



**Aeronautical Information Service
88B Owen Roberts Drive
PO BOX 10098
Grand Cayman KY1-1001
CAYMAN ISLANDS**

**Tel: (345) 949 4528
Fax: (345) 946 3078**

**Email: aisoria@caymanairports.com
Website: www.caymanairports.com**

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IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN FORM AND ATS MESSAGES

1 Introduction

1.1 The International Civil Aviation Organisation (ICAO) has published changes to the content and format of the ICAO flight plan form and ATS messages in Amendment 1 to the 15th Edition of (PANS-ATM, DOC 4444) Procedures for Air Navigation Services – Air Traffic Management. These changes become globally applicable on 15 November 2012.

1.2 The changes are made in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems.

2 Definition

2.1 **PRESENT** format is defined as ICAO flight plan and ATS message formats currently in use as specified in DOC 4444, 15th Edition and which will no longer be applicable after 15 November 2012.

2.2 **NEW** format is defined as ICAO flight plan and ATS messages formats specified in Amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444), 15th Edition

3 Changes to Content and Format of ICAO Flight Plan

3.1 Significant changes are required for flight planning systems to allow for the description of the following capabilities:

- Presence of relevant serviceable equipment on board the aircraft;
- Equipment and capabilities commensurate with flight crew qualifications; and
- Where applicable, authorization from the appropriate authority.

3.2 These aircraft capabilities require the introduction of new indicators and changes to existing indicators on the flight plan form. The changes will affect the following items:

- Item 10 equipment and capabilities are expanded to include communication, navigational and surveillance capabilities, enabling or improving automatic notification to air traffic controllers. This Item is extensively modified with additions, deletions, introduction of alphanumeric characters and increased field size.
- New indicators in Item 18 including Performance Based Navigation (PBN) information, Area Navigation (RNAV) and Required Navigation Performance (RNP), and notification for special handling (STS).
- Filing a flight plan more than 24 hours in advance of Estimated Off block Time (EOBT).

4 Regional Implementation

4.1 The ICAO CAR/SAM Region has adopted a declared transition period and phased implementation from 1 January 2012 until 15 November 2012.

4.2 The phased implementation comprises three phases:

Phase 1 - 1 January to 31 March 2012 - Software delivery and internal testing

Phase 2 - 1 April to 30 June 2012 - Air Navigation Service Providers (ANSPs) external testing

Phase 3 - 1 July to 15 November 2012 - Airspace users testing and implementation

4.3 Under this arrangement the Cayman Islands intend to implement the NEW flight plan format from 30 September 2012.

4.4 The Cayman Islands will have agreements in place to manage flight plan data across adjacent international Flight Information Regions to ensure harmonised air traffic coordination and processing.

4.5 From 15 November 2012 only the NEW flight plan format will be accepted.

5 Flight Plan Submission

5.1 Flight plans submitted via AFTN / AMHS will be accepted in either PRESENT format or NEW format from 30 September 2012 until 0000 UTC 15 November 2012.

5.2 After 0000 UTC 15 November 2012, flight plans submitted by shall conform to the NEW flight plan format.

5.3 Flight plans in the NEW format may be submitted up to 120 hours prior to Estimated Off Block Time (EOBT).

5.4 Any modification to a NEW format flight plan must include the Date of Flight (DOF) indicated in Item 18 of the flight plan to ensure the correct flight plan is modified.

6 Further information:

6.1 Full details of Amendment 1 to DOC 4444, 15th Edition and the on the implementation status of the new flight plan form are available at:

<http://www2.icao.int/en/FITS/FITSLibrary/PANS%20ATM%20Amendment.pdf>