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**ENR**  
**Changes to the ICAO Model Flight Plan  
Form and ATS Messages**

**1. PURPOSE**

The purpose of this AIC is to inform Aircraft Operators, Pilots, Air Traffic Services, Aeronautical Information Services, Flight Dispatchers and staff related to the receipt and processing of flight plans and associated message exchange, that **starting from November 15, 2012**, a new flight plan form with the information specified below must be completed.

**2. BACKGROUND**

2.1 Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444, entering in force on November 15, 2012, aims to update the flight plan form established by ICAO, to meet the needs of aircrafts with advanced capabilities and the developed requirements of the automated air traffic management systems (ATM).

2.2 The update of the format of ICAO flight plan model, according to contents of Amendment 1 to the 15th Edition of the PANS-ATM (Doc 4444), approved on May 27, 2008, for application on November 15, 2012 has been officially notified to the States through ICAO communication AN13/2.1-08/50 of June 25, 2008.

2.3 The material of this Amendment has been developed by the Flight Plan Study Group (FPLSG) established by ICAO in order to meet the needs of aircrafts with advanced capabilities and the developed requirements of the automated air traffic management systems.

2.4 The new flight plan addresses functionality and technologies of air navigation such as GNSS, RNAV, RNP, PBN, data links, the ADS-B and ADS-C. These changes reflected are more substantial in the content of boxes 10 and 18 of the flight plan form.

2.5 Such data shall be considered by the air traffic management systems; in order make available the necessary information for the air traffic planning, to the air traffic controller, as well as enable alerting, whenever there is a modification respecting reported data and may produce an impact on control planned actions.

2.6 The changes also have consequences for airspace users. If a flight plan with new content is sent to an *air navigation service provider (ANSP)* who is not prepared to accept it; it may lose part of the information, cause misinterpretation, or be rejected.

2.7 It is essential to the successful implementation of these changes that all airspace users and the ANSP; be able to submit and process flight information (**NEW Flight Plan**), in accordance with Amendment 1 to the PANS-ATM to November 15, 2012, since processing with current methods (**Current Flight Plan**), can not be guaranteed after that date.

### **3. CONTENTS OF THE AMENDMENT 1 TO THE 15TH EDITION OF THE DOC. 4444**

3.1 ICAO considered that, to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated systems, air traffic management (ATM) must do updates on flight plan forms.

3.2 In this regard, Amendment 1 to PANS-ATM, Doc 4444 - 15th Edition, basically contains the following changes:

#### **3.2.1 Submission of a flight plan:**

Amendment 1 alters the filing time for a flight plan, allowing it up to 120 hours before the estimated off-block time of flight (EOBT). The date of the flight shall be declared after the DOF indicator specified in Item 18 of the FPL for plans submitted with more than 24 hours in advance of the EOBT.

#### **3.2.2 Item 7 of the FPL - Aircraft Identification**

Amendment 1 states that the Item 7 of the FPL must allow the introduction to 7 alphanumeric characters, without the possibility of using special characters (hyphen or symbols). Taking into account that some onboard systems composed downlink messages including special characters in this field (dash). The grounding system should be able to disregard such information for purposes of association with data stored flight plan.

#### **3.2.3 Item 8 of the FPL - Flight rules and type of flight**

The new format enables the inclusion of one or more changes of flight rules along the path defined in the flight plan, through the specification of characters "Y" or "Z" for the first leg of the flight. With this option, the respective points of rules alteration must be defined in item 15 - Route, which must be contained in the route declared.

For a flight type in conditions that require specific treatment of the ATS, the appropriate STS indicator will be used, which must be declared in item 18 of FPL or the indicator RMK for cases not specified in the amendment.

#### **3.2.4 Item 10 of FPL - Equipment - COM / NAV**

This box allows the declaration of FPL equipment available and its capacity utilization, according to the list contained in the amendment. In the statement of the COM / NAV equipment in the FPL, one or two characters must be used, the first one will be alphabetical and the second (if any) will be numeric.

#### **3.2.5 Item 13 of FPL – Departure aerodrome and time**

For cases where the aircraft take-off from a heliport or aerodrome without ICAO designator, the will note ZZZZ in box13 of the FPL and specify in box 18 after the indicator DEP /, the name and location of the aerodrome or the first point of the route or beacon preceded by DEP/.....if the aircraft has not taken off from the aerodrome.

### **3.2.6 Item 15 of FPL – Route**

Item 15, now allows points on a route to be defined by using a magnetic bearing and distance in relation to a significant point defined by geographical coordinates. It also allows the specification of more than one point of altering flight rules.

### **3.2.7 Item 18 of FPL - Other Information**

The following indicators shall be considered valid for insertion in box 18 of FPL: STS /, PBN /, NAV / COM / DAT /, SUR / DEP /, DEST / DOF / REG /, EET /, SEL /, TYP /, CODE /, DLE /, OPR /, ORGN /, PER /, ALTN /, RALT /, TALT / RIF / and RMK /.

The sequence presented above shall be used when completing box 18 of the FPL, otherwise, it may generate a rejection or an incorrect processing or loss of information.

The special character "dash" may not be used in the Box 18 and the use of slash (/) will only be allowed after each indicator.

#### **3.2.7.1 STS Indicator**

The following reasons for special handling by ATS authority may be stated after STS indicator. Other reasons must be specified by using the RMK indicator:

- a. ALTRV: for a flight operated in accordance with an altitude reservation;
- b. ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
- c. FFR: fire-fighting;
- d. FLTCK: flight check for calibration of nav aids;
- e. HAZMAT: for a flight carrying hazardous material;
- f. HEAD: a flight with Head of State status;
- g. HOSP: for a medical flight declared by medical authorities;
- h. HUM: for a flight operating on a humanitarian mission;
- i. MARSAs: for a flight for which a military entity assumes responsibility for separation of military aircraft;
- j. MEDEVAC: for a life critical medical emergency evacuation;
- k. NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
- l. SAR: for a flight engaged in a search and rescue mission; and
- m. STATE: for a flight engaged in military, customs or police services.

#### **3.2.7.2 PBN Indicator**

The following capabilities RNP and RNAV may be declared after PBN indicator:

- a. A1      RNAV 10 (RNP 10)
- b. B1      RNAV 5 all sensors permitted
- c. B2      RNAV 5 GNSS

- d. B3 RNAV 5 DME/DME
- e. B4 RNAV 5 VOR/DME
- f. B5 RNAV 5 INS o IRS
- g. B6 RNAV 5 LORANC
- h. C1 RNAV 2 all sensors permitted
- i. C2 RNAV 2 GNSS
- j. C3 RNAV 2 DME/DME
- k. C4 RNAV 2 DME/DME/IRU
- l. D1 RNAV 1 all sensors permitted
- m. D2 RNAV 1 GNSS
- n. D3 RNAV 1 DME/DME
- o. D4 RNAV 1 DME/DME/IRU
- p. L1 RNP 4
- q. O1 Basic RNP 1 all sensors permitted
- r. O2 Basic RNP 1 GNSS
- s. O3 Basic RNP 1 DME/DME
- t. O4 Basic RNP 1 DME/DME/IRU
- u. S1 RNP APCH
- v. S2 RNP APCH con BARO-VNAV
- w. T1 RNP AR APCH con RF (special authorization required)
- x. T2 RNP AR APCH sin RF (special authorization required)

### **3.2.7.3 NAV Indicator**

Other data related to navigation equipment, in addition to those specified in the indicator PBN/, as required by the appropriate ATS authority, may be stated after NAV/, as, for example, augmentation resources of GNSS with use of space, separating two or more methods of augmentation.

### **3.2.7.4 COM Indicator**

The applications or capabilities of communications not specified in Box 10 must be stated after COM indicator.

### **3.2.7.5 DAT Indicator**

The data applications or capabilities not specified in Box 10 must be stated after DAT indicator.

### **3.2.7.6 SUR Indicator**

The applications for surveillance capabilities not specified in Box 10 must be stated after SUR indicator.

### **3.2.7.7 DEP Indicator**

For departure aerodromes not listed in the Aeronautical Information Publication, the departure location must be stated after DEP indicator, according to requirements specified in Amendment 1.

### **3.2.7.8 DEST Indicator**

For destination aerodromes not listed in the Aeronautical Information Publication, the location destination must be stated after DEST indicator, according to requirements specified in Amendment 1.

### **3.2.7.9 DOF Indicator**

For the flight plans filed with more than 24 hours but up to 120 hours' notice, the date (YYMMDD) of the flight must be declared after DOF indicator, where YY, MM and DD refer to year, month and day respectively.

### **3.2.7.10 DLE Indicator**

For delays enroute or holding, significant point(s) shall be inserted in the route where delay is planned to occur, followed by duration of delay in hours and minutes format (hhmm).

### **3.2.7.11 ORGN Indicator**

For the insertion of 8 letters AFTN address of FPL originator or other appropriate contact details, in cases where the flight plan originator cannot be easily identified, as established by the appropriate ATS authority.

### **3.2.7.12 PER Indicator**

For the inclusion of performance data of the aircraft using a single letter, as specified in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures if specified by the appropriate ATS authority.

### **3.2.7.13 TALT Indicator**

For the insertion of 4 letters ICAO indicator or the name of the aerodrome if there is no indicator published, for departure alternate aerodrome where the aircraft has to land if it is warranted and it is impracticable to return to the departure aerodrome.

## **4. ADDITIONAL INFORMATION**

Additional information can be obtained at the following websites:

ICAO: <http://mexico.icao.int/ATM.html#FPL>

TCIAA: <http://tciaairports.com/pdf/Flight-Plan-2012-tciaa-web.pdf>