Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)

Papeete, Tahiti, 12-14 March 2008

Agenda Item 5: Identify Future Work Programs

En Route Automation Modernization (ERAM) Transition: International Civil Aviation Organization (ICAO) Flight Planning (FPL) for Automatic Application of Preferential Routing in United States (U.S.) Domestic Airspace

Presented by the Federal Aviation Administration

SUMMARY

Effective 5 June 2008, the U.S. will automatically assign preferential routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and the Area Navigation (RNAV) value specified by the user in ICAO FPL Item 18 (Other Information). This change is in preparation for ERAM implementation in all Air Route Traffic Control Center (ARTCC) Host Systems.

1. INTRODUCTION

1.1 ERAM is the largest National Airspace System (NAS) equipment replacement program in Federal Aviation Administration (FAA) history, replacing legacy Host computer processing systems at 20 ARTCCs. First operational use of ERAM is scheduled for October 2008, at the Salt Lake ARTCC.

1.2 ERAM implementation will make the U.S. NAS system ICAO-compliant, using Route ICAO Equipment Eligibility (RIEE) instead of the NAS Flight Plan (FP) for automatic assignment of preferential routes.

2. DISCUSSION

2.1 In preparation for ERAM implementation, the U.S. will implement a change in all ARTCC Host systems on 5 June 2008.

2.2 On 5 June 2008, Host and ERAM will automatically assign preferential routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and the Area Navigation (RNAV) value specified by the user in ICAO FPL Item 18 (Other Information). Users who file a NAS FP will be eligible for the assignment of conventional procedures, only.

2.3 For Item 10 (Equipment), in additional to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, users will need to insert the character “Z”.

2.4 For Item 18 (Other Information), users will need to file their maximum RNAV capability as follows:

2.4.1 Insert "NAV/RNV" followed by one or more of the following flight segment indicators: "D" for departure, "E" for en route, and/or "A" for arrival.

2.4.2 Follow each flight segment indicator with the appropriate RNAV accuracy value of "1" or "2" in accordance with FAA Advisory Circular (AC) 90-100A, *U.S. Terminal and En Route Area Navigation (RNAV) Operations*. An RNAV accuracy value of "1" would be indicated by "D1" or "A1", and RNAV accuracy value of "2" would be indicated by "E2".

2.4.3 For Point-to-Point (PTP) RNAV in accordance with FAA AC 90-45A, *Approval of Area Navigation Systems for Use in the U.S. National Airspace System*, follow the en route flight segment indicator "E" with "99." PTP RNAV eligibility would be indicated by "E99".

2.5 Maximum RNAV capability will be used for the automatic assignment of preferential routing. Some examples are:

2.5.1 "NAV/RNVD1E2A1" would be eligible for automatic assignment of RNAV1 departure and arrival preferential routes, RNAV2 en route preferential routes, and PTP.

2.5.2 "NAV/RNVE2" would be eligible for automatic assignment of RNAV2 en route preferential routes and PTP.

2.5.3 "NAV/RNVE99" would be eligible for PTP RNAV, only.

2.6 These procedures also provide a new capability for users filing an ICAO FPL to suppress application of RNAV procedures by omitting Item 18 data for any or all segments of flight.

2.6.1 For example, if the user does not want the departure RNAV preferential route automatically applied, but does desire the RNAV arrival route, this would be indicated by "NAV/RNVA1."

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

3.1.1 Note the information in this paper;

3.1.2 Provide dissemination of the information contained herein to the widest audience; and

3.1.3 Request additional information via email through the FAA website at: **http://www.faa.gov/ato?k=fpl.**