



FOLLOW-UP TO IMPLEMENTATION OF THE AMENDMENT 1 TO THE PANS-ATM

(Presented by Cuba)

SUMMARY	
This paper refers to the incongruities and difficulties in the implementation of the new Flight Plan form, accordingly with the Amendment No. 1 of the Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444)	
References:	
<ul style="list-style-type: none">• Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444)• AN 13/2.1-09/9 Guidelines for the incorporation of the flight plan in accordance with the Amendment No. 1 of the Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444)• AN 13/2.1-08/50 Approve of the Amendment No. 1 to the PANS – ATM.	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A and D.</i>

1. Introduction

1.1 The State Letter AN 13/2.1-08/50 dated on June 2008 amending the 15th edition of the PANS-ATM, Doc. 4444. Since that moment, the Cuban Institute of Civil Aviation (IACC) began to adopt the appropriated measures in order to grant the compliment of that objective. The Conclusion 15/35 adopted in GREPECAS/15, the AN 13/2.1-09/9 Guidelines for the incorporation of the flight plan in accordance with the Amendment No. 1, as well as other documents were utilized as a guide to carry out of the work.

1.2 After an strict study and analysis by the aviation authority and by the air navigation service provider, it was elaborated an action plan for the implementation of the new form, where the strategy to carry out it was established, as well as the related activities for it implementation in accordance with the stages planned in the Regional Plan, what will allow to conclude it in the programmed date of November 15, 2012.

2. Discussion.

2.1 During the analysis and studies carried out by the IACC Task Force for the New Form of Flight Plan, it was detected that there were specific incongruities points in the text of the Amendment that could obstruct the implementation process, specifically those activities related with the developing of our automated system. This topics were raised in the follow up implementation workshop, carried out in Mexico during September 2011 and at the same time, the C-3 Group also agree, in one of its working session, to present in October 17, 2011a document registering those aspects that the States of the Region are considering as incongruities, to be sent to the IACO NACC Regional Office and to the Head Quarter in Montreal, activity that was accomplished on time. Until now, no comments were received.

2.2 Some points on which exist doubts for the implementation were presented by a Cuban Expert in a Note to the C – 3 Group meeting and are mentioned as follow:

- a) To define, not only in the Region, but globally, the quantity of characters in the field 18. We consider that it is not enough to reach a regional agreement by the States of the Region because when the flights are carried out outside the Region it could be produced a lost of information inside this field.
- b) To define the management of the quantity of characters in the field 10, when despite of the quantity of characters corresponds to those to include in that field, it could provoke that its content jump to the following line where there are information of other fields.
- c) The time ahead for the presentation of the flight plan equivalent to 120 hours, is an excessive time that could provoke that the management of the systems be insufficient due operations of great volume of information.

3. Suggested action.

3.1 The meeting is invited to:

- a) to take note the information contained in this working paper.
- b) request to ICAO NACC Regional Office to clarify the subject mentioned in paragraph 2.2 of the present Working Paper, accordingly with the discussions carried out in the Ninth Meeting of the Central Caribbean Working Group (C/CAR/WG/9) and in the Seventh Meeting of Air Navigation of Central American (CA/ANE/WG/7).