

AERONAUTICAL INFORMATION CIRCULAR 35/12

NEW FLIGHT PLAN FORM

(Replaces AIC 31/12)

Introduction

Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services-Air Traffic Management, Doc 4444 (PANS-ATM), which becomes effective on 15 November 2012, aims to update the flight plan form established by International Civil Aviation Organization (ICAO), to meet the needs of aircraft with advanced capabilities, as well as the developed requirements of the automated air traffic management (ATM) systems.

The new flight plan addresses functionalities and technologies of air navigation such as global navigation satellite system (GNSS), area navigation (RNAV), required navigation performance (RNP), performance-based navigation (PBN), data links, the automatic dependent surveillance-broadcast (ADS-B) and automatic dependent surveillance-contract (ADS-C). These changes are more substantially reflected in the content of fields 10 and 18 of the flight plan form.

Such data shall be considered by the ATM systems, in order to make the necessary air traffic planning information available for the air traffic controller. It also enables alerting, whenever there is a modification to reported data that may have an impact on control planned actions.

Purpose of Circular

This circular advises pilots of upcoming changes to the flight plan form.

Key Changes

A.	Field 10a	Introduces new indicators for COM and NAV equipment and capabilities
B.	Field 10b	Introduces new indicators for SURVEILLANCE equipment and capabilities
C.	Field 18	Introduces new indicators, definitions and requirements for OTHER Equipment.
D.	New relationships and dependencies between fields 10a and 18	
E.	Date of flight requirements and processing	Note: ICAO standards will allow for submission of flight plan information up to 120 hours prior to flight. However, Canada will remain at a maximum of 24 hours prior to flight.
F.	Flight plan message content and uniqueness checking	
G.	Transition phase requirements (NEW and PRESENT formats)	

Overview of Changes

<p>1. Field 10 a/b</p> <ul style="list-style-type: none"> » New alphanumeric codes <p>2. Field 18</p> <ul style="list-style-type: none"> » New indicators (e.g. PBN/) » Mandated order of indicators » STS/ redefined – only specified data allowed <p>3. Other minor changes</p> <ul style="list-style-type: none"> » e.g. Field 15 - significant point; Field 7 - no '-' aircraft identification 	<p>The image shows a screenshot of a flight plan form titled 'FLIGHT PLAN PLAN DE VOL'. Several fields are highlighted with red boxes and labels: 'Field 10 a/b' points to the equipment field; 'Field 15' highlights the route field; 'Field 18' highlights the communication and navigation fields; and 'Other minor details changes' highlights the aircraft identification field (Field 7).</p>
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Content of the Amendment

Field 7: Aircraft identification	Amendment 1 states that the field 7 of the filed flight plan (FPL) must allow the introduction to 7 alphanumeric characters, without the possibility of using special characters (hyphen or symbols).
Field 8: Flight rules and type of flight	The new format enables the inclusion of one or more changes of flight rules along the path defined in the flight plan, through the specification of characters "Y" or "Z" for the first leg of the flight. With this option, the respective points of rules alteration must be defined in field 15 – Route.
Field 10: Equipment and Capabilities	
Radio Communication, Navigation and Approach Aid Equipment and Capabilities	
Significant change:	Standard equipment no longer includes automatic direction finder (ADF) and is now considered to be very high frequency (VHF) radiotelephone (RTF), VHF omnidirectional range (VOR) and instrument landing system (ILS)

The tables below list possible equipment and capabilities codes that are entered in field 10a. The first column lists the code, the second column lists the present meaning of the code, and the third column lists the new changes that are effective 15 November 2012.

10a	PRESENT	NEW
N	Nil COM/NAV/APP aid equip	Nil COM/NAV/APP aid equip (Nil Change)
S	VHF RTF, ADF , VOR & ILS	VHF RTF, VOR, ILS
A	Not allocated	GBAS Ldg System
B	Not allocated	LPV (APV with SBAS)
C	LORAN C	LORAN C (Nil Change)
D	DME	DME (Nil Change)
E	Not allocated	E1 = FMC WPR ACARS E2 = D-FIS ACARS E3 = PDC ACARS
F	ADF	ADF (Nil Change)
G	GNSS	GNSS <i>Note: type of external GNSS augmentation to be specified in NAV/</i>
H	HF RTF	HF RTF (Nil Change)

10a	PRESENT	NEW
I	Inertial Navigation	Inertial Navigation (Nil Change)
J	Data Link I Note J1: See RTCA/ EUROCAE Interoperability requirements for ATN baseline	J1 = CPDLC ATN VDL Mode 2 J2 = CPDLC FANS 1/A HFDL J3 = CPDLC FANS 1/A VDL Mode 4 J4 = CPDLC FANS 1/A VDL Mode 2 J5 = CPDLC FANS 1/A SATCOM (INMARSAT) J6 = CPDLC FANS 1/A SATCOM (MTRSAT) J7 = CPDLC FANS 1/A SATCOM (Iridium)
K	MLS	MLS (Nil Change)
L	ILS	ILS (Nil Change)
M	Emerges	M1 = ATC RTF SATCOM (INMARSAT) M2 = ATC RTF (MTSAT) M3 = ATC RTF (Iridium)
O	VOR	VOR (Nil Change)
P	Not allocated	P1 – P9 (Reserved for RCP – to be developed)

10a	PRESENT	NEW
Q	Not allocated	Removed
R	RNP type certification	PBN approved <i>Note: PBN levels must be specified in PBN/ within F18 . Refer Doc. 9613</i>
T	TACAN	TACAN (Nil Change)
U	UHF RTF	UHF RTF (Nil Change)
V	VHF RTF	VHF RTF (Nil Change)
W	When prescribed by ATS	RVSM approved
X	When prescribed by ATS	MNPS approved
Y	When prescribed by ATS	VHF with 8.33 channel spacing capability
Z	Other equipment carried +	Other equipment carried or other capability <i>Note modified: Equipment or capabilities that are not specified in Item 10 must be specified in Item 18 preceded by COM/, NAV/, or DAT/</i>

Surveillance Equipment and Capabilities

New Added SSR Mode S Codes:

E	Transponder	Mode S, including aircraft identification, pressure-altitude, and extended squitter (ADS-B) capability
H	Transponder	Mode S, including aircraft identification, pressure-altitude, and enhanced surveillance capability
L	Transponder	Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B), and enhanced surveillance capability

Note: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1	ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2	ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability
U1	ADS-B “out” capability using universal access transceiver (UAT)
U2	ADS-B “out” and “in” capability using UAT
V1	ADS-B “out” capability using VHF Data Link (VDL) Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1	ADS-C with future air navigation systems (FANS) 1/A capabilities
G1	ADS-C with aeronautical telecommunication network (ATN) capabilities

Note: Additional surveillance application should be listed in field 18 following the indicator SUR/.

Field 13: Departure aerodrome and time	For cases where the aircraft takes off from a heliport or aerodrome without ICAO designator, the filing entity will note ZZZZ in field 13 of the FPL and specify in field 18 after the indicator DEP/, the name and location of the aerodrome or the first point of the route or beacon preceded by DEP/.....if the aircraft has not taken off from the aerodrome
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Note: In Canada Pilots may only file a flight plan or flight itinerary up to 24 hours in advance of the departure time.

Field 15: Route	Will also enable points of a path to be defined by using a magnetic bearing and distance in relation to a significant point defined by geographical coordinates as reference.
Field 18: Other Information	The following indicators shall be considered valid for registration in field 18 of FPL: STS/, PBN/, NAV/, COM/, DAT/, SUR/, DEP/, DEST/, DOF/, REG/, TSE/, SEL/, TYP/, CODE/, DLE/, OPR/, ORGN/, PER/, ALTN/, RALT/, TALT/, RIF/ and RMK/.

The sequence presented above shall be accomplished when completing field 18 of the FPL, being that use of indicator not specified by the amendment may generate a rejection, an incorrect processing, or loss of information.

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

Indicators with red circles in following table indicate “**New Indicators.**”

Indicators:		<ul style="list-style-type: none"> ▪ Mandatory Order ▪ New Indicators ▪ Some revised Indicator definitions
STS/	TYP/	
PBN/	CODE/	
NAV/	DLE/	
COM/	OPR/	
DAT/	ORGN/	
SUR/	PER/	
DEP/	ALTN/	
DEST/	RALT/	
DOF/	TALT/	
REG/	RIF/	
EET/	RMK/	
SEL/		

New Indicators

PBN/	Indication of RNAV and/or RNP capabilities. Include 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).
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<p>If R is filed in field 10a then</p> <p>- PBN/ must have an entry (and vice versa)</p>
<p>If B1, B2, C1, C2, D1, D2, O1 or O2 is included in PBN/</p> <p>- then G must be included in field 10a.</p>
<p>If B1, B3, B4, C1, C3, C4, D1, D3, D4, O1, O3 or O4 is included in PBN/</p> <p>- then D must be included in field 10a.</p>
<p>If B1 or B4 is included in PBN/</p> <p>- then O or S must be included in field 10a.</p>
<p>If B1, B5, C1, C4, D1, D4, O1 or O4 is included in PBN/</p> <p>- then I must be included in field 10a.</p>

Note: More detailed information regarding minimum navigation performance specifications (MNPS) and required navigation performance capability (RNPC) are contained in AIC 29/12 and AIC 30/12

SUR/	Include surveillance applications or capabilities not specified in field 10b.
DOF/	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).
DLE/	En route 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). Example: DLE/NISET0030.
ORGN/	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, as required by the appropriate ATS authority.
TALT/	ICAO four letter indicator(s) for take-off alternate, 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/..

ICAO Flight Plan Form

NAV CANADA		CANADIAN FLIGHT PLAN AND FLIGHT ITINERARY PLAN DE VOL ET ITINÉRAIRE DE VOL CANADIEN		ICAO FLIGHT PLAN PLAN DE VOL OACI	
PRIORITY / PRIORITÉ << ≡ FF →		ADDRESSEE(S) / DESTINATAIRE(S)			
FILING TIME / HEURE DE DÉPÔT		ORIGINATOR / EXPÉDITEUR			
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR / IDENTIFICATION PRÉCISE DU(DES) DESTINATAIRE(S) ET/OU DE L'EXPÉDITEUR					
3	MESSAGE TYPE / TYPE DE MESSAGE << ≡ (FPL	7	AIRCRAFT IDENTIFICATION / IDENTIFICATION DE L'AÉRONEF	8	FLIGHT RULES / RÉGLES DE VOL
9	NUMBER / NOMBRE	TYPE OF AIRCRAFT / TYPE D'AÉRONEF		10	EQUIPMENT / ÉQUIPEMENT
13		DEPARTURE AERODROME / AÉRODROME DE DÉPART		TIME / HEURE	
15		CRUISING SPEED / VITESSE DE CROISIÈRE		ROUTE / ROUTE	
16		DESTINATION AERODROME / AÉRODROME DE DESTINATION		TOTAL EET / DURÉE TOTALE ESTIMÉE	
18		OTHER INFORMATION / RENSEIGNEMENTS DIVERS			
19		ENDURANCE / AUTONOMIE		EMERGENCY RADIO / RADIO DE SECOURS	
E /		PERSONS ON BOARD / PERSONNES À BORD		UHF VHF	
SURVIVAL EQUIPMENT / ÉQUIPEMENT DE SURVIE		JACKETS / GILETS DE SAUVETAGE		ELT ELT TYPE / TYPE D'ELT	
DINGHIES / CANOTS		COVER COUVERTURE		WHEELS ROUES	
AIRCRAFT COLOUR AND MARKINGS / COULEUR ET MARQUES DE L'AÉRONEF		SEAPLANE HYDRAVION		SKIS AMPHIBIAN	
REMARKS / REMARQUES		AN ARRIVAL REPORT WILL BE FILED WITH / UN COMPTE RENDU D'ARRIVÉE SERA NOTIFIÉ À :			
C		PILOT-IN-COMMAND / PILOTE COMMANDANT DE BORD			
PILOT'S LICENCE NO. / N° DE LICENCE DU PILOTE		FILED BY / DÉPOSÉ PAR			
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS / ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES		NAV CAN 26-0516 (2010-01)			

Validity

These changes become effective **starting 15 November 2012** at which time the new flight plan form, with the information specified in the amendment, must be completed. The *Canada Flight Supplement (CFS)* will be published on 15 November 2012 with the new information.

Transition and Timing

June – September 2012	External testing
15 September 2012 – 15 November 2012	Implementation of accepting both old and new format flight plans
15 November 2012	Mandatory implementation of new ICAO format.

Additional Information

For more information regarding *Flight Plan 2012*, please visit our website at <www.navcanada.ca/onboard> or contact NAV CANADA Customer Service at 1-800-876-4693-4 (disregard last digit for calls within North America) or +1-613-563-5588. Enquiries can also be sent to service@navcanada.ca.

Cancellation

This Aeronautical Information Circular (AIC) will be cancelled upon the publication of the October 2012 Aeronautical Information Manual (AIM).



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