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IMPLEMENTATION IN BELIZE OF AMENDMENT No. 1 TO THE PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT, 15th EDITION (PANS ATM – DOC. 4444), OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO), RELATED WITH UPDATING THE ICAO MODEL FLIGHT PLAN FORM AND THE NEW PROCEDURES FOR FLIGHT PLANNING.

1. PURPOSE

1.1 The objective of this Aeronautical Information Circular (AIC) is to communicate to all users of the Aeronautical Information Publication (AIP) of the implementation of amendment no. 1 *to the Procedures for Air Navigation Services-Air Traffic Management, 15th Edition (PANS-ATM-Doc. 4444)* ICAO, related with updating the ICAO model flight plan form, the new procedures for flight planning and associated messages.

1.2 The information presented in this circular should be observed by Air Traffic Services of Civil Aviation such as pilots, dispatchers, and technical-operational personnel related with the acceptance, handling of flight plans and the exchange of associated messages.

2. INTRODUCTION

2.1 Amendment no. 1 to the 15th Edition of PANS-ATM-Doc. 4444, with effective date on 15th November 2012, has the objective of updating the ICAO model flight plan form, making possible the declaration of modern resources and avionic capabilities available on board last generation aircraft and complying with the requirements of Air Traffic management (ATM) automated systems.

2.2 The updating of ICAO model flight plan form, in line with the contents in amendment no. 1 to the 15th Edition of PANS-ATM (Doc. 4444), approved the 27th May 2008 with effective date of 15th November 2012, has been officially notified to all states through the means of notification ICAO AN13/2.1-08/50 of 25th June 2008.

2.3 The material of this amendment has been developed by the flight plan study group (FPLSG) established by ICAO, with the purpose of taking advantage of advanced avionic capabilities on board more modern aircraft and complying with the requirements of Air Traffic Management automated systems.

2.4 The new flight plan contains functionalities and air navigation technologies, such as GNSS, RNAV, RNP, PBN, Data Links, ADS-B and ADS-C, making these alterations be more substantially reflected in the alterations of content in items 10 & 18 of the flight plan form.

2.5 Such data should be considered by the Air Traffic Management Systems so that they can put to the disposal of Air Traffic Controllers, the necessary information for the planning of Air Traffic; also making possible the emission of alerts whenever there is a situational change in relation to the declared data and that cause an impact on planned controlled actions.

2.6 These changes also have consequences on airspace users. If a flight plan is sent with new contents to an Air Navigation Service Provider (ANSP) which is not prepared to accept it; said Provider could lose part of the information, misinterpret it or even reject it.

2.7 It is fundamental for the success of the application of these changes that all airspace users and ANSPs are capable to present and process flight information (*NEW Flight Plan*), in agreement with Amendment no. 1 to the

PANS-ATM on the 15th November 2012; since the processing with the actual methods (*ACTUAL Flight Plan*) are not guaranteed after such date.

2.8 Finally, this circular presents concisely the modifications of flight plan contents and its associated messages, approved by Amendment no. 1 to the 15th Edition of Doc. 4444 (PANS-ATM), the guidelines and the foreseen transition procedures for the planned implementation in Belize by the Department of Civil Aviation (BDCA).

2.9 The acceptance of the actual flight plan contents and its associated messages is guaranteed by the Department of Civil Aviation until the 14th November 2012.

3. CONTENT OF AMENDMENT NO. 1 TO THE 15TH EDITION OF DOC. 4444

3.1 ICAO considered that, in order to satisfy the needs of the advanced aircraft capabilities and the requirements in the evolution of Air Traffic Management (ATM) automated systems, the ICAO model flight plan form had to be updated.

3.2 With this objective, published Amendment no. 1 to the PANS-ATM, DOC. 4444 – 15th edition that contains, basically, the following changes:

3.2.1 Submission of a Flight Plan.

Flight plans shall not be submitted more than 120 hours before the estimated off-block time (EOBT) of a flight. The date of flight has to be declared after the designator DOF in item 18 of the FPL for flight plans presented with more than 24 hours in advance of EOBT.

3.2.2 Item 7: Aircraft Identification

Amendment 1 establishes that item 7 of FPL permits the insertion of not more than 7 alphanumeric characters and without hyphens or symbols. Taking into consideration that some onboard systems create downlink messages that include special characters (hyphens) in this item; the ground system has to have capabilities to disregard such information with the purpose to correlate the stored flight plan data.

3.2.3 Item 8: Flight Rules and Type of Flight

The new flight plan form makes possible the inclusion of one or more changes of flight rules on the defined flight plan route, through the specification of the characters Y or Z for the first part of the flight. With that option, the respective flight rules alteration points should be defined in item 15 (Route), which should be contained in the declared route.

For a certain flight that's in a situation that requires specific handling by ATS, the appropriated STS indicator shall be utilized, which has to be declared in item 18 of FPL or the RMK indicator for the cases not specified in the amendment.

3.2.4 Item 10: Equipment and Capabilities

This item of FPL makes possible the declaration of available equipment and capabilities, according to the list in the amendment.

In the declaration of the equipment COM/NAV in the FPL, one or two characters should be utilized, being that the first of the characters is alphabetic and the second (when it exists) be numeric.

3.2.5 Item 13: Departure Aerodrome and Time (8 characters)

In the case that an aircraft departs from an aerodrome or heliport, which does not have an ICAO designator, the pilot shall declare ZZZZ in item 13 of FPL and specify in item 18, after the DEP indicator, the first point of the route or navigational aid.

3.2.6 Item 15: Route

Enables that the points on a route can be defined; also using as a reference a magnetic marking and a distance with relation to a significant defined point with geographical coordinates.

It is also a requirement, according to the modification of item 8 previously mentioned, the usage of alternating insertion of the letters Y or Z in this item 15 (Route), to allow the specification of more than one point of change in flight rules, so that the system should recognize the points at which the flight rules changes will occur.

3.2.7 Item 18: Other information

The following designators should be considered valid for the declaration in item 18 of FPL: STS/, PBN/, NAV/, COM/, DAT/, SUR/, DEP/, DEST/, DOF/, REG/, EET/, SEL/, TYP/, CODE/, DLE/, OPR/, ORGN/, PER/, ALTN/, RALT/, TALT/, RIF/ y RMK/.

The sequence presented above should be followed at the time of filling item 18 of the FPL; because the usage of a designator not specified by the amendment can generate a refusal, an incorrect processing or a lost of data.

The special character “hyphen” should not be used in item 18 and the slash (/) should only be used after every designator.

3.2.7.1 STS designator

The following reasons for special handling by ATS unit will be able to be declared after the designator STS; other reasons shall be specified under the designator RMK:

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

3.2.7.2 PBN designator

The following capabilities RNAV or RNP can be denoted after the designator PBN with as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters:

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

3.2.7.3 NAV Designator: Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriated ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation.

3.2.7.4 COM Designator: Indicate communications applications or capabilities not specified in Item 10 a).

3.2.7.5 DAT Designator: Indicate data applications or capabilities not specified in 10 a).

3.2.7.6 SUR Designator: Include surveillance applications or capabilities not specified in Item 10 b).

3.2.7.7 DEP Designator: For departure aerodromes not listed in the Aeronautical Information Publication, the location of departure should be declared after the designator DEP, according to the cases established in Amendment no. 1 to the PANS-ATM, DOC. 4444 – 15th edition.

3.2.7.8 DEST Designator: For destination aerodromes not listed in the Aeronautical Information Publication, the location of destination should be declared after the designator DEST, according to the cases established in Amendment no. 1 to the PANS-ATM, DOC. 4444 – 15th edition.

3.2.7.9 DOF Designator: The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

3.2.7.10 DLE Designator: Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

3.2.7.11 ORGN Designator: The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, in accordance with that established by the appropriate ATS authority.

3.2.7.12 PER Designator: Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS, Doc 8186), Volume I-Flight Procedures; if so prescribed by the appropriate ATS authority.

3.2.7.13 TALT Designator: ICAO four letter indicator(s) for take-off alternate(s), as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

4. REGIONAL PLANNING

4.1 CONSIDERATIONS IN REFERENCE TO THE PLANNING

4.1.4 In concordance, the Regional Planning and Implementation Group (GREPECAS) devised a regional strategy for the implementation of referred amendment. Following this regional strategy, the state of Belize in coordination with the Central American Corporation of Air Navigation Services (COCESNA) will implement Amendment 1 (PANS-ATM 15th Edition).

Note: The ATM system should be able to support simultaneously the ACTUAL & NEW flight plans and air traffic services messages during a certain time with the objective of having time to address unique performance cases and the presentation of FPL through different mediums

4.1.5 COCESNA in coordination and in support of its member states (Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua), has created a working group, to the following of “New Flight Plan Form Implantation Project”, this Project develops with the following components:

- Software Development
- Project Socialization
- COCESNA Hardware
- Training of Technical-Operational personnel
- Internal, Local and External Tests
- Project Contingency
- States Publications

Through this form the Air Traffic Services under the responsibility of the DCA of Belize and of the Central American FIR/UIR under the responsibility of COCESNA, should have the capacity to accept the ACTUAL and the NEW contents of the FPL and its associated messages.

5. ADDITIONAL INFORMATION

Additional information can be attained through the following contacts:

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WEB site: www.civilaviation@gov.bz

Central American Corporation of Air Navigation Services (COCESNA)
New Flight Plan Form Implementation Project
E-mail: nuevofpl@cocesna.org
Web site: <http://www.cocesna.org/pagina.php?id=262&lng=0>

Also to obtain additional information we invite you to visit ICAO Web page:
<http://www.mexico.icao.int/ATM.html#FPL>

6. CANCELLATION

This Aeronautical Information Circular self cancels on the date 15th December 2012, one month after the 15th November 2012, with the understanding that when the amendment enters in effect only information received under the new format will be processed.

Partially the contents of BELIZE AIP section 1.10-1 will be modified on the effective date.

Attached is the New Flight plan Format. (Not Included)
