

**Twenty Fifth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/25)**

Honolulu, Hawaii, USA, 24-25 March 2011

Agenda Item 4: Review Open Action Items (AI 19-1)

**Status of FAA Implementation of Amendment 1 to
DOC 4444, 15th Edition**

Presented by the Federal Aviation Administration

SUMMARY

The Federal Aviation Administration (FAA) supports a harmonized, global approach for International Civil Aviation Organization (ICAO) regions during implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition* (PANS-ATM, DOC 4444). This information paper provides a summary of FAA status relative to the agreed transition steps as of February 2011.

1. INTRODUCTION

- 1.1 This paper provides information and status on United States (U.S.) progress towards the implementation of Amendment 1 to PANS-ATM, Doc 4444.

2. TERMINOLOGY

- 2.1 In this paper, the term NEW is defined as: ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

3. FAA IMPLEMENTATION STRATEGY

- 3.1 **Introduction.** The FAA has adopted the interregional strategy agreed to by participation in various ICAO regional 2012 task forces. The transition period is 1 January 2012 through 15 November 2012. The following sections describe FAA plans and status relative to each phase.

3.2 Phase 1 (1 January to 31 March 2012) – Air Navigation Service Providers (ANSPs) Software Delivery and Internal Testing

- 3.2.1 **Flight Data Processing Systems Impacted.** The FAA has identified five major flight data processing systems and four flight plan filing systems that will require

modification and engineering of the changes is underway.

- 3.2.1.1 **En Route Automation Modernization (ERAM)** – ERAM will be the primary en route system for the domestic U.S. System refinement and deployment are currently underway. The 2012 changes are being planned to interleave with the deployment activities, and current plans call for an early 2012 delivery.
- 3.2.1.2 **Host** - The legacy Host system currently provides flight data processing for domestic U.S. centers. Because ERAM will not be deployed to all centers by November 2012, efforts are underway to implement changes in the legacy system, to ensure compatibility for those sites not yet on ERAM in 2012.
- 3.2.1.3 **Ocean21 (O21)** – O21 is the primary oceanic air traffic automation system for the U.S. and is used in oceanic airspace at Oakland, New York and Anchorage centers. Software changes have been implemented and will be deployed in 2011.
- 3.2.1.4 **Offshore Flight Data Processing System (OFDPS)** – OFDPS provides flight data processing for Honolulu Control Facility and Guam Center and Radar Approach Control (CERAP). Engineering and software changes are planned for 2011.
- 3.2.1.5 **Flight Data Processing 2000 (FDP-2000)** – FDP-2000 provides flight data processing for Anchorage Center non-oceanic airspace. Engineering and software changes are planned for 2011.
- 3.2.1.6 **Flight Service 21 Automation System (FS21)** – FS21 provides the Flight Service Stations (FSS) throughout the 48 contiguous United States, Hawaii and Puerto Rico with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.
- 3.2.1.7 **Flight Service Automation System Operational and Supportability Implementation System (OASIS)** – OASIS provides the Flight Service Stations in Alaska with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.
- 3.2.1.8 **Direct User Access Terminal (DUAT) and Direct User Access Terminal Service (DUATS)** provide users with the ability to interface directly with our flight data processing systems. Engineering and software changes are planned for 2011.
- 3.2.2 **Interfaces Impacted.** Changes required by Amendment 1 will require corresponding changes to international interface control documents (ICD), notably the North Atlantic (NAT), Pacific (PAC) and North American (NAM) ICDs.
- 3.2.2.1 The FAA is working with Canada's air navigation service provider (ANSP), (NavCanada) and Mexican Airspace Navigation Services (SENEAM) to effect NAM ICD changes in time to effect domestic system changes. Changes have been drafted and are currently being reviewed.

3.2.2.2 The FAA is working with the NAT Implementation Management Group (IMG) to effect requisite changes to the NAT ICD. Changes have been drafted, and are being prepared for review and coordination.

3.2.2.3 The FAA has agreed to coordinate an effort to effect requisite changes to the PAC ICD.

3.2.3 **Other Systems Impacted.** Finally, the FAA has other automation systems (e.g., traffic management, offline analysis systems) that receive data from these primary FDP systems. Although most of these systems have been analyzed for impact of the Amendment 1 changes, some analysis is still underway.

3.3 **Phase 2 (1 April to 30 June 2012) – ANSPs External Testing and Implementation**

3.3.1 The FAA is working to refine a 2012 Master Test Plan that will coordinate all external testing activities. Testing will cover each ANSP with which the FAA has an automated interface.

3.3.2 The draft test plan currently identifies interfaces to be tested; and points of contacts to coordinate test schedules/approaches are being developed.

3.3.3 The FAA's plan is to test between offline development systems, before testing between operational systems. Initially, operational testing will be done using off-line operational systems. If necessary, some interfaces may be tested using operational systems during low-traffic periods.

3.4 **Phase 3 (1 July to 15 November 2012) – Airspace Users Testing and Implementation**

3.4.1 The final phase will involve education, off-line testing, and live testing with airspace users and flight plan filing services. A master test plan will coordinate all FAA test activities.

3.4.2 **Airspace User Education Efforts**

3.4.2.1 The FAA provides guidance to filers online at: www.faa.gov/ato?k=fpl. ICAO 2012 information is provided at: www.faa.gov/go/fpl2012. The website includes information on monthly telephone conferences (telcons), the FAA implementation of Amendment 1, and presentations that give an overview of the changes introduced by Amendment 1. Materials are also available upon request to Ray.Ahlberg@faa.gov.

3.4.2.2 The FAA has addressed industry meetings, e.g. the Airline Dispatchers Federation. This will be continued as requested by user groups.

3.4.2.3 Filers are invited to a monthly telephone conference (telcon) where plans are discussed and participants are invited to raise questions and issues. Discussion of the Amendment 1 is now a monthly feature of these telcons and one of the primary means



the FAA is using to educate filers and address their questions.

3.4.3 **Airspace User Testing**

3.4.3.1 Prior to testing with live FAA systems, users will be provided the opportunity to submit Filed Flight Plans (FPL) and changes in NEW format to an off-line system for testing. This testing will be scheduled on a per-user basis and spread over the available time period.

3.4.3.2 The FAA is investigating a range of possibilities for providing format-checking of flight plans, including developing a web-based system or taking advantage of existing systems. This capability would allow filers to “pre-test” their flight plans and catch obvious errors before submitting them.

3.4.3.3 Upon successful completion of offline testing, approved users will be given the opportunity to file NEW format FPLs with operational systems during prescribed times at a limited number of sites.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to review the information in this paper and engage the FAA regarding any concerns relative to this testing and implementation plan.