspace users and flight plan filing services. A master test plan will coordinate all FAA test activities.
- 2.5 The FAA has made guidance to flight plan filers available online at: www.faa.gov/ato?k=fpl. ICAO 2012 information is provided at: www.faa.gov/go/fpl2012. The website includes information on monthly telephone conferences (telcons), the FAA implementation of Amendment 1, and presentations that provide an overview of the changes introduced by Amendment 1. Materials are also available upon request to Ray.Ahlberg@faa.gov.
- 2.6 Flight plan filers are invited to a monthly telcon, where plans are discussed and participants are invited to raise questions and issues. Discussion of the Amendment 1 is now a monthly feature of these telcons and one of the primary means the FAA is using to educate filers and address their questions.
- 2.7 Prior to testing with live FAA systems, users will be provided the opportunity to submit Filed Flight Plans (FPL) and changes in the NEW format to an off-line system for testing. This testing will be scheduled on a per-user basis and spread over the available time period.



- 2.8 The FAA is investigating the possibility of providing format-checking of flight plans, taking advantage of existing systems. This capability would allow filers to “pre-test” their flight plans and catch obvious errors before submitting them. Upon successful completion of offline testing, approved users will be given the opportunity to file the NEW format FPLs with operational systems during prescribed times at a limited number of sites.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note the information provided.