

IMPLEMENTATION OF NEW ICAO FLIGHT PLAN

SUMMARY

This paper presents an action plan to facilitate implementation of new ICAO Flight Plan.

1. INTRODUCTION

1.1 On 28 May 2008, Amendment No. 1 to the Fifteenth Edition of the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) was approved. The amendment encompasses a substantial revision to the ICAO flight plan as contained in Appendix 2 to the PANS-ATM. As implementation of this proposed amendment will require significant effort and lead time for States, air navigation service providers and aircraft operators, and because the change-over should be coordinated with all stakeholders, all ICAO regions should develop coordinated transition plans. The interim edition of the amendment is available as an attachment to the electronic version of State letter AN 13/12.5-07/35 on the ICAO-NET (www.icao.int/icaonet).

2. DISCUSSION

2.1 The new ICAO model flight plan form and related provisions are necessary to allow air traffic management (ATM) systems to make optimum use of advanced aircraft capabilities as well as to meet the evolving requirements of automated ATM systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

2.2 The new flight plan also addresses air navigation functionalities and technologies such as reduced vertical separation minimum (RVSM), performance-based navigation (PBN), required communication performance (RCP), automatic Dependent Surveillance - Broadcast (ADS-B) and global navigation satellite systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.

2.3 It should be noted that the amendment to the flight plan is an interim step towards a completely revamped system of interaction between aircraft and the ATM system, wherein the aircraft will be an integral part of the ATM system as envisaged in the Global ATM Operational Concept.

2.4 In order to ensure an orderly transition from the current flight plan to the new one, common transition strategies with mitigation measures, should be adopted. A basic checklist in the form of a performance framework form (PFF), is detailed in the Appendix to this working paper. The amendment to the flight plan and related provisions in the PANS-ATM has been made in such a way as to be backward compatible in the sense that existing indicators and alphanumeric have not been re-used or re-assigned with different meanings. Additionally, the present flight plan format has been retained. This has been done to promote a simplified and orderly transition.

2.5 The impact of the modifications to flight data processing systems will vary from one air navigation service provider and State to another depending on their data requirements, the level of validation necessary and the types of systems in place. However, a basic checklist indicated in appendix A hereto should be followed. More detailed transition guidelines will be available by December 2008.

APPENDIX A

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	<p><i>En-route airspace</i></p> <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 parse 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 • 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		
		2009		
		2009-2012		
		2009		
		2009-2012		
		2012		
		2009-2012		

Appendix A

	<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			

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