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国际民用
航空组织

Ref. T3/10.0, T3/10.1.20 – AP003/10 (ATM)

08 January 2010

Subject: Interim Strategy for Implementation of New Flight Plan Format

Action required: To commence implementation planning based on the interim strategy

Sir/Madam,

I have the honour to direct your attention to Conclusions 20/7 and 20/8 of the 20th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009) held in Bangkok, Thailand, in respect to the implementation of new flight plan format.

You may recall that the Flight Plan & ATS Messages Implementation Task Force (FPL&AM TF) is tasked, amongst other things, to "...prepare and promulgate Asia/Pacific implementation strategies and plans...". Accordingly, the Task Force prepared the draft *Interim Strategy for the Implementation of New ICAO Flight Plan Format and Supporting ATS Messages* (Ref. **Attachment** to this letter).

The Task Force recognizes that there are a number of limitations on the strategy and included the word "Interim" in the title. The Interim Strategy, however, provides valuable information to States and users about the way that the Asia/Pacific Region intends to proceed with implementation. Recognizing a pressing need to increase awareness amongst States about the complexities involved and encouraging them to commence work on implementation, APANPIRG/20 adopted the following Conclusion:

Conclusion 20/7 – Adopt Interim Strategy for Implementation of New Flight Plan Format

That the 'Interim Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages' provided in Appendix A to the APANPIRG/20 Report on Agenda Item 3.2 be adopted and published as the interim edition, and States and users be urged to commence implementation planning based on the interim strategy.

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At the second meeting of the Task Force (FPL&AM TF/2, November 2009), the Task Force continued its effort to update the strategy to be adopted by APANPIRG/21 in September 2010. However, the Interim Strategy remained in force until formally superseded by an updated version adopted by APANPIRG/21.

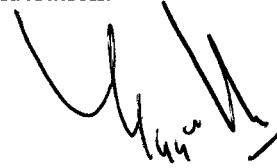
In order to ensure that States give early consideration to the flight plan implementation and provide suitable information to the Task Force on which to base coordination and implementation planning, APANPIRG/20 also adopted an additional conclusion as follows:

Conclusion 20/8 – Notification of State Transition Date to New Flight Plan Format

That, in order to align regional implementation planning, States inform the Regional Office by 1 July 2010 of their scheduled date and implementation methodology for transition to the new Flight Plan and ATS Message formats.

In this regard, ICAO Flight Plan Implementation Tracking System (FITS) is being constructed on the ICAO Headquarters website at <http://www2.icao.int/en/FITS/Pages/home.aspx> to help Air Navigation Service Providers and airspace users to monitor the global implementation status of the new ICAO flight plan. A State letter from the ICAO Headquarters will be issued in due course to invite States to update the data.

Accept, Sir/Madam, the assurances of my highest consideration.



Mokhtar A. Awan
Regional Director

ASIA/PACIFIC REGION

**INTERIM STRATEGY FOR THE IMPLEMENTATION OF
NEW ICAO FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES**

Recognizing that:

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members;
- 2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations;
- 3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight;
- 4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems; and
- 5) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period. Accordingly, pursuit/adoption of a single 'global' implementation date is also not viable.

The Asia/Pacific implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the full provisions of Amendment 1 from 15 November 2012, not just selected aspects of the Amendment;
- 2) Acknowledge that States not implementing the full provisions of Amendment 1 from 15 November 2012 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15 November 2012 applicability date and will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields; and
- 3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

(Note: In the context of the implementation, 'PRESENT' refers to the existing flight planning and ATS message formats as defined in the current version of the PANS-ATM and 'NEW' refers to the amended provisions as contained in Amendment 1 to the PANS-ATM.)

The Asia/Pacific transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the regional guidance provided by APANPIRG's Asia/Pacific Flight Plan and ATS Messages Task Force (FPL&AM/TF);
- 2) Preserve global consistency in implementation by basing implementation activities, to the extent possible, on Guidelines 1 to 6 described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009;
- 3) Ensure that the FPL&AM/TF undertakes coordination to facilitate harmonization with implementations in neighbouring regions;
- 4) Eliminate or minimize State specific constraints and, if constraints are identified as necessary, implement such constraints on a regional or sub regional basis in preference to an individual State basis;
- 5) Declare a transition period from 1 July 2011 until 15 November 2012, and encourage States to implement 'NEW' capability between 1 July 2011 and 1 July 2012;
- 6) Not implement 'NEW' capability by States or users before the commencement of the transition period (i.e. no 'NEW' before 1 July 2011);
- 7) Encourage States to immediately commence preparations to implement Amendment 1 provisions and report progress to the FPL&AM TF periodic meetings;
- 8) Require States to inform the Regional Office of scheduled transition date by 1 July 2010 for relay to the FPL&AM TF;
- 9) Consider a regional constraint on requiring acceptance of flight plans more than 24 hours prior to Estimated Off Blocks Time (EOBT) during the transition period, to mitigate Date Of Flight (DOF) complexities;
- 10) Require that States retain capability to simultaneously support 'PRESENT' and 'NEW' provisions (flight plan and ATS message format) from the activation of their 'NEW' capabilities until the end of the transition period;
- 11) Encourage users to implement capability to simultaneously support 'PRESENT' and 'NEW' provisions from activation of their 'NEW' capabilities until the end of the transition period;
- 12) Recognize that until a number of adjacent States are providing 'NEW' capability, advantages do not accrue to users. Accordingly, users may not commence transition until the latter part of the transition period; and
- 13) Avail of States with expertise in automated ATM ground systems to support the conduct of a Regional Office Seminar during November 2009.

(last amended FPL&AM TF/1, March 2009)