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GUIDANCE FOR IMPLEMENTATION OF FLIGHT PLAN INFORMATION TO SUPPORT AMENDMENT 1 TO PANS-ATM, DOC 4444, FIFTEENTH EDITION

1. INTRODUCTION

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM ICAO Doc 4444).

1.2. The changes were announced by ICAO on the 25 June 2008 in State Letter 50/2008 and become applicable on 15 November 2012.

1.3. The changes have considerable consequence on ANSP systems. Changes are required to ANSP 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 affect information that is communicated between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of 15 November 2012.

1.4. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not yet changed to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.5. No start date has been given for implementation of the changes to commence, however one reason for the ICAO State Letter on 25 June 2008 was to allow recipients “to begin updating your flight plan data processing systems”. The transition period for the changes is therefore from now until 15 November 2012.

1.6. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however that some coordination will occur.

1.7. 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 by 15 November 2012, as processing via current methods is not assured after that date.

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 applicable date of 15 November 2012.

3. APPLICABILITY

3.1. This guidance applies to airspace users, ANSPs, Planning and Implementation Regional Groups (PIRG). Please 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 15 November 2012.

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 PANS-ATM (Doc 4444) Fifteenth Edition, including message content and submission instructions.

5. FLIGHT PLANNING ENVIRONMENT

5.1. 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 current and new flight plan information and content for a period of time (during the transition).

5.2. Amendment 1 to PANS-ATM (Doc 4444), except for explicitly stating an allowed filing time, contains only changes to content. The changes to content are:

- Change the way aircraft equipage and capabilities are communicated to provide more detail;
- 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.

5.3. The existing 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.

5.4. The existing 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. CURRENT is defined as the present flight planning and ATS message formats as defined in the current version of PANS-ATM (Doc 4444) Fifteenth Edition.

6.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to PANS-ATM (Doc 4444) Fifteenth Edition.

6.3. The transition period is from now until the applicability date of 15 November 2012.

6.4. Guidelines have been developed to allow for concurrent use of both CURRENT and NEW formats by airspace user and ANSP systems during the transition period.

6.5. Guide Line 1: As each ANSP transitions to NEW content, it is essential that they also support CURRENT content until the applicability date of 15 November 2012.

6.5.1. There is no requirement for ANSPs to accept and process CURRENT after the applicability date.

6.5.2. This guideline relates directly to the transition environment in which a segment of airspace users (and ANSPs) do not amend their flight planning systems until the end of the transition period.

6.6. Guide Line 2: 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.

6.6.1. It is anticipated that implementation will occur progressively as each PIRG works with their member States and airspace users to coordinate a regional transition prior to 15 November 2012.

6.6.2. Transition plans should encourage all ANSPs transition to NEW a period of time before 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

6.6.3. Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW content until an ANSP has transitioned. Even then, use of NEW content may be restricted in its application if the flight still involves ANSPs who have not transitioned.

6.7. Guide Line 3: During the transition period and after an ANSP has advised that they can accept NEW flight plans, the determination to file NEW content or CURRENT content with that ANSP is the choice of the airspace user.

6.7.1. 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 the NEW flight plan.

6.7.2. It is intended that all airspace users will file NEW from the applicability date forward, as using CURRENT is not assured after that date.

6.8. **Note: The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.**

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6.9. Guide Line 4 During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that CURRENT flight plan information is filed with ANSPs who have not transitioned.

6.9.1. This can be achieved by the airspace user filing only CURRENT information with all ANSPs (as ANSPs supporting NEW will also support CURRENT during transition).

6.9.2. ANSPs using CURRENT 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) for although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using CURRENT.

6.9.3. The airspace user may choose to file NEW to ANSPs that have transitioned and CURRENT to ANSPs that have not transitioned. However without special transitional procedures, the NEW information would only be useable until the first ANSP along route of flight using CURRENT. This is because the ANSP using NEW will not be able to coordinate NEW information with ANSPs using CURRENT.

6.10. Guide Line 5: To facilitate user decisions on whether to file CURRENT, NEW or a combination of CURRENT/NEW, ICAO will maintain a repository of information on the ICAO website regarding the ability of each ANSP to accept CURRENT or NEW.

6.10.1. This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

6.10.2. 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. An ANSP advising NEW will mean that they can not only receive and process the new information but also coordinate with other ANSPs who have transitioned to NEW.

6.11. Guide Line 6: During the transition period, ANSPs who accept NEW will need to convert flight information to CURRENT format for coordination with adjacent ANSPs who have not transitioned.

6.11.1. It is strongly suggested for consistency that all ANSPs utilize the conversion table provided below so airspace users and ANSPs have a common understanding of how NEW will be converted to CURRENT.

6.11.2. PIRGSs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

6.11.3. There is no intent for CURRENT to be converted to NEW during the transition period.

CONVERSION OF NEW ITEMS 10 AND 18 TO CURRENT

It is strongly suggested that all ANSPs utilize the table below to **convert** NEW flight information in Items 10 and 18 to the CURRENT format for coordination with adjacent ANSPs which only accept CURRENT.

- Completion of some Item 18 items will need to be worked between ANSPs, as noted below.
- CAUTION: Some capability information will be lost during conversion.

	New Form value	Old Form value	
	Field 10	Field 10	Field 18
Com-Nav	N	N	
	S	S	
	A		NAV/GBAS
	B		NAV/LPV
	C	C	
	D	D	
	E1	J	DAT/V
	E2	J	DAT/V
	E3	J	DAT/V
	F	F	
	G	G	NAV/
	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		COM/
	M2		COM/
	M3		COM/
	O	O	
	P1-P9	reserved	
	R	R or RP (Europe)	PBN/ -> NAV/
	T	T	
	U	U	
V	V		
W	When prescribed by ATS		

	New Form value	Old Form value	
	Field 10	Field 10	Field 18
	X	When prescribed by ATS	
	Y	When prescribed by ATS	
	Z	Z	COM/ NAV/ DAT/
Surveillance			
	N	N	
	A	A	
	C	C	
	E	D	
	H	S	
	I	I	
	L	SD	
	P	P	
	S	S	
	X	X	
	B1	D	
	B2	D	
	U1	D	
	U2	D	
	V1	D	
	V2	D	
	D1	D	DAT/S
	G1	D	DAT/S

For Field 18 the conversion table is the following:

	New Form value	Old Form value	
	Field 18	Field 10	Field 18
	STS/xxxx		STS/xxxx
	PBN/Bx	R or RP (in Europe)	
	PBN/Cx		
	PBN/Dx		
	PBN/Lx		
	PBN/Ox		
	PBN/Sx		
	PBN/Tx		
	NAV/		
	COM/		
	SURV/		
	DOF/	Europe	DOF/