The 21st meeting of the Informal South Pacific ATS Coordinating Group (ISPACG/21)

Auckland, New Zealand, 6-8 March 2007

Agenda Item 5: Identify future work programs.

Use of J for the A380-800 in ICAO Flight Plan Field 9

(Presented by Airways New Zealand)

SUMMARY

This working paper reviews the impact of ICAO guidance material strongly encouraging states to enter "J" for wake turbulence for the A380-800 pending an amendment to the PANS-ATM.

1. **INTRODUCTION**

1.1 In October 2006 ICAO published a letter to states (Ref: T3/4.4-AP099/06 (ATM)) providing guidance on wake turbulence aspects of the Airbus A380-800 aircraft. This guidance included the statement that for A380-800 aircraft the letter "J" should be entered into the space allocated to wake turbulence under Item 9 of the ICAO flight plan.

1.2 The purpose of this working paper is to discuss the impact of this change on automated ground systems.

2. **DISCUSSION**

2.1 Airways intention is to modify its Oceanic Control System (OCS) and Domestic system (Skyline) to enable them to accept any Flight Plans filed with the letter "J" for a wake turbulence designator in the ICAO flight plan. This work will be completed in time to be available for the software release scheduled in conjunction with the June 7 2007 AIRAC date.

2.2 While we are not aware of any determination by states that will require the filing of A380-800 flight plans with the "J" designator we prefer that OCS and Skyline can handle them when and if they eventuate.

2.3 After June 7 any Flight Plans filed with the letter "J" will be processed automatically by OCS and Skyline. This means that any AIDC messages transmitted after this date for A380-800 that contain field 9 (ABI, CPL) will contain the letter "J" if this has been filed in the

ICAO flight plan. If adjacent automated ground systems have not been modified to accept "J" in field 9 then manual processing will be required in these ground systems.

2.4   The "J" designator will not be used for any purpose in the OCS; the software change has been done simply to avoid manual processing. If we do not make this change the only way we will be able to process ABI, CPL, or FPL that contains "J" in field 9 will be to manually change it to "H".

3.   RECOMMENDATION

3.1   This working paper recommends that:

   (i)   The meeting notes the impact of the ICAO guidance on ground systems.
   (ii)   The meeting notes the proposed implementation date by Airways for handling "J" within the OCS and Skyline systems.