

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE — IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft 			
Strategy				
Short term (2010)				
Medium term (2011 - 2015)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	<i>En-route airspace</i> <ul style="list-style-type: none"> • ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form • ensure that issues related to the ability of FDPS's to pass information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data 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 • ensure that there are no individual State peculiarities or deviations from the flight plan provisions • ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions 	2009-2012		
		2009		
		2009-2012		
		2009		
		2009-2012		
		2012		

BBACG/20 – WP/09
ATTACHMENT A

	<ul style="list-style-type: none"> 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		
	<ul style="list-style-type: none"> 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. establish a central depository in order to track the implementation status and inform the ICAO regional offices on an ongoing basis 	2009-2012		
		2009		
linkage to GPIs	GPI/18 Aeronautical Information			