



International Civil Aviation Organization

Third North Atlantic/Caribbean (NAT/CAR) ATS Routes Working Group Meeting

(NAT/CAR WG/3)

Miami, Florida, USA, 13 to 15 November 2007

NAT/CAR WG/3 - IP/06

19/10/07

Agenda Item 5: Other Business

ICAO STATE LETTER: AMENDMENTS TO THE ICAO FLIGHT PLAN

(Presented by the Secretariat)

SUMMARY

This paper presents a State Letter containing a proposal for a comprehensive amendment of the flight plan provisions of the PANS-ATM. Intended date for implementation in November 18 2010.

This paper relates to

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

D: Efficiency – Enhance the efficiency of aviation operations

Global Plan Initiatives:

GPI/5: performance-based navigation

GPI/9: Situational awareness

GPI/17: implementation of data link applications

1. Introduction

1.1 In 2003, the Air Navigation Commission authorized the establishment of the Flight Plan Study Group (FPLSG) to develop a new proposal for amendment to the ICAO flight plan provisions contained in the Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc 4444).

1.2 The Air Navigation Commission, at the fourth and fifth meetings of its 175th Session on 1 and 3 May 2007, considered a proposal to amend the flight plan provisions.

1.3 In 25 May 2007, the Secretary General sent to Contracting States and appropriate International Organizations a State Letter AN 1312.5-07/35, attached to this Information Paper, with the proposed amendments.

2. Discussion

2.1 The new amendment provides new information of the ICAO model flight plan form and associated operational practices to meet future 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.

2.2 The proposal for amendment also addresses recent developments in air traffic management matters, for example reduced vertical separation minimum (RVSM) and performance based navigation (PBN), while at the same time maintaining a high degree of commonality with the existing flight plan format.

2.3 During the preliminary review the Commission noted in particular that the Attached amendment would be an interim step towards a future, completely revamped system that would satisfy the information management requirements that are prerequisite to the realization of the Global ATM Operational Concept.

3. Action by the meeting

3.1 The meeting is invited to review the information in the attached State Letter related to amendments the ICAO Flight Plan, and note that the proposed implementation date is 18 November 2010.



International
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Международная
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Ref.: AN 13/2.5-07/35

25 May 2007

Subject: Proposal for the amendment of the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), relating to flight plan provisions

Action Required: Comments to reach Montreal by 7 August 2007

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, at the fourth and fifth meetings of its 175th Session on 1 and 3 May 2007, considered a proposal to amend the flight plan provisions contained in the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), and authorized its transmission to Contracting States and appropriate international organizations for comment.
2. The proposed amendments, as modified by the discussions of the Commission, are contained in Attachment A to this letter.
3. The purpose of the proposed amendment is for the ICAO flight plan to meet future 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.
4. During its preliminary review of the proposal, the Commission noted in particular that this would be an interim step towards a future, completely revamped system that would satisfy the information management requirements that are prerequisite to the realization of the Global ATM Operational Concept.
5. It is deemed that implementation of this proposal for amendment will require a moderate amount of resources. In order to provide a solid basis for further impact assessment by the Commission, I would be grateful if you could provide me with an estimate of the financial and other resources required by air navigation services providers and aircraft operators in your State for implementation of the proposal.

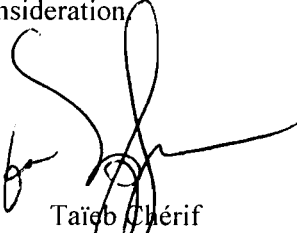
6. In examining the proposed amendments, you should not feel obliged to comment on editorial aspects as such matters will be addressed by the Air Navigation Commission during its final review of the draft amendment.

7. May I request that any comments you may wish to make on the proposed amendments be dispatched to reach me not later than 7 August 2007. The Air Navigation Commission has asked me to specifically indicate that comments received after the due date may not be considered by the Commission and the Council. In this connection, should you anticipate a delay in the receipt of your reply please let me know in advance of the due date.

8. For your information, as implementation of this proposed amendment to the PANS-ATM is expected to require substantial time for preparation, it is envisaged for applicability on 18 November 2010. Any comments you may have thereon would be highly appreciated.

9. The subsequent work of the Air Navigation Commission and the Council would be greatly facilitated by specific statements on the acceptability or otherwise of the proposal. Please note that, for the review of your comments by the Air Navigation Commission and the Council, replies are normally classified as "agreement with or without comments", "disagreement with or without comments" or "no indication of position". If in your reply the expression "no objections" or "no comments" are used, they will be taken to mean "agreement without comment" and "no indication of position", respectively. In order to facilitate proper classification of your response, a form has been included in Attachment B which may be completed and returned together with your comments, if any, on the proposals in Attachment A.

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



Taïeb Chérif
Secretary General

Enclosures:

- A — Proposed amendment to the PANS-ATM
- B — Response form

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT

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. new text to replace existing text

PROPOSED AMENDMENT TO THE

***PROCEDURES FOR AIR NAVIGATION SERVICES —
AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)***

CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

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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.

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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.

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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 144 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.

4.4.2.1.3 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

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11.4 MESSAGE TYPES AND THEIR APPLICATION

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11.4.2 Movement and control messages

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11.4.2.2 FILED FLIGHT PLAN MESSAGES AND ASSOCIATED UPDATE MESSAGES

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11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

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

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11.4.2.2.2.5 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 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 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.

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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.

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APPENDIX 2. FLIGHT PLAN

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2. Instructions for the completion of the flight plan form

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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 characters:

- 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;

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, ~~HERBIE~~JESTER 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, if specific handling by ATS is required.

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ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

- a) presence of relevant serviceable equipment on board the aircraft;
- b) equipment and capabilities commensurate with flight crew qualifications; and
- c) where applicable, authorization from the appropriate authority.

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:

A	(Not allocated) GNSS Augmentation in addition to ABAS (see Note 6)	M	Omega CPDLC ATN capability (see Note 3)
B	(Not allocated)	O	VOR
C	LORAN C	P	(Not allocated)
D	DME	Q	(Not allocated)
E	(Not allocated) DME-DME with IRU	R	RNP type certification PBN capability (see Note 5)
F	ADF		
G	(GNSS) ABAS without external augmentation	T	TACAN
H	HF RTF	U	UHF RTF
I	Inertial Navigation	V	VHF RTF
J	(Data Link) CPDLC FANS 1/A capability (see Note 3) (see Note 3)	W	RVSM capability
		X	MNPS capability
K	(MLS)	Y	when prescribed by ATS
L	ILS	Z	Other equipment carried (see Note 2).

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 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 letters J or M are ~~is~~ used, specify in Item 18 the ~~equipment-carried~~ data link capabilities, preceded by DAT/ followed by one or more letters as appropriate.

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~~ indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned is contained in the Manual on Required Navigation Performance (Doc 9613).

Note 6.— If the letter A is used, the type of external GNSS augmentation is specified in Item 18 following the indicator NAV/.

Surveillance equipment and capabilities
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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 letters 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 transmission capability
- I — Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission
- S Transponder — Mode S, including both pressure altitude and aircraft identification transmission capability
- X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

ADS-B

- B ADS-B with dedicated 1090 MHz ADS-B capability only
- U ADS-B capability using UAT
- V ADS-B capability using VDL Mode 4

ADS-C

- D ADS-C with FANS 1/A capabilities
- G ADS-C with ATN capabilities

ADS equipment

—D— ADS capability

Alphanumeric characters not indicated above are reserved.

Note.— Additional surveillance applications are 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 or location of the aerodrome preceded by DEP/ ,

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)
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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/N0305F180
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 or 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 or 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 or in the *Regional Supplementary Procedures* (Doc 7030, SUPPS) 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 nav aids;

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.

	RNAV SPECIFICATIONS
A1	RNP 10
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU

S1	RNP APCH
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

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~~
~~Examples: RIF/ESP G94 CLA YPPH~~
~~Examples: 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/ For flights exempted from carriage requirement of a VHF transceiver with 8.33 kHz channel spacing but not RCP capable, insert COM/A.

For RCP capable flights, enter COM/ followed by the characters RCP and 3 numerics, which represent the RCP type to which the aircraft is capable of operating, e.g. COM/RCP120 followed by a space and in alphabetical order, as many of the descriptors below that apply to the flight.

A	Flight exempted from carriage requirement of a VHF transceiver with 8.33 kHz channel spacing
B	CPDLC message subset version number (110 pending finalization)
C	CPDLC message subset version number (112 pending finalization)

Example: COM/RCP120 AC

Alphanumeric characters not indicated above are reserved.

Note.— Guidance material on the application of an RCP type to a specific route segment, route or area is contained in the Manual on Required Communication Performance (RCP) (Doc 9869).

DAT/ Indicate CPDLC data link transmission medium and other applications using one or more of the letters listed below.

F	FIS using VHF data link
H	CPDLC using HF data link transmission capability
S	CPDLC using satellite data link capability
V	CPDLC using VHF data link capability

Example: DAT/FHSV

Alphanumeric characters not indicated above are reserved.

SUR/ Include surveillance applications or capabilities by listing as many of the descriptors below that apply to the flight, following SUR/ in alphabetical order.

A	TIS-B
B	ADS-B Air to Air Surveillance “ADS-B in”

DEP/ Name 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

EITHER in LAT/LONG, as follows:

With 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 (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.

DEST/ Name 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 by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2 F15 5 F5 3 B2

~~**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.

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

...

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) <i>Flight Rules</i>	
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
<i>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.</i>	

- * 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

1 LETTER as follows:

N

no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

OR

S

Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (*See Note 1*)

AND/OR

ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment serviceable and capabilities

A

(Not allocated) GNSS Augmentation in addition to ABAS (*see Note 6*)

B

(Not allocated)

C

LORAN C

D

DME

E

(Not allocated) DME-DME with IRU

F

ADF

G

(GNSS) ABAS without external augmentation

H

HF RTF

I

Inertial Navigation

J

(Data link) CPDLC FANS 1/A capability (*see Note 3*)

K

(MLS)

L

ILS

M

Omega CPDLC ATN capability (*see Note 3*)

O

VOR

P

(Not allocated)

Q

(Not allocated)

R

RNP type certification PBN capability (*see Note 5*)

T

TACAN

U

UHF RTF

V

VHF RTF

W

when RVSM capability

X

MNPS capability

Y

prescribed by ATS

Z

Other equipment carried (*see Note 2*)

Note 1.— 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 Z is used, specify in Item 18, other the equipment carried or other capabilities is to be specified in Item 18, preceded by COM/, and/or NAV/, and/or DAT as appropriate.

Note 3.— If the letters J or M, are is used, specify in Item 18 the equipment carried data link capabilities, preceded by DAT/followed by one or more letters as appropriate.

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 aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned~~ is contained in the Performance Based Navigation Manual (Doc 9613).

Note 6.— If the letter A is used, the type of external GNSS augmentation is specified in Item 18 following the indicator NAV/.

Note 7.— Guidance material on the application of an RCP type to a specific route segment, route or area is contained in the Manual on Required Communication Performance (RCP) (Doc 9869).

OBLIQUE STROKE

(b) Surveillance Equipment and capabilities

ONE OR TWO LETTERS to describe the serviceable surveillance equipment ~~carried~~ and/or capabilities on board:

SSR equipment 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 ~~transmission~~ capability

~~I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission~~

S Transponder — Mode S, including both pressure altitude and aircraft identification ~~transmission~~ capability

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

ADS-B

B ADS-B with dedicated 1090 MHz ADS-B capability only

U ADS-B capability using UAT

Examples: –ZS/A
–SCHJ/CD
–SAFJ/SD

Format:—

a	b
---	---

(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 or 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, 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, CHG, CNL and DLA 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).

For correlation purposes EOBT may be included in a modification (CHG) message and/or cancellation (CNL) message.

Examples: –EHAM0730
–AFIL1625

...

Field Type 14 — Estimate data

Format:–

a

 /

	b			
--	---	--	--	--

^{*}

c

d

e

SINGLE HYPHEN

(a) *Boundary Point (see Note 1)*

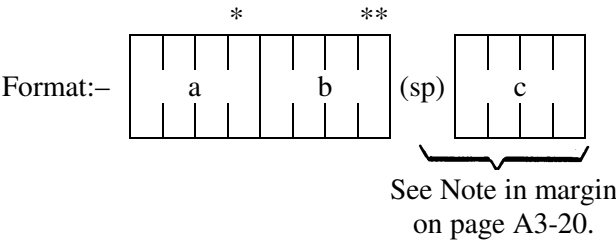
The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a designated significant point (e.g. a VOR).

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)



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 or 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.

...

SPACE

(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 or location of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).

Note.— One further element of (c) should be added, as necessary, preceded by a space

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:—

a

—

--

^{or}

--

 (sp)

--

 (sp) * (sp)

--

(* 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 or in the *Regional Supplementary Procedures* (Doc 7030, SUPPS) 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 nav aids;

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.

	RNAV SPECIFICATIONS
A1	RNP 10
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME

D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

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~~

~~———— Examples: RIF/ESP G94 CLA YPPH~~

~~———— Examples: 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/ For flights exempted from carriage requirement of a VHF transceiver with 8.33 kHz channel spacing but not RCP capable, insert COM/A.

For RCP capable flights, enter COM/ followed by the characters RCP and 3 numerics, which represent the RCP type to which the aircraft is capable of operating, e.g. COM/RCP120 followed by a space and in alphabetical order, as many of the descriptors below that apply to the flight.

A	Flight exempted from carriage requirement of a VHF transceiver with 8.33 kHz channel spacing
B	CPDLC message subset version number (110 pending finalization)
C	CPDLC message subset version number (112 pending finalization)

Example: –COM/RCP120 AC

Alphanumeric characters not indicated above are reserved.

DAT/ Indicate CPDLC data link transmission medium and other applications using one or more of the letters listed below.

F	FIS using VHF data link
H	CPDLC using HF data link transmission capability
S	CPDLC using satellite data link capability
V	CPDLC using VHF data link capability

Example: –DAT/FHSV

Alphanumeric characters not indicated above are reserved.

SUR/ Include surveillance applications or capabilities by listing as many of the descriptors below that apply to the flight, following SUR/ in alphabetical order.

A	TIS-B
B	ADS-B Air to Air Surveillance “ADS-B in”

DEP/ Name 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

EITHER in LAT/LONG, as follows:

With 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 (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.

DEST/ Name 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 by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: –TYP/2 F15 5 F5 3 B2

~~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
–DAT/S
–EET/15W0315 20W0337 30W0420 40W0502

...

RULES FOR THE COMPOSITION OF ATS MESSAGES

(See Sections 1.3 to 1.8 of this Appendix)

...

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/A3600-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 — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots — 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
~~B707MB773/H-CHOPV/CD~~
 -EGLL1400
 -N0450F310 G1 UG1 STU285036/M082F310 UG1 52N015W
 52N020W 52N030W 50N040W 49N050W
 -CYQX0455 CYXR
 -EET/EINN0026 EGGX0111 20W0136 CYQX0228 40W0330 50W0415 SEL/FJEL)

2.3.1.2.1 Meaning

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 1 and Upper Green 1 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 1 to 52N15W; 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

- (3 Message type, number and reference data – 7 Aircraft identification and SSR Mode and Code – 13 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)

2.3.2.2 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-EHAM-EDDF-8/I-16/EDDN)

...

2.3.3 Flight plan cancellation (CNL) message

2.3.3.1 Composition

- (

3
Message type, number and reference data

 –

7
Aircraft identification and SSR Mode and Code

 –

13
Departure aerodrome and time
- | |
|--|
| 16 |
| Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) |

)

...

2.3.4 Delay (DLA) message

2.3.4.1 Composition

- (

3
Message type, number and reference data

 –

7
Aircraft identification and SSR Mode and Code

 –

13
Departure aerodrome and time
- | |
|--|
| 16 |
| Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s) |

)

...

2.3.5 Departure (DEP) message

2.3.5.1 Composition

- (

3
Message type, number and reference data

 –

7
Aircraft identification and SSR Mode and Code

 –

13
Departure aerodrome and time

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

...

2.3.4 Delay (DLA) message

2.3.4.1 Composition

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

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

...

2.3.5 Departure (DEP) message

2.3.5.1 Composition

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

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

...

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-~~HELH3~~HHE13-EHAM-1030 DEN HELDER)

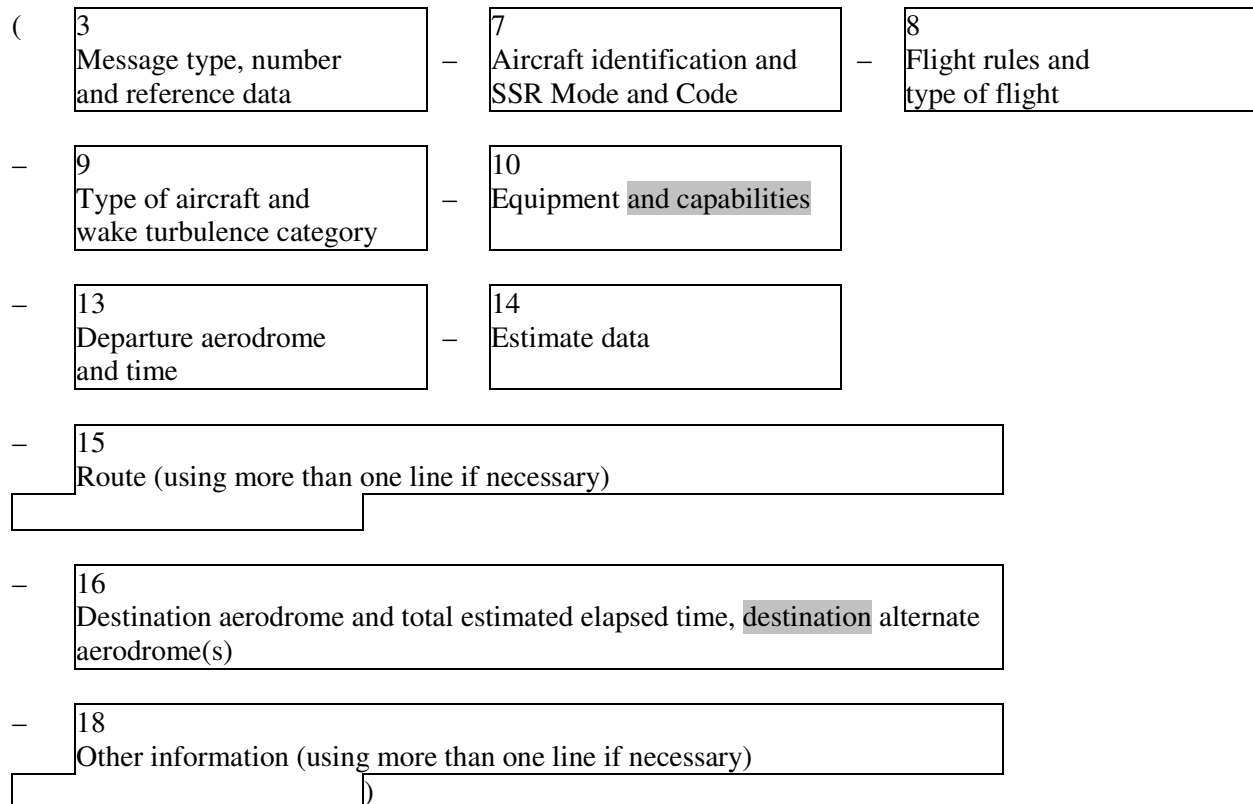
2.3.6.3.1 *Meaning*

Arrival message aircraft identification ~~HELH3~~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*



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)

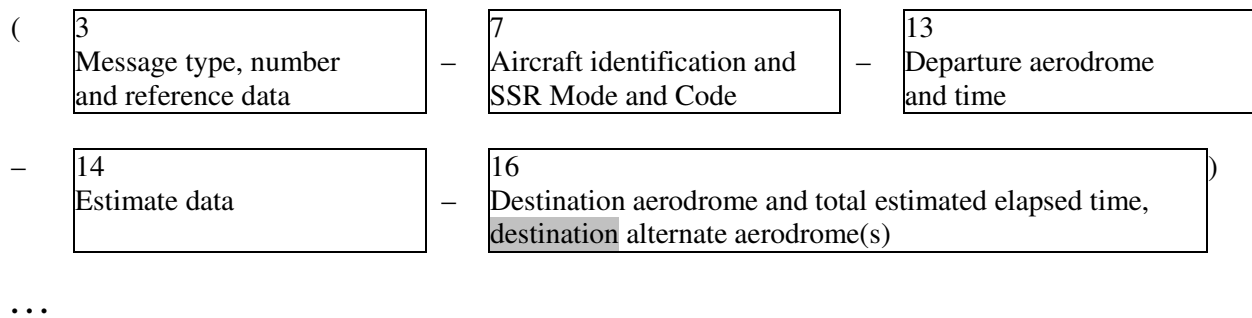
Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.

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.

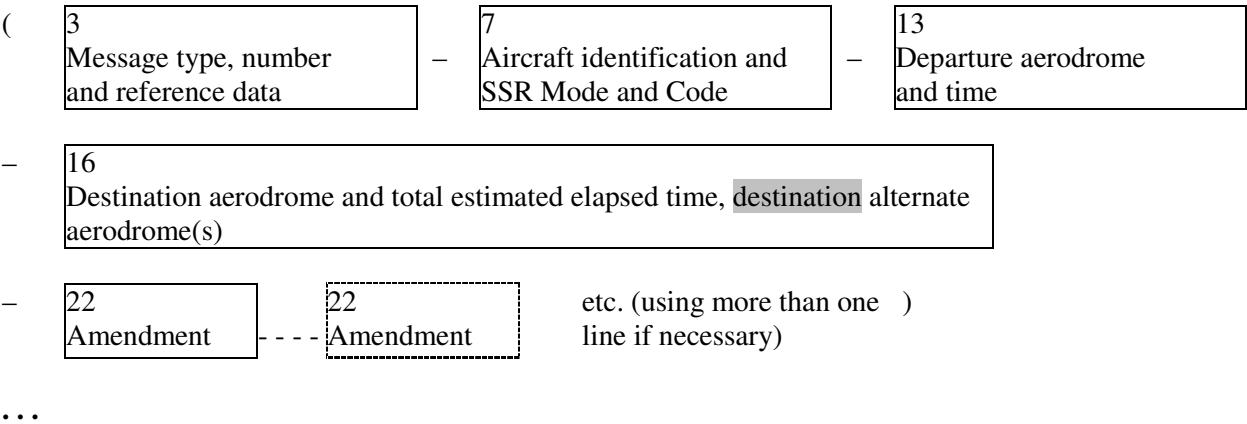
2.4.2 Estimate (EST) message

2.4.2.1 Composition



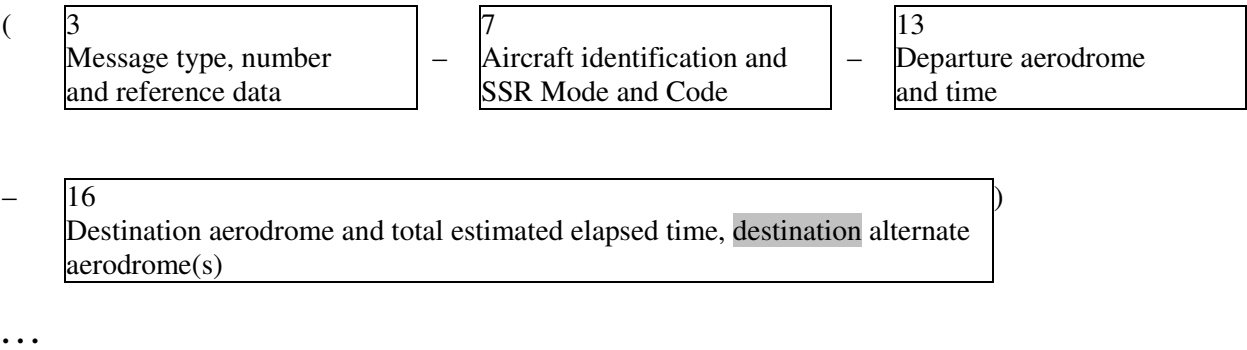
2.4.3 *Coordination (CDN) message*

2.4.3.1 *Composition*



2.4.4 *Acceptance (ACP) message*

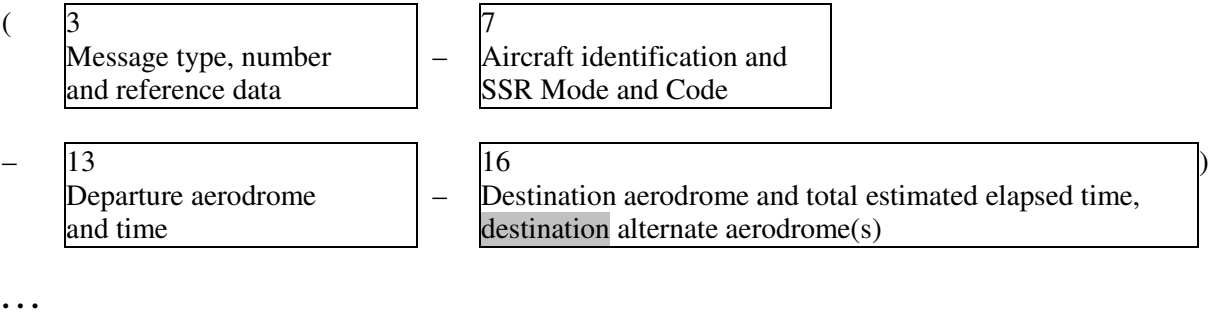
2.4.4.1 *Composition*



2.5 *Supplementary messages*

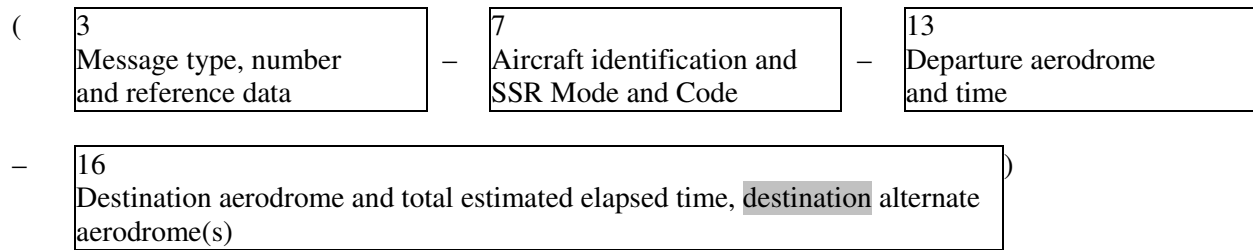
2.5.1 *Request flight plan (RQP) message*

2.5.1.1 *Composition*



2.5.2 *Request supplementary flight plan (RQS) message*

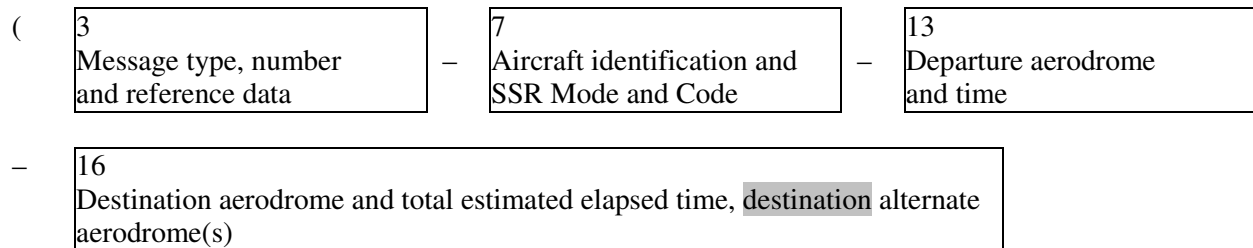
2.5.2.1 *Composition*



...

2.5.3 *Supplementary flight plan (SPL) message*

2.5.3.1 *Composition*



...

**RESPONSE FORM TO BE COMPLETED AND RETURNED TO ICAO TOGETHER
WITH ANY COMMENTS YOU MAY HAVE ON THE PROPOSED AMENDMENTS**

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada, H3C 5H7

(State) _____

Please make a checkmark (✓) against one option for each amendment. If you choose options “agreement with comments” or “disagreement with comments”, **please provide your comments on separate sheets.**

	<i>Agreement without comments</i>	<i>Agreement with comments*</i>	<i>Disagreement without comments</i>	<i>Disagreement with comments</i>	<i>No position</i>
Amendment to the <i>Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM, Doc 4444) (Attachment H refers)					

*“Agreement with comments” indicates that your State or organization agrees with the intent and overall thrust of the amendment proposal; the comments themselves may include, as necessary, your reservations concerning certain parts of the proposal and/or offer an alternative proposal in this regard.

Signature _____

Date _____

— END —