

Subject: Flight Plan 2012

Background

ICAO PANS-ATM (Doc.4444) Amendment 1 will introduce significant changes to the ICAO Flight Plan.

The Amendment will become globally applicable on 15 November 2012

Business aviation operators and pilots are strongly encouraged to inform themselves on a timely basis of the specifics of these changes. Flight planning service providers should already be well aware of the changes and engaged in appropriate advance preparations.

The importance is stressed of compliance with the provisions of PANS-ATM regarding the contents and format of the Flight Plan. Non-compliance may result in rejection of the Flight Plan or delay of the departure of the aircraft.

Both operators and pilots should be aware, in particular, of the need for inclusion in ICAO flight plan of additional information in Item 10 "Equipment and Capabilities"¹ compared to that that has been required in the past .Flight planning service providers will undoubtedly expect the operator/pilot to provide that information ...for further information see below.

¹ Excerpt from Amendment 1 to PANS-ATM

“Capabilities comprise the following elements:

- a) presence of relevant serviceable equipment on board the aircraft;
 - b) equipment and capabilities commensurate with flight crew qualifications;
- and
- c) where applicable, authorization from the appropriate authority.”

Readily Available, Authoritative Information

ICAO has established a highly informative website:

<http://www2.icao.int/en/FITS/Pages/Background.aspx>

For details of changes please refer to the file “FPL 20102 Generic Guidance Material”

IBAC Staff Comments

Item 10

While there has long been a requirement for the provision in Item 10 of ‘coded’ information regarding aircraft equipment, the provision of ATC has, with few exceptions, not generally been critically dependant on the accuracy and integrity of that information. Indeed, the provision of ATC can be considered to be tolerant in this regard. Looking to the future and with the advent of next generation ATM, such will no longer be the case. Hence the need for correct information of the utmost integrity to be provided in Item 10.

Herein poses a challenge for business aviation operators. The reason...unpublished data based on an analysis of thousands of flight plans for business aviation operations in one ICAO Region has revealed the contents of Item 10 to be incorrect and unreliable

Item 18

Attention should also be paid to the new and more extensive requirements for the provision of information, as appropriate, in Item 18.

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