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CHANGES TO THE ICAO MODEL FLIGHT PLAN FORM AND ATS MESSAGES

1. INTRODUCTION

- 1.1 ICAO has announced changes to the ICAO model flight plan form and ATS messages in Amendment 1 to the 15th edition of PANS-ATM Doc 4444 which will become applicable on 15 November 2012.
- 1.2 The amendment stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems.
- 1.3 Changes are required to the ATC flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ATC automation and affect information that is communicated between ATC units as the flight progresses.
- 1.4 Preparation for the changes should therefore be made well in advance of 15 November 2012.
- 1.5 It is essential to the success of this implementation that all airspace users be able to submit and process flight information in accordance with Amendment 1 to PANS-ATM (Doc 4444) Fifteenth Edition by 15 November 2012.
- 1.6 Full details of Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) are available at:
<http://www2.icao.int/en/FITS/FITSLibrary/PANS%20ATM%20Amendment.pdf>

2. DEFINITIONS

- 2.1 PRESENT format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.
- 2.2 NEW format is defined as ICAO flight planning and ATS message formats as specified in Amendment 1 to DOC 4444, 15th Edition.

3. CHANGES OF THE ICAO FLIGHT PLAN

3.1 Significant changes are required to flight planning systems to allow for the description of the following aircraft capabilities:

- Presence of relevant serviceable equipment on board the aircraft;
- Equipment and capabilities commensurate with flight crew qualifications; and
- Where applicable, authorization from the appropriate authority.

3.2 These aircraft capabilities require the introduction of new elements and changes to existing fields on the ICAO model flight plan form. In particular, the following item/field content changes to flight plans will occur:

- Item 10 equipment and capability is expanded to include communication, navigational and surveillance capability, enabling or improving automatic notification to air traffic controllers. This item is extensively modified with additions, deletions, introduction of alphanumeric characters and increased field size.
- New indicators in Item 18 including Performance Based Navigation (PBN) information and notification for special handling (STS).
- The ability to file a flight plan more than 24 hours in advance.

4. IMPLEMENTATION

4.1 Mauritius has adopted the ICAO declared transition period and a phased implementation from 1 January 2012 until 15 November 2012.

4.2 The phased implementation comprises of:

- **Phase 1** - 1 January to 31 March 2012
ATS Service provider's software delivery and testing
- **Phase 2** - 1 April to 30 June 2012
ATS Service provider external testing
- **Phase 3** - 1 July to 15 November 2012
All airspace users, including airlines and general aviation.

4.3 Mauritius is now operationally ready to accept the NEW flight plan format.

4.4 Mauritius will have arrangements in place to manage flight plan data across adjacent Flight Information Regions to ensure harmonised air traffic coordination and processing.

- 4.5 Mauritius will accept both the PRESENT and NEW flight plan format until 14 November 2012 at 2359 UTC.
- 4.6 From 15 November 2012 only the NEW flight plan format will be accepted.
- 4.7 Full details of Amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) are available at <http://www2.icao.int/en/FITS/FITSLibrary/PANS%20ATM%20Amendment.pdf> or <http://www2.icao.int/en/FITS/Pages/home.aspx> to help Air Navigation Service Providers and airspace users to monitor the implementation status of the new ICAO flight plan form.

5. FLIGHT PLAN SUBMISSION

- 5.1 Flight plan submission in either PRESENT or NEW format shall be via AFTN: **FIMPYFYX** or SITA: **MRUXTYF**.
- 5.2 Flight plans in the NEW format may be submitted up to 120 hours prior to Estimated Off Block Time.
- 5.3 Any changes must refer to the flight plan's Date Of Flight to ensure the correct flight plan is changed.

6. CANCELLATION

- 6.1 This AIC self-cancels on 14 November 2012 at 2359 UTC.

A. MOSAHEB

for Director of Civil Aviation