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The following circular is promulgated for information, guidance and necessary action

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**IMPLEMENTATION OF NEW 2012 ICAO FLIGHT PLAN FORMAT IN DAR ES SALAAM FIR
EFFECTIVE 15 NOVEMBER 2012.**

Introduction

Amendment 1 to Doc 4444, 15 Edition of the Procedures for Air Navigation Services/Air Traffic Management, (PANS-ATM), which becomes effective on 15 November 2012, aims to incorporate 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, Automatic Dependent Surveillance- (ADS) etc. These changes are 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 planned control actions.

Purpose of the Circular

This circular advises aviation stakeholders on 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.
F.	Flight plan message content and uniqueness checking	
G.	Transition phase requirements (NEW and PRESENT formats)	

2.2 Overview of Changes

1. Field 10a/b

- New alphanumeric codes

2. Field 18

- New indicators (e.g PBN/)
- Mandated order of indicators
- STS/ redefined – only specified data allowed

3. Other minor changes

- e.g. Field 15 – significant point; Field 7 – no ‘-’ aircraft identification

Content of the Amendment

Field 7: Aircraft identification	Amendment 1 states that the field 7 of the flight plan (PLN) 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 allows 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), VHF Omni-directional Range/Distance Measuring Equipment (VOR)/DME 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 and ILS	VHF RTF, VOR and 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 = DMC 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	Inertia Navigation	Inertia Navigation (Nil Change)
J	Data Link Note J1: <i>See RTCA/ EUROCAE Interoperability requirements for ATN baseline</i>	J1 = CPDL C ATN VDL Mode 2 J2 = CPDL C FANS 1/A HFDL J3 = CPDL C FANS 1 VDL Mode 4 J4 = CPDL C FANS 1 VDL Mode 2 J5 = CPDL C FANS 1/A SATCOM (INMARSAT) J6 = CPDL C FANS 1/A SATCOM (MTRSAT) J7 = CPDL C FANS 1/A SATCOM (Iridium)
K	MLS	MLS (Nil Change)
L	ILS	ILS (Nil Change)
M	Omega	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 Changes)
U	UHF RTF	UHF RTF (Nil Changes)
V	VHF RTF	VHF RTF (Nil Changes)
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 capacity <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-ES (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-ES (ADS-B), and enhanced surveillance capability

Note: Enhanced surveillance capability is the ability of the aircraft to down-link other 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 Transponder (UAT)
U2	ADS-B “out” and “in” capability using UAT 4
V1	ADS-B “out” capability using VHF Data Link (VDL) Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode

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 departs from a heliport or any aerodrome without an ICAO Location indicator, the filing entity will indicate ZZZZ in field 13 of the PLN 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 departed from the aerodrome
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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.
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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/.
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The sequence presented above shall be accomplished when completing field 18 of the flight plan (PLN), 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 circles aviation stakeholders indicate “**New Indicators.**”

Indicators:

STS/	TYP/
PBN/	CODE/
NAV/	DLE/
COM/	OPR/
DAT/	ORGN/
SUR/	PER/
DEP/	ALTN/
DEST/	RALT/
DOF/	TALT/
REG/	RIF/
EET/	RMK/
SEL/	

- Mandatory Order
- New Indicators
- Some revised Indicator definitions

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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If **R** is filed in item **10a** then

- **PBN/** must have an entry (and vice versa)

If **B1, B2, C1, C2, D1, D2, O1** or **O2** is included in **PBN/**

- then **G** must be included in field **10a**

If **B1, B3, B4, C1, C3, C4, D1, D3, D4, O1, O3** or **O4** is included in **PBN/**

- then **D** must be included in field **10a**

If **B1** or **B4** is included in **PBN/**

- then **O** or **S** must be included in filed **10a**

If **B1, B5, C1, C4, D1, D4, O1** or **O4** is included in **PBN/**

- then **I** must be included in field **10a**.

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/SINGI0020.
ORGN/	The originator's 8 letter AFTN address or other appropriate contact details, in cases the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.
TALT/	ICAO four letter Location 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

TANZANIA CIVIL AVIATION AUTHORITY ATS FLIGHT PLAN			Check No.
PRIORITY FF	ADDRESSEE (S)		
FILING TIME		ORIGINATOR	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR			
3 MESSAGE TYPE (FPL	7 AIRCRAFT IDENTIFICATION	8 FLIGHT RULES	TYPE OF FLIGHT
9 NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT	10 EQUIPMENT
13 DEPARTURE AERODROME	TIME		
15 CRUISING SPEED	LEVEL	ROUTE	
16 DESTINATION AERODROME	TOTAL EET HR MIN	ALT AERODROME	2 ND ALT AERODROME
18 OTHER INFORMATION			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR MIN	PERSONS ON BOARD	EMERGENCY RADIO	
E /	P /	R / UHF VHF ELBA	
SURVIVAL EQUIPMENT		JACKETS	
S / POLAR DESERT MARITIME JUNGLE	J / LIGHT FLUORES UHF VHF		
DINGHIES			
D	NUMBER CAPACITY COVER	COLOUR	
AIRCRAFT COLOUR AND MARKINGS			
A/	REMARKS		
N/	PILOT IN COMMAND		
C /			
FILED BY			
PILOT OR REPRESENTATIVE	ATM/AIM PERSONNEL	RESERVED FOR ADDITIONAL INFORMATION	
Name.....	Name.....		
Signature.....	Signature.....		

Validity

These changes become **effective on 15 November 2012** at which time the new flight plan form, with the information specified in the amendment, must be completed.

IMPLEMENTATION

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

The phased implementation comprises of:

Phase 1: 22 October 2012 to 6 November 2012
ANS software delivery and internal testing

Phase 2: 7-10 November 2012
Tanzania testing with other States

Phase 3: 11-14 November 2012
Testing and implementation for all airspace users, including airlines and general aviation.

Tanzania will accept both the PRESENT and NEW flight plan until 14 November 2012 at 2359UTC.

From 15 November 2012 only the NEW flight plan will be accepted.

Tanzania has arrangements in place to manage flight plan data across adjacent Flight Information Regions to ensure harmonized air traffic coordination and processing.

Full details of Amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) are available on <http://www2.icao.int/en/FITS/FITSLibrary/PANS%20ATM%20Amendment.pdf> or <http://www2.icao.int/en/FITS/Pages/home.aspxv> to help Air Navigation Service Providers and airspace users to monitor the implementation status of the new ICAO flight plan form.

FLIGHT PLAN SUBMISSION

Flight plan submission in either PRESENT or NEW format shall be via AFTN: **HTDAYFYX**.

Flight plans in the NEW format may be submitted up to 120 hours prior to Off Block Time-EOBT or formerly known as Estimated time of departure-ETD.

Any changes must refer to the flight plan's Date of Flight to ensure the correct flight plan is changed.

