

Amendment 1 to International Civil Aviation Organization (ICAO) Doc 4444:

2012 ICAO Filed Flight Plan (FPL)

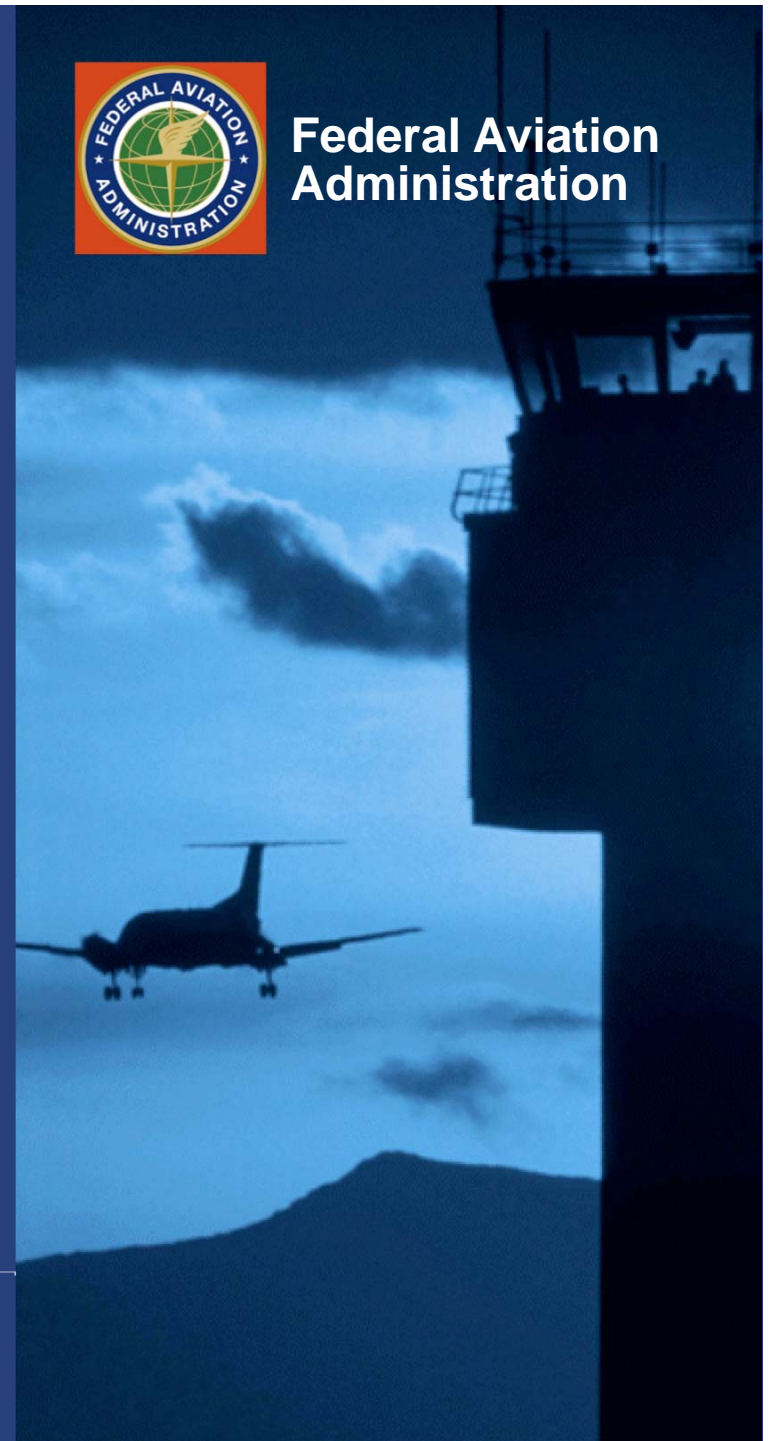
Presented to: Airline Dispatchers Federation
Safety Symposium

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Federal Aviation
Administration



- **Overview**
- **Definitions**
- **Guidelines**
- **Stay Informed !**



Overview

- **June 25, 2008: ICAO issued State Letter 50/2008**
 - Announces Amendment 1 to PANS-ATM, Doc 4444, 15th Edition
 - Applicability date is **November 15, 2012**
- **Changes have considerable consequence to ANSP & user systems in the areas of:**
 - Item/field contents for FPLs & related messages
 - Performance Based Navigation (PBN) information
 - Filing an FPL more than 24 hours in advance
- **Transition period: now until November 15, 2012**
 - Preparation should be made well in advance



Definitions

- **Applicability date**
 - **November 15, 2012**
- **CURRENT**
 - ICAO FPL in current use; will not be supported after the applicability date
- **NEW**
 - “2012 ICAO FPL” with changes as outlined in State Letter



Guidelines

Guide Line 1: As each ANSP transitions to NEW, they must also support CURRENT until the applicability date

- No requirement for ANSPs to accept/process CURRENT after applicability date
- Considers that some users & ANSPs will not amend their systems until the end of the transition period



Guidelines (cont.)

Guide Line 2: PIRGs encouraged to plan/publish regional implementations well in advance of applicability date so users & ANSPs can resolve unforeseen operational issues

- Implementation will occur progressively as each PIRG works with member States & users to coordinate a regional transition
- Transition plans should:
 - Encourage all ANSPs transition to NEW before applicability date to allow a transition period for users
 - Consider that use of NEW content may be restricted if flight involves ANSPs who have not transitioned

Guidelines (cont.)

Guide Line 3: During transition period & after an ANSP has advised they can accept NEW, determination to file NEW or CURRENT with an ANSP is choice of user

- Users will decide which format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW
- It is intended that all users file NEW from applicability date forward, as processing of CURRENT is not assured after that date



Guidelines (cont.)

NOTE: Applies if not all ANSPs along the route have transitioned to NEW

Guide Line 4: During transition period when not all ANSPs on a route have transitioned to NEW, user must ensure CURRENT is filed with ANSPs who have not transitioned

- User can choose to file CURRENT with all ANSPs (ANSPs supporting NEW will also support CURRENT during transition)
- ANSPs using CURRENT may misinterpret & reject an FPL filed more than 24 hours in advance of flight
 - Cannot file more than 24 hours in advance if any ANSPs on route have not transitioned (unless all ANSPs already support advance filing)
- User may choose to file NEW to ANSPs that have transitioned & CURRENT to ANSPs that have not transitioned
 - Without special procedures, information in NEW is only useable until the 1st ANSP along route using CURRENT (ANSP using NEW cannot coordinate NEW information with an ANSP using CURRENT)



Guidelines (cont.)

NOTE: Applies if not all ANSPs along the route have transitioned to NEW

Guide Line 5: ICAO will maintain information on their website regarding ability of each ANSP to accept CURRENT or NEW to assist users with the decision whether to file CURRENT, NEW or a combination of CURRENT/NEW

- Information is publicly available in addition to normal communication between an ANSP & its users
- Each ANSP will advise ICAO of their ability to accept NEW as soon as possible so ICAO can ensure complete, updated information is posted
 - “NEW” means ANSP can receive & process NEW, and coordinate with other ANSPs who have transitioned to NEW



Guidelines (cont.)

NOTE: Applies if not all ANSPs along the route have transitioned to NEW

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

- It is strongly suggested all ANSPs use the conversion table so users & ANSPs have a common understanding of how NEW will be converted to CURRENT
- PIRGSs, States & ANSPs should be aware that valuable planning information may be lost during conversion
- There is no intent for CURRENT to be converted to NEW during the transition period

Stay Informed !

User outreach activities:

- **Monthly Flight Plan Filer (FPF) Telcons**

Next: **Wednesday, November 5, 2008**

Time: **1:00 – 3:00 p.m. EDT**

Dial-In Information: **703-925-5387, passcode #2777**

Agenda: Flight Planning Issues, 2012 ICAO FPL

- **Flight Planning Website: faa.gov/ato?k=fpl**



Questions?

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