



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 6710

Ref.: AN 13/1.8, AN 7/63.1.2, AN 13/2.5, AN 2/33.1-22/108

29 December 2022

Subject: Proposals for the amendment of Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services

Action required: Comments to reach Montréal by
29 June 2023

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission (ANC), at the sixth, meeting of its 221st Session held on 29 November 2022, considered proposals developed by the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to amend Annex 2 — *Rules of the Air*, Annex 10 — *Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status*, the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), the *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066) and consequential amendments to Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Part II — International General Aviation — Aeroplanes* and Part III — *International Operations — Helicopters*, Annex 9 — *Facilitation*, Annex 11 — *Air Traffic Services*, Annex 16 — *Environmental Protection, Volume IV — Carbon offsetting and Reduction Scheme for International Aviation (CORSIA)*, the *Procedures for Air Navigation Services — Aircraft Operations, Volume III — Aircraft Operating Procedures* (PANS-OPS, Doc 8168) and the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services. The Commission authorized their transmission to Contracting States and appropriate international organizations for comments.

2. Background information on the aforementioned amendment proposals is provided in Attachment A. The proposed amendment to Annex 2, Annex 10, Volume II, PANS-ATM (Doc 4444) and PANS-AIM (Doc 10066) are contained in Attachments B, C, D and E, respectively. The consequential amendments proposed to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III

(Doc 8168) and PANS-ABC (Doc 8400) are contained in Attachments F through L. The rationale for the amendment has been provided in a text box immediately following each proposal.

3. In examining the proposed amendments, you should not feel obliged to comment on editorial aspects as such matters will be addressed by the ANC during its final review of the draft amendment.

4. May I request that any comments you wish to make on the amendment proposals be dispatched to reach me not later than 29 June 2023. To facilitate the processing of replies with substantive comments, I invite you to submit an electronic version in Word format to icaohq@icao.int. The Commission has asked me to specifically indicate that comments received after the due date may not be considered by the Commission and the Council. In this connection, should you anticipate a delay in the receipt of your reply, please let me know in advance of the due date.

5. For your information, the proposed amendments to Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) are envisaged for applicability on 28 November 2024. Any comments you may have thereon would be appreciated.

6. The subsequent work of the Commission and the Council would be greatly facilitated by specific statements on the acceptability or otherwise of the amendment proposals.

7. Please note that for the review of your comments by the Commission and the Council, replies are normally classified as “agreement with or without comments”, “disagreement with or without comments” or “no indication of position”. If in your reply the expressions “no objections” or “no comments” are used, they will be taken to mean “agreement without comment” and “no indication of position”, respectively. In order to facilitate proper classification of your response, a form has been included in Attachment M which may be completed and returned together with your comments, if any, on the proposals in Attachments B through L.

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



Juan Carlos Salazar
Secretary General

Enclosures:

- A — Background information
- B — Proposed amendment to Annex 2
- C — Proposed amendment to Annex 10, Volume II
- D — Proposed amendment to PANS-ATM, Doc 4444
- E — Proposed amendment to PANS-AIM, Doc 10066
- F — Proposed amendment to Annex 1
- G — Proposed amendment to Annex 6, Parts I, II and III
- H — Proposed amendment to Annex 9
- I — Proposed amendment to Annex 11
- J — Proposed amendment to Annex 16, Volume IV
- K — Proposed amendment to PANS-OPS, Volume III, Doc 8168
- L — Proposed amendment to PANS-ABC, Doc 8400
- M — Response form

BACKGROUND INFORMATION

1. OBJECTIVES, SCOPE, AND GUIDING PRINCIPLES

1.1 The flight and flow — information for a collaborative environment (FF-ICE) concept was intended to address limitations and constraints of the current flight planning mechanism and enable the transition to a fully collaborative environment where a flight trajectory is shared and optimized during all phases of a flight (i.e. trajectory-based operations (TBO) environment). The FF-ICE concept has been transposed into ICAO provisions as six defined services (planning service, filing service, trial service, flight data request service, notification service and publication service), which can be implemented incrementally and on a voluntary basis. Each service is to be supported by an associated set of harmonized procedures and standardized messages.

1.2 While the proposals focus primarily on interactions prior to departure as envisioned in the FICE thread of the Aviation System Block Upgrades (ASBU) framework, they are intended to cover broad areas of applicability in a lifecycle of a flight, and allow for successive incremental additions to the provisions to cater for the evolution of the FF-ICE services. As to an appropriate document for hosting new requirements or procedures, the current structure of provisions related to “flight plans” and “flight planning” was used as a reference. Accordingly, the main proposals for amendment are made to Annex 2, Annex 10, Volume II, PANS-ATM (Doc 4444) and PANS-AIM (Doc 10066) as provided in Attachments B, C, D and E, respectively.

1.3 It should be recalled that the major changes introduced to the flight plan provisions with the applicability date of November 2012 were meant to be an interim measure pending transitioning to implementing the FF-ICE concept. Therefore, no further intermediary investment related to the existing flight planning system is recommended. In this regard, the proposed amendment intends to ensure no impact on airspace users and air traffic services (ATS) providers unless they elect to provide and/or use the FF-ICE services, to avoid the intermediary system modification that would generate significant cost and could delay transitioning to the implementation of the FF-ICE services.

2. FLIGHT PLAN DEFINITIONS

2.1 The introduction of the FF-ICE services required a new term “preliminary flight plan”, which can be submitted prior to filing a flight plan for a collaborative flight planning between a unit providing FF-ICE planning service and an operator or designated representative. Considering this new type of flight plan is not necessarily provided to an ATS unit, the proposal amends the definition of “flight plan” to make it generic about to whom the information is provided to accommodate the anticipated filing of flight plans using FF-ICE services.

2.2 The proposal takes account of the flight plan evolving into different types (operational, preliminary, filed and current flight plan), each of which has a specific audience and purpose, as this is an essential foundation for the FF-ICE and TBO concepts. In addition, the proposal intends to clarify the difference between the existing terms “filed flight plan” and “current flight plan”, which often led to different interpretations among controllers and pilots.

3. CONSEQUENTIAL AMENDMENTS

3.1 All provisions concerning “flight plan” and “flight planning” contained in Annexes and PANS were reviewed and consequential amendments are proposed to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168) and PANS-ABC (Doc 8400). These amendments

were proposed by the ATMRPP as deemed necessary to support the mixed-mode operation where the existing flight planning mechanism and FF-ICE services co-exist and ensure the correct use of the term “flight plan” and when applicable, specific types of the flight plan.

3.2 The consequential amendments proposed to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168) and PANS-ABC (Doc 8400) are contained in Attachments F through L.

PROPOSED AMENDMENT TO ANNEX 2

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2. **New text to be inserted is highlighted with grey shading.** new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed **by the replacement text which is highlighted with grey shading.** new text to replace existing text

PROPOSED AMENDMENT TO

ANNEX 2

RULES OF THE AIR

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1

CHAPTER 1. DEFINITIONS

...

When the following terms are used in the International Standards for Rules of the Air, they have the following meanings:

...

Current flight plan (CPL). The flight plan, including changes, if any, brought about that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

...

Filed flight plan (FPL or eFPL). The latest flight plan as filed with an ATS unit submitted by the pilot, an operator or a designated representative, without any subsequent changes for use by ATS units.

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

<p>Origin</p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The introduction of the FF-ICE concept requires a new term “preliminary flight plan”, which can be submitted prior to filing a flight plan for a collaborative flight planning between a unit providing FF-ICE planning service and an operator or designated representative. This new type of flight plan is not necessarily provided to an air traffic services unit. The proposal amends the definition of “flight plan” to make it generic about to whom the information is sent, to accommodate the new type of a flight plan. The addition of Notes 1 and 2 to the definition of “flight plan” is to:</p> <ul style="list-style-type: none"> a) describe the notion of flight plan evolution during the life cycle of a flight and improve the understanding of different types of flight plans by operators, pilots and air traffic controllers, each of which has different needs for flight plan information to be contained in current, filed, operational and preliminary flight plans; and b) add additional information on the use of “message” as a suffix, which is applicable to all types of flight plans. The text of Note 2 is the same as existing Notes to the current flight plan and filed flight plan in the PANS-ATM. <p>The proposal also amends the definitions of “filed flight plan” and “current flight plan” to add clarity to the difference between these two terms. The Note added to the filed flight plan definition associates the FPL (exchanged using aeronautical fixed service) and eFPL (exchanged using FF-ICE services) with the filed flight plan.</p> <p>With respect to the definition of “operational flight plan”, it was considered as a well-known term that refers to a flight plan that is prepared and managed solely by operators and that has no interaction with air traffic services units. In this regard, there was no need for adding any clarity to the existing definition contained in Annex 6, Part I.</p>
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INITIAL PROPOSAL 2

**Chapter 3
GENERAL RULES**

...

3.3 Flight Plans

Note.— Procedures relating to flight plans and associated services are contained in the PANS-ATM (Doc 4444).

3.3.1 Submission of a flight plan

...

3.3.1.3 Unless otherwise prescribed by the appropriate ATS authority, ~~A~~ a flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, ~~unless arrangements have been made for submission of repetitive flight plans.~~

...

3.3.4 Changes to a flight plan

...

Note 1.— Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such must be reported.

~~*Note 2.— Procedures for submission of changes to repetitive flight plans are contained in the PANS-ATM (Doc 4444).*~~

...

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> Not all pre-departure flight plans are submitted through an air traffic services reporting office. The proposed amendment reflects current practice as well as anticipated filing of flight plans using FF-ICE services. The proposal also amends and relocates the reference to the provisions of the PANS-ATM (Doc 4444) to make it concern all provisions related to flight plans (e.g. submission, acceptance and updates of all types of flight plans).
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PROPOSED AMENDMENT TO ANNEX 10, VOLUME II

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2. **New text to be inserted is highlighted with grey shading.** new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading. new text to replace existing text

PROPOSED AMENDMENT TO
ANNEX 10
AERONAUTICAL TELECOMMUNICATIONS
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION
VOLUME II
COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS

INITIAL PROPOSAL 1

ANNEX 10 — VOLUME II
COMMUNICATION PROCEDURES

Introduction

The object of the international aeronautical telecommunication service is to ensure the telecommunications and radio aids to air navigation necessary for the safety, regularity and efficiency of international air navigation.

Procedures for the International Aeronautical Telecommunication Service are herein set forth for worldwide use. It is recognized that Supplementary Procedures may be required in certain cases in order to meet particular requirements of the ICAO Regions. Any Supplementary Procedure recommended for this purpose must be a requirement peculiar to the region and must not be contained in, nor conflict with, any worldwide Procedure of ICAO.

Where appropriate, specific ITU Radio Regulations have been paraphrased in this document. Users of these Procedures should note that the Radio Regulations Annex of the International Telecommunications Convention is all-embracing in character and, therefore, should be applied in all pertinent cases.

All references to “Radio Regulations” are to the Radio Regulations published by the International Telecommunication Union.

The Communication Procedures are to be used in conjunction with the Abbreviations and Codes of Doc 8400 and with such other codes and abbreviations as may be approved by ICAO for use in communications.

Volume II contains a number of provisions relating to the exchange of information which were developed primarily for low modulation rates utilizing the coded character sets of International Alphabets Nos. 2 and 3. Volume II also contains provisions relating to the exchange of information utilizing the flight and flow — information for a collaborative environment (FF-ICE) services. Provisions for International Alphabet No. 5 (IA-5) for use at medium and higher signalling rates are contained in Annex 10, Volume III.

<p><i>Origin:</i></p> <p>ATMRPP/4 and Secretariat</p>	<p><i>Rationale:</i></p> <p>The scope of Annex 10, Volume II is currently limited to provisions relating to low modulation rates utilizing the coded character sets of International Alphabets Nos. 2 and 3. The proposal expands the current scope to accommodate the FF-ICE services provisions that do not use the coded character sets.</p>
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INITIAL PROPOSAL 2

CHAPTER 1. DEFINITIONS

...

1.9 MISCELLANEOUS

...

eFPL. The symbol used to designate a filed flight plan exchanged using FF-ICE services.

...

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight and flow — information for a collaborative environment (FF-ICE). Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purpose of facilitating the exchange of FF-ICE, more accurate assessment of demands, appropriate resource planning, and optimum flight planning and execution.

Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

Note.— The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local or regional air traffic flow management unit as an FF-ICE services unit.

Flight plan. Specified information relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

FPL. The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).

...

Globally unique flight identifier (GUF1). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

...

Preliminary flight plan (PFP). The flight plan submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

<i>Origin:</i>	<i>Rationale:</i>
ATMRPP/4 and Secretariat	New definitions are proposed to reflect the introduction of FF-ICE provisions in Annex 10, Volume II.

INITIAL PROPOSAL 3

**CHAPTER 3. GENERAL PROCEDURES FOR
THE INTERNATIONAL AERONAUTICAL
TELECOMMUNICATION SERVICE**

...

Insert new text as follows:

3.9 GLOBALLY UNIQUE FLIGHT IDENTIFIER (GUF1)

Note.— Procedures and guidance concerning FF-ICE services and the use of GUF1 are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

3.9.1 The originator of a preliminary flight plan (PFP) or eFPL shall assign a single GUF1 to a flight for which the flight plan is to be submitted.

Note. — In the context of GUFIs assignment, a flight refers to a single intended operation of an aircraft with specified aircraft identification that starts at a specified departure aerodrome at a specified date and time and finishes at an arrival aerodrome.

3.9.2 The originator of a PFP or eFPL shall ensure that all FF-ICE messages submitted for a flight are identified by the same GUFIs.

3.9.3 When providing a response to an FF-ICE message, an FF-ICE services unit shall identify the subject flight using the GUFIs contained in the message.

3.9.4 An FF-ICE services unit shall reject an FF-ICE message if the message includes a GUFIs identical to that of another flight known to the FF-ICE services unit.

3.9.5 The format of a GUFIs shall include a unique identification of the entity that generated the GUFIs.

3.9.6 The originator of a PFP or eFPL shall ensure that the GUFIs assigned to the flight does not duplicate any other GUFIs submitted by that originator within the past 10 years.

End of new text.

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>There can be multiple flight plans with the same aircraft identification and departure point and it is not always readily apparent when two flight plans are different versions for the same flight, or different intended flights. The globally unique flight identification (GUFIs) is intended to help identify the correct flight to which a message or transaction should be associated, as well as to distinguish between different flight plans. The introduction of FF-ICE services and the use of GUFIs do not change the current eligibility for accessing the information pertaining to a flight. Should the need for changing the current eligibility arise to facilitate the effective information sharing and more collaborative decision making, such changes will be proposed in the future amendments to relevant provisions concerning a specific FF-ICE service (e.g. Notification or Publication Services).</p> <p>The proposal describes requirements in relation to the generation and use of a GUFIs to ensure:</p> <ul style="list-style-type: none"> a) uniqueness of a GUFIs used in the FF-ICE messages (i.e. no two flights that are in the ATM system have the same GUFIs); and b) the use of the same GUFIs when referring to the same flight. <p>There are suitable GUFIs generation methods, which can ensure the uniqueness of generated GUFIs over a long-time period that is 10 years. These are described in the FF-ICE implementation guidance and are able to ensure that:</p> <ul style="list-style-type: none"> a) the residual probability of generating the same GUFIs as that of any flight completed in the last 10 years, which would correspond to about 500 million flights worldwide, is extremely remote; and b) the easy and unambiguous identification of a flight is possible in the post operations and long-term analysis of completed flights (e.g. for several years). <p>The proposal is also to require that the association of the GUFIs with a flight be done by the entity that first submits the flight plan. This avoids the exchange of</p>
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	flight plan information without an identifier, and coordination regarding which service provider would assign and share the identifier.
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INITIAL PROPOSAL 4

**CHAPTER 5. AERONAUTICAL MOBILE SERVICE —
VOICE COMMUNICATIONS**

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5.2 RADIOTELEPHONY PROCEDURES

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5.2.1.7 CALLING

...

5.2.1.7.2.1 *Full call signs*

5.2.1.7.2.1.1 An aircraft radiotelephony call sign shall be one of the following types:

...

Note 3.— Any of the foregoing call signs may be inserted in ~~field 7 of the ICAO flight plan as the aircraft identification~~ the corresponding item of the filed flight plan concerning aircraft identification, such as Item 7 in FPL. Instructions on the completion of the flight plan ~~form~~ are contained in the PANS-ATM (Doc 4444).

...

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> The proposal is consequential to the introduction of eFPL. The flight plan items in eFPL do not necessarily have the same sequence or format as that in FPL. Therefore, necessary amendments are proposed to the provisions that contain references to specific items of FPL, in order to make those provisions also applicable to eFPL.
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ATTACHMENT D to State letter AN 13/1.8, AN 7/63.1.2, AN 13/2.5, AN 2/33.1-22/108

PROPOSED AMENDMENT TO PANS-ATM (DOC 4444)

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
2. **New text to be inserted is highlighted with grey shading.** new text to be inserted
3. ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading. new text to replace existing text

**PROPOSED AMENDMENT TO
PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT
(PANS-ATM, Doc 4444)**

INITIAL PROPOSAL 1

Chapter 1

DEFINITIONS

...

Current flight plan (CPL). The flight plan, including changes, if any, brought about that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

~~————— Note. — When the word “message” is used as a suffix to this term, it denotes the content and format of the current flight plan data sent from one unit to another.~~

...

eFPL. The symbol used to designate a filed flight plan exchanged using FF-ICE services.

...

Filed flight plan (FPL or eFPL). The latest flight plan as filed with an ATS unit submitted by the pilot, an operator or a designated representative, without any subsequent changes for use by ATS units.

~~Note. — When the word “message” is used as a suffix to this term, it denotes the content and format of the filed flight plan data as transmitted. The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.~~

...

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

~~Note. — Specifications for flight plans are contained in Annex 2. A Model Flight Plan Form is contained in Appendix 2 to this document.~~

~~Note 1. — The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.~~

~~Note 2. — When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.~~

Flight and flow — information for a collaborative environment (FF-ICE). Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purpose of facilitating the exchange of FF-ICE, more accurate assessment of demands, appropriate resource planning, and optimum flight planning and execution.

Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

Note.— The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local or regional air traffic flow management unit as an FF-ICE services unit.

...

FPL. The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).

...

Globally unique flight identifier (GUFID). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

...

Preliminary flight plan (PFP). The flight plan submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

...

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The introduction of the FF-ICE concept requires a new term “preliminary flight plan”, which can be submitted prior to filing a flight plan for a collaborative flight planning between a unit providing FF-ICE planning service and an operator or designated representative. This new type of flight plan is not necessarily provided to an air traffic services unit. The proposal amends the definition of “flight plan” to make it generic about to whom the information is sent, to accommodate the new type of a flight plan. The addition of Notes 1 and 2 to the definition of “flight plan” is to:</p> <ol style="list-style-type: none"> a) describe the notion of flight plan evolution during the life cycle of a flight and improve the understanding of different types of flight plans by operators, pilots and air traffic controllers, each of which has different needs for flight plan information to be contained in current, filed, operational and preliminary flight plans; and b) add additional information on the use of “message” as a suffix, which is applicable to all types of flight plans. The text of Note 2 is the same as existing Notes to the current flight plan and filed flight plan in the PANS-ATM. <p>The proposal amends the existing terms “filed flight plan” and “current flight plan” to add clarity to the difference between these two terms. The Note added to the filed flight plan definition is to associate the FPL (exchanged using aeronautical fixed service) and eFPL (exchanged using FF-ICE services) with the filed flight plan.</p> <p>The proposal introduces an amendment to the symbol “FPL” to limit its indication only to filed flight plans exchanged via aeronautical fixed service while adding a</p>
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	<p>new symbol “eFPL” to indicate filed flight plans to be exchanged by FF-ICE services. This differentiation is required to describe provisions in a mixed-mode environment.</p> <p>The proposal also introduces the following new terms that are used in the provisions concerning FF-ICE services: FF-ICE, FF-ICE services; FF-ICE services unit; and globally unique flight identifier (GUFI).</p>
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INITIAL PROPOSAL 2

Chapter 3

ATS SYSTEM CAPACITY AND AIR TRAFFIC FLOW MANAGEMENT

3.1 CAPACITY MANAGEMENT

...

3.1.4 Enhancement of ATC capacity

...

3.1.4.2 In the event that traffic demand regularly exceeds ATC capacity, resulting in continuing and frequent traffic delays, or it becomes apparent that forecast traffic demand will exceed capacity values, the appropriate ATS authority should, as far as practicable:

- a) implement steps aimed at maximizing the use of the existing system capacity; ~~and~~
- b) develop plans to increase capacity to meet the actual or forecast demand; ~~and~~
- c) arrange for the FF-ICE planning service to be provided for more accurate and earlier demand assessment and for collaborative flight planning.

Note.— Procedures and messages for the FF-ICE planning service are contained in Chapter 17.

...

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>When significant limitations exist in an airspace or demand is exceeding capacity, restrictions are often placed on routes and timing of flights. The FF-ICE planning service is intended to provide operators with an opportunity to submit a preliminary flight plan, and to receive feedback on any restrictions, and resulting flight-specific constraints, earlier in the flight planning process. The FF-ICE planning service is also intended to enable the air traffic service (ATS) units and air traffic flow management (ATFM) units to assess demand more accurately and participate in collaborative flight planning with operators.</p> <p>The proposed amendment adds a recommendation that the appropriate ATS authority, as far as practicable, implement the FF-ICE planning service as a measure for better capacity management.</p>
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INITIAL PROPOSAL 3

Chapter 4

GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

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4.4 FLIGHT PLAN

4.4.1 ~~Flight plan form~~ General

4.4.1.1 ~~A~~ Either a flight plan form based on the model in Appendix 2 or a flight plan message based upon the procedures in Chapter 17 ~~should be provided and~~ should be used by operators and air traffic services units for the purpose of completing applicable flight plans.

...

4.4.1.3 Operators and air traffic services units should comply with:

- a) the instructions for ~~construction and/or completion of the applicable flight plans form and the repetitive flight plan listing form given in~~ accordance with the provisions of Chapter 17 and Appendix 2; and
- b) any ~~constraints~~ restrictions, limitation or advisory information related to flight planning identified in relevant Aeronautical Information Publications (AIPs) or other publications, such as NOTAMs.

Note 1.— Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs in 4.4.1.3 may result in data being rejected, processed incorrectly or lost.

Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight plan form pads, or posted in briefing rooms.

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...

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> The proposed amendments add a reference to a new section of the PANS-ATM (Chapter 17) that prescribes provisions concerning FF-ICE services, which can be used as an alternative means for submission and processing of a flight plan. The proposed amendment to 4.4.1.3 a) makes the current requirement also applicable when the flight plans are submitted through the use of the FF-ICE services. The proposed amendment to 4.4.1.3 b) aligns the language of the PANS-ATM with that in the relevant provision of the PANS-AIM (Appendix 2, ENR 1.10 flight planning refers), and adds other sources for flight planning related information that should be complied with.
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INITIAL PROPOSAL 4

4.4.2 Submission of a flight plan

4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans, ~~except preliminary flight plans,~~ shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.2 ~~Except when other arrangements have been made for submission of repetitive flight plans,~~ a flight plan submitted prior to departure ~~should~~ shall be submitted to the air traffic services reporting office at the departure aerodrome or, when applicable, to any other unit(s) serving the departure aerodrome as prescribed by the appropriate ATS authority. ~~If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.~~

...

4.4.3 Acceptance of a flight plan

The first ATS-unit receiving a flight plan, or change thereto, shall:

- a) check it for compliance with the format and data conventions;
- b) check it for completeness and, to the extent possible, for accuracy;
- c) take action, if necessary, to make it acceptable to the air traffic services; and
- d) indicate acceptance of the flight plan or change thereto, to the originator.

Note.— The first unit may be an ATS reporting office at a departure aerodrome, an FF-ICE services unit or an ATS unit receiving a flight plan from an aircraft in flight.

...

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>With reference to the proposed amendment to the definition of flight plan in Annex 2 (Appendix A, Initial Proposal 1 refers), the term “flight plan” could also mean a preliminary flight plan, which is expected to be submitted as early as possible. The proposed amendment to 4.4.2.1.1 is necessary to ensure that the requirement apply only to a filed flight plan, not a preliminary flight plan.</p> <p>The proposed amendment to 4.4.2.1.2 is consequential to the proposed amendment to Annex 2, 3.3.1 — Submission of a flight plan (Appendix A, Initial Proposal 2 refers).</p> <p>With the introduction of FF-ICE services, there will be cases where the first unit receiving a flight plan may not be an ATS unit. The proposed amendment to 4.4.3 was necessary to cater for this case.</p>
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INITIAL PROPOSAL 5

Chapter 5

SEPARATION METHODS AND MINIMA

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5.4 HORIZONTAL SEPARATION

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5.4.2.7 LONGITUDINAL SEPARATION MINIMA BASED ON DISTANCE
USING ADS-B IN-TRAIL PROCEDURE (ITP)

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5.4.2.7.3.2 A controller may clear an aircraft for an ITP climb or descent provided the following conditions are satisfied:

- a) the ITP climb or descent has been requested by the pilot;
- b) the aircraft identification of each reference aircraft in the ITP request exactly matches the corresponding item of the filed flight plan, such as the Item 7 of FPL—aircraft identification of the corresponding aircraft’s filed flight plan;

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Chapter 8

ATS SURVEILLANCE SERVICES

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8.5.3 Operation of SSR transponders

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8.5.3.3 Aircraft equipped with Mode S having an aircraft identification feature shall transmit the aircraft identification as specified in the corresponding item of the filed flight plan, such as Item 7 of the ICAO flight plan FPL, or, when no flight plan has been filed, the aircraft registration.

...

8.5.4 Operation of ADS-B transmitters

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8.5.4.1 Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in the corresponding item of the filed flight plan, such as Item 7 of the ICAO flight plan FPL, or, when no flight plan has been filed, the aircraft registration.

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Chapter 9

FLIGHT INFORMATION SERVICE AND ALERTING SERVICE

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9.1.4 Air traffic advisory service

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9.1.4.3 AIR TRAFFIC SERVICES UNITS

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9.1.4.3.1 An air traffic services unit providing air traffic advisory service shall:

- a) *advise* the aircraft to depart at the time specified and to cruise at the levels indicated in the filed flight plan if it does not foresee any conflict with other known traffic;

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9.2 ALERTING SERVICE

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9.2.2 Air traffic services units

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9.2.2.4 In obtaining the necessary information as required under 5.2.2.1 of Annex 11, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in the corresponding item of the flight plan, such as Item 19 of the flight

plan-FPL, but not normally transmitted.

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Appendix 6

**ATS INTERFACILITY DATA
COMMUNICATIONS (AIDC) MESSAGES**

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3. AIDC MESSAGE CONTENT

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3.2.1 The ICAO flight plan may contain other information in the corresponding item of the flight plan, such as Item 18 —“Other information”— of FPL, that affects the management of the flight. To amend the contents of an indicator in ~~Item 18~~ the corresponding item of the flight plan, the AIDC message shall contain the entire new contents of the indicator being amended (e.g. to amend “RMK/TCAS EQUIPPED” to include “NON RVSM”, the AIDC message contains “RMK/TCAS EQUIPPED NON RVSM”). ~~Item 18~~ The indicators in the flight plan that are not being amended should not be included in the AIDC message.

3.2.2 To delete the contents of an indicator in ~~Item 18~~ the corresponding item of the flight plan, the AIDC message shall contain the indicator followed by “/0” (e.g. “NAV/0” to indicate that there is no longer any significant navigation data).

Note.— It is not the intention that the receiving unit necessarily displays “NAV/0”, nor that this is a requirement to be included in the original filed flight plan.

...

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment is consequential to the introduction of eFPL. The flight plan items in eFPL do not necessarily have the same sequence or format as that in FPL. Therefore, necessary amendments are proposed to the provisions that contain references to specific items of FPL, in order to make those provisions applicable to eFPL.</p> <p>The proposed amendment to 9.1.4.3.1 a) adds clarity on the applicability of this provision to a specific flight plan.</p>
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INITIAL PROPOSAL 6

Chapter 11**AIR TRAFFIC SERVICES MESSAGES****11.1 CATEGORIES OF MESSAGES****11.1.1 General**

In accordance with the requirements in Chapter 10 — *Coordination*, the messages listed below are authorized for transmission via the aeronautical fixed service (including the aeronautical telecommunication network (ATN) and the aeronautical fixed telecommunication network (AFTN), direct-speech circuits or digital data interchange between ATS units, and direct teletypewriter and computer-computer circuits), or via the aeronautical mobile service, as applicable. They are classified in categories relating to their use by the air traffic services and providing an approximate indication of their importance.

Note 1.— The Priority Indicator in parentheses after each type of message is that specified in Annex 10 (Volume II, Chapter 4) for application when the message is transmitted on the AFTN. The priority for all ATS interfacility data communication (AIDC) messages using the ATN shall be “normal priority flight safety messages” as determined by the ATN Internet protocol priority categorization.

Note 2.— Chapter 17 contains the procedures and associated messages for the FF-ICE services.

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11.2 GENERAL PROVISIONS

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11.2.1 Origination and addressing of messages**11.2.1.1 GENERAL**

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11.2.1.1.1 Messages for ATS purposes shall be originated by the appropriate ATS units or by aircraft as specified in Section 11.3, except that, through special local arrangements, ATS units may delegate the responsibility for originating movement messages to the pilot, the operator, or its designated representative.

Note 1.— Such delegation may be effected by publication in the relevant AIP, agreement with operators concerned or by FF-ICE services as described in 17.4.3.1.

Note 2.— Guidance on origination of movement messages for FF-ICE services implementation is in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

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11.4 MESSAGE TYPES AND THEIR APPLICATION

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11.4.2 Movement and control messages

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11.4.2.2 MOVEMENT MESSAGES

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11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.

11.4.2.2.2.1 Unless repetitive flight plan procedures are being applied or current flight plan messages are being employed, filed flight plan (FPL) messages shall be transmitted for all flights for which a flight plan has been submitted with the object of being provided with air traffic control service, flight information service or alerting service along part or the whole of the route of flight.

11.4.2.2.2.2 An ~~filed flight plan~~ FPL message shall be originated and addressed as follows to the units identified in 11.4.2.2.2.3 by the ATS unit serving the departure aerodrome or, when applicable, by ~~the ATS unit receiving a flight plan from an aircraft in flight~~:

- a) a unit designated by the appropriate ATS authority to serve the departure aerodrome;
- b) the ATS unit receiving a flight plan from an aircraft in flight; or
- c) the pilot, the operator or its designated representative, when so delegated in accordance with 11.2.1.1.1.

11.4.2.2.2.3 An FPL message shall be addressed as follows:

- a) an FPL message shall be sent to the ACC or flight information centre serving the control area or FIR within which the departure aerodrome is situated;
- b) unless basic flight plan data are already available as a result of arrangements made for repetitive flight plans, an FPL message shall be sent to all centres in charge of each FIR or upper FIR along the route which are unable to process current data. In addition, an FPL message shall be sent to the aerodrome control tower at the destination aerodrome. If so required, an FPL message shall also be sent to flow management centres responsible for ATS units along the route;
- c) when a potential re-clearance in flight (RIF) request is indicated in the flight plan, the FPL message shall be sent to the additional centres concerned and to the aerodrome control tower of the revised destination aerodrome;
- d) where it has been agreed to use CPL messages but where information is required for early planning of traffic flow, an FPL message shall be transmitted to the ACCs concerned; and
- e) for a flight along routes where flight information service and alerting service only are provided, an FPL message shall be addressed to the centre in charge of each FIR or upper FIR along the route and to the aerodrome control tower at the destination aerodrome.

11.4.2.2.2.3⁴ In the case of a flight through intermediate stops, where flight plans for each stage of the flight are filed ~~at~~ to the unit designated by the appropriate ATS authority to serve the first departure

aerodrome, the following procedure shall be applied:

- a) ~~the air traffic services reporting office at the~~ originator of the FPL message, in accordance with 11.4.2.2.2.2, for the first departure aerodrome shall:
 - 1) transmit an FPL message for the first stage of flight in accordance with 11.4.2.2.2.23;
 - 2) transmit a separate FPL message for each subsequent stage of flight, addressed to ~~the air traffic services reporting office at the appropriate~~ the ATS unit or any other units designated by the appropriate ATS authority for each subsequent departure aerodrome;
- b) ~~the air traffic services reporting office at the~~ ATS unit or any other units designated by the appropriate ATS authority for each subsequent departure aerodrome shall take action on receipt of the FPL message as if the flight plan has been filed locally.

...

11.4.2.3.2 *CURRENT FLIGHT PLAN (CPL) MESSAGES*

11.4.2.3.2.1 Unless basic flight plan data have already been distributed (~~FPL or RPL~~) which will be supplemented by coordination data in the estimate message, a CPL message shall be transmitted by each ACC to the next ACC and from the last ACC to the aerodrome control tower at the destination aerodrome, for each controlled flight, and for each flight provided with air traffic advisory service along routes or portions of routes where it has been determined by the appropriate ATS authority that adequate point-to-point communications exist and that conditions are otherwise suitable for forwarding current flight plan information.

...

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>When FF-ICE services are implemented, the movement messages may be originated by an FF-ICE services unit or the origination may be delegated to pilot, operator or designated representative as described in the proposed new Chapter 17. The proposed amendments to 11.2.1.1.1 and 11.4.2.2.2 are to reflect such a circumstance. The addition of Note 1 adds clarity on how delegation of originating FPL message can be effected.</p> <p>The provision contained in 11.4.2.2.2.1 relates only to FPL. As the revised filed flight plan definition contains both FPL and eFPL, it is required to make the provision in 11.4.2.2.2.1 specific only to FPL.</p> <p>Amendments to 11.4.2.2.2.2 and newly proposed 11.4.2.2.2.3 are in line with the proposed amendment to Annex 2, 3.3.1 — Submission of a flight plan (Appendix A, Initial Proposal 2 refers).</p> <p>The provision contained in 11.4.2.3.2.1 are amended to remove (FPL or RPL) as basic flight plan data is not limited to a specific type of flight plan. Each flight plan type has basic elements that constitutes the minimal set of information to be provided depending on the circumstances and the use.</p>
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INITIAL PROPOSAL 7

Editorial Note.— Insert new Chapter 17 in PANS-ATM, Doc 4444

Chapter 17

FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) SERVICES

17.1 INTRODUCTION

Note.— The implementers of the Flight and Flow — Information for a Collaborative Environment (FF-ICE) services are not exempted from fulfilling requirements to exchange flight plan and other associated movement messages, in accordance with provisions in Chapter 4 section 4.4 and Chapter 11, with operators and ATS units that have not implemented FF-ICE services.

17.1.1 The FF-ICE services may include any of the following:

- a) *planning service*: the evaluation of a preliminary flight plan (PFP) with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight;
- b) *filing service*: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability;
- c) *trial service*: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight;

Note.— The trial service offers an opportunity for an operator or designated representative to submit “what-if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting a PFP, eFPL or flight plan update.

- d) *flight data request service*: the provision of data regarding a specific flight such as the latest version of filed flight plan or search and rescue data upon request by an eligible recipient;
- e) *notification service*: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
- f) *publication service*: the publication of flight and flow data for access by authorized subscribers.

Note.— Further details on the restrictions and constraints can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

17.1.2 When any of the FF-ICE services in 17.1.1 are to be implemented, the provision and use of such services shall be effected in accordance with the provisions of this chapter.

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment is primarily focused on the information exchange and associated interactions prior to departure (ASBU B2-FICE refers). However, the scope and description of the FF-ICE services are drafted to:</p> <ul style="list-style-type: none"> a) ensure broad areas of applicability in a lifecycle of a flight; and b) allow successive increments of provisions in the future to address the evolution of FF-ICE services consistent with the concept of FF-ICE described in Doc 9965. <p>The proposal also adds a provision to ensure that the FF-ICE services are to be implemented in a voluntary, but standardized manner.</p>
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INITIAL PROPOSAL 8

17.2 GENERAL PROVISIONS

17.2.1 When it has been determined that FF-ICE services will be provided, the appropriate ATS authority shall:

- a) designate at least one FF-ICE services unit;
- b) arrange for, as a minimum, the provision of the filing service and flight data request service;
- c) ensure that the FF-ICE services unit(s) maintain the ability necessary to exchange ATS messages with operators and ATS units that have not implemented FF-ICE services, in accordance with provisions in Chapter 11; and
- d) arrange for the promulgation of information on the availability of FF-ICE services, associated procedures and conditions in the Aeronautical Information Publications (AIP).

17.2.2 The associated procedures and conditions to be published in the AIP shall include, *inter alia*, the following:

- a) instructions for constructing valid flight plans for submission (17.4.1.1 and 17.4.1.2 refer);
- b) the point in time and/or conditions after which procedures change for submission of a Flight Plan Update message (17.4.4.1 refers);
- c) if applicable, the period of time and point in time and/or conditions under which an update to the Planning Status and Filing Status messages is provided (17.4.5.2 refers);
- d) if applicable, the types of flight data that can be requested via the FF-ICE flight data request service (17.4.7.1 refers); and
- e) if applicable, the time limits for submission of a PFP message (17.4.2.3 refers).

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposal describes administrative and organizational requirements in relation to the implementation of the FF-ICE services that include:</p> <ul style="list-style-type: none"> a) designation of a unit providing the FF-ICE services; b) minimum capabilities required to provide the FF-ICE services; and c) publication of information on the FF-ICE services in the AIP. <p>As the FF-ICE services are ultimately to facilitate the provision of air traffic services, the determination of the FF-ICE services implementation should be the responsibility of the appropriate ATS authority.</p> <p>17.2.1 c) is to support a successful mixed-mode operation of existing flight filing/transmission mechanisms and those used in the FF-ICE services, and the requirement is posed on the FF-ICE services units.</p>
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INITIAL PROPOSAL 9

17.3 FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) MESSAGES

17.3.1 The messages prescribed in Table 17-1 shall be used to exchange information as indicated in the procedures for FF-ICE services in 17.4.

17.3.2 FF-ICE messages shall comply with the technical and interoperability requirements contained in 17.5.

17.3.3 The content of an FF-ICE message shall allow for translation to a corresponding ATS message when necessary to meet the requirements of Chapter 11. This includes the translation of:

- a) an eFPL message to an FPL message;
- b) a Flight Plan Update message to a CHG or DLA message; and
- c) a Flight Cancellation message to a CNL message.

Note 1.— See also 17.2.1 c) concerning a required capability to support a mixed mode environment.

Note 2.— Additional data items defined for use in the FF-ICE messages that do not correspond to an existing data item in the ATS message may not be translated.

Note 3.— Information on data items requiring translation and guidance on the use of algorithms to minimize loss of data during translation are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).

17.3.4 It is not the intention that personnel involved in the provision and use of the FF-ICE services see the whole content of FF-ICE messages, the majority of which is to be generated by computer systems. However, flight plan information shall be displayed or made available for verification, coordination and

necessary modifications by those personnel, such as flight operations officer or flight data processing officer.

Table 17-1. Standard Flight and Flow — Information for a Collaborative Environment (FF-ICE) Messages
(17.3.1 refers)

Note 1.— The term “message” refers to a discrete unit of communication, expressed electronically, and intended for consumption by a recipient or group of recipients.

Note 2.— Specific details on FF-ICE messages including content, format and data conventions are described in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).

<i>Message</i>	<i>Description</i>
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates reason.
Preliminary Flight Plan (PFP)	A flight plan (to be) submitted for collaborative flight planning, prior to submitting a Filed Flight Plan (eFPL) message.
Planning Status	A response to a validated PFP message indicating the flight plan acceptability and, where practicable, applicable restrictions and constraints.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan (PFP or eFPL).
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan (PFP or eFPL).
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.

<i>Message</i>	<i>Description</i>
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

<i>Origin:</i> ATMRPP/4	<p><i>Rationale:</i></p> <p>The proposal defines standard FF-ICE messages to be used in the initial implementation of FF-ICE services, while leaving detailed specifications for each message in the implementation guidance. Defining FF-ICE messages allows for the standardization of information exchanges associated with each FF-ICE service. The FF-ICE procedures describe under what conditions an operator or service provider is to send each of the defined messages.</p> <p>In order to support a mixed environment, it is also necessary to communicate flight plan information using either FF-ICE messages or ATS messages. The proposal is to require that the content of FF-ICE messages allow for translation into corresponding ATS messages.</p>
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INITIAL PROPOSAL 10

17.4 PROCEDURES FOR FF-ICE SERVICES

17.4.1 General

Note.— Each FF-ICE service has an applicable set of messages and associated procedures and some procedures are used by more than one service.

17.4.1.1 An originator shall ensure that an FF-ICE message complies with an applicable format and data conventions.

17.4.1.2 A recipient shall validate the FF-ICE message by checking its compliance with the applicable format and data conventions and to the extent possible, for completeness and accuracy.

17.4.1.3 Each recipient shall respond to each of the messages identified below with a Submission Response message as soon as practicable after validation of a message pursuant to 17.4.1.2:

- a) Preliminary Flight Plan (PFP);
- b) Filed Flight Plan (eFPL);
- c) Flight Plan Update;
- d) Trial Request;

- e) Flight Cancellation;
- f) Flight Departure;
- g) Flight Arrival; and
- h) Flight Data Request.

17.4.1.4 Upon receipt of a Submission Response indicating that the message has been rejected, the recipient of the Submission Response shall take action, as necessary.

17.4.1.5 The originator of PFP, eFPL or Flight Plan Update messages shall include flight plan version information that allows a recipient to verify that the flight plan version in the message is more recent than previously received, and that no incremental updates were missed.

17.4.1.6 When the flight plan version of a received message is older than the one currently held, or incremental updates are missing, the recipient shall take action to obtain the latest version of the flight plan.

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment minimizes syntactic errors in the exchange of FF-ICE messages by requiring compliance checks to be conducted by both an originator and recipient of a message. The proposal defines a standardized response, and requires that the standardized response (i.e. the Submission Response message) be provided to each relevant FF-ICE message.</p> <p>The Submission Response message is similar to: Logical Acknowledgement (LAM) defined in ATS messages; and Application Accept and Application Reject defined in AIDC messages. The primary difference is that these messages are required between ATS units while the Submission Response message is required also for the exchanges with operators.</p> <p>The collaborative flight planning can give rise to a significant number of modifications to the flight plan, performed over a period of time. In order to assist in flight plan data association and synchronization, the originator of a flight plan message is required to provide an indication of the flight plan version, and subsequent updates are accompanied by an increment to the version number.</p>
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INITIAL PROPOSAL 11

17.4.2 Preliminary flight plan (PFP)

17.4.2.1 The FF-ICE planning service shall be effected by the submission of a Preliminary Flight Plan (PFP) message by an operator or designated representative to each FF-ICE services unit from which evaluation is needed and that has indicated the availability of the service.

17.4.2.2 A PFP message shall include the following data items, as a minimum when first submitted,

and be augmented as more information is available to the operator:

- a) globally unique flight identifier (GUFID);
- b) aircraft identification;
- c) departure aerodrome;
- d) estimated off-block date and time; and
- e) destination aerodrome.

Note.— Provisions on the generation and use of a GUFID are contained in Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status.

17.4.2.3 The time limits for submission of a PFP message determined by the appropriate ATS authority or on the basis of regional air navigation agreements shall be published in the AIP.

17.4.2.4 A PFP message shall be rejected if a filed flight plan exists for the given flight.

17.4.2.5 FF-ICE services units shall evaluate the validated PFP message, and provide an appropriate response in accordance with 17.4.5.

17.4.2.6 Submission of a PFP message shall not substitute for the submission of an eFPL message.

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i> The proposed amendment describes the procedures for the FF-ICE planning service using a preliminary flight plan (PFP). Having a flight plan that is separate from the filed flight plan allows for the benefits of more accurate demand assessment and collaborative flight planning much earlier than the time of filing, without affecting the current processes or systems dealing with filed flight plans. It allows an FF-ICE services unit to provide early feedback to the operator and for the operator to consider such feedback well before filing the plan. To accommodate the differing needs around the world, the decision on “time limits for submission” of a PFP are best left to local authorities and regional agreements, with such limits being published in the Aeronautical Information Publication (AIP).</p>
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INITIAL PROPOSAL 12

17.4.3 Filed flight plan (eFPL)

17.4.3.1 The FF-ICE filing service shall be effected by the submission of a Filed Flight Plan (eFPL) message by an operator or designated representative.

17.4.3.2 Unless otherwise prescribed by the appropriate ATS authority, an operator or its designated

representative electing to use FF-ICE services shall submit:

- a) an eFPL to each FF-ICE services unit concerned along the route of a flight; and
- b) an FPL to each ATS unit unable to process an eFPL, as directed by the AIP relevant to each airspace the flight is expected to traverse.

Note 1.— When so prescribed, the FF-ICE service unit may optionally offer related functionality for example: an operator or its designated representative may submit an eFPL only to an FF-ICE services unit serving the departure aerodrome. The FF-ICE services unit may assume responsibility for the provision of the flight plan information and changes thereto in an appropriate format to all relevant units concerned along the route of flight, and for provision of appropriate responses back to an operator or its designated representative.

Note 2.— Acceptable methods for translating eFPL to FPL can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).

17.4.3.3 An eFPL message shall include, as a minimum, the GUF1 and the flight data items prescribed by the provisions in Annex 2, 3.3.2 and Appendix 2 of this document.

Note.— Provisions on the generation and use of a GUF1 are contained in Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status.

17.4.3.4 The FF-ICE services unit shall ensure that the filed flight plan is made available to all ATS units concerned within its area of responsibility.

17.4.3.5 When so required by the agreement between the appropriate ATS authorities to assist in the identification of flights and thereby eliminate or reduce the need for interceptions in the event of deviations from the assigned track, the FF-ICE services unit shall also provide an eFPL message to the FF-ICE services unit of each FIR or upper FIR in close proximity to specified routes or airspace the flight is expected to traverse.

17.4.3.6 The FF-ICE services units shall evaluate the validated filed flight plan, and provide an appropriate response in accordance with 17.4.5.

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment describes the procedures for the FF-ICE filing service through the use of a filed flight plan (eFPL). The flight plan format in Appendix 3, designed as a teletype message, does not have the ability to support advanced data structures (such as a four-dimensional trajectory) or additional data items necessary for collaborative decision making and advanced air traffic services. Any changes to the flight plan data item affect all systems across the globe, even those not requiring the change. The proposal is to allow the use of FF-ICE filing service as an alternate means of submitting a filed flight plan to those that indicated the availability of such a service.</p> <p>The proposed amendment also clarifies the responsibility of an operator or designated representative electing to use FF-ICE services, who will need to ensure that flight plan information is submitted in an appropriate format (eFPL or FPL) to all required recipients. The proposal also indicates an optional capability that an FF-ICE services unit serving the departure aerodrome may offer a service with</p>
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	<p>respect to the distribution of eFPL or FPL as well as the provision of appropriate response back to the operator.</p> <p>The proposed amendment adds a new requirement to include a GUFU in the eFPL in addition to all other data items required for inclusion in FPL today.</p>
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INITIAL PROPOSAL 13

17.4.4 Flight plan update

17.4.4.1 An FF-ICE services unit shall publish in the AIP pursuant to 17.2.2, the applicable conditions which cause the procedures for the submission of a Flight Plan Update message to change.

Note.— Depending on a local arrangement between an FF-ICE services unit and an ATS unit formulating ATC clearances, flight plan updates may not be accepted after a certain point of time, which is important information to operators.

17.4.4.2 When any change is to be made to a previously submitted flight plan (PFP or eFPL, as appropriate), an operator or designated representative shall submit a Flight Plan Update message to all the recipients of the previously submitted flight plan.

17.4.4.3 When such a change results in additional entities not previously having received the flight plan concerned, the operator or designated representative shall submit a latest version of the complete flight plan (PFP or eFPL as appropriate), with all prior updates incorporated, to those recipients that are newly affected by the change.

17.4.4.4 When the submitted flight plan message (PFP or eFPL) includes a version number greater than the one currently held, the flight plan message shall be processed as an update to an existing one.

17.4.4.5 When a version number contained in a Flight Plan Update message is not exactly one greater than the one currently held, the Flight Plan Update message shall be rejected and the version mismatch shall be indicated to the operator.

17.4.4.6 When a rejection of a Flight Plan update message due to a version mismatch is received, the operator or designated representative shall submit the latest version of the complete flight plan (PFP or eFPL as appropriate).

17.4.4.7 When a flight plan has been provided pursuant to 17.4.3.3 and 17.4.3.4, the FF-ICE services unit shall keep those recipients informed of any changes to the filed flight plan including the case when, following a change, the flight is no longer of concern to the recipients.

17.4.4.8 Upon validation of a flight plan update message, the FF-ICE services units shall evaluate the update to the previously submitted flight plans, and provide an appropriate response in accordance with 17.4.5.

17.4.5 Flight plan evaluation

17.4.5.1 Each individual FF-ICE services unit shall determine the acceptability of the flight plan or flight plan update, and send an appropriate FF-ICE message (Planning Status message or Filing Status message) as soon as practicable. In case of the Planning Status message, it shall be sent no later than three hours before the estimated off-blocks time.

Note 1. — Flight plan acceptability is determined based on a separate evaluation of semantics and the assessment of compliance with applicable restrictions and/or constraints.

Note 2. — The response messages resulted from the flight plan evaluation are additional to the Submission Response message provided pursuant to 17.4.1.3.

17.4.5.2 The FF-ICE services unit may wish to provide an update to the Planning Status or Filing Status in order to reflect changes in relevant restrictions or applicable flight constraints. In such cases, the period of time and/or conditions under which an update to the Planning Status and Filing Status messages is provided shall be published in the AIP pursuant to 17.2.2.

17.4.5.3 In response to the Planning Status or Filing Status message, the operator or designated representative shall evaluate the contents and take action as necessary.

17.4.6 Flight cancellation

17.4.6.1 To cancel a flight for which a preliminary or filed flight plan was previously submitted, an operator or designated representative shall submit a Flight Cancellation message to each FF-ICE services unit that was previously provided with the flight plan concerned.

17.4.6.2 Upon validation of a Flight Cancellation message, an FF-ICE services unit shall take necessary actions to ensure that the flight is not considered as an intended flight. Such actions may include, but not limited to:

- a) not accepting any further FF-ICE messages that include the GUFID of the cancelled flight;
- b) notifying FF-ICE services units and/or ATS units that are aware of the flight; and
- c) removing the flight from ATC systems.

17.4.6.3 When a previously cancelled flight needs to be re-established, a flight plan shall be submitted in the same manner as it is for a new flight.

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i> The proposed amendment describes the procedures concerning flight plan update, evaluation, and cancellation, which are common to both the FF-ICE planning and filing services.</p>
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	<p>The general procedures for a flight plan update and cancellation are similar to those currently in use for the exchange of analogous ATS messages (e.g. CHG, DLA). Key additional requirements for the FF-ICE services are related to:</p> <ul style="list-style-type: none"> a) the use of a specific standard FF-ICE message; b) the flight plan association using the version number contained in the submitted message; and c) the indication of flight plan acceptability to provide an operator with an opportunity to consider taking action.
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INITIAL PROPOSAL 14

17.4.7 Flight data request

17.4.7.1 An FF-ICE services unit may make available any information about a flight that it is deemed useful, but as a minimum, shall be capable of providing the following information, when applicable, upon request:

- a) the most recent version of a preliminary flight plan;
- b) the most recent version of a filed flight plan;
- c) supplementary search and rescue information;
- d) the latest planning status; or
- e) the latest filing status.

17.4.7.2 To obtain flight plan information about a specific flight such as listed in 17.4.7.1, a Flight Data Request message shall be submitted to an appropriate FF-ICE services unit that has been identified as holding the desired information.

Note. — *More use cases for the FF-ICE flight data request service can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).*

17.4.7.3 A Flight Data Request message submitted by an operator or designated representative shall concern only a flight under its operational control.

17.4.7.4 In receipt of a Flight Data Request message, an FF-ICE services unit shall validate if the message is originated from an entity eligible for requesting such information.

17.4.7.5 Upon validation of a Flight Data Request message, the FF-ICE services unit shall provide the requested flight data as soon as practicable.

17.4.7.6 When unable to provide the requested data, the FF-ICE services unit shall send a Submission Response Message - Reject and indicate the reasons for the inability to provide the requested data.

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> The proposal defines minimum information to be provided when providing FF-ICE flight data request service, while allowing the FF-ICE services unit to provide additional information if it wishes to. The proposal is also intended to avoid any proprietary issues by limiting the scope of information to be requested by an operator to that of a flight under its operational control.
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INITIAL PROPOSAL 15

17.4.8 Trial request

17.4.8.1 The FF-ICE trial service shall be effected through the submission of a Trial Request message by an operator or designated representative to each FF-ICE services unit from which evaluation is needed and that has indicated provision of the service. A Trial Request message may be submitted to an FF-ICE services unit that was not along the original route of flight and did not previously receive the flight plan, in order to evaluate a reroute into the airspace for which the FF-ICE services unit is designated to serve.

17.4.8.2 Upon validation of a Trial Request message, an FF-ICE service unit, as soon as practicable, shall determine the acceptability of the potential changes to an intended flight, and send a Trial Response message.

17.4.8.3 The information contained in the Trial Request message shall not be used for the purpose of air traffic flow management or air traffic services.

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> When an operator is attempting to resolve known constraints on a flight, it would be helpful to be able to determine the results of a potential change without actually making the change to a flight plan concerned. The proposal describes the procedures for a FF-ICE trial request service that provides an operator with an ability to evaluate a possible change to a flight plan without changing the intended flight plan (which may be either a Preliminary or Filed Flight Plan). This will be done by the use of a Trial Request message, and a Trial Response message. The proposal also includes a requirement to avoid misuse of the information contained in the Trial Request. Paragraph 17.4.8.3 is required because an operator may try many different solutions in a short period of time via Trial Request, and it would therefore not be practical to treat a Trial Request as a statement of intent and reflect the trial change in demand planning.
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INITIAL PROPOSAL 16

17.4.9 Notification

When it has been determined that the FF-ICE notification service will be used as a means to meet the requirements of transmitting the flight departure and arrival prescribed in 11.4.2.2.6 and 11.4.2.2.7, the Flight Departure message and Flight Arrival message shall be used in lieu of DEP and ARR messages.

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> While the scope of this proposed amendment is focused on the flight information to be exchanged and associated interaction prior to departure, the proposed amendment provides standard FF-ICE messages that can be used in lieu of the departure (DEP) and arrival (ARR) messages.
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INITIAL PROPOSAL 17

17.4.10 Publication

(To be developed)

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> While the publication service is an important part of FF-ICE services in general, specific requirements can vary depending on the use cases of the publication service, and these are still being investigated and validated. Therefore, this section is proposed to indicate “under development” in this amendment package.
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INITIAL PROPOSAL 18

17.5 TECHNICAL AND INTEROPERABILITY REQUIREMENT

17.5.1 FF-ICE services shall make use of information services.

Note 1. — In the context of system-wide information management, the information service addresses machine-to-machine interaction in a service-oriented architecture.

Note 2. — Procedures on information services are contained in the Procedures for Air Navigation Services - Information Management (PANS-IM, Doc xxxxx).

17.5.2 The providers and users of the FF-ICE services shall adopt an information exchange model that:

- a) provides the structure and format of the required flight and flow data elements, including their properties, associations and data types, and data value constraints;
- b) enables the construction and exchange of the standard FF-ICE messages in Table 17-1; and
- c) provides a mechanism by which additional flight and flow data and/or FF-ICE messages can be used without affecting global interoperability.

Note. — Details on the structure and format of the flight and flow data elements and FF-ICE messages are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

End of new Chapter 17.

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i> The proposed requirements specify the characteristics of FF-ICE services/messages ensuring that compatible and interoperable solutions are adopted by each service provider, namely:</p> <ul style="list-style-type: none"> a) use of the system-wide information management (SWIM) information services for FF-ICE implementation (17.5.1); and b) use of a common data standard for the content of FF-ICE messages (17.5.2).
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INITIAL PROPOSAL 19

Appendix 2

FLIGHT PLAN

...

2. Instructions for the completion of the flight plan form

...

2.2 Instructions for insertion of ATS data

...

ITEM 18: OTHER INFORMATION

...

- NAV/ ~~Significant data related to navigation equipment~~ Indicate navigation equipment and capabilities, other than specified in Item 10a or PBN/, as required by the appropriate ATS authority. ~~Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.~~ In the case of GNSS augmentation, when necessary to specify it include ‘GBAS’ and/or ‘SBAS’ as appropriate in accordance with the *Global Navigation Satellite System (GNSS) Manual* (Doc 9849).
- COM/ Indicate communication equipment and capabilities not specified in Item 10 a), as required by the appropriate ATS authority.
- DAT/ Indicate data communication equipment and capabilities not specified in Item 10 a), as required by the appropriate ATS authority.
- SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b), as required by the appropriate ATS authority. ~~Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.~~ In the case of Required Surveillance Performance, when necessary to specify it include the letters “RSP” followed by the appropriate performance level, such as RSP180, as indicated in the *Performance-based Communication and Surveillance (PBCS) Manual* (Doc 9869).

Note.— Refer to the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965) for guidance on flight plan codes applicable during a transition period, as well as additional flight information that can be exchanged using the FF-ICE services.

...

...

Appendix 3

AIR TRAFFIC SERVICES MESSAGES

...

Field Type 18 — Other information

...

Any other necessary information in the sequence shown hereunder, in the form of the appropriate abbreviation selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

...

NAV/	<p>Significant data related to navigation equipment Indicate navigation equipment and capabilities, other than specified in Item 10a or PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. In the case of GNSS augmentation, when necessary to specify it include “GBAS” and/or “SBAS” as appropriate in accordance with the <i>Global Navigation Satellite System (GNSS) Manual</i> (Doc 9849).</p>
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COM/	<p>Indicate communication equipment and capabilities not specified in Item 10 a), as required by the appropriate ATS authority.</p>
------	---

DAT/	<p>Indicate data communication equipment and capabilities not specified in Item 10 a), as required by the appropriate ATS authority.</p>
------	--

SUR/	<p>Indicate surveillance equipment and capabilities not specified in Item 10 b), as required by the appropriate ATS authority. Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400. In the case of Required Surveillance Performance, when necessary to specify it, include the letters “RSP” followed by the appropriate performance level, such as RSP180, as indicated in the <i>Performance-based Communication and Surveillance (PBCS) Manual</i> (Doc 9869).</p>
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...

<p><i>Origin:</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The FPL message is no longer subject to modification. Items necessary to identify new capabilities and equipment for a flight cannot be added to Item 10 or Item 18 PBN/. Therefore, all new capabilities require an entry in Item 18 NAV/, DAT/, SUR/, or COM/. In order to avoid redundant and/or ambiguous codes being introduced by various regions or air navigation services providers (ANSPs), a more coordinated approach is proposed. This change clarifies that identification of equipment or capability by an operator should be in accordance with instructions from an ATS authority. Proposed new Note indicates where recommended codes for Item 18 will be documented. Note also provides a reference to guidance as to how such information can be alternately exchanged using FF-ICE.</p>
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PROPOSED AMENDMENT TO PANS-AIM (DOC 10066)

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

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**PROPOSED AMENDMENT TO
PROCEDURES FOR AIR NAVIGATION SERVICES —
AERONAUTICAL INFORMATION MANAGEMENT**

(PANS-AIM, Doc 10066)

INITIAL PROPOSAL 1

Chapter 1

DEFINITIONS

...

Flight and flow — information for a collaborative environment (FF-ICE). Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purpose of facilitating the exchange of FF-ICE, more accurate assessment of demands, appropriate resource planning, and optimum flight planning and execution.

...

<i>Origin:</i> ATMRPP/4	<i>Rationale:</i> The new definitions are proposed to reflect the introduction of the new terms “FF-ICE” and “FF-ICE services” used in the PANS-AIM (Doc 10066).
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INITIAL PROPOSAL 2

Appendix 2

**CONTENTS OF THE AERONAUTICAL
INFORMATION PUBLICATION (AIP)**

...

PART 2 — EN-ROUTE (ENR)

...

ENR 1. GENERAL RULES AND PROCEDURES

...

ENR 1.10 Flight planning

The requirement is to indicate any restriction, limitation or advisory information related to the flight planning stage which may assist the user in the presentation of the intended flight operation, including:

- 1) procedures for the submission of a flight plan;
- 2) repetitive flight plan system; ~~and~~
- 3) changes to the submitted flight plan; ~~and~~
- 4) if applicable, description of available flight and flow — information for a collaborative environment (FF-ICE) services, and associated procedures.

Note 1. — Provisions concerning FF-ICE services are contained in the PANS-ATM (Doc 4444) and the guidance material is contained in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i> The provision of FF-ICE services is not proposed to be a mandatory service at this initial stage, and when provided, not all types of the FF-ICE services are expected to be implemented. The proposed amendment is to add a requirement of publishing the description of FF-ICE services and any associated procedures if the FF-ICE services are to be provided, in the designated section (ENR 1.10) of the aeronautical information publication (AIP), so that the users of the service are formally informed.</p>
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INITIAL PROPOSAL 3

ENR 1.11 Addressing of flight plan messages

The requirement is for an indication, in tabular form, of the addresses allocated to flight plans, showing:

- 1) category of flight (IFR, VFR or both);
- 2) route (into or via FIR and/or TMA); ~~and~~
- 3) message address; ~~and~~
- 4) if applicable, addressing instructions for FF-ICE services.

...

<p><i>Origin:</i> ATMRPP/4</p>	<p><i>Rationale:</i> The underlying technology of the FF-ICE services is different from those currently in use for ground-ground communication (e.g. AFTN). Therefore, the way the flight plan is addressed and transmitted to the required recipients is also different. The proposed amendment is to add a requirement of publishing addressing instructions for the use of FF-ICE services if the FF-ICE services are to be provided, in the designated section (ENR 1.11) of the aeronautical information publication (AIP).</p>
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PROPOSED CONSEQUENTIAL AMENDMENT TO ANNEX 1

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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PROPOSED CONSEQUENTIAL AMENDMENT TO
ANNEX 1
PERSONNEL LICENSING
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1

CHAPTER 1. DEFINITIONS AND GENERAL RULES
CONCERNING LICENCES

1.1 Definitions

When the following terms are used in the Standards and Recommended Practices for Personnel Licensing, they have the following meanings:

...

Flight plan. Specified information ~~provided to air traffic services units,~~ relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...
...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposed amendment is consequential to align Annex 1 — <i>Personnel Licensing</i> with the FF-ICE/R1 core provisions contained in Annex 2 and the PANS-ATM (refer to the Rationales in Appendices A and C under Initial Proposals No. 1).
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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 6, PART I

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 6

OPERATION OF AIRCRAFT

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART I

INTERNATIONAL COMMERCIAL AIR TRANSPORT —AEROPLANES

INITIAL PROPOSAL 1

PUBLICATIONS

(referred to in this Annex)

ICAO Publications

...

Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)

...

<i>Origin</i>	<i>Rationale:</i>
ATMRPP/4	The proposal is to include the <i>Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)</i> , which is being referenced in the proposed amendment to Annex 6, Part I.

INITIAL PROPOSAL 2

CHAPTER 1. DEFINITIONS

...

Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

...

Current flight plan (CPL). The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

...

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information ~~provided to air traffic services units,~~ relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

Preliminary flight plan (PFP). The flight plan submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

...

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment to the definition of “flight plan” is consequential to align Annex 6, Part I with the FF-ICE/R1 core provisions proposed in Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1).</p> <p>The proposal also introduces the definitions of “appropriate ATS authority”, “current flight plan”, “filed flight plan” and “preliminary flight plan” to support the proposed amendment to relevant provisions in Annex 6, Part I.</p>
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INITIAL PROPOSAL 3

CHAPTER 4. FLIGHT OPERATIONS

...

4.3 FLIGHT PREPARATION

...

4.3.4.2 *En-route alternate aerodromes*

En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and ~~air traffic services (ATS) filed~~ flight plans, and, if applicable, in the preliminary flight plan.

...

4.3.4.3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ~~ATS~~ filed flight plans, and, if applicable, in the preliminary flight plan, unless:

- a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:

...

4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and ~~ATS~~ filed flight plans, and, if applicable, in the preliminary flight plan, when, for the destination aerodrome:

- a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or b) meteorological information is not available;
- or

...

4.4 IN-FLIGHT PROCEDURES

...

4.4.7 In-flight operational instructions

Operational instructions involving a change in the ~~ATS~~ filed or current flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.

Note.— When the above coordination has not been possible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an ATS unit, if applicable, before making a change in flight plan.

...

4.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER

4.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall:

- a) assist the pilot-in-command in flight preparation and provide the relevant information;
- b) assist the pilot-in-command in preparing the operational flight plan and ~~ATS flight plans, sign when applicable and file the~~ ~~ATS flight plan to be filed with the appropriate ATS unit;~~
- c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority;

- d) sign, when applicable, and submit the flight plan to a unit designated by the appropriate ATS authority;
- ee) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and
- ef) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful.

Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> Within an FF-ICE environment, flight plans are not necessarily submitted only to an ATS unit. The proposed amendment reflects current practice as well as the anticipated filing of flight plans using FF-ICE services. The proposal also amends relevant provisions to make them applicable to circumstances where a preliminary flight plan is used. Additionally, the proposed amendment includes a reference to other ICAO documents relating to flight plans and associated services including the FF-ICE services.
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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 6, PART II

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 6

OPERATION OF AIRCRAFT

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART II

INTERNATIONAL GENERAL AVIATION — AEROPLANES

INITIAL PROPOSAL 1

PUBLICATIONS

(referred to in this Annex)

ICAO Publications

...

Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)

...

<i>Origin</i>	<i>Rationale:</i>
ATMRPP/4	The proposal is to include the <i>Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)</i> , which is being referenced in the proposed amendment to Annex 6, Part II.

INITIAL PROPOSAL 2

CHAPTER 1.1 DEFINITIONS

...

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.—The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information ~~provided to air traffic services units,~~ relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

Preliminary flight plan (PFP). The flight plan submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment to the definition of the term “flight plan” is consequential to align Annex 6, Part II with the FF-ICE/R1 core provisions contained in Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1).</p> <p>The proposal also introduces the definitions of “filed flight plan” and “preliminary flight plan” to support the proposed amendment to relevant provisions in Annex 6, Part II.</p>
--------------------------------------	--

INITIAL PROPOSAL 3

CHAPTER 2.2 FLIGHT OPERATIONS

...

2.2.3.3 Flight planning

Before commencing a flight, the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include:

- a) a study of available current weather reports and forecasts; and
- b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for

an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.

Note 2.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 3.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

CHAPTER 3.4 FLIGHT OPERATIONS

...

3.4.3.3 Operational flight planning

The operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures shall be included in the operations manual.

Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome nominated as an alternate, than for the same aerodrome planned as that of intended landing.

Note 2.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 3.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment includes reference to the guidance material concerning the use of FF-ICE services, especially the use of a preliminary flight plan. The preliminary flight plan is intended for use by operators for submitting a draft flight plan and obtaining feedback on any restrictions, and resulting flight-specific constraints earlier in the flight planning process.</p>
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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 6, PART III

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
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3. ~~Text to be deleted is shown with a line through it~~ followed **by the replacement text which is highlighted with grey shading.** new text to replace existing text

PROPOSED CONSEQUENTIAL AMENDMENT TO
ANNEX 6
OPERATION OF AIRCRAFT
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION
PART III
INTERNATIONAL OPERATIONS — HELICOPTERS

INITIAL PROPOSAL 1

PUBLICATIONS
(referred to in this Annex)

ICAO Publications

...

Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposal is to include the <i>Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE)</i> (Doc 9965), which is being referenced in the proposed amendment to Annex 6, Part III.
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INITIAL PROPOSAL 2

SECTION I. GENERAL

CHAPTER 1. DEFINITIONS

...

Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

...

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information ~~provided to air traffic services units~~, relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

Preliminary flight plan (PFP). The flight plan submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposed amendment to the definition of the term “flight plan” is consequential to align Annex 6, Part III with the FF-ICE/R1 core provisions contained in Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1). The proposal also introduces the definitions of “preliminary flight plan”, “filed flight plan” and “appropriate ATS authority” to support the proposed amendment to relevant provisions in Annex 6, Part III.
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INITIAL PROPOSAL 3

ANNEX 6 — PART III

SECTION II

INTERNATIONAL COMMERCIAL AIR TRANSPORT

...

CHAPTER 2. FLIGHT OPERATIONS

...

2.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER

2.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 2.2.1.3 shall:

- a) assist the pilot-in-command in flight preparation and provide the relevant information;

- b) assist the pilot-in-command in preparing the operational flight plan and ATS flight plans, sign when applicable and file the ATS flight plan to be filed with the appropriate ATS unit; and
- c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority; and
- d) sign, when applicable, and submit the flight plan to a unit designated by the appropriate ATS authority;
- ee) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.

Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

ANNEX 6 — PART III

SECTION III

INTERNATIONAL GENERAL AVIATION

...

CHAPTER 2. FLIGHT OPERATIONS

...

2.5 WEATHER REPORTS AND FORECASTS

Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under IFR, shall include: 1) a study of available current weather reports and forecasts; and 2) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>Within an FF-ICE environment, flight plans are not necessarily submitted only to an ATS unit. The proposal accurately reflects current practice as well as anticipated filing of flight plans using FF-ICE services. The proposal also amends relevant provisions to make them applicable to circumstances where a preliminary flight plan is used.</p> <p>Additionally, the proposed amendment includes a reference to the guidance material concerning the use of FF-ICE services.</p>
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PROPOSED CONSEQUENTIAL AMENDMENT TO ANNEX 9

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 9

FACILITATION

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1

CHAPTER 2. ENTRY AND DEPARTURE OF AIRCRAFT

...

**F. Arrangements concerning international
general aviation and other non-scheduled flights**

...

II. Prior authorization

...

2.40 In the case of aircraft either in transit non-stop or stopping for non-traffic purposes, any Contracting State that, for reasons of safety of flight, requires prior authorization shall not require any other information than that contained in a flight plan when application for prior authorization is made.

~~— Note. — Specifications for flight plans are set forth in Annex 2 — Rules of the Air.~~

Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).

...

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposed amendment adds a reference to the PANS-ATM that also includes requirements on flight plans and FF-ICE services. The amendment also adds a reference to the guidance material concerning the use of FF-ICE services contained in FF-ICE Manual (Doc 9965).</p>
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PROPOSED CONSEQUENTIAL AMENDMENT TO ANNEX 11

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 11

AIR TRAFFIC SERVICES

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1

CHAPTER 1. DEFINITIONS

...

Current flight plan (CPL). The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

...

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

~~*Note. Specifications for flight plans are contained in Annex 2. When the expression “flight plan form” is used it denotes the model flight plan form at Appendix 2 to the PANS-ATM (Doc 4444).*~~

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

<i>Origin</i>	<i>Rationale:</i>
ATMRPP/4	The proposed amendment is consequential to the introduction of FF-ICE services and to the core proposed amendments contained in Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1). The proposal also introduces the definition of “current flight plan”, which is currently used in a few provisions of Annex 11.

PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 16, VOLUME IV

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

1. ~~Text to be deleted is shown with a line through it.~~ text to be deleted
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PROPOSED CONSEQUENTIAL AMENDMENT TO

ANNEX 16

ENVIRONMENTAL PROTECTION

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

VOLUME IV —

CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION
(CORSA)

INITIAL PROPOSAL 1

PART I. DEFINITIONS, ABBREVIATIONS AND UNITS

CHAPTER 1. DEFINITIONS

...

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.—The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

Flight plan. Specified information ~~provided to air traffic services units,~~ relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

CHAPTER 2. ABBREVIATIONS AND UNITS

...

Abbreviations

...

eFPL A filed flight plan exchanged using flight and flow — information for a collaborative environment (FF-ICE) services
 FPL A filed flight plan exchanged via aeronautical fixed service (AFS)

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposed amendment is consequential to the introduction of FF-ICE services and to the core proposed amendments to Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1). The proposal also introduces the definition of “filed flight plan”, which is used in the proposed amendment to a few provisions in Annex 16, Volume IV.
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INITIAL PROPOSAL 2

**PART II. CARBON OFFSETTING AND REDUCTION SCHEME
 FOR INTERNATIONAL AVIATION (CORSA)**

CHAPTER 1. ADMINISTRATION

...

1.1 Attribution of international flights to an aeroplane operator

...

1.1.3 The attribution of a specific international flight to an aeroplane operator shall be determined as follows:

- a) ICAO Designator: When ~~Item 7 (aircraft identification) of the flight plan~~ aircraft identification in the corresponding item of the filed flight plan, such as Item 7 of FPL, contains the ICAO Designator, that flight shall be attributed to the aeroplane operator that has been assigned this Designator;

Note 1.— ICAO Designators are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Note 2.— ~~The reference to Item 7 flight plan item containing aircraft identification~~ is based on ~~the ICAO model flight plan form provisions~~ contained in Chapter 17 and Appendix 2 of Doc 4444 — Procedures for Air Navigation Services — Air Traffic Management.

- b) Registration marks: When ~~Item 7 (aircraft identification) of the flight plan~~ aircraft identification in the corresponding item of the filed flight plan, such as Item 7 of FPL, contains the nationality or common mark, and registration mark of an aeroplane that is explicitly listed in an AOC (or equivalent) issued by a State, that flight shall be attributed to the aeroplane operator that holds the AOC (or equivalent); and

...

APPENDIX 4. EMISSIONS MONITORING PLANS

...

2. CONTENT OF EMISSIONS MONITORING PLANS

...

2.2 Fleet and operations data

...

2.2.2 Information used for attributing international flights, as defined in Part II, Chapter 1, 1.1.2, to the aeroplane operator:

- a) *ICAO Designator*: List of the ICAO Designator(s) used in ~~Item 7~~ the corresponding item of the aeroplane operator’s flight plans, such as Item 7 of FPL.
- b) *Registration marks*: If the aeroplane operator does not have an ICAO Designator, then a list of the nationality or common mark, and registration mark of aeroplanes that are explicitly stated in the air operator certificate (or equivalent) and used in ~~Item 7~~ the corresponding item of the aeroplane operator’s flight plans, such as Item 7 of FPL).

...

APPENDIX 5. REPORTING

1. INTRODUCTION

...

2. CONTENT OF EMISSIONS REPORT FROM AEROPLANE OPERATOR TO STATE

Table A5-1. Content of aeroplane operator Emissions Report

<i>Field #</i>	<i>Data Field</i>	<i>Details</i>
...
Field 10	Aeroplane information	<p>10.a List of aeroplane types</p> <p>10.b Aeroplane identifiers used in flight plans’ Item 7 the corresponding item of the aeroplane operator’s flight plans, such as Item 7 of FPL, during the year for all international flights, as defined in Part II, Chapter 1, 1.1.2. Where the identifier is based on an ICAO Designator, only the ICAO Designator is to be reported</p> <p>10.c Information on leased aeroplanes</p> <p>10.d Average fuel burn ratio (AFBR) for each aeroplane type under 10.a in line with Doc 8643 — <i>Aircraft Type Designator</i> (in tonnes per hour to 3 decimal places)</p> <p><i>Note.— 10.d is only required if the aeroplane operator is using the Fuel Allocation with Block Hour method, as defined in Appendix 2.</i></p>
...

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposal for amendment is consequential to the introduction of a flight plan to be filed via FF-ICE services (eFPL). The flight plan items in eFPL do not necessarily have the same sequence or format as that of FPL. Therefore, necessary amendments were made to the provisions that contain references to specific items of FPL, in order to make those provisions applicable to eFPL.
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PROPOSED CONSEQUENTIAL AMENDMENT TO

PANS-OPS, VOLUME III (DOC 8168)

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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**PROPOSED CONSEQUENTIAL AMENDMENT TO
PROCEDURES FOR AIR NAVIGATION SERVICES —
AIRCRAFT OPERATIONS
PANS-OPS (DOC 8168)
VOLUME III —
AIRCRAFT OPERATING PROCEDURES**

INITIAL PROPOSAL 1

Chapter 1

DEFINITIONS

...

Filed flight plan (FPL or eFPL). The latest flight plan submitted by the pilot, an operator or a designated representative for use by ATS units.

Note.—The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

...

<i>Origin</i> ATMRPP/4	<i>Rationale:</i> The proposed amendment is consequential to align the PANS-OPS, Volume III with the proposed FF-ICE core provisions in Annex 2 and the PANS-ATM (refer to the rationales in Appendices A and C under Initial Proposals No. 1). The new definition of “filed flight plan” adds clarity and associates the FPL (exchanged using aeronautical fixed service) and eFPL (exchanged using FF-ICE services) with the filed flight plan.
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INITIAL PROPOSAL 2

Section 4

**SECONDARY SURVEILLANCE RADAR (SSR)
TRANSPONDER OPERATING PROCEDURES**

Chapter 1

OPERATION OF TRANSPONDERS

1.1 GENERAL

...

1.1.4 When requested by ATC to specify the capability of the transponder aboard the aircraft, pilots shall indicate this in the corresponding item of the filed flight plan, such as item 10 of the flight plan FPL, by inserting the appropriate letter prescribed for the purpose.

...

1.3 USE OF MODE S

Pilots of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in a corresponding item of the filed flight plan, such as item 7 of the ICAO flight plan FPL, or, if no flight plan has been filed, the aircraft registration.

Note.— All Mode S equipped aircraft engaged in international civil aviation are required to have an aircraft identification feature.

...

**1.7 TRANSPONDER FAILURE PROCEDURES WHEN THE CARRIAGE
OF A FUNCTIONING TRANSPONDER IS MANDATORY**

...

1.7.2 In the case of a transponder which has failed and cannot be restored before departure, pilots shall:

- a) inform ATS as soon as possible, preferably before submission of a flight plan;
- b) insert in the corresponding item of the filed flight plan, such as item 10 of the ICAO flight plan form FPL under SSR, the character N for complete unserviceability of the transponder or, in case of partial transponder failure, insert the character corresponding to the remaining transponder capability;

...

<p><i>Origin</i></p> <p>ATMRPP/4</p>	<p><i>Rationale:</i></p> <p>The proposal is consequential to the introduction of eFPL. The flight plan items in eFPL do not necessarily have the same sequence or format as that of FPL. Therefore, necessary amendments were made to the provisions that contain references to specific items of FPL, in order to make those provisions applicable to eFPL.</p>
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PROPOSED CONSEQUENTIAL AMENDMENT TO

PANS-ABC (DOC 8400)

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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**PROPOSED CONSEQUENTIAL AMENDMENT TO
PROCEDURES FOR AIR NAVIGATION SERVICES —
ICAO ABBREVIATIONS AND CODES**

PANS-ABC (DOC 8400)

INITIAL PROPOSAL 1

ABBREVIATIONS

DECODE

...

E

...
eFPL

...
Filed flight plan exchanged via flight and
flow — information for a collaborative
environment (FF-ICE) services

...

...

...

F

...
FPL

...
Filed flight plan exchanged via
aeronautical fixed service (AFS)

...

...

P

...
PFP

...
Preliminary flight plan

...

...

ENCODE

E

...
Filed flight plan exchanged via flight and
flow — information for a collaborative
environment (FF-ICE) services

eFPL

...

E

...

Filed flight plan exchanged via aeronautical fixed service (AFS) FPL

...

P

...

Preliminary flight plan PFP

...

<i>Origin</i>	<i>Rationale:</i>
ATMRPP/4	The proposal is consequential to the introduction of eFPL and to the amendment to the existing definition of filed flight plan.

RESPONSE FORM TO BE COMPLETED AND RETURNED TO ICAO TOGETHER WITH ANY COMMENTS YOU MAY HAVE ON THE PROPOSED AMENDMENTS

To: The Secretary General
 International Civil Aviation Organization
 999 Robert-Bourassa Boulevard
 Montréal, Québec
 Canada, H3C 5H7

(State) _____

Please make a checkmark (☐) against one option for each amendment. If you choose options “agreement with comments” or “disagreement with comments”, **please provide your comments on separate sheets.**

	<i>Agreement without comments</i>	<i>Agreement with comments *</i>	<i>Disagreement without comments</i>	<i>Disagreement with comments</i>	<i>No position</i>
Amendment to Annex 2 — <i>Rules of the Air</i> (Attachment B refers)					
Amendment to Annex 10 — <i>Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status</i> (Attachment C refers)					
Amendment to the <i>Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM, Doc 4444) (Attachment D refers)					
Amendment to the <i>Procedures for Air Navigation Services — Aeronautical Information Management</i> (PANS-AIM, Doc 10066) (Attachment E refers)					
Consequential Amendments					
Amendment to Annex 1 — <i>Personnel Licensing</i> (Attachment F refers)					
Amendment to Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Part II — International General Aviation — Aeroplanes and Part III — International Operations — Helicopters</i> (Attachment G refers)					

	<i>Agreement without comments</i>	<i>Agreement with comments *</i>	<i>Disagreement without comments</i>	<i>Disagreement with comments</i>	<i>No position</i>
Amendment to Annex 9 — Facilitation (Attachment H refers)					
Amendment to Annex 11 — <i>Air Traffic Services</i> (Attachment I refers)					
Amendment to Annex 16 — <i>Environmental Protection, Volume IV — Carbon offsetting and Reduction Scheme for International Aviation (CORSIA)</i> (Attachment J refers)					
the <i>Procedures for Air Navigation Services — Aircraft Operations, Volume III — Aircraft Operating Procedures</i> (PANS-OPS, Doc 8168) (Attachment K refers)					
the <i>Procedures for Air Navigation Services — ICAO Abbreviations and Codes</i> (PANS-ABC, Doc 8400) (Attachment L refers)					

*“Agreement with comments” indicates that your State or organization agrees with the intent and overall thrust of the amendment proposal; the comments themselves may include, as necessary, your reservations concerning certain parts of the proposal and/or offer an alternative proposal in this regard.

Signature: _____ Date: _____