Subject: Guidance for implementation of flight plan information to support Amendment 1 of the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444)

Action required: Coordinate the transition to the new ICAO flight plan

Sir/Madam,

1. I have the honour to draw your attention to the content of Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) related to the amended flight plan form and new flight planning procedures.

2. The nature and scope of the amendment, as described in State letter AN 13/2.1-08/50, is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed the guidance contained in the Attachment. The primary purpose of this guidance is to support a coordinated global effort during the transition period so that a successful and coordinated transition is achieved by the applicability date of 15 November 2012.

4. To support the transition, a public website is being developed by ICAO where States, Air Navigation Service Providers (ANSPs) and airspace users will be able to find information regarding the implementation status of the Amendment and where the most common issues and difficulties encountered will be discussed. States will be notified as soon as the site is available.
5. May I, therefore, request that all efforts be made to ensure a smooth transition to the new flight plan and that particular attention be paid to the pages referring to the conversion of new items 10 and 18 to the present items 10 and 18, which concern aircraft equipment and capabilities.

Accept, Sir/Madam, the assurances of my highest consideration.

[Signature]

Taïeb Chérif
Secretary General

Enclosure:
Guidance for implementation of flight plan information to support Amendment 1 of the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444)
1. **INTRODUCTION**

1.1. The guidance contained herein is provided to assist airspace users and Air Navigation Service Providers (ANSP) to implement the flight planning changes incorporated by Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) Fifteenth Edition.

1.2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

1.3. The changes were announced by ICAO in State letter AN 13/2.1-08/50 dated 25 June 2008 and will become applicable on 15 November 2012.

1.4. The changes have considerable consequences on ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data in displays for controller reference, use data in ANSP automation and which support communication between ANSPs as the flight progresses. Preparation for the changes should therefore be made well in advance of the applicable date.

1.5. The changes also have consequences for airspace users. If a flight plan with new content is sent to an ANSP that has not prepared to accept the new content then it is likely that some information will be lost, misinterpreted or cause a rejection of the flight plan.

1.6. No start date has been given for implementation of the flight planning changes to commence; however, one reason for the State letter is to support the updating of flight plan data processing systems. The transition period for the changes is therefore from 25 June 2008 until 15 November 2012.

1.7. It is recognized that changes will be implemented by airspace users and ANSPs on individual schedules due to individual needs, however some coordination will occur.

1.8. It is essential to the success of this implementation that all airspace users and ANSPs be able to submit and process flight information in accordance with Amendment 1 to the PANS-ATM by 15 November 2012, as processing via present methods is not assured after that date.

1.9. This guidance does not change any provision in Annex 2 — *Rules of the Air* or the PANS-ATM regarding completion and acceptance of a flight plan.
2. **OBJECTIVE**

2.1. The purpose of the guidance contained herein is to support a coordinated global effort during the transition period so that a successful transition is achieved by the applicability date of 15 November 2012.

3. **APPLICABILITY**

3.1. This guidance applies to airspace users, ANSPs and Planning and Implementation Regional Groups (PIRGs). Note that flight planning services and related organizations involved in the processing of flight plans are considered part of the airspace user community and, as such, are covered under this guidance.

3.2. This document presents guidelines which should be considered when developing implementation plans for this amendment. Adherence to these guidelines will mitigate risks associated with the technical challenges inherent during the transition period and assure that users are able to meet flight planning requirements as individual ANSPs implement changes.

3.3. This document applies with immediate effect and continues until implementation of Amendment 1 to the PANS-ATM is complete.

4. **SCOPE**

4.1. This guidance is limited to transitioning to flight planning and Air Traffic Services (ATS) message changes defined in Amendment 1 to the PANS-ATM, including message content and submission instructions.

5. **FLIGHT PLANNING ENVIRONMENT**

5.1. PRESENT is defined as the present flight planning and ATS message formats as defined in the current version of the PANS-ATM.

5.2. NEW is defined as the flight planning and ATS message formats as specified in Amendment 1 to the PANS-ATM.

5.3. In order to allow performance case considerations to drive individual airspace user and ANSP implementation schedules, the ATM system will need to simultaneously support both PRESENT and NEW for a period of time.

5.4. Amendment 1 to the PANS-ATM contains changes to the length and content of items. The changes to content are as follows:

- Change the way aircraft equipage and capabilities are communicated to provide more details;
- Provide additional means of describing route way points (specifically bearing and distance from points other than navigation aids); and
- Permit specification of the date of flight in a standardised manner.

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight
plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

5.6. The present ATM system supports a variety of means of ANSPs communicating flight plan data between ANSP systems, for example use of coordination messages where Amendment 1 implies changes of content.

6. IMPLEMENTATION GUIDELINES

6.1. These guidelines have been developed to facilitate concurrent use of both PRESENT and NEW by airspace user and ANSP flight data processing systems during the transition period.

6.2. Guideline 1

a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.

b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.

c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

6.3. Guideline 2

a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.

b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.

c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.

d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

6.4. Guideline 3

a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.
b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.

c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

*Note – The following guidelines apply only to situations where ANSPs affected by a flight have not all transitioned to NEW.*

6.5. **Guideline 4**

a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.

b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).

c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.

d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

6.6. **Guideline 5**

a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP’s ability to accept PRESENT or NEW.

b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.

c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.
6.7. **Guideline 6**

a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.

b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.

c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.

d) There is no intent for PRESENT to be converted to NEW during the transition period.

7. **CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18**

It is strongly recommended that all ANSPs utilize the table below to convert NEW Items 10 and 18 to the PRESENT for coordination with adjacent ANSPs which only accept PRESENT.

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.

- **CAUTION:** Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

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Tel.: +1 (514) 954-6711
Ref.: AN 13/2.1-08/50

25 June 2008

Subject: Approval of Amendment 1 to the PANS-ATM

Action required: a) Implementation of the amendment on 15 November 2012; b) Publication of any differences as of 15 November 2012

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 15 November 2012. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

2. Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

3. Copies of the interim edition of the amendment are available as attachments to the electronic version of this State letter on the ICAO-NET (www.icao.int/icaonet). The interim edition contains the text as it was approved by the Council and provided to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. Please note that the attached amendment consists solely of a change to the ICAO model flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.
4. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization’s long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website (www.icao.int/icaonet) where you can access all relevant documentation. The practice of dispatching printed copies of such documentation has now been discontinued.

5. Your Government is invited by the Council to implement the provisions of PANS-ATM as amended. In this connection, I draw your attention to the decision taken by the Council, on 1 October 1973, to discontinue the publication of differences in Supplements to the PANS documents and, instead, to request States to publish up-to-date lists of significant differences from PANS documents in their Aeronautical Information Publications.

6. May I, therefore, invite your Government to publish in your Aeronautical Information Publication a list of any significant differences which will exist on 15 November 2012 between the amended provisions of PANS-ATM and your national regulations and practices.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:
Amendment to the Foreword of the PANS-ATM
ATTACHMENT to State letter AN 13/2.1-08/50

AMENDMENT TO THE FOREWORD OF THE PANS-ATM, FIFTEENTH EDITION

Add the following at the end of Table A:

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<td>Update the ICAO model flight plan form.</td>
<td>27 May 2008 15 November 2012</td>
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— END —
AMENDMENT NO. 1

TO THE

PROCEDURES
FOR
AIR NAVIGATION SERVICES

AIR TRAFFIC MANAGEMENT

(Doc 4444)

INTERIM EDITION

The text of Amendment No. 1 to the PANS-ATM (Doc 4444) was approved by the President of the Council of ICAO on behalf of the Council on 27 May 2008 for applicability on 15 November 2012. This interim edition is distributed to facilitate implementation of the amendment by States. Replacement pages incorporating Amendment No. 1 are expected to be distributed in October 2012. (State letter AN 13/2.1-08/50 refers.)

MAY 2008

INTERNATIONAL CIVIL AVIATION ORGANIZATION
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:

1. Text to be deleted is shown with a line through it text to be deleted
2. New text to be inserted is highlighted with grey shading new text to be inserted
3. Text to be deleted is shown with a line through it followed by the replacement text which is highlighted with grey shading.
CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

4.4 FLIGHT PLAN

4.4.1 Flight plan form

Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.

4.4.1.3 Operators and air traffic services units should comply with:

a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and

b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

Note 1.— Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.

Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight plan form pads, or posted in briefing rooms.

4.4.2 Submission of a flight plan

4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.2 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan submitted prior to departure should be submitted to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.

4.4.2.1.2 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.
CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

11.4 MESSAGE TYPES AND THEIR APPLICATION

11.4.2 Movement and control messages

11.4.2.2 MOVEMENT MESSAGES

11.4.2.2.2 Filed flight plan (FPL) messages

Note.—Instructions for the transmission of an FPL message are contained in Appendix 2.

11.4.2.2.5 FPL messages shall normally be transmitted immediately after the filing of the flight plan. However, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that the date of the flight departure shall be inserted in Item 18 of the flight plan. In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2 b) or c) or 11.4.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off-block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.

11.4.2.2.4 Modification (CHG) messages

A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

Note.—See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or estimate message.
APPENDIX 2. FLIGHT PLAN

2. Instructions for the completion of the flight plan form

2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

Note 2.— Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

a) the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEK CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK BLIZZARD CGAJS);

2) the aircraft is not equipped with radio;

b) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEK CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK BLIZZARD CGAJS);

OR

b) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM511, NIGERIA 213, HERBIEJESTER 25).

Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.
ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

*INSERT* one of the following letters to denote the category of flight rules with which the pilot intends to comply:

- **I** if it is intended that the entire flight will be operated under the IFR
- **V** if it is intended that the entire flight will be operated under the VFR
- **Y** if the flight initially will be operated under the IFR first and specify in Item 15 the point, followed by one or more subsequent changes of flight rules or
- **Z** if the flight initially will be operated under the VFR first, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

*INSERT* one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

- **S** if scheduled air service
- **N** if non-scheduled air transport operation
- **G** if general aviation
- **M** if military
- **X** if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

...
Radio communication, navigation and approach aid equipment and capabilities

**INSERT** one letter as follows:

- **N** if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,
- **OR** **S** if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

**AND/OR**

**INSERT** one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available and serviceable:

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<tr>
<th>Letter</th>
<th>Equipment</th>
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<tr>
<td>A</td>
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<tr>
<td>C</td>
<td>LORAN C</td>
</tr>
<tr>
<td>D</td>
<td>DME</td>
</tr>
<tr>
<td>E1</td>
<td>(Not allocated) FMC WPR ACARS</td>
</tr>
<tr>
<td>E2</td>
<td>D-FIS ACARS</td>
</tr>
<tr>
<td>E3</td>
<td>PDC ACARS</td>
</tr>
<tr>
<td>F</td>
<td>ADF</td>
</tr>
<tr>
<td>G</td>
<td>(GNSS) (See Note 2)</td>
</tr>
<tr>
<td>H</td>
<td>HF RTF</td>
</tr>
<tr>
<td>I</td>
<td>Inertial Navigation</td>
</tr>
<tr>
<td>J1</td>
<td>(Data Link) CPDLC ATN VDL Mode 2 (See Note 3)</td>
</tr>
<tr>
<td>J2</td>
<td>CPDLC FANS 1/A HFDL</td>
</tr>
<tr>
<td>J3</td>
<td>CPDLC FANS 1/A VDL Mode A</td>
</tr>
<tr>
<td>J4</td>
<td>CPDLC FANS 1/A VDL Mode 2</td>
</tr>
<tr>
<td>J5</td>
<td>CPDLC FANS 1/A SATCOM (INMARSAT)</td>
</tr>
<tr>
<td>J6</td>
<td>CPDLC FANS 1/A SATCOM (MTSAT)</td>
</tr>
<tr>
<td>J7</td>
<td>CPDLC FANS 1/A SATCOM (Iridium)</td>
</tr>
<tr>
<td>K</td>
<td>(MLS)</td>
</tr>
<tr>
<td>L</td>
<td>ILS</td>
</tr>
<tr>
<td>M1</td>
<td>Omega ATC RTF SATCOM (INMARSAT)</td>
</tr>
<tr>
<td>M2</td>
<td>ATC RTF (MTSAT)</td>
</tr>
<tr>
<td>M3</td>
<td>ATC RTF (Iridium)</td>
</tr>
<tr>
<td>O</td>
<td>VOR</td>
</tr>
<tr>
<td>P1–P9</td>
<td>(Not allocated) Reserved for RCP</td>
</tr>
<tr>
<td>Q</td>
<td>(Not allocated)</td>
</tr>
<tr>
<td>R</td>
<td>RNP type certification PBN approved (see Note 3)</td>
</tr>
<tr>
<td>T</td>
<td>TACAN</td>
</tr>
<tr>
<td>U</td>
<td>UHF RTF</td>
</tr>
<tr>
<td>V</td>
<td>VHF RTF</td>
</tr>
<tr>
<td>W</td>
<td>RVSM approved</td>
</tr>
<tr>
<td>X</td>
<td>MNPS approved</td>
</tr>
<tr>
<td>Y</td>
<td>when prescribed by ATSVHF with 8.33 kHz channel spacing capability</td>
</tr>
<tr>
<td>Z</td>
<td>Other equipment carried or other capabilities (see Note 2)</td>
</tr>
</tbody>
</table>

Any alphanumeric characters not indicated above are reserved.
Note 1.— If the letter S is used, standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2.— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 25.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ and/or NAV/ and/or DAT, as appropriate.

Note 3.— If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 5.— Inclusion of If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment(s), route(s) and/or area concerned is contained in the Performance-Based Navigation Manual (Doc 9613).

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable.

OR

INSERT one or two of the following letter descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment carried and/or capabilities on board:

SSR equipment SSR Modes A and C

N Nil
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

X Transponder — Mode S without both aircraft identification and pressure-altitude transmission
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification
Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission.

S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.

X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability.

Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

**ADS-B**

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2 ADB-B with dedicated 1090 MHz ADS-B “out” and “in” capability
U1 ADS-B “out” capability using UAT
U2 ADS-B “out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4

**ADS-C**

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

**ADS equipment**

D — ADS capability

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

**ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)**

*INSERT* the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*.

*OR.* if no location indicator has been assigned,

*INSERT* ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/...,

*OR.* the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome.

*OR.* if the flight plan is received from an aircraft in flight,

*INSERT* AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/...
THEN, WITHOUT A SPACE,

**INSERT** for a flight plan submitted before departure, the estimated off-block time (EOBT).

**OR,** for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

**ITEM 15: ROUTE**

**INSERT** the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.

**THEN,** following the arrow, **INSERT** the route description as in (c).

**(a) Cruising speed (maximum 5 characters)**

**INSERT** the True Air Speed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

**(b) Cruising level (maximum 5 characters)**

**INSERT** the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- *Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or

*for uncontrolled VFR flights, the letters VFR.*

*When so prescribed by the appropriate ATS authorities.

**(c) Route (including changes of speed, level and/or flight rules)**

**Flights along designated ATS routes**

**INSERT,** if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,
OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

**INSERT** each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned.

*Note.*—When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

**FOLLOWED IN EACH CASE**

by the designator of the next ATS route segment, even if the same as the previous one,

**OR**

by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

**Flights outside designated ATS routes**

**INSERT** points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

**OR,** when required by appropriate ATS authority(ies),

**DEFINE** the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour’s flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

**INSERT** DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

**USE ONLY** the conventions in (1) to (5) below and **SEPARATE** each sub-item by a space.

1. **ATS route** (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

*Note.*—Provisions for the application of route designators are contained in Annex 11, Appendix 1, whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Manual on Required Navigation Performance (RNP) (Doc 9613).
(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), or, if no coded designator has been assigned, one of the following ways:

— Degrees only (7 characters):

2 figures describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 figures describing longitude in degrees, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

— Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— Bearing and distance from a navigation aid significant point:

The identification of the navigation aid (normally a VOR) significant point, in the form of 2 or 3 characters, then followed by the bearing from the aid point in the form of 3 figures giving degrees magnetic, then followed by the distance from the aid point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045
MAY/N0305FI80
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:
VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620.

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time as specified in Doc 7910, Location Indicators, OR, if no location indicator has been assigned, INSERT ZZZZ followed, without a space, by the total estimated elapsed time, and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note.— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination alternate aerodrome(s) (4 characters)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space, OR, if no location indicator has been assigned to the destination alternate aerodrome(s).
INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

ITEM 18: OTHER INFORMATION

Note.—Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary 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:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

- ALTRV: for a flight operated in accordance with an altitude reservation;
- ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
- FFR: fire-fighting;
- FLTCK: flight check for calibration of navaids;
- HAZMAT: for a flight carrying hazardous material;
- HEAD: a flight with Head of State status;
- HOSP: for a medical flight declared by medical authorities;
- HUM: for a flight operating on a humanitarian mission;
- MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
- MEDEVAC: for a life critical medical emergency evacuation;
- NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
- SAR: for a flight engaged in a search and rescue mission; and
- STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

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.

<table>
<thead>
<tr>
<th>RNAV SPECIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 RNAV 10 (RNP 10)</td>
</tr>
<tr>
<td>B1 RNAV 5 all permitted sensors</td>
</tr>
<tr>
<td>B2 RNAV 5 GNSS</td>
</tr>
<tr>
<td>B3 RNAV 5 DME/DME</td>
</tr>
<tr>
<td>B4 RNAV 5 VOR/DME</td>
</tr>
<tr>
<td>B5 RNAV 5 INS or IRS</td>
</tr>
<tr>
<td>B6 RNAV 5 LORANC</td>
</tr>
<tr>
<td>C1 RNAV 2 all permitted sensors</td>
</tr>
<tr>
<td>C2 RNAV 2 GNSS</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td>C3</td>
</tr>
<tr>
<td>C4</td>
</tr>
<tr>
<td>D1</td>
</tr>
<tr>
<td>D2</td>
</tr>
<tr>
<td>D3</td>
</tr>
<tr>
<td>D4</td>
</tr>
</tbody>
</table>

**RNP SPECIFICATIONS**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>RNP 4</td>
<td></td>
</tr>
<tr>
<td>O1</td>
<td>Basic RNP 1 all permitted sensors</td>
<td></td>
</tr>
<tr>
<td>O2</td>
<td>Basic RNP 1 GNSS</td>
<td></td>
</tr>
<tr>
<td>O3</td>
<td>Basic RNP 1 DME/DME</td>
<td></td>
</tr>
<tr>
<td>O4</td>
<td>Basic RNP 1 DME/DME/IRU</td>
<td></td>
</tr>
<tr>
<td>S1</td>
<td>RNP APCH</td>
<td></td>
</tr>
<tr>
<td>S2</td>
<td>RNP APCH with BARO-VNAV</td>
<td></td>
</tr>
<tr>
<td>T1</td>
<td>RNP AR APCH with RF (special authorization required)</td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>RNP AR APCH without RF (special authorization required)</td>
<td></td>
</tr>
</tbody>
</table>

Combinations of alphanumeric characters not indicated above are reserved.

**EET/** Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

**Examples:**

- EET/CAP0745 XYZ0830
- EET/EINN0204

**RIF/** The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

**Examples:**

- RIF/DTA HEC KLAX
- RIF/ESP G94 CLA YPPH
- RIF/LEMD

**REG/** The registration markings of the aircraft, if different from the aircraft identification in Item 7.

**SEL/** SELCAL Code, if so prescribed by the appropriate ATS authority.

**OPR/** Name of the operator, if not obvious from the aircraft identification in Item 7.

**STS/** Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.

**TYP/** Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.

**PER/** Aircraft performance data, if so prescribed by the appropriate ATS authority.
COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.

DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

OR. Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

OR. The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. 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 under DEP/ above.

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).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.
EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
         EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.

RALT/ Name of en-route alternate aerodrome(s).

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute 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/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

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

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. 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/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), 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/ above.

TALT/ ICAO four letter 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/ above.

**RIF/** The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX  
RIF/ESP G94 CLA YPPH

**RMK/** Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

---

**ITEM 19: SUPPLEMENTARY INFORMATION**

...  

4. Instructions for the transmission of a supplementary flight plan (SPL) message

Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

a) AFTN Priority Indicator, Addressee Indicators <<, Filing Time, Originator Indicator << and, if necessary, specific identification of addressees and/or originator;

b) commencing with << (SPL:

all symbols and data in the unshaded areas of boxes 7, 13, 16 and 18, except that the ‘)’ at the end of box 18 is not to be transmitted, and then the symbols in the unshaded area of box 19 down to and including the )<< of box 19,

additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of Items 18 and 19. The alignment function is to be inserted only in lieu of a space, so as not to break up a group of data,

letter shifts and figure shifts (not pre-printed on the form) as necessary;

c) the AFTN Ending, as described below:

End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal
Four of the letter N.

7. Instructions for the completion of the repetitive flight plan (RPL) listing form

7.4 Instructions for insertion of RPL data

ITEM G: SUPPLEMENTARY DATA AT INSERT name and appropriate contact details of contact entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.
APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

1.2 The standard types of field

The standard fields of data permitted in ATS messages are as shown in the following table. The numbers in column 1 correspond with those in the reference table on page A3-30.

<table>
<thead>
<tr>
<th>Field type</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Message type, number and reference data</td>
</tr>
<tr>
<td>5</td>
<td>Description of emergency</td>
</tr>
<tr>
<td>7</td>
<td>Aircraft identification and SSR Mode and Code</td>
</tr>
<tr>
<td>8</td>
<td>Flight rules and type of flight</td>
</tr>
<tr>
<td>9</td>
<td>Number and type of aircraft and wake turbulence category</td>
</tr>
<tr>
<td>10</td>
<td>Equipment and capabilities</td>
</tr>
<tr>
<td>13</td>
<td>Departure aerodrome and time</td>
</tr>
<tr>
<td>14</td>
<td>Estimate data</td>
</tr>
<tr>
<td>15</td>
<td>Route</td>
</tr>
<tr>
<td>16</td>
<td>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</td>
</tr>
<tr>
<td>17</td>
<td>Arrival aerodrome and time</td>
</tr>
<tr>
<td>18</td>
<td>Other information</td>
</tr>
<tr>
<td>19</td>
<td>Supplementary information</td>
</tr>
<tr>
<td>20</td>
<td>Alerting search and rescue information</td>
</tr>
<tr>
<td>21</td>
<td>Radio failure information</td>
</tr>
<tr>
<td>22</td>
<td>Amendment</td>
</tr>
</tbody>
</table>

1.6 Data conventions

1.6.3 The expression of position or route

The following alternative data conventions shall be used for the expression of position or route:

a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;

b) from 2 to 5 characters, being the coded designator assigned to an en-route point;
c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by “N” (meaning “North”) or “S” (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “4620N07805W”;

d) 2 numerics describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 numerics describing longitude in degrees, followed by “E” (East) or “W” (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “46N078W”;

e) 2 or 3 to 5 characters being the coded identification of a navigation aid (normally a VOR) significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR “FOJ” would be expressed as “FOJ180040”.

Field Type 8 — Flight rules and type of flight

* Format:–  a | b

SINGLE HYPHEN

(a) Flight Rules

1 LETTER as follows:

I if IFR it is intended that the entire flight will be operated under the IFR

V if VFR it is intended that the entire flight will be operated under the VFR

Y if IFR first; the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules

Z if VFR first; the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.

* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.

Field Type 10 — Equipment and Capabilities

Format:–  a /  b
SINGLE HYPHEN

(a) **Radio Communication, Navigation and Approach Aid Equipment and Capabilities**

<table>
<thead>
<tr>
<th>LETTER</th>
<th>Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>no COM/NAV/approach aid equipment for the route to be flown is carried, or</td>
</tr>
<tr>
<td></td>
<td>the equipment is unserviceable</td>
</tr>
<tr>
<td>S</td>
<td>Standard COM/NAV/approach aid equipment for the route to be flown is carried</td>
</tr>
<tr>
<td></td>
<td>and serviceable (See Note 1)</td>
</tr>
<tr>
<td></td>
<td><strong>AND/OR</strong> ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable</td>
</tr>
<tr>
<td></td>
<td>COM/NAV/approach aid equipment serviceable serviceable and capabilities.</td>
</tr>
<tr>
<td>A</td>
<td>(Not allocated) GBAS landing</td>
</tr>
<tr>
<td></td>
<td>system</td>
</tr>
<tr>
<td>B</td>
<td>(Not allocated) LPV (APV with SBAS)</td>
</tr>
<tr>
<td>C</td>
<td>LORAN C</td>
</tr>
<tr>
<td>D</td>
<td>DME</td>
</tr>
<tr>
<td>E</td>
<td>(Not allocated) FMC WPR</td>
</tr>
<tr>
<td></td>
<td>ACARS</td>
</tr>
<tr>
<td>E2</td>
<td>D-FIS ACARS</td>
</tr>
<tr>
<td>E3</td>
<td>PDC ACARS</td>
</tr>
<tr>
<td>F</td>
<td>ADF</td>
</tr>
<tr>
<td>G</td>
<td>(GNSS) (See Note 2)</td>
</tr>
<tr>
<td>H</td>
<td>HF RTF</td>
</tr>
<tr>
<td>I</td>
<td>Inertial Navigation</td>
</tr>
<tr>
<td>J1</td>
<td>(Data link) CPDLC ATN VDL</td>
</tr>
<tr>
<td></td>
<td>Mode 2 (see Note 3)</td>
</tr>
<tr>
<td></td>
<td>U</td>
</tr>
<tr>
<td>J2</td>
<td>CPDLC FANS 1/A HFDF</td>
</tr>
<tr>
<td></td>
<td>V</td>
</tr>
<tr>
<td>J3</td>
<td>CPDLC FANS 1/A VDL</td>
</tr>
<tr>
<td></td>
<td>Mode A</td>
</tr>
<tr>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>J4</td>
<td>CPDLC FANS 1/A VDL</td>
</tr>
<tr>
<td></td>
<td>Mode 2</td>
</tr>
<tr>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>J5</td>
<td>CPDLC FANS 1/A SATCOM</td>
</tr>
<tr>
<td></td>
<td>(INMARSAT)</td>
</tr>
<tr>
<td>J6</td>
<td>CPDLC FANS 1/A SATCOM</td>
</tr>
<tr>
<td></td>
<td>(MTSAT)</td>
</tr>
</tbody>
</table>

**Note 1.** — If the letter S is used, standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

**Note 2.** — If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.

**Note 3.** — If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/, followed by one or more letters as appropriate. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
Note 4 — Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 5 — Inclusion of the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN. Guidance material on the application of performance-based navigation to a specific route segment(s), route(s) and/or area concerned is contained in the Performance-Based Navigation Manual (Doc 9613).

### OBLIQUE STROKE

#### (b) Surveillance Equipment and capabilities

ONE OR TWO LETTERS of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment carried and/or capabilities on board:

<table>
<thead>
<tr>
<th>SSR equipment</th>
<th>Modes A and C</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>Nil</td>
</tr>
<tr>
<td>A</td>
<td>Transponder — Mode A (4 digits — 4 096 codes)</td>
</tr>
<tr>
<td>C</td>
<td>Transponder — Mode A (4 digits — 4 096 codes) and Mode C</td>
</tr>
</tbody>
</table>

#### SSR Mode S

<table>
<thead>
<tr>
<th>X</th>
<th>Transponder — Mode S without both aircraft identification and pressure-altitude transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</td>
</tr>
<tr>
<td>H</td>
<td>Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</td>
</tr>
<tr>
<td>I</td>
<td>Transponder — Mode S, including aircraft identification, but no pressure-altitude capability</td>
</tr>
<tr>
<td>L</td>
<td>Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</td>
</tr>
<tr>
<td>P</td>
<td>Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission capability</td>
</tr>
<tr>
<td>I</td>
<td>Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</td>
</tr>
<tr>
<td>S</td>
<td>Transponder — Mode S, including both pressure altitude and aircraft identification transmission capability</td>
</tr>
<tr>
<td>X</td>
<td>Transponder — Mode S with neither aircraft identification nor pressure-altitude capability</td>
</tr>
</tbody>
</table>

Note.– Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

#### ADS-B

<table>
<thead>
<tr>
<th>B1</th>
<th>ADS-B with dedicated 1090 MHz ADS-B “out” capability</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2</td>
<td>ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability</td>
</tr>
</tbody>
</table>
U1 ADS-B “out” capability using UAT
U2 ADS-“out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

ADS equipment

D — ADS capability

Alphanumeric characters not indicated above are reserved.

Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Examples: – S/A
– SCH/CD/BI
– SAFR/SD/V1

Field Type 13 — Departure aerodrome and time

Format:–

\[
\text{a} \quad \text{b}
\]

SINGLE HYPHEN

(a) Departure Aerodrome

4 LETTERS, being

the ICAO four-letter location indicator allocated to the departure aerodrome as specified in Doc 7910, Location Indicators, or

ZZZZ if no ICAO location indicator has been allocated (see Note 1) or if the departure aerodrome is not known, or

AFIL if the flight plan has been filed in the air (see Note 2).

Note 1.— If ZZZZ is used, the name and location of the departure aerodrome is to be shown in the Other Information Field (see Field Type 18) if this Field Type is contained in the message.

Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other Information Field (Field Type 18).
* This field shall be terminated here in message types CHG, CNL, ARR, CPL, EST, CDN, and ACP and RQS. It shall be terminated here in message type RQP if the estimated off-block time is not known.

(b) Time

4 NUMERICS giving

the estimated off-block time (EOBT) at the aerodrome in (a) in FPL, ARR, CHG, CNL, and DLA and RQS messages transmitted before departure and in RQP message, if known, or

the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

the actual or estimated time of departure from the first point shown in the Route Field (see Field Type 15) in FPL messages derived from flight plans filed in the air, as shown by the letters AFIL in (a).

Examples: – EHAM0730
– AFIL1625

... Field Type 14 — Estimate data

Format:

```
  \[ a / b c d e \]
```

SINGLE HYPHEN

(a) Boundary Point (see Note 1)

The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a designated significant point (e.g., a VOR).

Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.

Note 2.— See 1.6 for data conventions.

...
Field Type 16 — Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

Format:–

See Note in margin on page A3-20.

FIELD TYPE 16

<table>
<thead>
<tr>
<th>Previous type of field or symbol</th>
<th>This type of field is used in</th>
<th>Next type of field or symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 ALR</td>
<td>FPL</td>
<td>18</td>
</tr>
<tr>
<td>15 FPL</td>
<td>CHG</td>
<td>22</td>
</tr>
<tr>
<td>13 CHG</td>
<td>CNL</td>
<td>18</td>
</tr>
<tr>
<td>13 CNL</td>
<td>DLA</td>
<td>18</td>
</tr>
<tr>
<td>13 DLA</td>
<td>DEP</td>
<td>18</td>
</tr>
<tr>
<td>13 DEP</td>
<td>ARR***</td>
<td>17</td>
</tr>
<tr>
<td>15 ARR***</td>
<td>CPL</td>
<td>18</td>
</tr>
<tr>
<td>14 CPL</td>
<td>EST</td>
<td>18</td>
</tr>
<tr>
<td>13 EST</td>
<td>CDN</td>
<td>22</td>
</tr>
<tr>
<td>13 CDN</td>
<td>ACP</td>
<td>18</td>
</tr>
<tr>
<td>13 ACP</td>
<td>RQS</td>
<td>18</td>
</tr>
<tr>
<td>13 RQS</td>
<td>SPL</td>
<td>18</td>
</tr>
</tbody>
</table>

*** Only in case of a diversionary landing.

SINGLE HYPHEN

(a) Destination Aerodrome

4 LETTERS, being

the ICAO four-letter location indicator allocated to the destination aerodrome as specified in Doc 7910, Location Indicators, or

ZZZZ if no ICAO location indicator has been allocated.

Note.— If ZZZZ is used, the name and location of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).

* This field is to be terminated here in all message types other than ALR, FPL and SPL.

...
(c) **Destination Alternate Aerodrome(s)**

4 LETTERS, being

the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, *Location Indicators* or

ZZZZ if no ICAO location indicator has been allocated.

*Note.— If ZZZZ is used, the name and location of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).*

Examples: – EINN0630
– EHAM0645 EBBR
– EHAM0645 EBBR EDDL

Field Type 17 — Arrival aerodrome and time

* Format:–  a b (sp) c

SINGLE HYPHEN

(a) **Arrival Aerodrome**

4 LETTERS, being

the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, *Location Indicators*, or

ZZZZ if no ICAO location indicator has been allocated.

*Note.— If ZZZZ is used, the name or location of the arrival aerodrome is to be shown in the Other Information Field (see Field Type 18).*

(b) **Time of Arrival**

4 NUMERICS, giving

the actual time of arrival.

* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.
**Field Type 18 — Other information**

*Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.*

Hyphens or oblique strokes should only be used as prescribed below.

**Format:**

\[ \text{– (sp) (sp) * (sp)} \]

\[ (* \text{additional elements as necessary}) \]

**SINGLE HYPHEN**

(a) \(0\) (zero) if no other information,

**OR,**

Any other necessary 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:

**STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:**

- \(\text{ALTRV: for a flight operated in accordance with an altitude reservation;}\)
- \(\text{ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;}\)
- \(\text{FFR: fire-fighting;}\)
- \(\text{FLTCK: flight check for calibration of nav aids;}\)
- \(\text{HAZMAT: for a flight carrying hazardous material;}\)
- \(\text{HEAD: a flight with Head of State status;}\)
- \(\text{HOSP: for a medical flight declared by medical authorities;}\)
- \(\text{HUM: for a flight operating on a humanitarian mission;}\)
- \(\text{MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;}\)
- \(\text{MEDEVAC: for a life critical medical emergency evacuation;}\)
- \(\text{NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;}\)
- \(\text{SAR: for a flight engaged in a search and rescue mission; and}\)
- \(\text{STATE: for a flight engaged in military, customs or police services.}\)

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

**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.**
### RNAV SPECIFICATIONS

<table>
<thead>
<tr>
<th>A1</th>
<th>RNAV10 (RNP 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>RNAV 5 all permitted sensors</td>
</tr>
<tr>
<td>B2</td>
<td>RNAV 5 GNSS</td>
</tr>
<tr>
<td>B3</td>
<td>RNAV 5 DME/DME</td>
</tr>
<tr>
<td>B4</td>
<td>RNAV 5 VOR/DME</td>
</tr>
<tr>
<td>B5</td>
<td>RNAV 5 INS or IRS</td>
</tr>
<tr>
<td>B6</td>
<td>RNAV 5 LORANC</td>
</tr>
<tr>
<td>C1</td>
<td>RNAV 2 all permitted sensors</td>
</tr>
<tr>
<td>C2</td>
<td>RNAV 2 GNSS</td>
</tr>
<tr>
<td>C3</td>
<td>RNAV 2 DME/DME</td>
</tr>
<tr>
<td>C4</td>
<td>RNAV 2 DME/DME/IRU</td>
</tr>
<tr>
<td>D1</td>
<td>RNAV 1 all permitted sensors</td>
</tr>
<tr>
<td>D2</td>
<td>RNAV 1 GNSS</td>
</tr>
<tr>
<td>D3</td>
<td>RNAV 1 DME/DME</td>
</tr>
<tr>
<td>D4</td>
<td>RNAV 1 DME/DME/IRU</td>
</tr>
</tbody>
</table>

### RNP SPECIFICATIONS

<table>
<thead>
<tr>
<th>L1</th>
<th>RNP 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>Basic RNP 1 all permitted sensors</td>
</tr>
<tr>
<td>O2</td>
<td>Basic RNP 1 GNSS</td>
</tr>
<tr>
<td>O3</td>
<td>Basic RNP 1 DME/DME</td>
</tr>
<tr>
<td>O4</td>
<td>Basic RNP 1 DME/DME/IRU</td>
</tr>
<tr>
<td>S1</td>
<td>RNP APCH</td>
</tr>
<tr>
<td>S2</td>
<td>RNP APCH with BAR-VNAV</td>
</tr>
<tr>
<td>T1</td>
<td>RNP AR APCH with RF (special authorization required)</td>
</tr>
<tr>
<td>T2</td>
<td>RNP AR APCH without RF (special authorization required)</td>
</tr>
</tbody>
</table>

Combinations of alphanumeric characters not indicated above are reserved.

**EET/** Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.
Examples:  EET/CAP0745 XYZ0830  
           EET/EINN0204

**RIF/** The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.
Examples:  RIF/DTA HEC KLAX
           RIF/ESP G94 CLA YPPH
           RIF/LEMD
REG/—— The registration markings of the aircraft, if different from the aircraft identification in Item 7.

SEL/—— SELCAL Code, if so prescribed by the appropriate ATS authority.

OPR/—— Name of the operator, if not obvious from the aircraft identification in Item 7.

STS/—— Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.

TYP/—— Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.

PER/—— Aircraft performance data, if so prescribed by the appropriate ATS authority.

COM/—— Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.

DAT/—— Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.

NAV/—— Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/—— Indicate communications applications or capabilities not specified in Item 10a.

DAT/—— Indicate data applications or capabilities not specified in Item 10a.

SUR/—— Include surveillance applications or capabilities not specified in Item 10b.

DEP/—— Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR—— Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.
OR  The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. 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 under DEP/ above.

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).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
        EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: –TYP/2F15, 5F5, 3B2

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.

RALT/ Name of en-route alternate aerodrome(s).

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute 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/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

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

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.
PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. 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/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), 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/ above.

TALT/ ICAO four letter 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/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:– RIF/DTA HEC KLAX
– RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Examples:– 0
– STS/MEDEVAC
– EET/015W0315 020W0337 030W0420 040W0502
– STS/ONE ENG INOP
– DAT/S

Field Type 22 — Amendment

**FIELD TYPE 22**

<table>
<thead>
<tr>
<th>Previous type of field or symbol</th>
<th>This type of field is used in</th>
<th>Next type of field or symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>CHG</td>
<td>*22 or)</td>
</tr>
<tr>
<td>16</td>
<td>CDN</td>
<td>*22 or)</td>
</tr>
</tbody>
</table>

* Indicates that further fields of this type may be added
RULES FOR THE COMPOSITION OF ATS MESSAGES
(See Sections 1.3 to 1.8 of this Appendix)

STANDARD ATS MESSAGES AND THEIR COMPOSITION

<table>
<thead>
<tr>
<th>DESIGNATOR</th>
<th>MESSAGE TYPE</th>
<th>Other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allegation</td>
<td>ALR</td>
<td>18</td>
</tr>
<tr>
<td>Radiocommunication failure</td>
<td>RCF</td>
<td></td>
</tr>
<tr>
<td>Filed flight plan</td>
<td>FPL</td>
<td></td>
</tr>
<tr>
<td>Delay</td>
<td>DLA</td>
<td>18</td>
</tr>
<tr>
<td>Modification</td>
<td>CHG</td>
<td>18</td>
</tr>
<tr>
<td>Flight plan cancellation</td>
<td>CNL</td>
<td>18</td>
</tr>
<tr>
<td>Departure</td>
<td>DEP</td>
<td>18</td>
</tr>
<tr>
<td>Arrival</td>
<td>ARR</td>
<td></td>
</tr>
<tr>
<td>Current flight plan</td>
<td>CPL</td>
<td></td>
</tr>
<tr>
<td>Estimate</td>
<td>EST</td>
<td></td>
</tr>
<tr>
<td>Coordination</td>
<td>CDN</td>
<td></td>
</tr>
<tr>
<td>Acceptance</td>
<td>ACP</td>
<td></td>
</tr>
<tr>
<td>Logical acknowledgement message</td>
<td>LAM</td>
<td></td>
</tr>
<tr>
<td>Request flight plan</td>
<td>RQP</td>
<td>18</td>
</tr>
<tr>
<td>Request supplementary flight plan</td>
<td>RQS</td>
<td>18</td>
</tr>
<tr>
<td>Supplementary flight plan</td>
<td>SPL</td>
<td></td>
</tr>
</tbody>
</table>

The expression of position or route

The following alternative data conventions shall be used for the expression of position or route:

(e) 2 or 3 to 5 characters being the coded identification of a navigation aid (normally a VOR) significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR “FOJ” would be expressed as “FOJ180040”.

...
2. Examples of ATS messages

...  

2.2 Emergency messages

2.2.1 Alerting (ALR) message

2.2.1.1 Composition

...  

9  
Type of aircraft and wake turbulence category  
10  
Equipment and capabilities

...  

16  
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

...  

2.2.1.2 Example

The following is an example of an alerting message relating to an uncertainty phase, sent by Athens Approach Control to Belgrade Centre and other ATS units, in respect of a flight from Athens to Munich.

(ALR-INCERFA/LGGGZAZX/OVERDUE  
–FOX236/A360024-IM  
–C141/H-S/CD  
–LGAT1020  
–N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9  
–EDDM0227 EDDF  
–REG/A43213 EET/LYBE0020 EDM10133 REG/A43213 OPR/USAF RMK/NO  
POSITION REPORT SINCE DEP PLUS 2 MINUTES  
–E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH  
–USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NDB ATS UNITS ATHENS FIR ALERTED NIL)

2.2.1.2.1 Meaning

Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C — ADS capability — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots and FL240 would be requested — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — destination alternate is Frankfurt — aircraft registration A43213 — accumulated estimated elapsed
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — aircraft registration A43213 — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons on board — portable radio equipment working on VHF 121.5 MHz and UHF 243 MHz is carried — life jackets fitted with lights and fluorescein are carried — 2 dinghies with orange covers are carried, have a total capacity for 14 persons — aircraft colour is silver — pilot’s name is SIGGAH — operator is USAF — Athens approach control was the last unit to make contact at 1022 UTC on 126.7 MHz when pilot reported over GN runway locator beacon — Athens approach control have alerted all ATS units within Athens FIR — no other pertinent information.

...  

2.3 Filed flight plan and associated update messages

2.3.1 Filed flight plan (FPL) message

2.3.1.1 Composition

| 3 | Message type, number and reference data |
| 7 | Aircraft identification and SSR Mode and Code |
| 8 | Flight rules and type of flight |
| 9 | Type of aircraft and wake turbulence category |
| 10 | Equipment and capabilities |
| 13 | Departure aerodrome and time |
| 15 | Route (using more than one line if necessary) |
| 16 | Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) |
| 18 | Other information (using more than one line if necessary) |

2.3.1.2 Example

The following is an example of a filed flight plan message sent by London Airport to Shannon, Shanwick and Gander Centres. The message may also be sent to the London Centre or the data may be passed to that centre by voice.

(FPL-TPRACA101-IS
–B702MB773/H-CHOPV/CD
–EGLL1400
–N0450F310
–G1 UG1L9 UL9 STU285036/M082F310
–UL9 S2N015W LIMRI)
Filed flight plan message — aircraft identification TPRACA101 — IFR, scheduled flight — a Boeing 707, medium 777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, Doppler, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ADS capability — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways Green Lima 9 and Upper Green Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper Green Lima 9 to 52N15W LIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — destination alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

2.3.2 Modification (CHG) message

2.3.2.1 Composition

<table>
<thead>
<tr>
<th>3</th>
<th>Message type, number and reference data</th>
<th>7</th>
<th>Aircraft identification and SSR Mode and Code</th>
<th>13</th>
<th>Departure aerodrome and time</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Other information (using more than one line if necessary)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Amendment</td>
<td>22</td>
<td>Amendment etc. (using more than one line if necessary)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.3.2.2 Example

The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-16/EDDN)

2.3.2.2.1 Meaning

Modification message — Amsterdam and Frankfurt computer unit identifiers A and F, followed by serial number (016) of this message sent by Amsterdam, repeat of computer unit identifiers followed by serial number (014) of the related filed flight plan message — aircraft identification GABWE, SSR Code 2173
operating in Mode A, en route from Amsterdam **EOBT0850** to Frankfurt date of flight 22 Jan 2008 – Field Type 8 of the related filed flight plan message is corrected to IFR – Field Type 16 of the related filed flight plan is corrected, the new destination is Nürnberg.

2.3.3  **Flight plan cancellation (CNL) message**

2.3.3.1  **Composition**

<table>
<thead>
<tr>
<th>3</th>
<th>Message type, number and reference data</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Aircraft identification and SSR Mode and Code</td>
</tr>
<tr>
<td>13</td>
<td>Departure aerodrome and time</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16</th>
<th>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>18</th>
<th>Other information (using more than one line if necessary)</th>
</tr>
</thead>
</table>

2.3.3.2  **Example 1**

The following is an example of a flight plan cancellation message sent by an ATS unit to all addressees of a filed flight plan message previously sent by that unit.

(CNL-DLH522-EDBB0900-LFPO-0)

2.3.3.2.1  **Meaning**

Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – no other information.

2.3.3.3  **Example 2**

The following is an example of a flight plan cancellation message sent by a centre to an adjacent centre. It is assumed that both centres are equipped with ATC computers.

(CNLF/B127F/B055-BAW580-EDDF1430-EDDW-0)

2.3.3.3.1  **Meaning**

Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message, repeat of computer unit identifiers followed by serial number (055) of current flight plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt EOBT1430 to Bremen – no other information.

2.3.4  **Delay (DLA) message**

2.3.4.1  **Composition**

<table>
<thead>
<tr>
<th>3</th>
<th>Message type, number and reference data</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Aircraft identification and SSR Mode and Code</td>
</tr>
<tr>
<td>13</td>
<td>Departure aerodrome and time</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16</th>
<th>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>18</th>
<th>Other information (using more than one line if necessary)</th>
</tr>
</thead>
</table>
### 2.3.4.2 Example

The following is an example of a delay message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DLA-KLM671-LIRF0900-LYDU-0)

#### 2.3.4.2.1 Meaning

Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information.

### 2.3.5 Departure (DEP) message

#### 2.3.5.1 Composition

<table>
<thead>
<tr>
<th>3</th>
<th>Message type, number and reference data</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Aircraft identification and SSR Mode and Code</td>
</tr>
<tr>
<td>13</td>
<td>Departure aerodrome and time</td>
</tr>
<tr>
<td>16</td>
<td>Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</td>
</tr>
<tr>
<td>18</td>
<td>Other information (using more than one line if necessary)</td>
</tr>
</tbody>
</table>

#### 2.3.5.2 Example

The following is an example of a departure message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each addressee of a filed flight plan message.

(DEP-CSA4311-EGPD1923-ENZV-0)

#### 2.3.5.2.1 Meaning

2.3.6 Arrival (ARR) message

2.3.6.1 Composition

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 Departure aerodrome and time – 17 Arrival aerodrome and time)

2.3.6.2 Example 1

The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.

(ARR-CSA406-LHBP-LKPR0913)

2.3.6.2.1 Meaning

Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.

2.3.6.3 Example 2

The following is an example of an arrival message sent for an aircraft which has landed at an aerodrome for which no ICAO location indicator has been allocated. The SSR Code would not be meaningful.

(ARR-HELI13 HHE13-EHAM-1030 DEN HELDER)

2.3.6.3.1 Meaning

Arrival message aircraft identification HELI13 HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

2.4 Coordination messages

2.4.1 Current flight plan (CPL) message

2.4.1.1 Composition

(3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 8 Flight rules and type of flight – 9 Type of aircraft and wake turbulence category – 10 Equipment and capabilities – 13 Departure aerodrome and time – 14 Estimate data)
2.4.1.2 Example 1

The following is an example of a current flight plan message sent from Boston Centre to New York Centre on a flight which is en route from Boston to La Guardia Airport.

(CPL-UAL621/A5120-IS
– DC9A320/M-S/CD
– KBOS-HFD/1341A220A200A
– N0420A220 V3 AGL V445
– KLGA
– 0)

2.4.1.3 Example 2

The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.

(CPLBOS/LGA052-UAL621/A5120-IS
– DC9A320/M-S/CD
– KBOS-HFD/1341A220A200A
– N0420A220 V3 AGL V445
– KLGA
– 0)

Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.

2.4.1.4 Meaning

Current flight plan message [with sending unit identity (BOS) and receiving unit identity (LGA), followed by the serial number of this message (052)] — aircraft identification UAL621, last assigned SSR Code 5120 in Mode A — IFR, scheduled flight — one DC9A320, medium wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route and SSR transponder with Modes A (4 096 code capability) and C — ADS capability — departed Boston — the flight is estimated to cross the Boston/New York “boundary” at point HFD at 1341 UTC, cleared by the Boston Centre at altitude 22 000 feet but to be at or above altitude 20 000 feet at HFD — TAS is 420 knots, requested cruising level is altitude 22 000 feet — the flight will proceed on airway V3 to
reporting point AGL thence on airway V445 — destination is La Guardia Airport — no other information.

2.4.2  Estimate (EST) message

2.4.2.1  Composition

( 3  
Message type, number 7  
and reference data Aircraft identification and 13  
SSR Mode and Code Departure aerodrome and time )

- 14  
Estimate data - 16  
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

...

2.4.3  Coordination (CDN) message

2.4.3.1  Composition

( 3  
Message type, number 7  
and reference data Aircraft identification and 13  
SSR Mode and Code Departure aerodrome and time )

- 16  
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

- 22  
Amendment - 22  
Amendment etc. (using more than one line if necessary)

...

2.4.4  Acceptance (ACP) message

2.4.4.1  Composition

( 3  
Message type, number 7  
and reference data Aircraft identification and 13  
SSR Mode and Code Departure aerodrome and time )

- 16  
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
2.5 Supplementary messages

2.5.1 Request flight plan (RQP) message

2.5.1.1 Composition

\[
\begin{array}{ccc}
3 & \text{Message type, number and reference data} & 7 & \text{Aircraft identification and SSR Mode and Code} \\
13 & \text{Departure aerodrome and time} & 16 & \text{Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)} \\
18 & \text{Other information (using more than one line if necessary)} & \\
\end{array}
\]

2.5.1.2 Example

The following is an example of a request flight plan message sent by a centre to an adjacent centre after receipt of an estimate message, for which no corresponding filed flight plan message had been received previously.

(RQP-PHOEN-EHRD-EDDL-0)

2.5.1.2.1 Meaning

Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – no other information.

2.5.2 Request supplementary flight plan (RQS) message

2.5.2.1 Composition

\[
\begin{array}{ccc}
3 & \text{Message type, number and reference data} & 7 & \text{Aircraft identification and SSR Mode and Code} & 13 & \text{Departure aerodrome and time} \\
16 & \text{Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)} & \\
18 & \text{Other information (using more than one line if necessary)} & \\
\end{array}
\]

2.5.2.2 Example

The following is an example of a request flight plan message sent by an ATS unit to the ATS unit serving the departure aerodrome requesting information contain in the flight plan form, but not transmitted in the filed or current filed flight plan messages.

(RQS-KLM405/A4046-EHAM-CYMX-0)
2.5.2.2.1  Meaning

Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – no other information.

2.5.3  Supplementary flight plan (SPL) message

2.5.3.1  Composition

<table>
<thead>
<tr>
<th>3</th>
<th>Message type, number and reference data</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Aircraft identification and SSR Mode and Code</td>
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<tr>
<td>13</td>
<td>Departure aerodrome and time</td>
</tr>
<tr>
<td>16</td>
<td>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</td>
</tr>
</tbody>
</table>

...