



International Civil Aviation Organization

**The Fifth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages  
Implementation Task Force (FPL&AM/TF/5)**

Manila, Philippines, 8 - 9 November 2011

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**Agenda Item 4: Asia/Pacific implementation strategies and aspects**

**Removal of DOF Provision**

(Presented by Australia)

**SUMMARY**

This paper aims to communicate to States and other Stakeholders the issue with DOF removal from item 18 of the flight plan when the EOBT is within 24 hours, and Australia's intention in relation to this practice.

**1. INTRODUCTION**

- 1.1 The APAC guidance material (V3) paragraph 5.1b states:

*At a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/ can be removed from stored FPLs. In any case, DOF/ is not necessary in AIDC messages since flight data is generally first coordinated after departure. The inclusion of DOF/ in AIDC messages is subject to bilateral agreement between States.*

- 1.2 Australia believes that implementation of this provision by removal of a filed DOF will create issues in automated systems where routine messages are exchanged for flights that cross boundaries.

**2. DISCUSSION**

- 2.1 The formal introduction of Date of Flight (DOF) in the Doc. 4444 flight plan has resulted in structural changes to the following messages: CHG, CNL, DLA, DEP, RQP and RQS. This introduces a DOF key as part of the message structure, which serves as a means for identifying the flight plan to which the a message refers. This will take the form of either:

I. '-DOF/yymmdd'

OR

II. '-0'

*(i.e. Appendix 3 Air Traffic Services Messages – Field Type 18 – Other information states:*

*Single Hyphen (a) 0 (zero) if no other information OR Any other information in the preferred sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded..... 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)*

- 2.2 This results (for the six message types listed above) in different message structures for PRESENT as opposed to NEW, regardless of whether a DOF/ is included in the Flight Plan or not. For example, consider the DLA message format:

**PRESENT Format (Doc. 4444 15<sup>th</sup> Edition) Appendix 3 - DLA message**

Field 3 – (Message type, number and reference data)  
 Field 7 – (Aircraft identification and SSR Mode and Code)  
 Field 13 – (Departure aerodrome and time)  
 Field 16 - (Destination aerodrome and total estimated elapsed time, destination alternate aerodrome[s])

Example: **(DLA-QFA577-YSSY0400-YPPH)**

**NEW Format (Amendment 1 to Doc.4444 15<sup>th</sup> Edition) Appendix 3 - DLA message**

Field 3 – (Message type, number and reference data)  
 Field 7 – (Aircraft identification and SSR Mode and Code)  
 Field 13 – (Departure aerodrome and time)  
 Field 16 - (Destination aerodrome and total estimated elapsed time, destination alternate aerodrome[s])  
 Field 18 – (Other information [using more than one line if necessary\*])

*\*note that this is deceptive as DOF will only ever be a maximum of 10 characters i.e. ICAO have provided clarification<sup>1</sup> that this is not intended to be the full field 18, but the DOF indicator information only.*

Example: **(DLA-QFA577-YSSY0400-YPPH-DOF/110826)**

Or

**(DLA-QFA577-YSSY0400-YPPH-0)**

The messages for the NEW examples differ from those for the PRESENT example i.e. the structure of the message has changed.

- 2.3 The provision within the APAC guidance material that allows for DOF removal from item 18 of the flight plan when EOBT is within 24 hours is likely to cause issues with FPL / MSG association.

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<sup>1</sup> FITS-Issue Tracking List: [\(A6\)](#) Use of Item 18 in ATS messages – “Field Type 18 with DOF specified in such messages it is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all the other Item 18 information in those messages.”

2.4 Consider an example in which an ANSP is holding three flight plans for the same Aircraft Identification with the same DEP, DEST and EOBT, but with different DOFs, for successive days:

<u>FPL Number</u>	<u>Aircraft Identification</u>	<u>Departure Aerodrome</u>	<u>Destination Aerodrome</u>	<u>EOBT</u>	<u>DOF</u>
1	ABC	YBBN	NZAA	2300	121122
2	ABC	YBBN	NZAA	2300	121123
3	ABC	YBBN	NZAA	2300	121124

FPL 1

(FPL-ABC-IS  
 -B738/M-SDHIJ1J2GRWZ/LB1G1  
 -YBBN2300  
 -M077F350 DCT SCOTT A464 AA DCT  
 -NZAA0246 NZWN  
 -PBN/A1B1D1O1 NAV/GPSRNAV **DOF/121122** REG/ABC EET/RIGMI0113 NZZO0113  
 PAPTIO213  
 NZZC0213 SEL/AABC PER/C RIF/RIGMI SARAP G595 SY YSSY RMK/TCAS)

2.5 Assume for this example that the Australian system is designed to automatically remove the DOF when the EOBT is calculated to be within 24 hours of current time (this will not be the case in reality). FPL 1 consequently has its DOF removed by the system immediately after 2300 on the 21<sup>st</sup> of November 2012.

FPL 1

(FPL-ABC-IS  
 -B738/M-SDHIJ1J2GRWZ/LB1G1  
 -YBBN2300  
 -M077F350 DCT SCOTT A464 AA DCT  
 -NZAA0246 NZWN  
 -PBN/A1B1D1O1 NAV/GPSRNAV REG/ABC EET/RIGMI0113 NZZO0113 PAPTIO213  
 NZZC0213 SEL/AABC PER/C RIF/RIGMI SARAP G595 SY YSSY RMK/TCAS)

2.6 At 2305 on the 22<sup>nd</sup> of November the flight departs and a DEP message is generated by the system and sent to New Zealand;

**(DEP-ABC-YBBN2305-NZAA-0)**

As there is no DOF in the flight plan, the system generated DEP message contains -0 rather than -DOF/121122.

The New Zealand system may not be able to uniquely associate this DEP to any of its stored flight plans i.e. FPL 1, 2 or 3 and therefore may not automatically process the message thus resulting in rejection.

Australia will therefore not remove DOF from stored flight plans unless a modification message (CHG) is received to do otherwise.

2.7 It is proposed that ANSPs wishing to implement the DOF removal provision generate a CHG message addressed to all affected units thus enabling recipients of associated messages to update their flight plan copy to enable automatic message to flight plan association.

2.8 So in the example case above, when the DOF is stripped from Flight Plan 1 for ABC, a CHG message should be generated (either manually or automatically) advising affected parties of the CHG e.g.:

(CHG-ABC-YBBN2300-NZAA-DOF/121122-18/ PBN/A1B1D1O1 NAV/GPSRNAV REG/ABC  
EET/RIGMI0113 NZZO0113 PAPTIO213 NZZC0213 SEL/AABC PER/C RIF/RIGMI SARAP G595  
SY YSSY RMK/TCAS)

2.9 This message through absence of a DOF indicator effectively provides advice to receiving units that DOF is no longer included within the flight plan and therefore allows the DEP message;

**(DEP-ABC-YBBN2305-NZAA-0)**

to be correctly associated to the flight plan to which it refers.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to

- a. Take note of the information provided
- b. Provide advice of intention in relation to DOF removal from flight plans.
- c. Consider the proposal to use a CHG message to advise when DOF has been removed in line with paragraph 5.1b of APAC guidance V3.

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