

Amendment 93 to the International Standards and Recommended Practices, *Aeronautical Telecommunications— Communication Procedures including those with PANS status*, (Annex 10, Volume II, to the Convention on International Civil Aviation) was adopted by the Council at the fifth meeting of its 231st Session on 18 March 2024. The amendments are listed below

Type of changes	Location	Amendments	Comment
New text to be inserted	CHAPTER 1. DEFINITIONS  1.1 SERVICES	<b>System-wide information management (SWIM).</b> SWIM consists of standards, infrastructure and governance enabling the management of ATM related information and its exchange between qualified parties via interoperable information services	Can be incorporated into the ANO 10 Volume II
New text to be inserted	CHAPTER 1. DEFINITIONS  1.9 MISCELLANEOUS	<p><b>eFPL.</b> The symbol used to designate a filed flight plan exchanged using FF-ICE services</p> <p><b>Filed flight plan (FPL or eFPL).</b> The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units</p> <p><b>Flight and flow — information for a collaborative environment (FF-ICE).</b> Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.</p> <p><b>Flight and flow — information for a collaborative environment (FF-ICE) services.</b> A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution</p> <p><b>Flight and flow — information for a collaborative environment (FF-ICE) services unit.</b> A unit designated by the appropriate ATS authority for the provision of FF-ICE services.</p> <p><b>Flight plan.</b> Specified information relative to an intended flight or portion of</p>	Can be incorporated into the ANO 10 Volume II

		<p>a flight of an aircraft.</p> <p><b>FPL.</b> The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).</p> <p><b>Globally unique flight identifier (GUF1).</b> An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.</p> <p><b>Preliminary flight plan (PFP).</b> The information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan</p>	
<p>New text to be inserted</p>	<p>CHAPTER 3. GENERAL PROCEDURES FOR THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE</p> <p>3.9 GLOBALLY UNIQUE FLIGHT IDENTIFIER (GUF1)</p>	<p><i>Note.— Procedures and guidance concerning FF-ICE services and the use of GUF1 are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).</i></p> <p>3.9.1 The originator of a preliminary flight plan (PFP) or eFPL shall assign a single GUF1 to a flight for which the flight plan is to be submitted.</p> <p><i>Note. — In the context of GUF1 assignment, a flight refers to a single intended operation of an aircraft with specified aircraft identification that starts at a specified departure aerodrome at a specified date and time and finishes at an arrival aerodrome.</i></p> <p>3.9.2 The originator of a PFP or eFPL shall ensure that all FF-ICE messages submitted for a flight are identified by the same GUF1.</p> <p>3.9.3 When providing a response to an FF-ICE message, an FF-ICE services unit shall identify the subject flight using the GUF1 contained in the message.</p>	<p>Can be incorporated into the ANO 10 Volume II</p>

		<p>3.9.4 An FF-ICE services unit shall reject an FF-ICE message if the message includes a GUF I identical to that of another flight known to the FF-ICE services unit.</p> <p>3.9.5 The format of a GUF I shall include a unique identification of the entity that generated the GUF I.</p> <p>3.9.6 The originator of a PFP or eFPL shall ensure that the GUF I assigned to the flight does not duplicate any other GUF I submitted by that originator within the past 10 years.</p>	
New text to replace existing text	<p>CHAPTER 5. AERONAUTICAL MOBILE SERVICE — VOICE COMMUNICATIONS</p> <p>5.2 RADIOTELEPHONY PROCEDURES</p> <p>5.2.1.7 CALLING</p>	<p>5.2.1.7.2.1.1 An aircraft radiotelephony call sign shall be one of the following types:</p> <p>. . .</p> <p><i>Note 3.— Any of the foregoing call signs may be inserted in field 7 of the ICAO flight plan as the aircraft identification the corresponding item of the filed flight plan concerning aircraft identification, such as Item 7 in FPL. Instructions on the completion of the flight plan form are contained in the PANS-ATM (Doc 4444)</i></p>	Can be incorporated into the ANO 10 Volume II

**NOTES ON THE PRESENTATION OF THE  
AMENDMENT TO ANNEX 10, VOLUME II**

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~ followed by  
the replacement text which is highlighted with grey shading.

new text to replace existing text

**TEXT OF AMENDMENT 93**

**TO THE**

**INTERNATIONAL STANDARDS**  
**AND RECOMMENDED PRACTICES**

**AERONAUTICAL TELECOMMUNICATIONS**

**ANNEX 10**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**VOLUME II**

**COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS**

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**COMMUNICATION PROCEDURES**

*Introduction*

*The object of the international aeronautical telecommunication service is to ensure the telecommunications and radio aids to air navigation necessary for the safety, regularity and efficiency of international air navigation.*

*Procedures for the International Aeronautical Telecommunication Service are herein set forth for worldwide use. It is recognized that Supplementary Procedures may be required in certain cases in order to meet particular requirements of the ICAO Regions. Any Supplementary Procedure recommended for this purpose must be a requirement peculiar to the region and must not be contained in, nor conflict with, any worldwide Procedure of ICAO.*

*Where appropriate, specific ITU Radio Regulations have been paraphrased in this document. Users of these Procedures should note that the Radio Regulations Annex of the International Telecommunications Convention is all-embracing in character and, therefore, should be applied in all pertinent cases.*

*All references to “Radio Regulations” are to the Radio Regulations published by the International Telecommunication Union.*

*The Communication Procedures are to be used in conjunction with the Abbreviations and Codes of Doc 8400 and with such other codes and abbreviations as may be approved by ICAO for use in communications.*

*Volume II contains a number of provisions relating to the exchange of information which were developed primarily for low modulation rates utilizing the coded character sets of International Alphabets Nos. 2 and 3. Volume II also contains provisions relating to the exchange of information utilizing the flight and flow — information for a collaborative environment (FF-ICE) services. Provisions for International Alphabet No. 5 (IA-5) for use at medium and higher signalling rates are contained in Annex 10, Volume III.*

*Provisions related to information exchange via information services are found in the Procedures for Air Navigation Services — Information Management (PANS-IM, Doc 10199). The provisions of the PANS-IM complement this Annex, notably for network access, and the internet and transport layers of Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS), to enable information services in a SWIM environment.*

*Provisions related to information security can also be found in the PANS-IM (Doc 10199).*

## CHAPTER 1. DEFINITIONS

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### 1.1 SERVICES

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**System-wide information management (SWIM).** SWIM consists of standards, infrastructure and governance enabling the management of ATM related information and its exchange between qualified parties via interoperable information services.

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### 1.9 MISCELLANEOUS

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**eFPL.** The symbol used to designate a filed flight plan exchanged using FF-ICE services.

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**Filed flight plan (FPL or eFPL).** The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

*Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.*

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**Flight and flow — information for a collaborative environment (FF-ICE).** Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

**Flight and flow — information for a collaborative environment (FF-ICE) services.** A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.

**Flight and flow — information for a collaborative environment (FF-ICE) services unit.** A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

*Note.— The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local or regional air traffic flow management unit as an FF-ICE services unit.*

**Flight plan.** Specified information relative to an intended flight or portion of a flight of an aircraft.

*Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.*

*Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.*

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**FPL.** The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).

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**Globally unique flight identifier (GUFID).** An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

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**Preliminary flight plan (PFP).** The information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

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### CHAPTER 3. GENERAL PROCEDURES FOR THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE

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*Insert new text as follows:*

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#### 3.9 GLOBALLY UNIQUE FLIGHT IDENTIFIER (GUFID)

*Note.— Procedures and guidance concerning FF-ICE services and the use of GUFID are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).*

3.9.1 The originator of a preliminary flight plan (PFP) or eFPL shall assign a single GUFID to a flight for which the flight plan is to be submitted.

*Note.* — In the context of GUFIs assignment, a flight refers to a single intended operation of an aircraft with specified aircraft identification that starts at a specified departure aerodrome at a specified date and time and finishes at an arrival aerodrome.

3.9.2 The originator of a PFP or eFPL shall ensure that all FF-ICE messages submitted for a flight are identified by the same GUFIs.

3.9.3 When providing a response to an FF-ICE message, an FF-ICE services unit shall identify the subject flight using the GUFIs contained in the message.

3.9.4 An FF-ICE services unit shall reject an FF-ICE message if the message includes a GUFIs identical to that of another flight known to the FF-ICE services unit.

3.9.5 The format of a GUFIs shall include a unique identification of the entity that generated the GUFIs.

3.9.6 The originator of a PFP or eFPL shall ensure that the GUFIs assigned to the flight does not duplicate any other GUFIs submitted by that originator within the past 10 years.

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End of new text.

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## **CHAPTER 5. AERONAUTICAL MOBILE SERVICE — VOICE COMMUNICATIONS**

### **5.2 RADIOTELEPHONY PROCEDURES**

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#### 5.2.1.7 CALLING

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##### 5.2.1.7.2.1 *Full call signs*

5.2.1.7.2.1.1 An aircraft radiotelephony call sign shall be one of the following types:

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*Note 3.*— Any of the foregoing call signs may be inserted in ~~field 7 of the ICAO flight plan as the aircraft identification~~ the corresponding item of the filed flight plan concerning aircraft identification, such as Item 7 in FPL. Instructions on the completion of the flight plan ~~form~~ are contained in the PANS-ATM (Doc 4444).

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