Flimsy 1: Chairman's comments on WPs

Field 10a Character Order (IP04)

S is expected first, in accordance with Doc4444.

In the FDPs we reorganise the sequence of the characters in order of importance for controllers – both visually when displaying a plan and printing on (e)strips. I imagine we will receive a mixture of orders in FPL messages. Note there is a comment on FITS about this:

> "Regarding the sequence of information in item 10, this was not amended, but if for automation purposes it is necessary to do it, it should follow the alphabetical order as presented in Doc 4444."

DAT conversion (WP06)

Agree in principle but not sure why DAT/ is included in the NEW plans in the examples.

DOF (WP07)

Agree with use of CHG message to notify delays over midnight UTC.

Agree with proposed changes to GM.

The issue will be what the airline systems and individual flight despatchers do.

Airways NZ will use CHG messages but in our case the DLA/CHG mostly originate from the airlines.

CHG messages (WP08)

I guess the key to this will be when airlines move to NEW and how they implement it.

The latest version of Sabre's Despatch Manager has the capability to send FPL in NEW format to those FIRs accepting NEW, and PRESENT format to those FIRs who haven't. I'm not sure if such a mix is a good idea but there are 60 airlines using this product. Also recall IATAs view that airlines will not cutover until 15 NOV. In the early days of the transition we are going to end up with PRESENT somewhere along the chain – consider a NZAA-VHHK flight (and return) which routes via NZZO, NFFF, YBBB, AYPM, WAAF, RPHI, VHHK.

It does highlight that airlines/ANSPs/Regions have to apply the same conversion parameters.

Removal of DOF from stored plans within 24 hours (WP09)

I think the discussions on this related to the use of DOF in AIDC. I am happy if the following text in para 5.1b is deleted:

> *At a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/can be removed from stored FPLs. In any case,*

The scenario described in WP09 should be avoided. DOF is a key to uniquely identify a plan, there should be no reason to remove it from stored plans but it can be removed in AIDC messages subject to bi-lateral agreements between States.

NZ will not include DOF in AIDC messages.

ANSPs will have to correlate AIDC messages to the current days flight plan.

Consistency check Item 10a W and Item 18 STS/NONRVSM (WP10)

Agreed

Post Implementation Review (WP11)

Support this.

I would also like DOF added, given it is a key identifier it should either be a stand-alone field or a sub-field of 13. It is madness burying it in 18.

Also the provisions relating to addressing FPLs (particularly with respect to ZPZ) need a major overhaul to avoid the scatter-gun addressing and needless refiling that occurs today.

ORGN (WP12)

CFMU are allowing 1-30 characters for this group.

The Amendment states "The originator's 8 letter AFTN address <u>or</u> other appropriate contact details…" so I think you need to cater for more than just an AFTN address.