

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE THIRD MEETING OF THE ICAO NEW FLIGHT PLAN FORMAT STUDY GROUP

INFPL SG/3

(Cairo, Egypt 22 – 23 June 2011)

The views expressed in this Report should be taken as those of the MIDANPIRG ICAO New Flight Plan Format Study Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG/13 and any formal action taken will be included in the Report of the MIDANPIRG/13.

Approved by the Meeting and published by authority of the Secretary General

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INFPL SG/3 History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the ICAO New Flight Plan Format Study Group (INFPL SG/3) was convened at the ICAO MID Regional Office in Cairo, Egypt, 22-23 June 2011.

2. OPENING

2.1 The Meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office who welcomed the delegates to Cairo. In his welcome address Mr. Faqir recalled the reason for amendment to the flight plan provisions in order to support future needs of aircraft with advanced capabilities. He highlighted that this meeting being conducted back –to-back with the seminar on ICAO NEW Flight Plan Format 19-21 June 2011, in order for the Study Group to propose follow-up actions on the outcome of the seminar and MIDANPIRG/12 meeting conclusions and decisions since this is the first meeting of the study group after MIDANPIRG/12. Mr. Faqir emphasized the need to follow-up on the Status of implementation and on the recommendations from the seminar in order to update the Status of MID States readiness for implementation of the ICAO New Flight Plan provisions as per the endorsed strategy for the implementationand to keep all users, States and stake holders aware of the MID Regions progress related to the implementation of the provision in Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).

3. ATTENDANCE

3.1 The meeting was attended by a total of Forty seven (47) participants from twelve (11) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen), one (1) International Organization (IATA) and one systems supplier (Comsoft). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The Rapporteur of the meeting was Mr. Abdullah Al-Hashmi, from UAE, Mr. Raza Gulam, Regional Officer, Communications, Navigation and Surveillance (CNS), Mr. Saud Al Adhoobi, Regional Officer, Air Traffic Management (ATM) acted as secretaries of the meeting and Mr. Jehad Faqir, Deputy Regional Director, and Mr. Tom Brady FPL 2012 programme manager from ICAO HQ supported the meeting.

5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of Provisional Agenda and election of Rapporteur

INFPL SG/3 History of the Meeting

Agenda Item 2: Follow-up on MIDANPIRG/12 and other meeting Conclusions

and Decisions related to INFPL

Agenda Item 3: Status of Implementation of INFPL in the MID Region

Agenda Item 4: Strategy and Action Plan for implementation of INFPL in the

MID Region

Agenda Item 5: Future work programme

Agenda Item 6: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 3/1: STRATEGIC SUPPORT TEAM (SST)

DRAFT CONCLUSION 3/2: REVISED STRATEGY FOR THE IMPLEMENTATION OF

INFPL

DRAFT CONCLUSION 3/3: PROPOSAL FOR AMENDMENT OF DOC 7030

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

- 1.1 The meeting was presented with the Provisional Agenda, which was adopted by the meeting after review.
- 1.2 The meeting was informed that Mr. Hasan Karam, who has been previously elected as Rapporteur of the INFPL Study Group, will not be participating in INFPL SG meetings due to administrative changes in General Civil Aviation Authority (GCAA) of United Arab Emirates (UAE).
- 1.3 In light of the above, the meeting called for the election of a new Rapporteur, where the representative from Qatar nominated Mr. Abdullah Al-Hashmi, Director ATM, GCAA, UAE. The nomination was supported by Bahrain, Egypt, Jordan, Kuwait, Oman and Sudan, who was unanimously elected as the Rapporteur for the INFPL SG, as part of its working arrangements to facilitate its proceedings for the INFPL SG Meetings
- 1.4 In accepting the election, Mr. Abdullah Al-Hashmi thanked the participants for their confidence in him, and assured them that he will do his best to serve the Group in order to achieve its mandates. The Rapporteur of the Group also reflected the importance of the seminar which was conducted before the meeting and requested States to utilize the wide information provided during the seminar for the implementation of the INFPL.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG AND OTHER MEETINGS CONCLUSIONS AND DECISIONS RELATED TO INFPL

- 2.1 The meeting noted that in accordance with the ICAO Business Plan and the requirements for performance monitoring of the MIDANPIRG Conclusions/Decisions and associated follow-up action plan should be formulated with clear tasks, specific deliverables and defined target dates. Accordingly, those statements without requirement for specific follow-up activities should be reflected in the report and should not be formulated in the form of Conclusion or Decision.
- 2.2 The meeting recalled that it has been agreed by MIDANPIRG that each subsidiary body review the Conclusions and Decisions related to its terms of reference and decide whether to maintain or replace by an updated Conclusions and Decisions, in order not to have too many Conclusions and Decisions which are ongoing.
- 2.3 Based on the above the meeting noted the follow-up actions taken by concerned parties as **Appendix 2A** to the Report on Agenda Item 2 on the status of Conclusion related to the TOR of the Study Group.
- 2.4 The meeting agreed in its deliberation to review the Conclusions and Decisions which are still current under the relevant Agenda Item.
- 2.5 The meeting noted that ICAO MID Regional Office conducted an advanced seminar on the ICAO New Flight Plan Format (Cairo, 19-21 June 2011), to support and help MID States to raise their awareness on the critical issues related to the implementation of the amendment 1 to the PANS-ATM concerning changes to the INFPL format and related ATS messages and procedures at an advance stage, with a view to ensure timely implementation by the applicability date which is set on 15 November 2012.
- 2.6 Furthermore the meeting noted that the seminar was attended by 57 participants from 8 States (Bahrain, Egypt, Jordan, Oman, Qatar, Saudi Arabia, Sudan and UAE) and 3 Organizations (AACO, ACAC, and IATA) and 3 systems suppliers (Avitech, Comsoft and Thales).
- 2.7 The seminar covered the following topics :

Detailed implementation plans

- Implementation schedule phases in detail
- Produce a "change" model for States that have manual Flight Plan.

Detailed transition plans

- Transition entry criteria
- Transition planning
- De-conflicting of transitions

Transport media

- AFTN/AMHS
- AIDC / OLDI
- OTHER INTERFACES

Testing

- Facility testing (Factory, Offline, Training/support system and Operational)
- Adjacent FIR tests
- Adjacent regional test
- Oceanic tests

Vendors and Stakeholders

- Latest contract dates
- General aviation
- Security agencies
- Military
- Airlines and Airports
- FPL filing agencies

Documentation

- AIP Updates
- SUPPs updates
- Controller manual of operations
- Flight data handling (ANSP)
- Operator
- Dispatcher
- Airport documentation
- System documentation
- Training documentation

Safety Assurances

- Transition safety
- Regional Transition safety
- Transition Hazard Identification (HAZID)

Training templates

- ATC
- FPL handling staff
- Aircrew
- Dispatchers

Spreading the message

- Leaflets/Handouts and Poster distribution
- Regional management meetings
- Aviation community conventions
- Using FITS

Finance

- Internal State funding
- External sources of funds

Strategic Support Teams

- ANSP micro management
- Regional membership
- Tool Kit
- Contingency
- 2.8 The meeting noted that each State was given a large wall poster that identified the details and phases of the implementation Plan. States were also provided with a double sided leaflet with information on the FITS web site with an overview of the implementation timelines.
- 2.9 The meeting noted that all States present at the seminar provided updates on the implementation of the INFPL in their States. The meeting was pleased to note that some States are at advance stages of their implementation
- 2.10 The meeting expressed its concern when noting that some States are still lagging behind in their implementation of INFPL. The meeting highly encourage these States to consider assistance through the use of the Strategic Support Team (SST) which will bring these States on track in their INFPL implementation. Accordingly the meeting agreed to the following draft conclusion:

DRAFT CONCLUSION 3/1: STRATEGIC SUPPORT TEAM (SST)

That, MID States be urged to:

- a) provide expert members to join the Strategic Support teams; and
- b) request from ICAO MID Regional Office support of the SST if required.
- 2.11 The meeting noted that the seminar had developed the following as its outcome:
 - States who have not done so to allocate the necessary resources
 - Launch of training campaigns within States with specified time lines (Engineers, Ops, ATC, Military, Airlines, maintenance etc...)
 - States provide regular updates to FITS
 - Check list Package for implementation to be developed and forwarded to MID States
 - Make use of ICAO support through SST/Interested states should file a request
 - ICAO to further improve the FITS
 - States to share their experience (testing doc, training, etc.)
- 2.12 The meeting supported the above outcomes, except for the development of checklist package as this would be redundant to the Regional and National Performance Framework Forms (PFF). Accordingly the meeting urged MID States that has not developed their national PFF to do so as a matter of urgency and send to ICAO MID Regional Office before the next meeting of the INFPL SG. The meeting was further updated by Jordan that CANSO are offering to support the SST.
- 2.13 The meeting received a presentation on the suggested INFPL 2012 organizational chart as at **Appendix 2B** to the Report on Agenda Item 2. The meeting noted and supported the idea of having a project champion which should be at director's level. Furthermore the meeting reiterated the importance of having focal points and project managers to work hand in hand and to exchange constantly the information between them and keep the project champion aware of the project.

- 2.14 The meeting noted that vendors provided presentation to the seminar indicating their system readiness for acceptance, process and dissemination of the INFPL. In this regard it was noted that some systems are already ready to accept both PRESENT and NEW, while some others are at very advance stages and will require only two months to have all their system ready.
- 2.15 The meeting was updated by ICAO HQ that Australia is developing Computer Based Training (CBT) package and will be available soon for sharing with other States. In this regard the meeting highlighted that it is the States responsibility to form committees to launch awareness training campaigns where it was suggested that AIC be issued to keep all Stakeholders informed of the changes and its consequences.
- 2.16 The meeting noted that UAE has offered to Share their training packages with all MID States as at **Appendix 2C** to the report on agenda item 2, while the training in Qatar for ATC will be done by Qatar Aeronautical College starting January 2012 and an invitation will be sent to all GCC States to join the training.
- 2.17 The meeting highlighted that the training will differ between States depending on the level of the automation and the operations in each State. For example if the equipment requires only small system software upgrade the training will be short, while in the case of major system change the training for all maintenance, operations, engineers, ATC will be different.

INFPL SG/3 Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ON MIDANPIRG/12 AND DGCA-MID/1 MEETING CONCLUSIONS AND DECISIONS RELATED TO INFPL

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 12/20: FDPS SSRCA REQUIRED FUNCTIONALITY					Ongoing
That, MID States be encouraged to consider the upgrade of their FDPSs to include the directional assignment capability in conjunction with ICAO New Flight Plan (INFPL) upgrade	Implement the Conclusion	States	Upgrade of FDPS	November 2012	
CONC. 12/47: MID REGION PERFORMANCE METRICS					Ongoing
a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems: MID Metric 1: Number of accidents per 1,000 000 departures; MID Metric 2: Percentage of certified international aerodromes; MID Metric 3: Number of Runway incursions and excursions per year; MID Metric 4: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner; MID Metric 5: The overall collision risk in MID RVSM airspace; MID Metric 6: Percentage of air navigation deficiencies priority "U" eliminated; MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.	Monitor performance of ANS using the endorsed metrics	MIDANPIRG & subsidiary bodies	Develop performance targets	2011	SL Ref.: AN 7/26.1-11/121 dated 24 May 2011
b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
targets and provide feed-back to MIDANPIRG.					
CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS					Ongoing
 That, States be invited to: a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process; b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and c) submit this data to the ICAO MID Regional Office on a regular 	Implement the Conclusion	ICAO States	State Letter Include metrics into national performance monitoring Submit data to ICAO	January 2011	SL Ref.: AN 7/26.1-11/121 dated 24 May 2011
basis. DEC. 12/49: REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)					Ongoing
That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies: a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme;	Implement the Decision	ICAO States Users	New structure, format & content of ANP/FASID	2012	
b) develop revised draft structure and content of the Basic ANP in order to reconcile it with the ATM Operational Concept, the Global Plan provisions and the performance based approach;					
c) identify the need for and development of those FASID Tables necessary to support the implementation of a performance-based global air navigation systems; and					
d) report progress to MIDANPIRG/13.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 12/50: TERMS OF REFERENCE OF THE INFPL STUDY GROUP					Completed
That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at Appendix 5.5G to the Report on Agenda Item 5.5	Implement the Decision	MIDANPIRG	Updated TOR	October 2010	
CONC. 12/51: INFPL IMPLEMENTATION DIFFICULTIES					Ongoing
That, MID States be urged to complete the impact studies and file any difficulties arising in the implementation of INFPL to the ICAO MID Regional Office for posting on FITS.	Implement the Conclusion	ICAO States	State Letter Completed impact study File difficulties	April 2011 October 2012	SL AN 6/2B – 11/027 dated 16 February 2011
CONC. 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION					Ongoing
That, MID States be urged to:					SL AN 6/2B – 11/027
a) secure necessary budget for the implementation of the ICAO New FPL Format;	Implement the Conclusion	States	Secure resources	June 2012	Dated 16 February 2011
b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;					
c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and					
d) take all necessary measures to comply with the applicability date of 15 November 2012.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 12/53: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION					
That, MID States be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) as at Appendix 5.5J to the Report on Agenda Item 5.5, by 20 February 2011.	Implement the Conclusion	States	Completed questionnaire	February 2011	Completed SL AN 6/2B – 11/027 dated 16 February 2011
CONC. 12/54: STRATEGY FOR THE IMPLEMENTATION OF INFPL					
That, MID Region Strategy for the implementation of INFPL be adopted as at Appendix 5.5K to the Report on Agenda Item 5.5	Implement the Conclusion	MIDANPIRG/12	Adopted Strategy	October 2010	Completed
CONC. 12/55: INFPL IMPLEMENTATION PLANS AND PROGRESS REPORT					
That, MID States be urged to send INFPL Implementation plans and progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) three months and whenever major progress is achieved.	Implement the Conclusion	States	Progress Report	Every 3 months	Ongoing Follow-up during INFPL SG/3 scheduled 22-23 June 2011
DGCA-MID/1 CONC. 1/4: IMPLEMENTATION OF THE ICAO NEW FPL					INFPL SG/3 is scheduled for 22-23 June 2011
FORMAT That, considering the importance of timely implementation of the ICAO new Flight Plan Format, MID States are urged to provide necessary resources and support to expedite implementation of the ICAO New Flight Plan Format;		States	Resources, Support and timely implementation INFPL		

Suggested FPL 2012 Organizational Chart Aviation Board Or DGCA Project Champion Main Topic Other Other Accountable for Director Of Aviation, Director Director ensuring sufficient, resources Operations, Engineering Or available and that the changes Programme Management will meet the 15 Nov 2012 Point of Contact (POC) Project Manager Responsible for Responsible for Representing the the actual tasks State at Task Force required to drive meetings, informing the implementation ICAO of progress and changes and ensure is the single the project keeps to the ICAO communications channel to the ICAO harmonised Regional Offices schedule Constant information exchange between POC and Project Manager







ICAO New FPL format Effective 15 November 2012

Objective

- Accommodate advanced capabilities of aircrafts
- Accommodate evolutions in Air Traffic Management systems

ICAO considered

- Maximum compatibility with existing systems
- Human factor & training
- Cost of system upgrade
- Transition aspects

Changes at a glance

Field	Present	New (2012)
10 a	SCDJIZW	SFCDE1J1IRW
10 b	SD	ED1L
13 a	ZZZZ 18/PLAIN TXT	ZZZZ 18/LATLONG or FRD
15	ADV020010	ADV020010+BALUS020010
18	NAV/RNAV1	PBN/B1O1
18	RMK/HEAD	STS/HEAD
FPL related messages	DOF optional	DOF or -0 mandatory

Major changes

- •120 hours in advance
- Only letters and numbers in ACID.
- •Field 10 size increased, and explicit expressions of the following:
 - •GPS augmentation, ACARS, CPDLC, Satellite RTF, VHF/8.33 KHz, ADS-B & ADS-C.
- •Fix Radial Distance (FRD) ex: ADV295040, BALUS180020 etc.
- DEP/, DEST/, ALTN/, RALT/, and TALT/
- Field 18 sequence is strictly defined, (ex: PBN/, STS/ etc.).
- EOBT and DOF have to be included in CHG,
 DLA, CNL etc.

(FPL-INFPL01-IS
-A332/H>WE1J2R/LS
-OMAA0600
-N0484F380 DCT NIBAX DCT
ATBEX010010 DCT BALUS
-ZZZZ0046 OKBK
>PBN/D102
DEST/2616N050538E
DOF/101018 REG/A6XXX
EET/OMAE0009 OBBB0030
SEL/HMCS RMK/NEW FPL
FORMAT)

Submission of a flight plan

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.

Flight plans shall not be filed more than 5 days in advance

11.4.2.2.2.5 FPL messages shall normally should be transmitted immediately after the filing of the flight plan. However, it 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.

•Flight plans filed more than 24 hours in advance should have Date Of Flight (DOF) in item 18

Item 7 - Aircraft identification

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

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

- ab) the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 - in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEKCGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEKBLIZZARD CGAJS);
 - the aircraft is not equipped with radio;.
- OR ba) 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).;
 - •7 alphanumeric characters without hyphens or symbols

Item 8 – Flight Rules and Type

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules

•1 character

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

•1 character

- 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.

Item 10a – Equipment and capabilities

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)GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
В	(Not allocated)LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	OmegaATC RTF SATCOM (INMARSAT)
E1	(Not allocated)FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P P1–P9	(Not allocated)Reserved for RCP
G	(GNSS) (See Note 2)	Q	(Not allocated)
H	HF RTF	R	RNP type certificationPBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
J1	(Data Link)CPDLC ATN VDL Mode 2(See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	when prescribed by ATSVHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 25)

Explicit expressions of the following:

- •GPS augmentation, ACARS,
- •CPDLC,
- •PBN,
- •Satellite RTF, and VHF/8.33 KHz.

Any alphanumeric characters not indicated above are reserved.

Item 10b – Surveillance capabilities

- 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
- Transponder Mode S, including aircraft identification, but no pressure-altitude capability
- 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
- 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

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

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 I/A capabilities
- G1 ADS-C with ATN capabilities

Explicit expressions of the following:

- •SSR Mode-S,
- ADS-B and
- •ADS-C.

Item 13 – Departure AD and Time

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.

ICAO location indicator, or ZZZZ and details in item 18 preceded by DEP/, or AFIL and details in item 18 preceded by DEP/.

Item 15 – Route

— 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 aidpoint in the form of 3 figures giving degrees magnetic, THEN followed by the distance from the aidpoint 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.

Bearing and distance can be from a significant point

Item 16 – DEST AD, EET and ALTN AD

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

Destination aerodrome and total estimated elapsed time (8 characters) ICAO location indicator, or ZZZZ and details in item

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 aAlternate aerodrome(s) (4 characters)

ICAO location indicator, INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate and details in item aerodromes, as specified in Doc 7910, Location Indicators, separated by a specified by ALTN/,

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 Status - STS/

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/.

Special handling requirements clearly defined

Item 18 – Other information Performance Based Navigation - PBN/

	RNAV SPECIFICATIONS	
A1	RNAV 10 (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	
S2	RNP APCH with BARO-VNAV	
T1	RNP AR APCH with RF (special authorization required)	
T2	RNP AR APCH without RF (special authorization required)	
	(openia addistributed)	

RNAV or RNP capabilities upto 8 set of descriptors, a maximum of 16 alphanumeric characters.

Item 18 – Other information other indicators

- NAV/: GNSS augmentation,
- •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/ or DEST/: if ZZZZ of AFIL has used,
- DOF/: Date Of Flight,
- REG/: Registration mark,
- EET/: Estimated Elapsed Time,
- •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.

Item 18 – Other information other indicators

- DLE/: En-route delay or holding,
- OPR/: ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7,
- ORGN/: Originator details if it cannot be clearly identified from AFTN address,
- PER/: Aircraft performance data,
- ALTN/: Alternative destination aerodrome,
- RALT/: Alternative en-route aerodrome,
- TALT/: Alternative take-off aerodrome,
- •RIF/: Route details to the revise destination aerodrome,
- •RMK/: Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ATS related messages

		Other
DESIGNATOR		 information
MESSAGE TYPE		18
Alerting	ALR	
Radiocommunication failure	RCF	
Filed flight plan	FPL	
Delay	DLA	18
Modification	CHG	18
Flight plan cancellation	CNL	18
Departure	DEP	18
Arrival	ARR	
Current flight plan	CPL	
Estimate	EST	
Coordination	CDN	
Acceptance	ACP	
Logical acknowledgement message	LAM	
Request flight plan	RQP	18
Request supplementary flight plan	RQS	18
Supplementary flight plan	SPL	

- •EOBT and DOF flight mandatory for DLA, CHG, CNL, DEP, RQP and RQS messages.
 •If no DOF then
- If no DOF ther insert "0".

ATS related messages – example

```
•Delay (DLA):
(DLA-KLM671-LIRF0900-LYDU-0)
•Modification (CHG):
(CHG-GABWE/A2173-EHAM0850-EDDF-DOF080122-8/I-
16/EDDN)
•Cancellation (CNL):
(CNL-DLH522-EDBB0900-LFPO-0)
•Departure (DEP):
(DEP-CSA4311-EGPD1923-ENZV-0)
•Request flight plan (RQP):
(RQP-PHOEN-EHRD-EDDL-0)
Request supplementary information (RQS):
```

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



Thank you





ICAO NEW FPL format

Major changes – quick reference

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ICAO New FPL format – important changes

Introduction

account compatibility with existing systems, human factors, training, cost and transition requirements of automated air traffic management (ATM) systems, while taking into order to meet the needs of aircraft with advanced capabilities and the evolving The nature and scope of the amendment is to update the ICAO model flight plan form in

2) Applicability date

15 November 2012

Major changes

a) Flight Plan (FPL) submission:

- Flight plan shall not be submitted more than 120 hours before the estimated offblock time of a flight.
- ≕ time of the flight to which it refers, date of the flight departure shall be inserted If a flight plan is filed more than 24 hours in advance of the estimated off-block in Item 18 of the flight plan.

b) Item 7 - Aircraft identification:

- i) 7 alphanumeric characters and without hyphens or symbols.
- ≕ mentioned in item 18. If the aircraft is flying with registration as Callsign operator details should be
- ≣ If the aircraft is flying with ICAO code then the registration mark should be mentioned in item 18

C Item 10a equipment and capabilities: Radio communication, navigation and approach aid

Capabilities comprise the following elements:

- i) presence of relevant serviceable equipment on board the aircraft;
- equipment and capabilities commensurate with flight crew qualifications; and
- iii) where applicable, authorization from the appropriate authority.
- (1) Insert N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable;
- Insert S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable.

10a	10a Description	10a	Description
Α	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
В	LPV (APV with SBAS)	_	MLS
С	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (Iridium)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	0	VOR
F	ADF	P1-P9	P1-P9 Reserved for RCP
G	GNSS	R	PBN approved

10a	10a Description	10a	Description
Н	HF RTF	Τ	TACAN
_	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2	٧	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode A	×	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Υ	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT) Z	Z	Other equipment carried or other capabilities
Ј6	CPDLC FANS 1/A SATCOM (MTSAT)		

d) Item 10b – Surveillance equipment and capabilities:

- Insert N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable;
- ii) A maximum of 20 alphanumeric characters from the table below.

G1	D1		٧2	V1	U2	U1	В2	B1		×	S	P		Г	_		ェ		ш		С	Þ		10b
ADS-C with ATN capabilities	ADS-C with FANS 1/A capabilities	ADS-C	ADS-B "out" and "in" capability using VDL Mode 4	ADS-B "out" capability using VDL Mode 4	ADS-B "out" and "in" capability using UAT	ADS-B "out" capability using UAT	ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability	ADS-B with dedicated 1090 MHz ADS-B "out" capability	ADS-B	Transponder — Mode S with neither aircraft identification nor pressure-altitude capability	Transponder — Mode S, including both pressure altitude and aircraft identification capability	Transponder — Mode S, including pressure-altitude, but no aircraft identification capability	(ADS-B) and enhanced surveillance capability	Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter	Transponder — Mode S, including aircraft identification, but no pressure-altitude capability	surveillance capability	Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced	squitter (ADS-B) capability	Transponder — Mode S, including aircraft identification, pressure-altitude and extended	SSR Mode S	Transponder – Mode A (4 digits – 4096 codes) and Mode C	Transponder – Mode A (4 digits – 4096 codes)	SSR Modes A and C	10b Description

e) Item 13 – Departure aerodrome:

- _; Insert the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910 Location Indicators
- ii) If no location indicator has been assigned,
- (1) Insert ZZZZ and SPECIFY in Item 18, the name and location of the aerodrome preceded by ${\sf DEP/}$
- (2) 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/

f) Item 15 – Route:

in NEW format it can be from a significant point. Ex: BALUS180040. In PRESENT format bearing and distance is specified from a navigation aid (normally VOR),

Item destination alternate aerodrome: 16 Destination aerodrome, estimated elapsed time and

- Destination aerodrome:
- (1) Insert the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910 Location Indicators
- (2) If no location indicator has been assigned, Insert ZZZZ and SPECIFY in Item 18, the name and location of the aerodrome preceded by DEST/
- 2. Destination alternate aerodrome:
- (1) Insert the ICAO four-letter location indicator of the destination alternate aerodrome as specified in Doc 7910 Location Indicators
- (2) If no location indicator has been assigned, Insert ZZZZ and SPECIFY in Item 18, the name and location of the aerodrome preceded by ALTN/

h) Item 18 – Other information:

Special handling requirements are clearly defined in the NEW format

i) Status – STS/

18	Description
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
MUH	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
STATE	for a flight engaged in military, customs or police services

≕ Performance Based Navigation - PBN/ below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters Indication of RNAV and/or RNP capabilities. Include as many of the descriptors

18	Description
	RNAV Specifications
A1	RNAV 10 (RNP10)

T2	T1	S2	S1	04	03	02	01	L1		D4	D3	D2	D1	C4	СЗ	C2	C1	B6	B5	B4	В3	B2	B1	18
RNP AR APCH without RF (special authorization required)	RNP AR APCH with RF (special authorization required)	RNP APCH with BARO-VNAV	RNP APCH	Basic RNP 1 DME/DME/IRU	Basic RNP 1 DME/DME	Basic RNP 1 GNSS	Basic RNP 1 all permitted sensors	RNP 4	RNP Specifications	RNAV 1 DME/DME/IRU	RNAV 1 DME/DME	RNAV 1 GNSS	RNAV 1 all permitted sensors	RNAV 2 DME/DME/IRU	RNAV 2 DME/DME	RNAV 2 GNSS	RNAV 2 all permitted sensors	RNAV 5 LORANC	RNAV 5 INS or IRS	RNAV 5 VOR/DME	RNAV 5 DME/DME	RNAV 5 GNSS	RNAV 5 all permitted sensors	Description

iii) Other indicators

18	Description
NAV/	\mid 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 or AFIL is used in item 13
DEST/	Name and location of destination aerodrome, if ZZZZ is inserted in Item 16
DOF/	Date Of Flight
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

18	Description
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
DLE/	En-route 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)
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.
PER/	Aircraft performance data, indicated by a single letter as specified in the <i>Procedures</i>
	for AirNavigation 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.
RALT/	ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910,
	Location Indicators
TALT/	ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910,
	Location Indicators, or name of take-off alternate aerodrome
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
RMK/	Any other plain language remarks when required by the appropriate ATS authority
	or deemed necessary

4) ATS related messages – Major changes

- i) Delay (DLA)
 Date Of Flight(DOF) mandatory, if not DOF then insert "0"
 Ex: (DLA-KLM671-LIRF0900-LYDU-0)
- ≕ ≝ Cancellation (CNL) Modification (CHG) Ex: (CHG-GABWE/A2173-EHAM0850-EDDF-DOF080122-8/I-16/EDDN) Date Of Flight(DOF) mandatory, if not DOF then insert "0"
- iv) Departure (DEP)Date Of Flight(DOF) mandatory, if not DOF then insert "0"Ex: (DEP-CSA4311-EGPD1923-ENZV-0)

Ex: (CNL-DLH522-EDBB0900-LFPO-0)

Date Of Flight(DOF) mandatory, if not DOF then insert "0"

- v) Request flight plan (RQP)
 Date Of Flight(DOF) mandatory, if not DOF then insert "0"
 Ex: (RQP-PHOEN-EHRD-EDDL-0)
- vi) Request supplementary information (RQS)Date Of Flight(DOF) mandatory, if not DOF then insert "0"Ex: (RQS-KLM405/A4046-EHAM-CYMX-0)





CAO NEW FPL format

Knowledge verification

1) Introduction

This short exercise is intended to verify the knowledge gained by trainee is acceptable with regard to ICAO New FPL.

_	The applicabilit	The applicability date of New FPL is		
<u>=</u>	a) 15 November 2012)12 b) 15 November 2011		c) 15 July 2012 d) 31 October 2011
10	A flight plan sh	A flight plan shall not be submitted before	orebefore the EOBT	the EOBT
<u>=</u>	24 hours	b) 60 hours	c) 120 hours	d) 90 hours
33	A flight plan su	bmitted more than 24 h	A flight plan submitted more than 24 hours in advance should have	ave
<u>=</u>	DOF in item 18 b) EOBT	b) EOBT	c) Registration	d) Operator
=	The format of DOF is	DOF is		
<u>=</u>	ddmmyy	b)mmddyy	c) yymmdd	d) yyddmm
5	Maximum alph	Maximum alphanumeric character for aircraft identification is	aircraft identification is	
<u>=</u>	9	b) 8	c) 7	d) 10
9		is not all	is not allowed in aircraft identification	ation
<u>=</u>	hyphen	b) symbols	c) Spaces	d) all of these
2	If the aircraft is	If the aircraft is flying with registration as Callsign		should be in item 18
<u>=</u>	Operator	b) Registration	c) Performance	d) Status
33	If the aircraft is	If the aircraft is flying with ICAO code then		should be in item 18
<u>=</u>	Operator	b) Registration	c) Performance	d) Status
9)) Item 10a comprise	seelements	ts	
<u>=</u>	a) Departure AD	b) Destination AD	c) COM/NAV approach aid	aid d) Route
[5]	l0) Item 10a comprise	risecharacters	ters	
=) Numeric	b) Alphabetic	c) Symbols	d) alphanumeric
\Box	l1) Item 10b comprise	riseelements	nts	
<u>=</u>	a) Surveillance	b) Deaprture AD	c) Route	d) Destination AD

	Organization		Designation
	Date		Name
)S-B	c) Mode S d) ADS-B	b) ADS-B	a) DOF
	າessages should have	23) CHG, DLA, CNL, DEP, RQP and RQS messages should have	23) CHG, DLA, CN
)S-B	c) SSR Mode-C d) ADS-B	b) SSR Mode-A	a) SSR Mode-S
	m 10b stands for	22) B1, B2, U1, U2, V1, V2 element in item 10b stands for .	22) B1, B2, U1, U
d) PBN/	c) NAV/	b) COM/	a) DAT/
	in item 18	0a should have	21) "R" in item 10a should have
d) STATE	c) HUM	b) STATE	a) HOSP
preceded by STS/		20) Hospital status is expressed in Item 18 as	20) Hospital statı
d) COM/	c) DLE/	b) PBN/	a) STS/
	ed in Item 18 as	19) En-route delay or holding is expressed in Item 18 as.	19) En-route dela
d) All of these	c) NAV/	b) PBN/	a) STS/
	elements		18) Item 18 comprises
d) DEST/	c) RALT/	b) ALTN/	a) TALT/
18 should have	17) If ZZZZ is mentioned as destination alternate aerodrome, item 18 should have	ntioned as destination a	17) If ZZZZ is mer
d) DEST/	c) RALT/	b) DEP/	a) TALT/
d have	16) If ZZZZ is mentioned as destination aerodrome, item 18 should have	ntioned as destination a	16) If ZZZZ is mer
d) Coordinates only	c) NDB only	nt b) VOR only	a) Significant point b) VOR only
	d from	15) Bearing and distance can be specified from	15) Bearing and o
d) AFIL	c) FPL	b) RPL	a) CFL
	n is	14) The short form of Air Filed Flight Plan is	14) The short for
d) Equipment	c) Destination AD	a) Departure AD and Time b) Route	a) Departure AD
	ents	13) Item 13 compriseelements	13) Item 13 com
d) 30 Characters	c) 20 Characters	b) 2 Characters	a) 10 Characters
	12) Maximum alphanumeric characters allowed in Item 10b are	pnanumeric characters	12) Maximum aig

Answer sheet – to be held with supervisor

23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Question number
۵	a.	d.	a	С	d.	Ь	d	а	d	a	С	a	d	С	b	а	d	С	С	۵	С	a	Answer

REPORT ON AGENDA ITEM 3: STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION

- 3.1 The meeting noted that the FITS website provides information regarding the implementation status of the new flight plan provisions in each State along with guidance and harmonized solutions to any difficulties encountered in the implementation process. It can be accessed at http://www2.icao.int/en/FITS/Pages/home.aspx.
- 3.2 The meeting noted that MIDANPIRG/12, reviewed the progress achieved and difficulties faced by other ICAO regions during the implementation of INFPL provisions, which were posted on the FITS. In this regard, the MIDANPIRG/12 meeting urged MID States to use FITS system and post any issue encountered in the implementation of INFPL in FITS. Accordingly, MIDANPIRG/12 agreed to the following Conclusion:

CONCLUSION 12/51: INFPL IMPLEMENTATION DIFFICULTIES

That, MID States be urged to complete the impact studies and file any difficulties arising in the implementation of INFPL to the ICAO MID Regional Office for posting on FITS.

3.3 The meeting recalled that a Questionnaire on the Status of INFPL Implementation was distributed during the first INFPL Workshop (Cairo, 4-6 July 2010) which was held back-to-back with INFPL SG/2 meeting. Accordingly, the MIDANPIRG/12 meeting urged MID States to reply to the questionnaire and tasked the INFPL SG to analyze the replies to the questionnaire and agreed to the following Conclusion:

CONCLUSION 12/53: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION

That, MID States be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) as at Appendix 5.5J to the Report on Agenda Item 5.5, by 20 February 2011.

- 3.4 Based on the above, ICAO MID Regional Office sent State letter AN 6/2B 11/027 dated 16 February 2011, requesting MID States to provide update on the above two conclusions including, completed impact study, any difficulties being encountered or anticipated, provide National Performance Framework Form (PFF) and the reply to the questionnaire which is intended to obtain the necessary information in order to complete the survey on the status of implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) of INFPL in the MID Region.
- 3.5 The meeting noted that only 7 States (Bahrain, Egypt, Iran, Jordan, Libya, Oman, Qatar and Saudi Arabia) provided the replies which were analyzed by the Regional Office as at **Appendix 3A** to the Report on Agenda Item 3.
- 3.6 The meeting updated the focal point of contact as at **Appendix 3B** to the Report on Agenda Item 3. The meeting further updated the table reflecting the status of implementation in each of the MID State as at **Appendix 3C** to the Report on Agenda Item 3.

3.7 The meeting noted that MIDANPIRG/12 recognized that the implementation of ICAO new FPL format is a substantial task and requires from States to secure a budget for the implementation of the new FPL Format Project. In addition States were urged to develop the technical requirements related to the upgrade of their ATC systems to comply with the new FPL format provisions and to initiate the necessary negotiations with vendors as soon as possible. Accordingly, the meeting reiterated MIDANPIRG/12 Conclusion:

CONCLUSION 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION

That, MID States be urged to:

- a) secure necessary budget for the implementation of the ICAO New FPL Format;
- b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;
- c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and
- *d)* take all necessary measures to comply with the applicability date of 15 November 2012.
- 3.8 Based on the above, and the information gained from the advanced INFPL Implementation Seminar held in Cairo, 19-21 June 2011, it was highlighted that even manual flight plan system requires an upgrade even though it may only involve procedural changes training and documents. Accordingly, the meeting updated the Regional Performance Framework Form (PFF) as at **Appendix 3D** to the Report on Agenda Item 3 and urged MID States to develop and update their own National PFF.
- 3.9 The meeting noted IATA views with regard to the significant changes to the ICAO Flight Plan (FPL) since these changes are driven mainly in recognizing the service capabilities of modern aircraft and are expected to bring a marked improvement in delivering service and benefits. However, such changes will also require major system adaptations and changes for both airlines and ANSP's. With the ultimate goal of fully realizing positive benefits from these changes, all airlines and ANSPs together must File, Accept and Transmit the NEW Format and contents of the FPL as to ensure a smooth transition.
- 3.10 The meeting noted that from an airline perspective it is critical that all designated ATS offices currently accepting Filed Flight Plans from airlines and thereafter disseminating to down line ATS units, do so without cause for Rejection or Modifying critical flight data. The consequences can only delay flights on ground and/or longer routings and en-route delays imposed on the airlines as the end-user.
- 3.11 The meeting was updated by IATA that airline systems that generate FPL's will need software changes to conform to the new data fields, sequence and alphanumeric coding. An accurate understanding, ''mapping'' and depiction of each aircraft capabilities and re-programming the FPL outputs to reflect this capability will be required. Dispatcher and Flight crew awareness will be performed by IATA for their member airlines and IATA expressed its agreement to invite none IATA members to their INFPL trainings and awareness campaigns.

- 3.12 The meeting noted IATA member airlines preparedness are taking necessary steps to ensure smooth transition through:
 - a) Ensuring that the Operational staff including flight crew are aware of the 2012 FPL changes and their implications.
 - b) That their FPL system has been upgraded to handle the 'NEW' FPL format and has been tested with ANSPs.
 - c) That the ANSP's in their areas of operations have deployed systems that are capable of handling 'NEW' FPL format.
 - d) That its Flight Crew and Flight Dispatchers are fully trained and understand the new requirements.
 - e) That the airline has good inventory of their aircraft on board equipments and their capabilities and the relevant Flight Planning databases have been updated to reflect this.
 - f) That the relevant Operational procedures and documentations have been reviewed to reflect the 2012 FPL format changes.
- 3.13 Based on the above, the meeting reiterated that States and ANSP provide the update to ICAO MID Regional Office in order to update the FITS to reflect the tests with users.
- 3.14 The meeting reiterated the requirement for the support of the testing phase which was agreed to be carried out by IATA. Furthermore, the meeting noted States concern on some erroneous flight plan filing on the current flight plan, where the meeting requested Bahrain and UAE to provide information of any improvement in the flight plan filing (procedure, training, tracking etc..) that could be highlighted in the next meeting, taking the opportunity of the implementation of INFPL to fix any problems or issues in the current system.

APPENDIX 3A

QUESTIONNAIRE ANALYSIS

State	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8
Bahrain								
Egypt	No	Yes	Not yet	Yes	Yes	Yes	Yes	Not yet under development
Iran	Yes there are problems (120+training)	Yes as mentioned in Q1	No under development	Yes	Yes no doubts	Yes	Yes	Not yet under development
Iraq								
Jordan	No problems	Yes	Yes under development	Yes fully understand	Yes fully understand	Yes	Yes, and understand fully the impact	Defined action plan WP11
Kuwait								
Lebanon								
Libya	No problems	Yes	No under development		Yes	Yes	Yes	Under development
Oman	No	Yes	Yes under development		Yes	Yes	Yes	Under development
Qatar	No Problem	Yes	Yes under development	Yes	Yes	Yes	Yes	Under development
Saudi Arabia	No problems at this time	As it applies to ATM system	Yes will have Dual	Yes	Yes and will have dual functionality	Yes	Yes expect additional automation and procedural impact	Under development
Sudan								
Syria								
UAE								
Yemen								

- Q1- In your compliance to the changes in Amendment 1, is there any part of Amendment 1 in which your State identifies any major problem to comply?
- Q2- Has your State considered the accommodation of the 120 hour filing provision outlined in Amendment 1?
- Q3- Have you considered a strategy for transitioning NEW FPL and related messages to the PRESENT/EXISTING format?
- Q4- Do you know about the regional actions defined in MID Regional Strategy for implementation of this amendment?
- Q5- Do you understand the phased transition approach?
- Q6- Do you intend to comply with the dates contained in Phase 2 (transition) of the approach (i.e., you plan to be ready to begin accepting NEW format FPLs and related messages between 1 April and 30 June 2012)?
- Q7- Have you considered the automation and/or procedural impacts involved in the implementation of Amendment 1?

Q8- Has your State defined an action plan for carrying out the different aspects of this implementation?

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INFPL SG/3 Appendix 3B to the Report on Agenda Item 3

NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT

STATE	NAME	TITLE	Address	EMAIL	FAX	TEL	MOBILE
Bahrain	Salah Mohamed Alhumood	Head, Aeronautical Information & Airspace Planning	Civil Aviation Affairs Bahrain International Airport P.O. Box 586 KINGDOM OF BAHRAIN	shumood@caa.gov.bh	+97317321992	+973117 321 180	+9733640 0424
Egypt	Ashraf Mostafa Mohamed Korany	Director Fpt & Rpl	National Air Navigation Services Company, Aeronautical Information Centre, Cairo International Airport, T2, Cairo 11776 AR.E.	Ashraf.korany64@yahoo.com	+22678882 +22678885	+22652460 +22652492	+012031043
Iran	Behzad Soheil	Expert in Charge of Radar Information and Flight Data	Tehran Area Control Center (Shahid Shahcheraghi) Central Bldg of Iran Airports Company, Mehrabad Int'l Airport, Tehran, I.R. of Iran P.O.Box 13445-1558, Postal Code 1387835283	Behzad.soheil@yahoo.com Behzad.soheil@gmail.com	+982144544114	+982144544115	+989125544193
Iraq	Adnan Mahmood Omar	Chief Briefing Officer	Baghdad International Airport	aldoor_adnan@yahoo.com			+9647901792154
Jordan	Mrs. Muna Al naddaf	Head of AFTN/AIS/AMHS Maintenance section	Civil Aviation Regulatory Commission P.O.Box 7547 Postal 11110 Amman - JORDAN	aftn ais@carc.gov.jo	(962-6) 489 1653	(962-6) 489 1473	(962-77) 939 5224
Kuwait	Dawood A. Al Jarah	Head of AFTN Section	Navigational Equipment Department, Directorate General of Civil Aviation, Kuwait International Airport, P.O.Box 17 – Safat, 13001 – Safat – Kuwait	kudata3@hotmail.com	+96524732530	+96524721279	+96599088511
Lebanon	Ali Jammoul	AIS supervisor	Air navigation department –AIS Beirut airport -3 rd floor		+9611629023	+9611629067	+96170312539
Libya	Ben Yousef	Manager Air Navigation Dept.		benyousef581@yahoo.co.uk			

STATE	NAME	TITLE	Address	EMAIL	FAX	TEL	MOBILE
Oman	Jaffer Abdulla Amir Moosani	Assistant Chief AIS	Directorate General of Meteorology and Air Navigation (DGMAN) P.O.Box 1311 Code 111 Sultanate of Oman	aisaip@yahoo.com	+968 2451 9850	+968 2451 9350	+968 9931 6040
Qatar	Faisal Al-Qahtani	Head of AIS	Civil Aviation Authority P.O.Box 3000 Doha – QATAR	faisal.alqahtani@caa.gov.qa	+974 4656554	+974 4656221	+974 5537060
Saudi Arabia	Waleed M. Almadani	ATM operation and planning manager	General Authority of Civil Aviation P.O.Box 929 Jeddah 21421 - SAUDI ARABIA	almadani6@yahoo.com	+96626717717ext 1817	+96626717717ext 1818	+966505674867
Sudan	Mr. El Nour Ahmed Mohamed	AFTN Chief Engineer	Civil Aviation Authority Khartoum Airport Khartoum - SUDAN	elnour_ahmed@hotmail.com	(249) 83 777 121	(249) 83 777 121	(249) 91 355 2173
Syria	Ghadeer Ali Hossieno	Chief of AIP/Deputy Chief of AIS	Syrian Civil Aviation Authority Al Najmeh Square P.O Box 6257 Damascus-Syria	Ghadeer72@hotmail.com	+963 11 540 10191	+963 11 646 1208	+963 94 4405 877
UAE	Abdullah Al Hashmi	Director Air Traffic Management	General Civil Aviation Authority Sheikh Zayed Air Navigation Centre P.O. Box 66 Abu Dhabi- United Arab Emirates	ahashimi@szc.gcaa.ae	+971 2 599 6836	+971 2 599 6830	+ 97150442 0486
Yemen	Abdul-Salam Abdulgalil Al- Sabeei	Chief AIS Briefing Officer	Civil Aviation Authority Sana'a		+9671 345 820	+9671 345 820	+967 777 569 323

INFPL SG/3 Appendix 3C to the Report on Agenda Item 3

STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION

	Focal point	Manf. cont / Budget	Milestone	Date of Acceptance of new format	Date of Submission of Implem. Plan	Vendors involved	Remarks
Bahrain	√	1/1	5	1july2012	1 Mar 2010	Avitech	
Egypt	√	1/1	4			Comsoft Thales	
Iran	1	1/1	4	1july 2012		Avitech	Letter sent to Thales
Iraq	1		2				
Jordan	1	1/1	4	1 June 2012		Avitech	
Kuwait	1	1/1	4			Indra	
Lebanon	1		2				
Libya	1		3			INDRA	
Oman	√	4/4	4	1 july 2012	Mar 2011	Comsoft INDRA	
Qatar	1	1/1	5	1 July 2012	21Mar 2010	Comsoft Selex	
Saudi Arabia	√	1/1	4	1 July 2012	22 Jun 2010	Thales Comsoft	Contract with comsoft
Sudan	1	1/1	3			Thales	
Syria	V		2				
UAE	√	√/√	5	Feb 2011	TBD	Thales Comsoft	ACC Abudhabi waiting proposal
Yemen	√		1				

Mile Stone:

- 1- Empty
- 2- Analysis of the draft amendment
- 3- Evaluation of current system
- 4- Contract signature stage (internal or vendor)
- 5- Introduction of capability to pass new information (testing)
- 6- Check of AIDC / OLDI compatibility
- 7- Coordination with neighboring ANSP and airspace users
- 8- Implementation of new system

INFPL SG/3 Appendix 3D to the Report on Agenda Item 3

	IMPLEMENTATION OF THE NEW ICAO FPL FORM
	Benefits
Environment	 reductions in fuel consumption and CO₂ emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP
Efficiency	 ability of air navigation service providers to make maximum use of aircraft capabilities ability of aircraft to conduct flights more closely to their preferred trajectories facilitate utilization of advanced technologies thereby increasing efficiency optimized demand and capacity balancing through the efficient exchange of information
Safety	 enhance safety by use of modern capabilities onboard aircraft
KPI	 status of implementation of ICAO new FPL provisions status of updates in the FITS
Proposed Metrics:	 number of States meeting the deadline for implementation of the ICAO new FPL provisions number of States providing the focal points and initiated impact studies

Strategy Short term (2010-2012) Medium term (2013 - 2016)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	Planning and implementation of transition elements	2009-2012	INFPL SG	valid
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	valid
	ensure that enabling regulatory (regulations procedures, AIP etc) provisions are developed	2009- 2012	States	valid
	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	States	valid
	ensure that issues related to the ability of all system to pass information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- 2012	States	valid
	analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of	2009 – 2011	INFPL SG States	valid

Strategy Short term (2010-2012) Medium term (2013 - 2016)

	Medium term (2	2013 - 2016)	T	
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	service provided by the facility itself or downstream units			
	 ensure that there are no individual State peculiarities or deviations from the flight plan provisions 	2009- 2012	States	valid
	• ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 – 2012	INFPL SG States	valid
	plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009-2012	States INFPL SG	valid
	• in order to reduce the chance of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications.	2009- 2012	States	valid
	• internal testing	2009 – June 2012	States	valid
	external testing and transition into operation	1 April to 30 June 2012	States	valid
	• airspace users validation and filling of NEW FPLs if appropriate	1 July to 14 November 2012	States and users	valid
	Plan and ensure the training of relevant stakeholders (air traffic controllers, etc)	2009 - 2012	States	valid
	develop and make available, guidance material for users, including but not limited to ANSP personnel	2009 - 2011	INFPL SG	valid

Strategy Short term (2010-2012) Medium term (2013 - 2016)

	micatant term (2	2010)		
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	establish and enhance as appropriate a central depository (FITS) in order to track the implementation status		ICAO	Completed
	• inform the ICAO regional offices on an ongoing basis	Ongoing- Dec 2012	States	Valid
linkage to GPIs	GPI/18 Aeronautical Information			

REPORT ON AGENDA ITEM 4: STRATEGY AND PLAN FOR THE IMPLEMENTATION OF INFPL IN THE MID REGION

- 4.1 The meeting noted that MIDANPIRG/12 urged MID States to procure the necessary software and hardware needed for the implementation of the ICAO New Flight Plan Format, and to conduct internal and external testing in close coordination with users.
- Noting the requirement for harmonizing the implementation of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services Air Traffic Management (PANS-ATM, Doc 4444. MIDANPIRG/12 meeting agreed to the MID Region Strategy for Implementation of the ICAO New Flight Plan Format and associated ATS messages under conclusion 12/54. Accordingly the meeting had a thorough review of the MID Region Strategy for the implementation of the INFPL and developed revised version of the Strategy as at **Appendix 4A** to the Report on Agenda Item 4 and agreed to the following draft conclusion:

DRAFT CONCLUSION 3/2: REVISED STRATEGY FOR THE IMPLEMENTATION OF INFPL

That, the revised MID Region Strategy for the implementation of INFPL be adopted as at **Appendix 4A** to the Report on Agenda Item 4.

- 4.3 The meeting reiterated MIDANPIRG/12 views for not developing a Regional INFPL Contingency Plan, since users will not submit any flight plan in PRESENT format after 15 November 2012. However, MIDANPIRG/12 agreed that each State to develop their own national contingency plan to be incorporated as part of their INFPL implementation plan as applicable, and to submit the plan to the ICAO MID Regional Office.
- The meeting noted MIDANPIRG/12 suggestions on the development of one reference document containing Strategy for Implementation of INFPL, States Implementation Plan, implementation guidance material, and other references to assist States in the implementation of the INFPL. Accordingly, the meeting developed draft document as at Appendix 4B to the Report on Agenda Item 4. The meeting requested MID States to review and provide their input to the document. In this regard, the meeting agreed that ICAO MID Regional Office circulate the document through State letter and posting it on the ICAO MID website.
- 4.5 The meeting urged MID States to provide progress report as called by MIDANPIRG/12 conclusion 12/55 every three month since changes are likely to occur rapidly as the due date of the applicability is nearing.
- 4.6 The meeting noted that the following States provided their implementation plans (Bahrain, Qatar, Oman and Saudi Arabia) as at **Appendix 4C** to the Report on Agenda Item 4. While Bahrain, Egypt, Iran, Jordan, Libya, Oman and Saudi Arabia provided replies to the INFPL Implementation questionnaire and accordingly analysis were done. The meeting urged the rest of the MID States to develop their implementation plans and complete the questionnaire and forward them to ICAO MID Regional Office.

implementation of INFPL on the target date 15 November 2012 where major impacts on the whole aviation community would be observed, examples are provided at **Appendix 4D** to the Report on Agenda Item 4. In this regard, the meeting urged MID States to carefully look into the training needs of ATC, airline operators and end users for the successful implementation of the INFPL.

- 4.8 Furthermore, the meeting urged all stakeholders to report any activities and provide the necessary support to the work of INFPL SG.
- 4.9 The meeting noted that at the time of DGCA-MID/1 meeting 74% of MID States are in the evaluation or analysis of the current system phase. Accordingly ICAO MID Regional Office is organizing a Seminar in order to assist States in the preparation for the implementation of the ICAO New Flight Plan format and the DGCA-MID/1 meeting agreed to the following Conclusion:

DGCA-MID/1 CONCLUSION 1/4 - IMPLEMENTATION OF THE ICAO NEW FPL FORMAT

That, considering the importance of timely implementation of the ICAO new Flight Plan Format, MID States are urged to provide necessary resources and support to expedite implementation of the ICAO New Flight Plan Format.

- 4.10 The meeting noted that during the DGCA-MID/1 meeting IATA supported the efforts of ICAO and is encouraging all its member airlines to participate with their ANSPs in early trials using the new format to ensure trouble free and successful change over to the new format.
- 4.11 The meeting noted that on 27 September 2010 Memorandum of Cooperation (MOC) between ICAO and ACAC was signed. In the implementation plan for the MOC it has been agreed that ACAC and ICAO would hold a joint INFPL workshop before the end of year 2011. Accordingly the meeting encouraged all MID States and concerned organization to participate actively in the workshop
- 4.12 The meeting also noted that the ICAO Regional Supplementary Procedures (SUPPS) form the procedural part of the Air Navigation Plans developed by Regional Air Navigation (RAN) meetings to meet those needs of specific areas which are not covered in the worldwide provisions. The SUPPS complement the statement of requirements for facilities and services contained in the Air Navigation Plan publications. Procedures of worldwide applicability are included either in the Annexes to the Convention on International Civil Aviation as Standards or Recommended Practices, or in the Procedures for Air Navigation Services (PANS).
- 4.13 The meeting further noted Regional Supplementary Procedures are normally formulated at regional air navigation meetings and become effective after review by the Air Navigation Commission and approval by the Council.
- 4.14 The meeting noted that the implementation of the Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services Air Traffic Management (PANS-ATM, Doc 4444), will require an update to the MID Basic ANP and FASID (Doc 9708) and to ICAO Doc 7030 Regional Supplementary Procedures, to reflect the new requirements of the approved amendment for the flight plan format.
- 4.15 The meeting also noted that the indicator STS/NONRNAV in item 18 of the

ICAO Flight Plan as promulgated in Doc 7030 version 5 will no longer be supported by the implementation of the new provisions related to the flight plan established by Amendment 1 to PANS-ATM and will cause loss of functionality. The meeting agreed to delete the indicator STS/NONRNAV from Doc 7030.

4.16 Based on the above, the meeting developed a proposal for amendment (PfA) of the MID/ASIA to align the nomenclature used for the MID portion of the SUPPs with the new terminology and requirement as at **Appendix 4E** to the Report on Agenda Item 4. Accordingly, the meeting agreed to the following draft conclusion:

DRAFT CONCLUSION 3/3: PROPOSAL FOR AMENDMENT OF DOC 7030

That, ICAO MID Regional Office develop and circulate the PfA as at Appendix 4E to the Report on Agenda Item 4 according to ICAO Procedures.

INFPL SG/3

Appendix 4A to the Report on Agenda Item 4

MID REGION STRATEGY FOR THE IMPLEMENTATION OF ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required.
- 2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations and will use globally harmonized information attributes.
- 3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight.
- 4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems, while taking into account compatibility with existing systems, human factors, training, and cost.
- The ICAO new flight plan Format introduces considerable changes related, inter-alia, to Performance Based Navigation (PBN), Automatic Dependent Surveillance Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.
- 6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period.
- 7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012.
- 8) The risk of all users simultaneously commencing "NEW" on the common implementation date without proper testing with the States.

The MID Region implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;
- 2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15

November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "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)";
- 2) States must ensure coordination with adjacent States for testing and transition and inform other interested stakeholders as appropriate;
- 3) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;
- 4) Eliminate or minimize State specific constraints and, if constraints continued to be are identified as necessary, implementation of such constraints should be agreed on a regional basis or sub regional basis in preference to an individual State basis;
- 5) Declare a preparation transition period from 1 January 2012 until 14 November 2012, comprising;
 - Before 31 March 2012 ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 ANSPs external testing and
 - 1 July to 14 November 2012 airspace users testing;
- 6) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;
- 7) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;
- 8) States Implementing NEW Format should have the capability to process both PRESENT and NEW formats;
- 9) MID States shall not support PRESENT format after 15 November 2012;
- Strategic Support Teams (SST) to be identified and resourced to support those States who are behind the regional Implementation Plan, and;
- Establish State and Regional coordination cells. Guidelines will be provided to align with the joint ICAO and IATA management center in ICAO HQ Montreal planned around the applicability date.

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INFPL SG/3 Appendix 4B to the Report on Agenda Item 4

TABLE OF CONTENT

1.	Objecti	ve
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- 2. General considerations
- 3. Principles
- 4. Scope
- 5. Reference documents
- 6. Analysis
 - 6.1 Amendment 1 to the 15th edition of Doc 4444
 - 6.2 Implementation Guidelines
 - 6.3 Current situation in MID
- 7. Implementation strategy
 - 7.1 Critical criteria
 - 7.2 Preparation and Planning
 - 7.3 Transition
 - 7.4 Contingency plan
 - 7.5 Post-transition
- 8. Administrative aspects
- 9. Financial aspects
- 10. Regional PFF for INFPL
- 11. National PFF for INFPL
- 12. List of Focal Points

Objective:

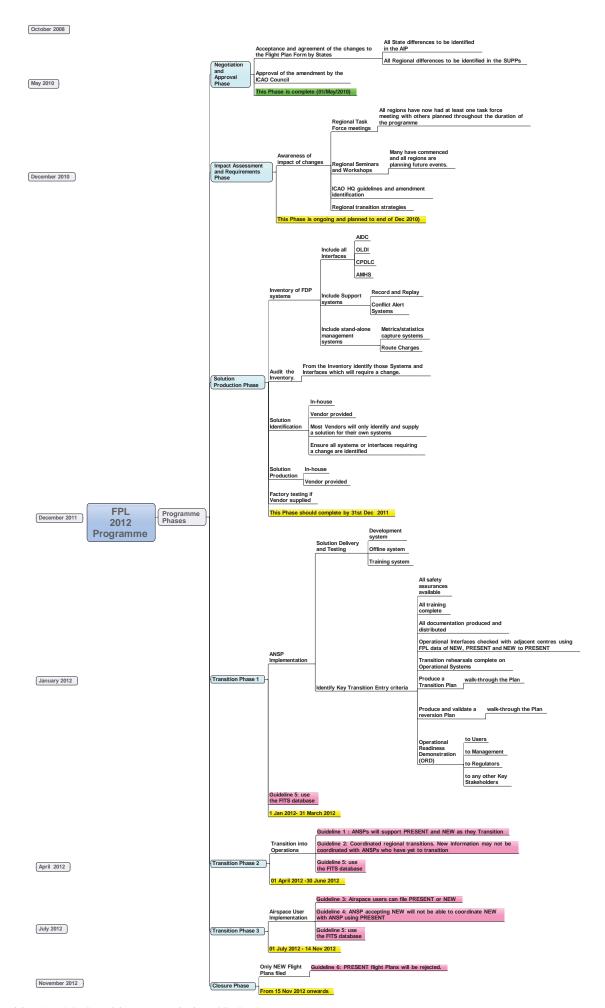
ICAO Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the *Procedures for Air Navigation Services*—*Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on 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.

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.

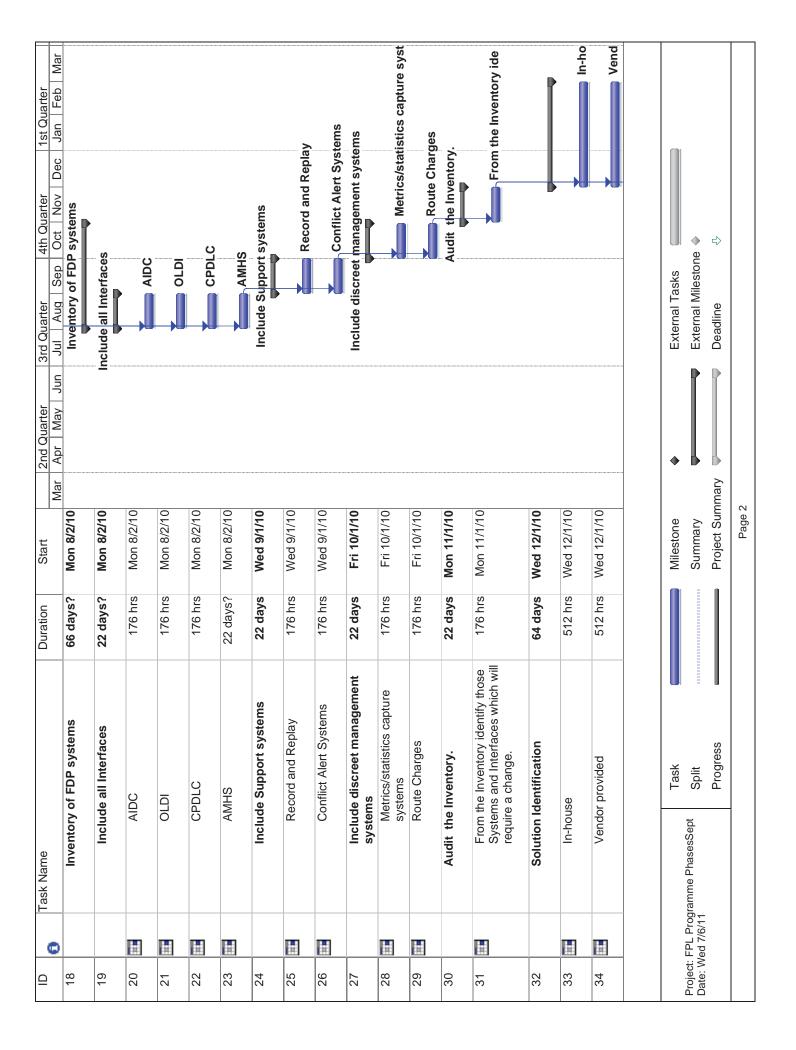
Copies of the interim edition of the amendment are available in section 6.1 of this documents which are attachments to the electronic version of this State letter AN 13/2.1-08/50. The interim edition contains the text as was approved by the Council and provided to States pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. The attached amendment consists solely of a change to the ICAO 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.

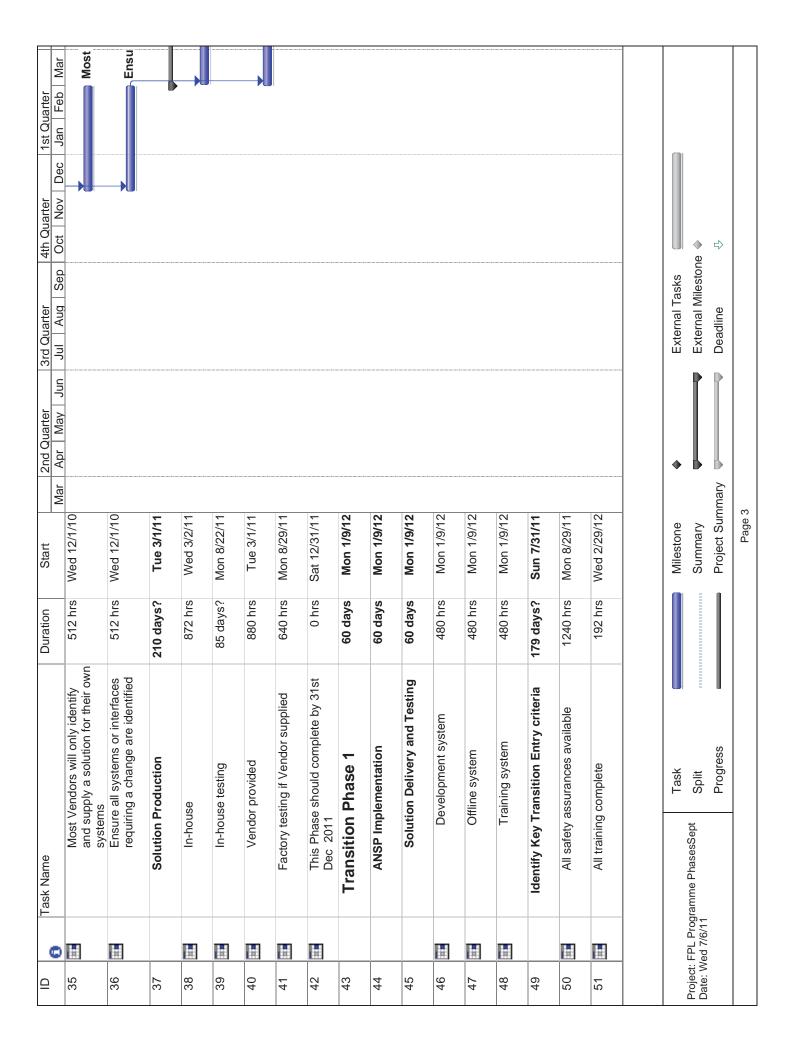
4- Scope

The next pages indicates the scope of ICAO New Flight Plan (FPL 2012) Programme as developed by ICAO and the sample MS project for the implementation of the ICAO New Flight Plan Format along with detailed timelines are also detailed in the following pages.



□		Task Name		Duration	Start	2nd Quarter 3rd Quarter 1st Qu	-
	0				_	Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan F	Feb Mar
_		Programme	ne Phases	740 days?	Tue 4/13/10		
2		Negotiatior Phase	Negotiation and Approval Phase	0 days	Mon 5/3/10	\$ 2/3	
င		Acceptanc changes to States	Acceptance and agreement of the changes to the Flight Plan Form by States	0 days	Mon 5/3/10	♦ 5/3	
4		All Stat identifie	All State differences to be identified in the AIP	0 hrs	Mon 5/3/10	\$ 5/3	
2	H	All Reg	All Regional differences to be identified in the SUPPs	0 hrs	Mon 5/3/10	\$ 5/3	
9		Approval of the ICAO Council	Approval of the amendment by the ICAO Council	0 hrs	Mon 5/3/10	\$ 5/3	
2	H	This Phase	This Phase is complete (01/May/2010)	0 hrs	Mon 5/3/10	◆ This Phase is complete (01/May/2010)	
∞		Impact Assessment a Requirements Phase	Impact Assessment and Requirements Phase	190 days	Tue 4/13/10		
6		Awareness	Awareness of impact of changes	190 days	Tue 4/13/10		
10		Region	Regional Task Force meetings	175 days	Tue 5/4/10	Regional Task Force meetings	
11		Mo	Mostly now complete during the early part of the Phase	1400 hrs	Tue 5/4/10		
12		Regional Se Workshops	Regional Seminars and Workshops	190 days	Tue 4/13/10	Regional Seminars and Workshops	
13		exp enc	Some have commenced and expect all to complete by the end of this year	1520 hrs	Tue 4/13/10		
41	H	ICAO H amendr	ICAO HQ guidelines and amendment identification	320 hrs	Mon 5/3/10		
15		Region	Regional transition strategies	200 hrs	Mon 6/28/10		
16		This Phase (Until end o	This Phase is ongoing and planned (Until end of Dec 2010)	1400 hrs	Mon 5/3/10	This Pr	This Phase is on
17		Solution Pr	Solution Production Phase	373 days?	Mon 8/2/10		Solution P
Project:	FPL Pro	Project: FPL Programme PhasesSept	Task		Milestone	External Tasks External Milestone	
Date: W	ed //6/1	_	ress		Project Summary	Deadline	
					Page 1		



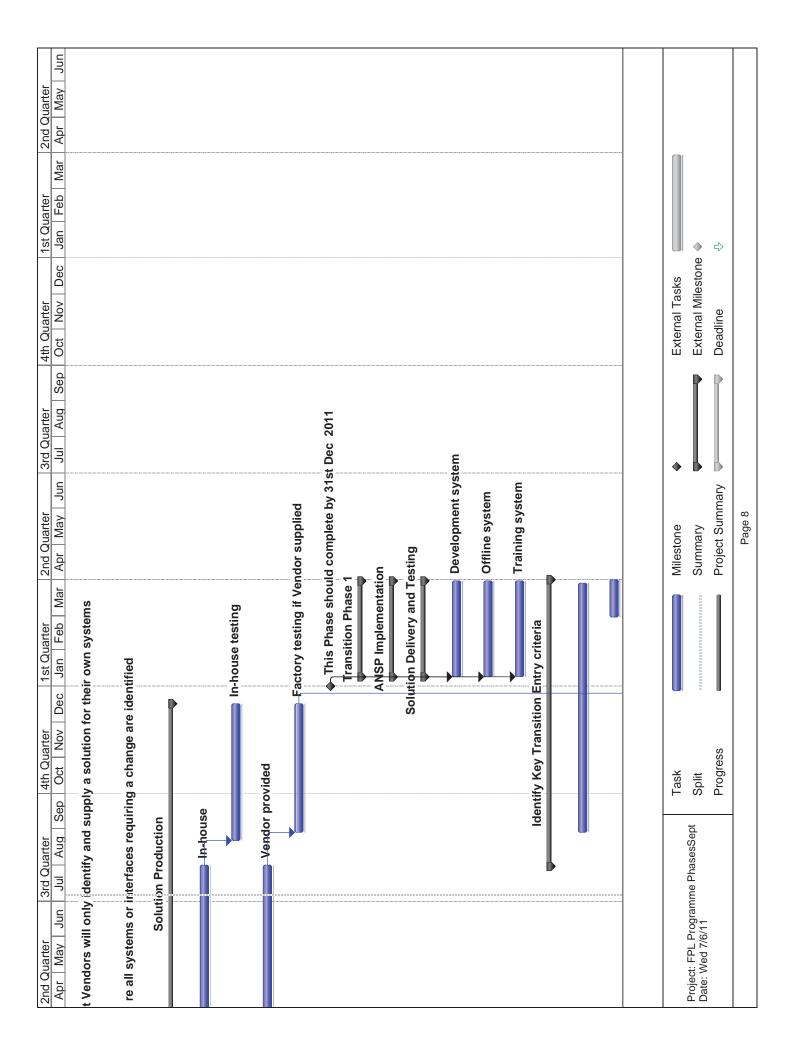


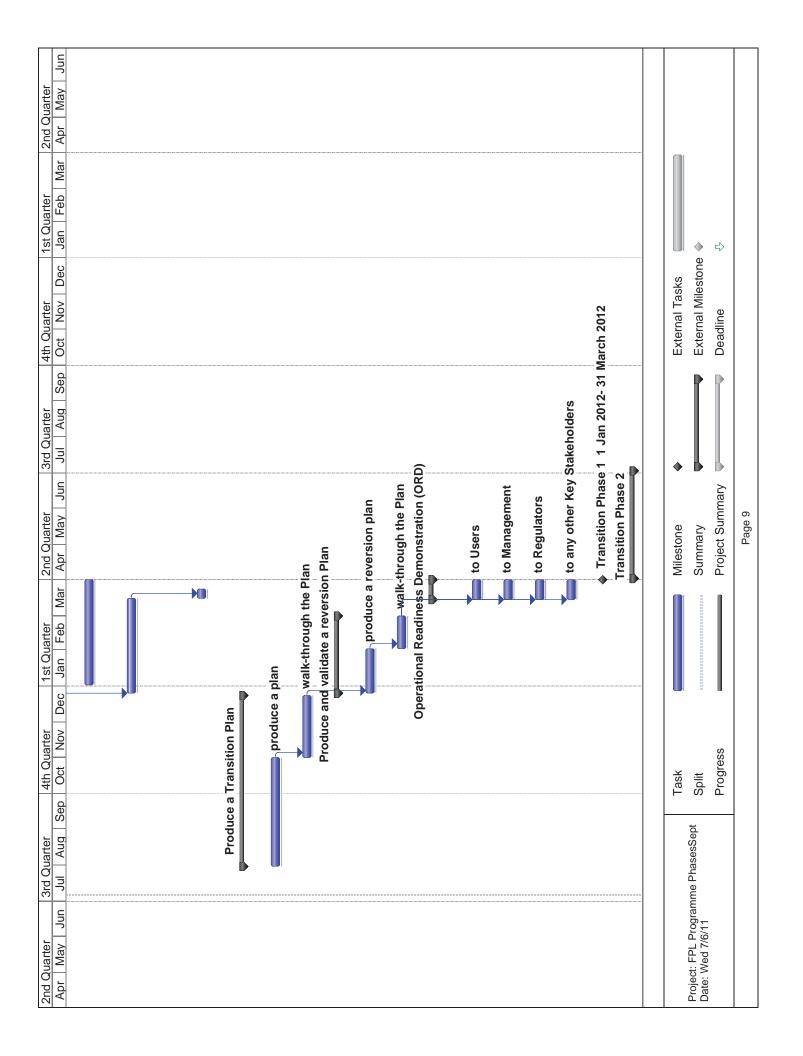
		Task Name		Duration	Start	2nd Quarter	3rd Quarter	4th	4th Quarter	1st Quarter	arter
<u>!</u>	0					Mar	Jul Aug	Sep Oct	ct Nov Dec	Jan	Feb Mar
52		All documer distributed	All documentation produced and distributed	528 hrs	Mon 1/2/12						
53	H	Operational adjacent cer NEW, PRES	Operational Interfaces checked with adjacent centres using FPL data of NEW, PRESENT and NEW to PRESENT	488 hrs	Mon 12/26/11						
54	I	Transition rehearsals Operational Systems	Transition rehearsals complete on Operational Systems	48 hrs	Fri 3/16/12						
22		Produce a .	Produce a Transition Plan	106 days?	Sun 7/31/11						
56		produce	produce a plan	67 days?	Sun 7/31/11						
22		walk-thr	walk-through the Plan	312 hrs	Tue 11/1/11						
28		Produce ar Plan	Produce and validate a reversion Plan	50 days?	Mon 12/26/11						
29		produce	produce a reversion plan	30 days?	Mon 12/26/11						
09		walk-th	walk-through the Plan	160 hrs	Thu 2/2/12						
61		Operational Readines Demonstration (ORD)	Operational Readiness Demonstration (ORD)	13 days	Thu 3/15/12						
62		to Users	W	104 hrs	Thu 3/15/12						
63		to Mana	to Management	104 hrs	Thu 3/15/12						
64		to Regulators	ılators	104 hrs	Thu 3/15/12						
65	H	to any c	to any other Key Stakeholders	104 hrs	Thu 3/15/12						
99		Transition Pł March 2012	Transition Phase 1 1 Jan 2012- 31 March 2012	528 hrs	Mon 1/2/12						
29		Transition Phase	Phase 2	67 days?	Mon 4/2/12						
			Task		Milestone	*	External Tasks	sks			
Project. Date: W	Yed 7/6/7	Project: PPL Programme Pnasessept Date: Wed 7/6/11	Split				External Milestone				
			Progress		Project Summary	nmary 🛡	Deadline	\Diamond			
					Page 4	4					

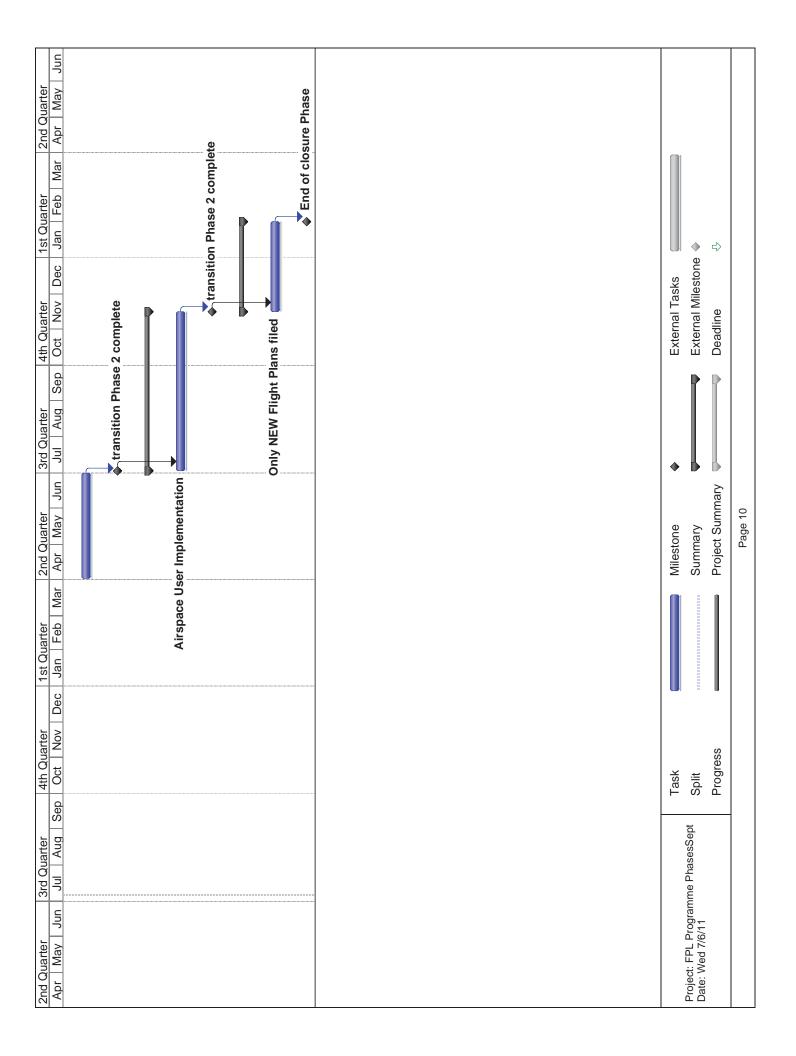
2nd Quarter 3rd Quarter 4th Quarter 1st Quarter Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar								
Duration Start 2nd Q		1 day? Mon 7/2/12	98 days Tue 7/3/12	784 hrs Tue 7/3/12	0 hrs Thu 11/15/12	55 days Fri 11/16/12	440 hrs Fri 11/16/12	0 hrs Thu 1/31/13
Task Name	Transition into Operations	transition Phase 2 complete	Transition phase 3	Airspace User Implementation	transition Phase 2 complete	Closure phase	Only NEW Flight Plans filed	End of closure Phase
Ol Ce	89	69	70	71	72	73	74	75

2nd Quarter Apr May Jun	3rd Quarter Jul Aug Sep	4th Quarter	1st Quarter Jan Feb Mar	2nd Quarter Apr May Jun	3rd Quarter Jul Aug Sep	4th Quarter Oct Nov Dec	1st Quarter Jan Feb Mar	2nd Quarter Apr May Jun
ngoing and plannec (Until end of Dec 2010) Solution Production Phase	c (Until end of D cn Phase	lec 2010)						
Project: FPL Programme PhasesSept Date: Wed 7/6/11	me PhasesSept	Task Split Progress		Milestone Summary Project Summary		External Tasks External Milestone Deadline	→ →	
				Page 6				

2nd Quarter 3	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter
tems tems ntify those Systems use	and Interfaces	hich will requ						
Project: FPL Programme PhasesSept Date: Wed 7/6/11	ne PhasesSept	Task Split Progress		Milestone Summary Project Summary		External Tasks External Milestone Deadline		
				Page 7				









International Civil Aviation Organization Organisation de l'aviation civile internationale

Organización de Aviación Civil Internacional Международная организация гражданской авиации

منظمة الطيران المدنى الدولي

25 June 2008

国际民用航空组织

Tel.: +1 (514) 954-6711

Ref.: AN 13/2.1-08/50

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.

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- 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:

Amendmen	source(s)	Subject	Approved Applicable
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

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

PROPOSED AMENDMENT TO THE PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

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
1.	Text to be defeted is shown with a fine through it	tent to be defeted

- 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

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

. . .

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.
- 4.4.2.1.42 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.
- 4.4.2.1.23 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.*

. . .

11.4.2.2.2.5 FPL messages shall normally should be transmitted immediately after the filing of the flight plan. However, iIf 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.

• • •

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:

- ab) 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. OOTEKCGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEKBLIZZARD CGAJS);
 - 2) the aircraft is not equipped with radio.
- OR ba) 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.

. . .

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) GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
В	(Not allocated)LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	Omega (INMARSAT)
E1	(Not allocated) FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M 3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P P1–P9	(Not allocated)Reserved for RCP
G	(GNSS) (See Note 2)	Q	(Not allocated)
Н	HF RTF	R	RNP type certification PBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
J1	(Data Link)CPDLC ATN VDL Mode 2(See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	when prescribed by ATSVHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 25)

- Note 1.— If the letter S is used, sStandard 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 46.— Information on navigation capability is provided to ATC for clearance and routing purposes.
- Note 54.— 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 indicates that an 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).

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 more of the following letters 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

transmissioncapability

- 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

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, 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, Bl, 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 aidpoint in the form of 3 figures giving degrees magnetic, THEN followed by the distance from the aidpoint 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/N0305Fl80 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 aAlternate 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.

	RNAV SPECIFICATIONS
A1	RNAV 10 (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
S2	RNP APCH with BARO-VNAV
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/ 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.
- 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 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.

- 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 $\leq \equiv (SPL:$

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

18

Four of the letter N.

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

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7.4 Instructions for insertion of RPL data

• •

ITEM G: SUPPLEMENTARY DATA AT

INSERT name and appropriate contact details of contactentity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

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APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

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1.2 The standard types of field

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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.

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

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1.6 Data conventions

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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".

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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			nication, Navigation and Approd R as follows:	ıch Aid	Equipment and Capabilities
		N	no C		ent for	the route to be flown is carried, or
OR		S	Stan	1 1	equipm	ent for the route to be flown is carried
ANE	O/OR			E OR MORE OF THE FOLLOW M/NAV/approach aid equipment		LETTERS to indicate the serviceable eable and capabilities
			A	(Not allocated) GBAS landing system		CPDLC FANS 1/A SATCOM (Iridium)
			В	(Not allocated)LPV (APV with	_	(MLS)
			C	SBAS) LORAN C	L M1	ILS OmegaATC RTF SATCOM
			D	DME	1111	(INMARSAT)
			E1	(Not allocated) FMC WPR	M2	ATC RTF (MTSAT)
				ACARS	M3	ATC RTF (Iridium)
			E2	D-FIS ACARS	O	VOR
			E3	PDC ACARS	P1-P9	(Not allocated) Reserved for RCP
			F	ADF	Q	
			G	(GNSS) (See Note 2)	R	(Not allocated)
			Η	HF RTF		RNP type certification PBN approved
			I	Inertial Navigation		(see Note 5 4)
			J1	(Data link) CPDLC ATN VDL	T	TACAN
				Mode 2 (see Note 3)	U	UHF RTF
			J 2	CPDLC FANS 1/A HFDL	V	VHF RTF
			J 3	CPDLC FANS 1/A VDL	W	RVSM approved
				Mode A	X	MNPS approved
			J4	CPDLC FANS 1/A VDL	Y	when prescribed by ATSVHF with
			_	Mode 2		8.33 kHz channel spacing capability
			J5	CPDLC FANS 1/A SATCOM	Z	Other equipment carried or other
			_	(INMARSAT)		capabilities (see Note 25)
			J6	CPDLC FANS 1/A SATCOM (MTSAT)		
	, ,		C 1 1			il la

Note 1.— If the letter S is used, sStandard 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 25.— If the letter Z is used, specify in Item 18 the 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 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-46.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 54.— 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 indicates that an 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).

OBLIQUE STROKE

(b) Surveillance Equipment and capabilities

ONE OR TWO LETTERS MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment earried 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

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 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability

- 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/\$.

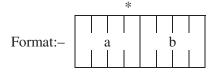
Examples: -S/A

-SCHJI/CDB1

-SAFJR/SDV1

. . .

Field Type 13 — Departure aerodrome and time



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

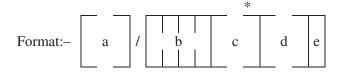
the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

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



SINGLE HYPHEN

(a) Boundary Point (see Note 1)

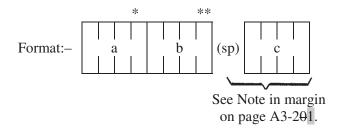
The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a designated significant point (e.g. a VOR).

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)



FIELD TYPE 16

Previous		Next type
type of	This type	of field
field or	of field	or
symbol	is used in	symbol
15	ALR	18
15	FPL	18
13	CHG	22 18
13	CNL) 18
13	DLA) 18
13	DEP) 18
13	ARR***	17
15	CPL	18
14	EST)
13	CDN	22
13	ACP)
13	RQS) 18
13	SPL	18

*** 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.

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 and 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) (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 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

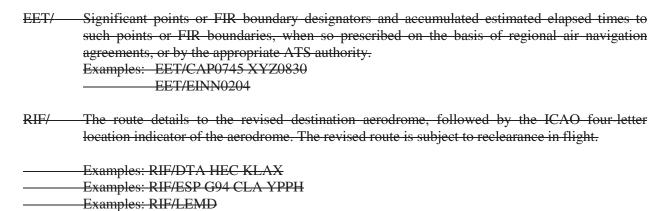
STATE: for a flight engaged in military, customs or police services.

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.

	RNAV SPECIFICATIONS		
A1	RNAV10 (RNP 10)		
B1	RNAV 5 all permitted sensors		
B2	RNAV 5 GNSS		
В3	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		
	DATE CRECUPIC A FRONCE		
	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		
S2	RNP APCH with BAR-VNAV		
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.



- 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 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.

- 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

Previous		Next type
type of	This type	of field
field or	of field	or
symbol	is used in	symbol
16 18	CHG	*22 or)
16	CDN	*22 or)

^{*} 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

		Other
DESIGNATOR		 information
MESSAGE TYPE		18
Alerting	ALR	
Radiocommunication failure	RCF	
Filed flight plan	FPL	
Delay	DLA	18
Modification	CHG	18
Flight plan cancellation	CNL	18
Departure	DEP	18
Arrival	ARR	
Current flight plan	CPL	
Estimate	EST	
Coordination	CDN	
Acceptance	ACP	
Logical acknowledgement message	LAM	
Request flight plan	RQP	18
Request supplementary flight plan	RQS	18
Supplementary flight plan	SPL	

• •

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 EDMI0133 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

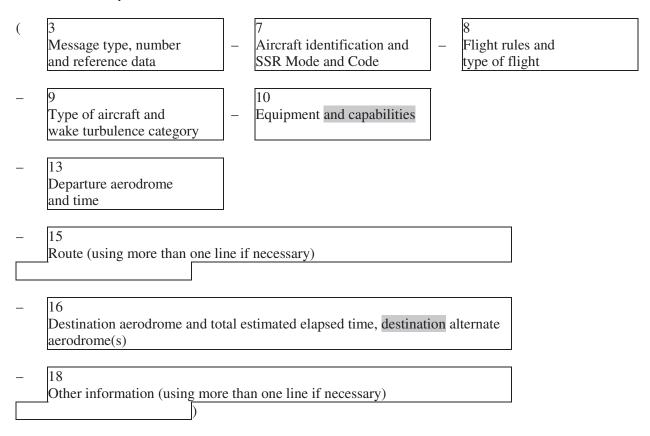
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — aircraft registration A43213 — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons 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



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/C<del>D</del>

-EGLL1400

-N0450F310 G1-UG1L9 UL9 STU285036/M082F310 UG1UL9 52N015WLIMRI
```

52N020W 52N030W 50N040W 49N050W

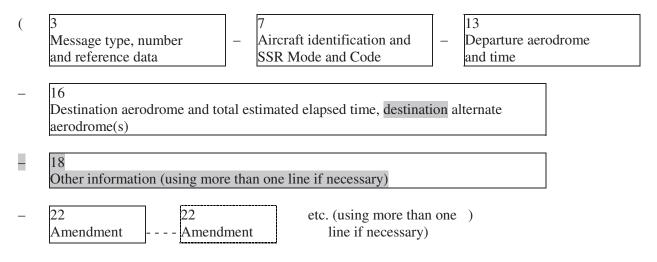
- -CYQX0455 CYYR
- -EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

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 1Lima 9 and Upper Green 1Lima 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 1Lima 9 to 52N15WLIMRI; 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



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)

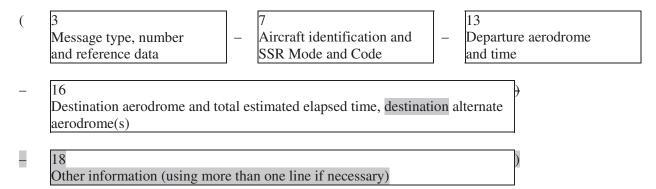
2.3.2.2.1 *Meaning*

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



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

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

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

- 18
Other information (using more than one line if necessary)

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.

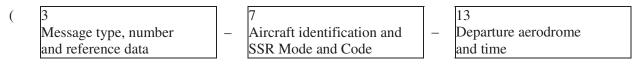
(DLA-KLM671-LIRF0900-LYDU-0)

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



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

- 18
Other information (using more than one line if necessary)

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*

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.

2.3.6 Arrival (ARR) message

2.3.6.1 Composition

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-HELI13HHE13-EHAM-1030 DEN HELDER)

2.3.6.3.1 *Meaning*

Arrival message aircraft identification HELI13HHE13 — 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

| Comparison of the content of the c

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)

2.4.1.2 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



3
Message type, number and reference data

7
Aircraft identification and SSR Mode and Code

13
Departure aerodrome and time

Estimate data

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

. . .

2.4.3 Coordination (CDN) message

2.4.3.1 *Composition*

Message type, number and reference data
 Aircraft identification and SSR Mode and Code
 Departure aerodrome and time

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

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

. . .

2.4.4 Acceptance (ACP) message

2.4.4.1 Composition

Message type, number and reference data

7
Aircraft identification and SSR Mode and Code

13
Departure aerodrome and time

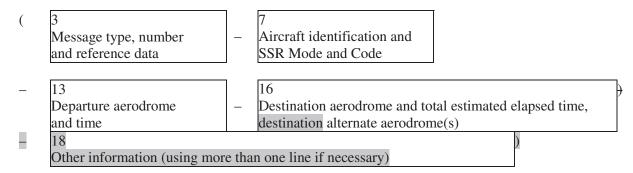
16
 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

• • •

2.5 Supplementary messages

2.5.1 Request flight plan (RQP) message

2.5.1.1 Composition



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.

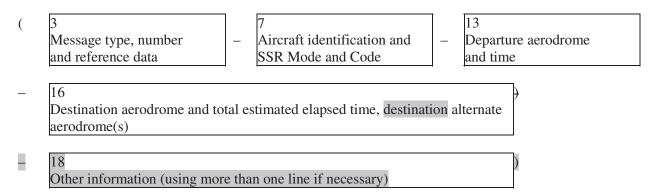
(RQP-PHOEN-EHRD-EDDL-0)

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



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

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

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

• • •

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/09 6 February 2009

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.

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)

ATTACHMENT to State letter AN 13/2.1 – 09/09

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.

CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is <u>strongly</u> 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.

	NEW data in	these columns	Converts to PRES	ENT data in these columns
Com- Nav	Item 10	Item 18	Item 10	Item 18
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	В		Z	NAV/LPV
	С		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	Н		Н	
	I		I	
	J1		J	DAT/V
	J2		J	DAT/H
	J3		J	DAT/V

J4		J	DAT/V
J5		J	DAT/S
J6		J	DAT/S
J7		J	DAT/S
K		K	
L		L	
M1		Z	COM/INMARSAT
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
О		0	
P1-P9(Reserved)			
R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns			SENT data in these columns
Com-				
Nav	Item 10	Item 18	Item 10	Item 18
	T		T	
	U		U	
	V		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

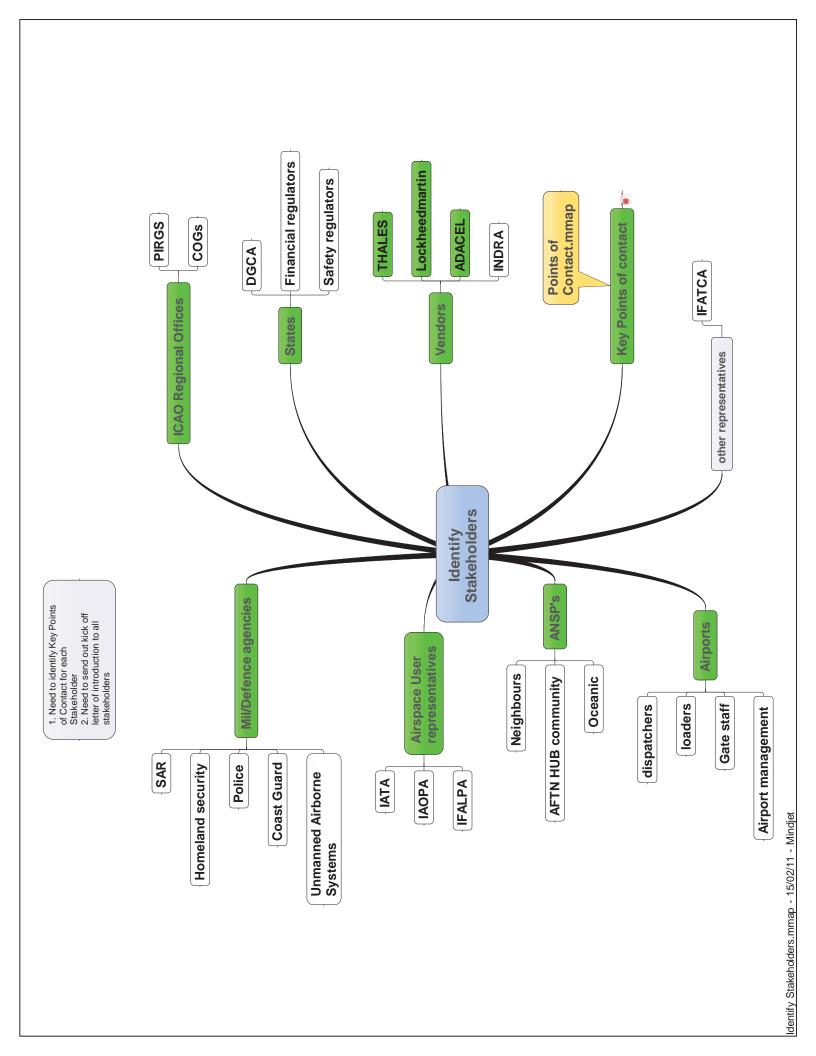
Sur	N	N	
	A	A	
	С	С	
	Е	S	
	Н	S	
	I	I	
	L	S	
	P	P	
	S	S	
	X	X	
	B1		
	B2		
	U1		
	U2		
	V1		
	V2		
	D1	D	
	G1	D	

STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION

	Focal point	Manf. cont / Budget	Milestone	Date of Acceptance of new format	Date of Submission of Implem. Plan	Vendors involved	Remarks
Bahrain	√	1/1	5	1july2012	1 Mar 2010	Avitech	
Egypt	√	1/1	4			Comsoft Thales	
Iran	1	1/1	4	1july 2012		Avitech	Letter sent to Thales
Iraq	√		2				
Jordan	√	1/1	4	1 June 2012		Avitech	
Kuwait	1	1/1	4			Indra	
Lebanon	1		2				
Libya	√		3			INDRA	
Oman	√	1/1	4	1 july 2012	Mar 2011	Comsoft INDRA	
Qatar	1	1/1	5	1 July 2012	21Mar 2010	Comsoft Selex	
Saudi Arabia	1	1/1	4	1 July 2012	22 Jun 2010	Thales Comsoft	Contract with comsoft
Sudan	1	1/1	3			Thales	
Syria	√		2				
UAE	√	√/√	5	Feb 2011	TBD	Thales Comsoft	ACC Abudhabi waiting proposal
Yemen	√		1				^

Mile Stone:

- 1- Empty
- 2- Analysis of the draft amendment
- 3- Evaluation of current system
- 4- Contract signature stage (internal or vendor)
- 5- Introduction of capability to pass new information (testing)
- 6- Check of AIDC / OLDI compatibility
- 7- Coordination with neighboring ANSP and airspace users
- 8- Implementation of new system



MID REGION STRATEGY FOR THE IMPLEMENTATION OF ICAO NEW FLIGHT PLAN FORMAT AND SUPPORTING ATS MESSAGES

Recognizing that:

- 1) Dynamic information management will assemble the best possible integrated picture of the historical, real-time and planned or foreseen future state of the ATM situation and provide the basis for improved decision making by all ATM community members, further more for the ATM system to operate at its full potential, pertinent information will be available when and where required.
- 2) The *Global Air Traffic Management Operational Concept* (Doc 9854) requires information management arrangements that provide accredited, quality-assured and timely information to be used to support ATM operations and will use globally harmonized information attributes.
- 3) ATM Requirement 87 in the *Manual of Air Traffic Management System Requirements* (Doc 9882) provides that 4-D trajectories be used for traffic synchronization applications to meet ATM system performance targets, explaining that automation in the air and on the ground will be used fully in order to create an efficient and safe flow of traffic for all phases of flight.
- 4) The amended ICAO Flight Plan and associated ATS Message formats contained in Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, applicable 15 November 2012) have been formulated to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management systems, while taking into account compatibility with existing systems, human factors, training, and cost.
- 5) The ICAO new flight plan Format introduces considerable changes related, inter-alia, to Performance Based Navigation (PBN), Automatic Dependent Surveillance Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing flight plan format.
- 6) The complexities inherent in automated computer systems preclude the adoption of a single regional transition date and transitions to the new flight plan provisions will therefore occur throughout the declared transition period.
- 7) The risk of not updating all MID States automated systems as planned and before the implementation date of 15 November 2012.
- 8) The risk of all users simultaneously commencing "NEW" on the common implementation date without proper testing with the States.

The MID Region implementation of Amendment 1 to the PANS-ATM shall:

- 1) Ensure that all States and airspace users implement the full provisions of Amendment 1 to PANS-ATM 15th Edition with applicability date of 15 November 2012, not just selected aspects of the provisions;
- 2) Acknowledge that States not implementing the full provisions of Amendment 1 are obligated to publish the non compliance in State AIP as a 'significant difference' well in advance of the 15 November 2012 applicability date and will be included on the MIDANPIRG List of Deficiencies in the CNS/ATM Fields; and

3) Ensure that, from 15 November 2012, all States and airspace users accept and disseminate 'NEW' flight plan and associated ATS message formats only and capabilities for 'PRESENT' flight plan provisions are discontinued.

The MID Regional transition to the PANS-ATM Amendment 1 provisions shall:

- 1) Comply with the guidance provided by ICAO as described in the ICAO guidance material in State Letter AN 13/2.1-09/9, dated 6 February 2009; titled "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)";
- 2) States must ensure coordination with adjacent States for testing and transition and inform other interested stakeholders as appropriate;
- 3) Ensure that the INFPL SG undertakes coordination to facilitate harmonization with implementations in neighboring regions;
- 4) Eliminate or minimize State specific constraints and, if constraints continued to be are identified as necessary, implementation of such constraints should be agreed on a regional basis or sub regional basis in preference to an individual State basis;
- 5) Declare a preparation transition period from 1 January 2012 until 14 November 2012, comprising;
 - Before 31 March 2012 ANSPs software delivery and internal testing,
 - 1 April to 30 June 2012 ANSPs external testing and
 - 1 July to 14 November 2012 airspace users testing;
- 6) Encourage ANSPs and airspace users to coordinate appropriate implementation methodologies in order to ensure that migration to 'NEW' could be done without problems on the agreed and declared implementation date;
- 7) Encourage States and users to immediately commence preparations to implement Amendment 1 provisions preferably not later than declared preparation period and report progress to the INFPL SG periodic meetings;
- 8) States Implementing NEW Format should have the capability possibility to process both PRESENT and NEW formats;
- 9) MID States shall not support PRESENT format after 15 November 2012;
- Strategic Support Teams (SST) to be identified and resourced to support those States who are behind the regional Implementation Plan, and;
- 11) Establish State and Regional coordination cells. Guidelines will be provided to align with the joint ICAO and IATA management center in ICAO HQ Montreal planned around the applicability date.

8. Administrative aspects

1- MIDANPIRG/11 agreed to following Conclusion:

CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM

That, MID States,

- a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;
- b) the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5; and
- c) implement the new ICAO Flight Plan model by applicability date.
- 2- ICAO MID Regional Office sent State Letter AN 7/33 09/254, dated 4 August 2009 requesting all MID States to provide focal points of contact and an initial assessment of the expected impact that the use of the revised flight plan format could have on the procedures and systems in their State(s).
- 3- The Third Inter-Regional Co-ordination Meeting (IRCM/3) on Interface Issues between the Asia/Pacific (APAC), Eastern and Southern African (ESAF), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO held at the Middle East Regional Office in Cairo from 24 to 26 March 2009, recognized the complexity of the subject and highlighted the need for a worldwide harmonization for a successful implementation. In this regard, the meeting recognized the valuable role to be played by ICAO HQ in assisting the global implementation. Considering the importance of a homogeneous and harmonized implementation, the Air Navigation Commission (ANC) requested the Air Navigation Bureau (ANB) to develop a system that could monitor the implementation of the amendment and also help States with the implementation. In this respect, the ANB developed a web tool called Flight Plan Implementation Tracking System (FITS), which is dedicated to monitor the implementation around the world and to serve as a forum to clarify issues related to the implementation, besides helping States or Organizations on the implementation. In particular, the website indicates the transition status by FIR.
 - 4- MIDANPIRG/12 agreed to following Conclusions and Decisions

DECISION 12/50: TERMS OF REFERENCE OF THE INFPL STUDY GROUP

That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at **Appendix 5.5G** to the Report on Agenda Item 5.5.

CONCLUSION 12/51: INFPL IMPLEMENTATION DIFFICULTIES

That, MID States be urged to complete the impact studies and file any difficulties arising in the implementation of INFPL to the ICAO MID Regional Office for posting on FITS.

CONCLUSION 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION

That, MID States be urged to:

- a) secure necessary budget for the implementation of the ICAO New FPL Format;
- b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible; c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and
- d) take all necessary measures to comply with the applicability date of 15 November 2012.

Conclusion 12/53: Questionnaire on the Status of INFPL Implementation

That, MID States be urged to reply to the Questionnaire on the Status of Implementation of Amendment 1 to the Procedures for Air Navigation Services-Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) as at Appendix 5.5J to the Report on Agenda Item 5.5, by 20 February 2011.

Conclusion 12/54: Strategy for the Implementation of INFPL

That, MID Region Strategy for the implementation of INFPL be adopted as at **Appendix 5.5K** to the Report on Agenda Item 5.5.

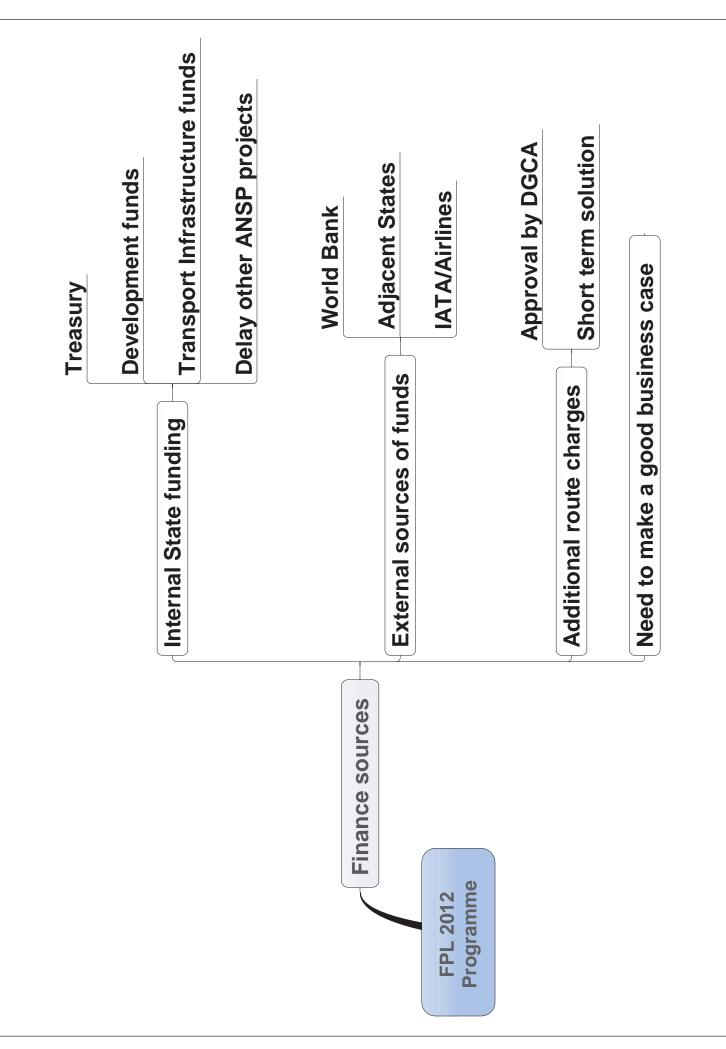
Conclusion 12/55: INFPL Implementation plans and progress report

That, MID States be urged to send INFPL Implementation plans and progress report on the preparation for the implementation of INFPL to the ICAO MID Regional Office every (3) three months and whenever major progress is achieved.

5- The list of focal points are updated under part 12.

9. Financial Aspects

Individual organizations, departments and sections are responsible for their own costs incurred to implement the changes required by Amendment 1. This includes systems, administration/organizational, documentation and training.



IMPLEMENTATION OF THE NEW ICAO FPL FORM				
	Benefits			
Environment	 reductions in fuel consumption and CO₂ emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP 			
Efficiency	 ability of air navigation service providers to make maximum use of aircraft capabilities ability of aircraft to conduct flights more closely to their preferred trajectories facilitate utilization of advanced technologies thereby increasing efficiency optimized demand and capacity balancing through the efficient exchange of information 			
Safety	 enhance safety by use of modern capabilities onboard aircraft 			
KPI	 status of implementation of ICAO new FPL provisions status of updates in the FITS 			
Proposed Metrics:	 number of States meeting the deadline for implementation of the ICAO new FPL provisions number of States providing the focal points and initiated impact studies 			

Strategy Short term (2010-2012) Medium term (2013 - 2016)

Meatum term (2013 - 2016)					
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS	
SDM	Planning and implementation of transition elements	2009-2012	INFPL SG	valid	
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	valid	
	ensure that enabling regulatory (regulations procedures, AIP etc) provisions are developed	2009- 2012	States	valid	
	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form	2009 - 2012	States	valid	
	ensure that issues related to the ability of all system to pass information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- 2012	States	valid	
	analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 – 2011	INFPL SG States	valid	
	• ensure that there are no	2009- 2012	States	valid	

Strategy Short term (2010-2012) Medium term (2013 - 2016)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	individual State peculiarities or deviations from the flight plan provisions			
	 ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions 	2009 – 2012	INFPL SG States	valid
	plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009-2012	States INFPL SG	valid
	• in order to reduce the chance of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications.	2009- 2012	States	valid
	internal testing	2009 – June 2012	States	valid
	external testing and transition into operation	1 April to 30 June 2012	States	valid
	airspace users validation and filling of NEW FPLs if appropriate	1 July to 14 November 2012	States and users	valid
	Plan and ensure the training of relevant stakeholders (air traffic controllers, etc)	2009 - 2012	States	valid
	develop and make available, guidance material for users, including but not limited to ANSP personnel	2009 - 2011	INFPL SG	valid

Strategy Short term (2010-2012) Medium term (2013 - 2016)

Miedium term (2013 - 2010)								
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS				
	establish and enhance as appropriate a central depository (FITS) in order to track the implementation status	Unionino	ICAO	Completed				
	• inform the ICAO regional offices on an ongoing basis	Ongoing- Dec 2012	States	Valid				
linkage to GPIs	GPI/18 Aeronautical Information							

JORDAN INFPL Implementation PFF

IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS					
Environment	BENEFITS Reductions in fuel consumption.				
Safety	Enhance safety by use of modern capabilities on board aircraft				
Efficiency	 Ability of air navigation services providers to make maximum use of aircraft capabilities. Ability of aircraft to conduct flights more closely to their preferred destinations. Facilitate utilization of advanced technologies. Short term Strategy (2010-2012) 				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS	
COMPONENTS	Take all necessary measures to implement the provisions of amendment to the 15 th edition of the PANS-ATM Doc 4444 with applicability date 1. November 2012.				
	CARC established a national working group and assigned a focal point.	2010	CARC	Completed	
	Perform the automation/ procedural impact study, and identify the required upgrade for affected systems.	2010	INFPL WG	Completed	
	Develop a training and awareness plan for air traffic controller, flight data units, AIS and other relevant personnel.	Q4 2010	INFPL WG	Completed	
	Develop a national implementation plan for the new changes of ICAO flight plan.	Ongoing	INFPL WG	Valid	
	Develop a national contingency plan to ensure seamless transition with no loss of service.	Ongoing	INFPL WG	Valid	

	Procure the needed hardware and software to facilitate the conversion from new to present FPL format.	Ongoing	Technical support Dept. INFPL WG	Valid
	Software delivery and Internal testing	Q4 2011	INFPL WG	Valid
	Develop information for incorporation into publication (AIP, AIC, Doc 7030)	Q1 2012	INFPL WG	Valid
	Testing with Airspace user	Q2 2012	INFPL WG Airlines	Valid
	Testing with Adjacent (External Testing)	Q2 2012	INFPL WG	Valid
	Inform the ICAO MID office on an ongoing basis. To keep Flight Information tracking system (FITS) updated.	Ongoing	INFPL WG	Valid
References:	 Amendment 1 to 15th edition of PANS-ATM Doc 4444. ICAO guidance material for implementation. MID region-interim strategy for the implementation of INFPL format. 			

OMAN INFPL Implementation PFF

IMPLEMENTATION OF THE NEW ICAO FPL FORM					
	Benefits				
Environmen					
	 reductions in fuel consumption and CO2 emission 				
Efficiency					
	 ability of air navigation service providers to make maximum use of aircraft capabilities 				
	 ability of aircraft to conduct flights more closely to their preferred trajectories 				
	 facilitate utilization of advanced technologies thereby increasing efficiency 				
	 optimized demand and capacity balancing through the efficient exchange of information 				
Safety					
	 enhance safety by use of modern capabilities onboard aircraft 				
KPI					
	 status of implementation of ICAO new FPL provisions 				
	• status of updates in the FITS				
Proposed Mo	etrics:				
	• number of States meeting the deadline for implementation of the ICAO new FPL provisions				
	 number of States providing the focal points and initiated impact studies 				

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 - 2011	INFPL SG States	
	plan the transition arrangements to ensure that the changes from the PRESENT to the NEW ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009 - 2012	States INFPL SG	Valid
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	Planning and implementation of transition Strategy	2009 - 2012	INFPL SG	Under development
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	ensure that enabling regulatory (regulations procedures, AIP etc) provisions are developed	2009 - 2012	States	Valid
	Develop Regional contingency plans	July 2010- July 2011	INFPL SG	
	Develop National contingency plans	July 2010- July 2011	States	
	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions	2009 - April 2012	States/Vendors	Under prose's
	ensure that issues related to the ability of all system to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- April 2012	States/Vendors	valid
	ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- 2012	INFPL SG States	valid
	ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 - 2012	INFPL SG States	

in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications	2009- 2012	States	valid
internal testing	2009 – June 2012	States	valid
external testing	1 April to 30 June 2012	States	valid
airspace users testing	1 July to 14 November 2012	States and users	valid

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	ensure the training of relevant stakeholders (air traffic controllers, com, ops, etc)	2009 - 2012	States and ANSP	Valid
	develop and make available, guidance material for users, including but not limited to ANSP personnel and user	2009 - 2010	IATA INFPL SG	
	establish a central depository (FITS) in order to track the implementation status	Ongoing	ICAO	completed
	inform the ICAO regional offices on an ongoing basis Ongoing-Dec 2012		Valid	
linkage to GPIs	GPI/18 Aeronautical Information, GPI navigation), GPI/9 Situational Awareness	I/5 RNAV and R	NP (Performance-ba	nsed

SAUDI ARABIA INFPL Implementation PFF

SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE ATM PERFORMANCE OBJECTIVES

IMPLE	MENTATION O	F THE NEW	ICAO FPL FO	RM
		Benefits		
Efficiency capabilities	reductions in fuel consumability of air navigation ability of aircraft to condical facilitate utilization of adoptimized demand and continuity of aircraft to condical facilitate utilization of adoptimized demand and continuity of aircraft to condical facilitate utilization of adoptimized demand and continuity of aircraft to condical facilitate utilization of aircraft to condical facilitate utilizat	service providers to duct flights more conducted dvanced technolog	ies thereby increasing ef	rajectories ficiency
Safety •	enhance safety by use of	modern capabilitie	es onboard aircraft.	
 KPI status of implementation of ICAO new FPL provisions provision of updates for the FITS 				
 Proposed meeting the deadline for implementation of the ICAO new FPL provisions provision of a focal point and relevant update studies. 				
Strategy Short Term (2008 - 2010)				
ATM OC TIMEFRAME START-END RESPONSIBILITY STATUS			STATUS	
ATM Systems	(a) Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.	2010 – 2011 2010 – 2011	SED/ATM	Ongoing
ATS message types: CHG, DEP, CNL, ROP & ROS.		Ongoing		
	(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	2010 – 2011	SED/ATM	Ongoing
	(d) Dammam new APP Thales – as for			

	Jeddah/Riyadh systems above. (e)) Liaise with Performance Based Navigation (PBN) Implementation Group to ensure they are aware of the requirements of Amendment 1 and that they accept responsibility for any changes they require. (f) Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters	DEC 2011 2010 – 2011	Performance Based IMPL. Group	Ongoing
2. Message Switching System	in relevant boxes. (a) Jeddah, Riyadh & Dammam – the CADAS application is compliant and that the	DEC 2011	SED/AT	Ongoing
	syntax checking on both proforma and free text for FPL and other ATS messages is compliant. (b) The AIT	DEC 2011	SED/AT	Ongoing
	application used by several AFTN message recipients and originators is not compliant and cannot accept at message origination and display on receipt all relevant information in the original FPL.			To change AIT terminals for CADAS
3. RSAF	Advise RSAF of the requirements of Amendment 1.	NOV 2010	ATM	Completed

4. Airline Operators (a) Saudia – coordinate as required to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their	ing
to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their	ing
from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their	0
SAUDIA wish to introduce the NEW format from their	
introduce the NEW format from their	
format from their	
FOIS that the	
conversion functions	
correctly.	
See Note 1 under	
Remarks.	
MID 2011 Airline Ops/SED/	
(b) Other airlines – no MID 2011 Airline Ops/SED/ AT Ongoin	g
action required except	8
for those who make Termin	als
use of the AIT to chan	ge
application. See Note to CAD	AS
2 under Remarks.	
5. Documentation (a) KSA AIP – Check DEC 2011 ATM/AIS Ongoin	ıg
and confirm any	
changes.	
(b) ATSP 7300.1.1 –	
Check and confirm DEC 2011 ATM Ongoin	σ
any changes.	ъ
uny changes.	
(c) ATSP 7300.1.2	
(Centers) – Check and DEC 2011 ATM/ATS Centers Ongoin	g
confirm any changes.	
(d) ATSP 7300.1-3 - DEC 2011 ATM/AT Section Ongoin	g
Check and confirm	
any changes.	
(e) Flight Plan Form –	
Dede minted has	
GACA Print Shop – DEC 2011 ATM/AT Section Ongoin	ıg
Check Field/Item size	
and change if	
necessary.	
necessary.	

6. Training	ATM – Letter to both			
	ATC and	2010 - 2011	ATM/AT Section	Ongoing
	Communication			
	Centers & Units to			
	ensure they are aware			
	of changes and to take			
	the necessary planning			
	action for staff			
	training.			
7 Tartina	(a) Intermed Treeting	2010 HIN	ATM/AT/CED/	0
7. Testing	(a) Internal Testing	2010 – JUN	ATM/AT/SED/	Ongoing
		2012	System Vendor	
	(b) Enternal Testina	1 ADD 20	A TEM/CED	0
	(b) External Testing	1 APR – 30 JUN 2012	ATM/SED	Ongoing
		JUN 2012	(System Vendor?)	
		1 JUL – 14	Airline Opr./ATM/	Ongoing
	(c) User Testing	NOV 2012	SED	Oligoling
	(c) Osci Testing	110 7 2012	SED	
8. KSA	The Contingency Plan			Ongoing -
Contingency Plan	is incorporated in the	1 JUL – DEC	KSA INFPL Group	Draft
(KSA INFPL	KSA INFPL	2010		complete
Implementation	Implementation Plan			AUG 2010
Plan)	document.			

Abbreviations Used in KSA PFF Table

A TYPE I	A 1 T	100 1		NT . 1
AFTN	Aeronautical F	ixed Telecon	imunications	Network

AIDC ATS Inter-Center Data Communications
AIP Aeronautical Information Publication
AIS Aeronautical Information Service

AIT AFTN Intelligent Terminal (AFTN software package)

APP Approach

AT Aeronautical Telecommunications

ATC Air Traffic Control
ATM Air Traffic Management
ATS Air Traffic Services

ATSP Air Traffic Services Procedures

CADAS COMSOFT Aeronautical Data Access System

CHG Modification Message
COMM Communications
CNL Cancellation Message
DEP Departure Message
FDP Flight Data Processor

FOIS Flight Operations and Information System

FPL Flight Plan

GACA General Authority of Civil Aviation

KSA Kingdom of Saudi Arabia MMI Man-Machine Interface

OLDI	Operational Link Data Interface
PBN	Performance Based Navigation

RQP Request Plan

RQS Request Supplementary Plan SAUDIA Saudi Arabian Airlines

SED Systems Engineering Department

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Kingdom of Bahrain Civil Aviation Affairs Air Navigation Directorate



مملكة البحرين شئون الطيران المدني إدارة الملاحة الجوية

Bahrain Aeronautical Information Service

Kingdom of Bahrain Guidance Material for the Implementation of

Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444)

15 November 2012

The New FPL Roadmap Implementation Guidance & AIM Strategy 2020 Version 1.0–1 March 2010

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RECORD OF AMENDMENTS

Record the incorporation of an amendment, the date of inserting the amendment and signature as indicated below.

No.	Page	Amendment Date	Incorporated by	Date

LIST OF EFFECTIVE PAGES

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Bahrain International Airport

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INTRODUCTION

MESSION

In June 2008, the International Civil Aviation Organization (ICAO) issued Amendment 1 to the *Procedures for Air Navigation Services* — *Air Traffic Management*, Fifteenth Edition (PANS-ATM, DOC 4444), to be implemented by 15 November 2012. The changes in Amendment 1 affect the ICAO model flight plan form, related to Air Traffic Service (ATS) messages and procedures.

OBJECTIVE

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.

APPLICABILITY

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.

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.

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

SCOPE

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.

BACKGROUND

Transition Period & Phased Implementation

In order to ensure a harmonized implementation of the provisions contained in Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, Bahrain with the following equipment upgrade:

1-ATM SDPS Thales and,

2-AIM AVITECH AG

3-RADAR Selex

Bahrain makes sure the new FPL concept will be cover and implemented before December 2011, Following this, airspace users would be invited by AIC or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, Bahrain ANSPs and users would be encouraged to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to NEW during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012).

Terminology

In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is used throughout this guidance material:

PRESENT format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

NEW format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15_{th} Edition.

Applicability Date is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

Date of Flight - DOF/ - Five Day (120 hour) Advance FPL Lodgement

The Amendment 1 provisions enable flight plans to be lodged up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing provisions.

Present experience with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages. To address this existing problem, Bahrain will publish a constraint in AIP under which flight plans are not accepted more than 8 hours prior to EOBT.

The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

Software Coding Considerations

Date of Flight (DOF) and Early Filing

In Amendment 1, use of a DOF/ indicator in Item 18 is accompanied by the ability to file NEW format up to 120 hours in advance. At present Bahrain able to handle DOF limitation to implement the 120 hour requirement by the Applicability Date, that at a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/ can be removed from stored FPLs for the purpose of processing

-----+++

In any case, DOF/ should not be Transmitted in AIDC messages since flight data is first coordinated by AIDC much less than 24 hours before departure (and in fact, in most cases, is first coordinated after departure).

Use of P1-P9 in Field 10a

5.2 In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), Amendment 1 identifies alphanumeric entries P1-P9 in Field 10a as "Reserved for RCP." The following guidelines regard filing and processing P1-P9 in Item 18:

a) Even though there is no need for this information now, ANSPs should accept P1- P9 if filed in an FPL and pass the information in AIDC messages, but with no interpretation or processing required. This will avoid transition issues and minimize necessary coordination when these items begin to be used in the future.

Changed definition of "S" in Field 10a

- 5.3 Amendment 1 changes the definition of standard equipment in Field 10a ("S") so that it no longer includes ADF. An FPL may have elements that uniquely identify it as being in either PRESENT or NEW format. However, it is also possible for an FPL to have no unique elements, and thus be valid as both PRESENT and NEW format. In such an FPL, use of "S" in Field 10a is ambiguous.
- 5.4 Therefore, it is essential to know whether an FPL is in NEW or PRESENT format before interpreting an "S" filed in Field 10a. The following guidelines regard filing and processing of "S" during Phases 2 and 3 of the transition period, respectively (i.e. 1 April to 30 June & 1 July to 15 November 2012).
- a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), ANSPs should not assume ADF capability when an "S" is filed, regardless of the perceived format of the filed FPL (NEW or PRESENT format). All FPLs received on or after 1 April 2012 with an "S" filed in Field 10a will be processed and/or interpreted as if "V O L" (VHF RTF, VOR and ILS) were filed; and
- b) States and ANSPs must provide instructions to their users to file an "F" for ADF in addition to filing of "S" in PRESENT format FPLs, beginning 1 April 2012.

 Consistency between Field 10a and PBN/ in Item 18
- 5.5 The PBN/ indicator introduced by Amendment 1 conveys not only navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship between PBN/ in Item 18 and Field 10a, and it is possible to file inconsistent data (i.e., capabilities in PBN/ that are not supported by data in Field 10a). Consequently, a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

☐ If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a "G" must be included in Field 10a; 9.1.1
☐ If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a "D" must be included in Field 10a; A-11
□ If B1 or B4 is filed, then an "O" or "S" and a "D" must be included in Field 10a (i.e., "SO" or "SD"
must appear in 10a);
☐ If B1, B5, C1 or C5 are filed, then an "I" must be included in Field 10a; and
☐ If C1, C4, D1, D4, O1 or O4 are filed, then a "D" and an "I" must be included in Field 10a (i.e., "D I"
must appear in 10a).

Validity Checking & Processing of Item 18 Indicators

- 5.6 Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:
- a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a 'local' nonstandard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted, and AIDC coordination does not contain any such indicators.
- b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.
- c) Airspace users should only file a single instance of each indicator, though, when prescribed, multiple entries may follow that indicator, separated by a space (blank). ANSPs should either enforce the filing of a single instance of indicators, or ensure that AIDC messages concatenate (i.e. link together) multiple instances into a single instance followed by multiple entries (each separated by a space).

5.7 ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as "free text field" in the Table below, Item 18 Indicator Validity Check, below.

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field

Indicator	Contents
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters –or-a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters
TYP/	Free text Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field

PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below: Category A: less than 169 km/h (91 kt) indicated airspeed (IAS) Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS Category H: Specific procedures for Helicopters.
ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

- 5.8 Amendment 1 specifies that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/ should contain the name and location of the aerodrome. It also requires that "...For aerodromes not listed in the relevant Aeronautical Information Publication [AIP], indicate location as follows ...". The following guidelines will promote common interpretation and filing practices:
- a) If the aerodrome identifier is not in ICAO DOC 7910, *Location Identifiers*, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.
- b) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

Use of the DLE/indicator in Item 18.

5.9 Amendment 1 defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:
a) The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator should be handled in accordance with normal ANSP error message handling procedures.

Conversion from NEW format to PRESENT format

6.1 As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from NEW to PRESENT format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from NEW format to PRESENT format are consistently applied by Asia/Pacific ANSPs and, preferably, throughout all ICAO regions. The guidelines contained in the Conversion Tables for respective fields included below record regionally agreed conversions from NEW to PRESENT format for consistent application by ANSPs.

Conversion of Field 10a

6.2 Table 6-1: *Conversion of Field 10a*, as shown below, is to be used for conversion of NEW Field 10a to PRESENT Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Field 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversio	Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18	
N		N		
S		VOL		
SF		S		
Α		Z	NAV/GBAS	
В		Z	NAV/LPV	
С		С		
D		D		
E1		Z	COM/FMC WPR ACARS	
E2		Z	COM/DFIS ACARS	
E3		Z	COM/PDC ACARS	
F		F		
G		G		
Н		Н		
I		1		
J1		J	DAT/V	
J2		J	DAT/H	
J3		J	DAT/V	
J4		J	DAT/V	
J5		J	DAT/S	
J6		J	DAT/S	
J7		J	DAT/S	
K		К		
L		L		
M1		Z	COM/INMARSAT	

'NEW' Data Content		Conversio	Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18	
M2		Z	COM/MTSAT	
M3		Z	COM/IRIDIUM	
0		0		
P1-P9		present (i.e	should not be present. Remove items if a do not make information part of the format plan).	
R	PBN/A1	RZ	NAV/RNP10	
R	PBN/B1	R		
R	PBN/B2	R		
R	PBN/B3	R		
R	PBN/B4	R		
R	PBN/B5	R		
R	PBN/B6	R		
R	PBN/C1	RZ	NAV/RNAV2	
R	PBN/C2	RZ	NAV/RNAV2	
R	PBN/C3	RZ	NAV/RNAV2	
R	PBN/C4	RZ	NAV/RNAV2	
R	PBN/D1	PR		
R	PBN/D2	PR		
R	PBN/D3	PR		
R	PBN/D4	PR		
R	PBN/L1	RZ	NAV/RNP4	
R	PBN/O1	PR	NAV/RNP1	
R	PBN/O2	PR	NAV/RNP1	
R	PBN/O3	PR	NAV/RNP1	
R	PBN/O4	PR	NAV/RNP1	

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
R	PBN/S1	RZ	NAV/RNP APCH
R	PBN/S2	RZ	NAV/RNP APCH BARO VNAV
R	PBN/T1	RZ	NAV/AR APCH RF
R	PBN/T2	RZ	NAV/AR APCH
Т		Т	
U		U	
V		V	
W		W	
Х		x	
Υ		Υ	
Z	COM/ nnnn	Z	COM/ nnnn
Z	NAV/ nnnn	Z	NAV/ nnnn
Z	DAT/ nnnn	Z	COM/ nnnn

Conversion of Field 10b

6.3 Table 6-2: *Conversion of Field 10b*, as shown below, is to be used for conversion of NEW Field 10b to PRESENT Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
N		N	
А		А	
С		С	
E		S	
Н		S	
I		I	

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
L		S D	
Р		Р	
S		S	
Х		Х	
B1			COM/B1
B2			COM/B2
U1			COM/U1
U2			COM/U2
V1			COM/V1
V2			COM/V2
D1		D	
G1		D	

Conversion of Item 18

6.4 Table 6-3: *Conversion of Item 18*, as shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

'NEW' Data Content	Conversion to 'PRESENT' Data Content
Item 18	Item 18
STS/	
	STS/ copy text over Except change "ATFMX" to "ATFMEXEMPTAPPROVED"
SUR/	RMK/ SUR <text after="" sur=""></text>
DOF/	Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use.
DAT/	COM/
DLE/	RMK/ DLE <text after="" dle=""></text>

'NEW' Data Content	Conversion to 'PRESENT' Data Content	
Item 18	Item 18	
ORGN/	RMK/ ORGN	
TALT/	RMK/ TALT <text after="" talt=""></text>	
PBN/	See Table 5-1 above	

All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in Tables 6-1 and 6-2 above.

Differentiating between NEW format and PRESENT format

- 7.1 Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F, O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format (i.e. no ADF).
- 7.2 Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:
- a) If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.
- 7.3 Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:
- a) In Field 10a if the Qualifier J, M or D is filed.
- b) In Item 18 an entry used for STS/ is not in the allowed list for NEW.
- c) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:

- a) In Field 10a if any of the following qualifiers are filed: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7, A-19
- b) In Field 10b if any of the following qualifiers are filed: E, H, L, B1, B2, U1, U2, V1, V2, O1 or G1.
- c) In Item 18 if PBN/ is filed.
- d) In Item 18 if SUR/ is filed.
- e) In Item 18 if DLE/ is filed.
- f) In Item 18 if TALT/ is filed.
- 7.5 If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study. After November 15, 2012 all FPLs will be assumed to be in NEW format.

ATS Messages

Item 18 DOF

- 8.1 The FPL&AM/TF considers that ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states "Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information".
- 8.2 The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 "Other information (using more than one line if necessary)".
- 8.3 Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:
- a) Insert DOF/YYMMDD in Item 18 if that indicator has been previously specified;
- b) If the DOF/ indicator has not been previously specified insert zero (0) in Item 18
- 8.4 Example ATS messages based on this interpretation are shown below:

Modification (CHG) Messages

- o (CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBD1151 VTBD)
- o (CHG-ABC123-NZAA2300-VTBS-0-16/VTBD1151 VTBD)
- o (CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045-18/DOF/091121) *
- * **Note:** if changing DOF insert the complete content of Item 18 in Item 22

Flight Plan Cancellation (CNL) Messages

- o (CNL-ABC123-NZAA2300-VTBS-DOF/091120)
- o (CNL-ABC123-NZAA2300-VTBS-0)

Delay (DLA) Messages

- o (DLA-ABC123-NZAA2345-VTBS-DOF/091120)
- o (DLA-ABC123-NZAA2345-VTBS-0)

Departure (DEP) Messages

- o (DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120)
- o (DEP-ABC123/A0254-NZAA2347-VTBS-0)

Request Flight Plan (RQP) Messages

- o (RQP-ABC123-NZAA2345-VTBS-DOF/091120)
- o (RQP-ABC123-NZAA2345-VTBS-0)
- o (RQP-ABC123-NZAA-VTBS-DOF/091120)
- o (RQP-ABC123-NZAA-VTBS-0)

Request Supplementary Flight Plan (RQS) Messages

- o (RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120)
- o (RQS-ABC123/A0254-NZAA2345-VTBS-0)

Arrival (ARR) Messages

- o (ARR-ABC123-NZAA-VTBS1315)
- o (ARR-ABC123-NZAA0145-VTBS1315) **
- ** Note: include EOBT (Field Type 13b) if known
- END -

TERMS OF REFERENCE

☐ Conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM
(Doc 4444, effective 15 November 2012.
☐ Identify, study and address implementation complexities arising from the adoption of amended
PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO
New Flight Plan (INFPL) and associated ATS Message formats;
□ Prepare implementation plan for the MID region,
☐ Provide necessary support and advise to MID States in for the implementation of the INFPL
☐ Address Contingency arrangements for States that cannot comply by the due date.
☐ The INFPL SG will Report its progress to CNS/ATM/IC SG and CNS SG.

 $Conclusion\ 11/60:\ Implementation\ of\ The\ New\ ICAO\ Model\ Flight\ Planform$

That, MID States.

a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;

b) the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5: and

c) implement the new ICAO Flight Plan model by applicability date.

DRAFT DECISION 1/1: TERMS OF REFERENCE OF THE INFPL STUDY GROUP

That, the Terms of Reference and Work Programme of the ICAO New FPL format Study Group (INFPL SG) be as at **Appendix 2A** to the Report on Agenda Item 2.

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That:

a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);

b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and

c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.

DRAFT CONCLUSION 1/x: MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE ICAO NEW FLIGHT PLAN FORMAT

That, MID Regional strategy for the implementation of the ICAO New FPL format be adopted as at **Appendix 5X** to the Report on Agenda Item 5.

DRAFT CONCLUSION 1/X: INFPL FORMAT IMPLEMENTATION ISSUES

That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.

DRAFT CONCLUSION 1/X: PLANNED IMPLEMENTATION DATE

That, MID States be urged to:

a) implement the ICAO new flight plan format as per amendment 1 of the DOC 4444; and

b) report progress periodically to ICAO MID Regional Office in order to update the FITS

DRAFT CONCLUSION 1/X: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION

That, MID States be urged to:

- a) secure necessary budget for the implementation of the ICAO New FPL Format;
- b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible;
- c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and
- d) take all necessary measures to comply with the applicability date of 15 November 2012.

Appendix 1 Status

Bahrain status

Comparison Table of the Current and New Flight Plan					
Present Flight Plan	New Flight Plan	status	Remark		
4.4.1.3 Operators and air traffic services units should comply with the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2.	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	closed			
Note.— 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	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	closed			
4.4.2.1.1 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.	4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.				
4.4.2.1.2 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.	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	CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES	closed
11.4 MESSAGE TYPES AND THEIR APPLICATION	11.4 MESSAGE TYPES AND THEIR APPLICATION	
11.4.2 Movement and control messages	11.4.2 Movement and control messages	
11.4.2.2 MOVEMENT MESSAGES	11.4.2.2 MOVEMENT MESSAGES	
11.4.2.2.2 FILED FLIGHT PLAN (FPL) 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.	Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.	
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 offblock 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 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 ATS 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.	11.4.2.2.2.5 FPL messages should be transmitted immediately after the filing of the flight plan., 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 the date of the flight departure shall be inserted in Item 18 of the flight plan.	
11.4.2.2.4 <i>MODIFICATION (CHG) MESSAGES</i> 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.	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	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.	estimate message.		
APPENDIX 2. FLIGHT PLAN	APPENDIX 2. FLIGHT PLAN	closed	
2. Instructions for the completion of the flight plan form	2. Instructions for the completion of the flight plan form		
2.2 Instructions for insertion of ATS data	2.2 Instructions for insertion of ATS data		
Complete Items 7 to 18 as indicated hereunder.	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.	Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.		
Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.	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	ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)		
<i>INSERT</i> one of the following aircraft identifications, not exceeding 7 characters: a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:	INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:	closed	
1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g.OOTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK); 2) the aircraft is not equipped with radio; <i>OR</i> 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 25).	b) 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. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS); 2) the aircraft is not equipped with radio; OR a) 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, JESTER 25).;		
	Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.		

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Note.— 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	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)	ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS		
Flight rules	Flight rules	closed	
<i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:	<i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:		
I if IFR	I if it is intended that the entire flight will be operated under the IFR		
V if VFR	V if it is intended that the entire flight will be operated under the VFR		
Y if IFR first) and specify in Item 15 the point or	Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules		
Z if VFR first) points where a change of flight rules is planned.	or Z if the flight initially will be operated under the VFR), 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	Type of flight		
INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:	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.	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.		
αυυνς.	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.		
ITEM 10: EQUIPMENT	ITEM 10: EQUIPMENT AND CAPABILITIES	closed	
	Capabilities comprise the following elements:	closed	

	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.		
Radiocommunication, navigation and approach aid equipment	Radio communication, navigation and approach aid equipment and capabilities	closed	
INSERT one letter as follows:	INSERT one letter as follows:	closed	
N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,	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),	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 COM/NAV/approach aid equipment available and serviceable:	AND/OR INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available		
A (Not allocated) M Omega	A GBAS J7 CPDLC FANS 1/A		
	landing system SATCOM (Iridium)		
B (Not allocated) O VOR C LORAN C P (Not allocated) D DME Q (Not allocated) E (Not allocated) R RNP type certification F ADF (see Note 5) G (GNSS) T TACAN H HF RTF U UHF RTF I Inertial navigation V VHF RTF J (Data link) W} (see Note 3) X} When prescribed by ATS K (MLS) Y} L ILS Z Other equipment carried (see Note 2).	B LPV K MLS (APV with SBAS) C LORAN C L ILS D DME M1 ATC RTF SATCOM (INMARSAT) E1 FMC M2 ATC RTF (MTSAT) WPR ACARS E2 D-FIS ACARS M3 ATC RTF (Iridium) E3 PDC ACARS O VOR F ADF P1-P9 Reserved for RCP G (GNSS) (See Note 2) H HF RTF R PBN approved (seeNote 4) I Inertial Navigation T TACAN J1 CPDLC ATN U UHF RTF VDL Mode 2(See Note 3) J2 CPDLC FANS 1/A HFDL V VHF RTF J3 CPDLC FANS 1/A VDL W RVSM approved Mode A J4 CPDLC FANS 1/A VDL X MNPS approved J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (see Note 5)		

	Any alphanumeric characters not indicated		
	above		
Note 1.—Standard equipment is considered to be	are reserved. Note 1.— If the letter S is used, standard		
VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	equipment is considered to be VHF RTF, , VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	closed	
Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/, as appropriate.	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 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, 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.	Note 3.— 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 6. — Information on navigation capability is provided to ATC for clearance and routing purposes.		
Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned. Surveillance equipment	Note 4.— 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, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).		
Surveillance equipment	Surveillance equipment and capabilities	closed	
INSERT one or two of the following letters to describe the serviceable surveillance equipment carried:	INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,	closed	
	OR		
	<i>INSERT</i> one or more of the following descriptors, to a maximum of 20 characters , to describe the serviceable surveillance equipment and/or capabilities on board:		
SSR equipment	SSR Modes A and C		
N Nil A Transponder — Mode A (4 digits — 4 096 codes)	A Transponder — Mode A (4 digits — 4 096 codes)		

C Transponder — Mode A (4 digits — 4 096 C Transponder — Mode A (4 digits — 4 096 codes) codes) and Mode C 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 P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification altitude, but no aircraft identification capability Transmission I Transponder — Mode S, including aircraft identification transmission, but no pressurealtitude transmission S Transponder — Mode S, including both pressure S Transponder — Mode S, including both pressure-altitude and aircraft identification altitude and aircraft identification transmission. capability X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability ADS equipment D ADS capability Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder. ADS-BB1 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 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)	ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS	closed	
INSERT the ICAO four-letter location indicator of the departure aerodrome,	INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,	closed	
OR, if no location indicator has been assigned, INSERT ZZZZ and SPECIFY, in Item 18, the name of the aerodrome preceded by DEP/,	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/.	<i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT</i> AFIL, and <i>SPECIFY</i> , 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,	THEN, WITHOUT A SPACE,		
INSERT for a flight plan submitted before departure, the estimated off-block time,	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	, <i>OR</i> , 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	ITEM 15: ROUTE	closed	
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).	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).	closed	
(a) Cruising speed (maximum 5 characters)	(a) Cruising speed (maximum 5 characters)	closed	
INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:	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 4figures (e.g. K0830), or	Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or		
<i>Knots</i> , expressed as N followed by 4 figures (e.g. N0485), <i>or</i>	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) (c) Cruising level (maximum 5 characters) (d) Cruising level (maximum 5 characters) (d) Cruising level (maximum 5 characters) (e) Cruising level (maximum 5 characters) (f) Cruising level (maximum 5 characters) (g) M082). (h) Cruising level (maximum 5 characters) (c) Flight level, expressed as F followed by 3 figures (e.g. M082). (e.g. FUSS; 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 4 figures (e.g. M0840), or for uncontrolled VFR flights, the letters VFR. *Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. M0840), or Altitude in tens of metres, expressed as A followed by 3 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 route, the designator of the first ATS route, followed by the point of joining the first ATS route, followed by the point of joining the first ATS route, followed by the designator of the first ATS route, followed by the designator of the ATS route, followed by the designator of the first ATS route, and/or a change of flight rules is planned, *When so prescribed by the appropriate ATS route, and/or a change of flight rules is planned,				
INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of the whole portion of the whole portion of the route as a Flight along designated whereas a North of Space as A followed by 4 figures (e.g. F085; F330), or *Standard metric Level in tens of metres, expressed as S followed by 4 figures (e.g. A045; A100), or *Altitude in hundreds of feet, expressed as A followed by 4 figures (e.g. A045; A100), or *Altitude in tuns of metres, expressed as A followed by 4 figures (e.g. A045; A100), or *Altitude in tuns of metres, expressed as A followed by 4 figures (e.g. A045; A100), or *Altitude in tuns of metres, expressed as A followed by 4 figures (e.g. A045; A100), or *Altitude in tuns of metres, expressed as M followed by 4 figures (e.g. A045; A100), or *Altitude in tuns of metres, expressed as M followed by 5	appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed	appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures		
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 *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or *Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. A045; A100), or *Altitude in hundreds of feet, expressed as M 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.	(b) Cruising level (maximum 5 characters)	(b) Cruising level (maximum 5 characters)	closed	
*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. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 3 figures (e.g. Mo840), or *Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 figures (e.g. Mo840), or *Altitude in tens of metres, expressed as M followed by 4 fi	the whole portion of the route to be flown, in	the whole portion of the route to be flown, in terms	closed	
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. (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. THEN INSERT each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned, *When so prescribed by the appropriate ATS authorities. THEN INSERT each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned, *When so prescribed by the appropriate ATS authorities. 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. altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or Altitude in hundreds of feet, expressed as A followed by 1 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figures (e.g. A045; A100), or Altitude in tens of metres, expressed as A followed by 4 figur				
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FOLLOWED IN EACH CASE FOLLOWED IN EACH CASE	lower and upper ATS route and the routes are oriented in the same direction, the point of	lower and upper ATS route and the routes are oriented in the same direction, the point of		
	FOLLOWED IN EACH CASE	FOLLOWED IN EACH CASE		

	by the designator of the next ATS route segment, even if the same as the previous one, <i>OR</i> by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.	by the designator of the next ATS route segment, even if the same as the previous one, <i>OR</i> 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	Flights outside designated ATS routes		
	<i>INSERT</i> 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.	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),	<i>OR</i> , when required by appropriate ATS authority(ies),		
	DEFINE the track of flights operating	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.	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.	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.	<i>INSERT</i> 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	USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.		
_	(1) ATS route (2 to 7 characters)	(1) ATS route (2 to 7 characters)	closed	
	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, Bl, R14, UB10, KODAP2A).	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, Bl, R14, UB10, KODAP2A).	closed	
	Note.— Provisions for the application of route	Note.— Provisions for the application of route		

designators are contained in Annex 11, Appendix 1, while guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Performance-based Navigation Manual (Doc 9613).	designators are contained in Annex 11, Appendix 1,		
(2) Significant point (2 to 11 characters)	(2) Significant point (2 to 11 characters)	closed	
The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),	The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),	closed	
or, if no coded designator has been assigned, one of the following ways:	<i>Or</i> , if no coded designator has been assigned, one of the following ways:		
— Degrees only (7 characters):	— 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.	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):	— 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.	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:	— Bearing and distance from a significant point:		
The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles. 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.	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 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)	(3) Change of speed or level (maximum 21 characters)	closed	
The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed	The point at which a change of speed (5% TAS or 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	closed	

exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.	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	Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840		
(4) Change of flight rules (maximum 3 characters)	(4) Change of flight rules (maximum 3 characters)	closed	
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:	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	VFR if from IFR to VFR IFR if from VFR to IFR		
Examples: LN VFR LN/N0284A050 IFR	Examples: LN VFR LN/N0284A050 IFR		
(5) Cruise climb (maximum 28 characters)	(5) Cruise climb (maximum 28 characters)	closed	
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.	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	Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	closed	
ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	closed	
Destination aerodrome and total estimated elapsed time (8 characters)	Destination aerodrome and total estimated elapsed time (8 characters)	closed	
INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,	INSERT the ICAO four-letter location indicator of the destination aerodrome 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	OR, if no location indicator has been assigned, INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/		

18 the name 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.	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		
Alternate aerodrome(s) (4 characters)	Destination alternate aerodrome(s)	closed	
INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,	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,		
<i>OR</i> , if no location indicator has been assigned to the alternate aerodrome,	OR, if no location indicator has been assigned to the destination alternate aerodrome(s),		
INSERT ZZZZ and SPECIFY in Item 18 the name of the aerodrome, preceded by ALTN/.	INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.		
ITEM 18: OTHER INFORMATION	ITEM 18: OTHER INFORMATION	closed	
	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.	closed	
INSERT 0 (zero) if no other information,	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 followed by an oblique stroke and the information to be recorded:	OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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
RNAV SPECIFICATIONS closed
A1 RNAV 10 (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 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		
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		
S2 RNP APCH with BARO-VNAV		
T1 RNP AR APCH with RF (special authorization required		
T2 RNP AR APCH without RF		
(special authorization required		
Combinations of alphanumeric characters not	closed	
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.	closed	
Examples: EET/CAP0745 XYZ0830 EET/EINN0204	closed	
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 re-clearance in flight.	closed	
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 as required by the appropriate ATS authority.	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 notspecified in 10a.		
	SUR/ Include surveillance applications or capabilities not specified in Item 10b.		
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.	DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or 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:	closed	
	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.	
	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 of destination aerodrome, if ZZZZ is inserted in Item 16.	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		
A	ALTN/ Name of destination alternate		closed	
	erodrome(s), if ZZZZ is inserted in Item 16.			
R	ALT/ Name of en-route alternate aerodrome(s).			
a c a a a	CODE/ Aircraft address (expressed in the form of n alphanumerical code of six hexadecimal haracters) when required by the appropriate ATS uthority. Example: "F00001" is the lowest ircraft address contained in the specific block dministered by ICAO.	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 <i>Procedures for Air Navigation Services</i> — Aircraft Operations (PANSOPS,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 enroutealternate(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.	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.	closed	
ITEM 19: SUPPLEMENTARY INFORMATION	ITEM 19: SUPPLEMENTARY INFORMATION	closed	
4. Instructions for the transmission of a supplementary flight plan (SPL) message	4. Instructions for the transmission of a supplementary flight plan (SPL) message	closed	
Items to be transmitted Transmit items as indicated hereunder, unless otherwise prescribed:	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;	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, 16 and 18, except that the ')' at the end of box 18 is <i>not</i> 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 preprinted on the form)as necessary;	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 <i>not</i> 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;		

	FTN Ending, as described below: Text Signal		AFTN Ending, as described below: -Text Signal		
a) one L	LETTER SHIFT	a) one l	LETTER SHIFT		
b) two (FEED	CARRIAGE RETURNS, one LINE	b) two	CARRIAGE RETURNS, one LINE FEED		
Page-fe	ed Sequence	Page-fe	eed Sequence		
Seven L	LINE FEEDS	Seven I	LINE FEEDS		
End-of-	Message Signal	End-of-	-Message Signal		
Four of	the letter N.	Four of	the letter N.		
	uctions for the completion of etitive flight plan (RPL) listing form		ructions for the completion of etitive flight plan (RPL) listing form	closed	
7.4 Inst	ructions for insertion of RPL data	7.4 Inst	ructions for insertion of RPL data	closed	
ITEM C	S: SUPPLEMENTARY DATA AT	ITEM (G: SUPPLEMENTARY DATA AT	closed	
normall	r name of contact where information y provided under Item 19 of the FPL is adily available and can be supplied without	entity v	T name and appropriate contact details of where information normally provided tem 19 of the FPL is kept readily available to be supplied without delay	f closed	
APPEN MESSA	NDIX 3. AIR TRAFFIC SERVICES AGES		APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES 1. Message contents, formats and data conventions		
	age contents, formats ta conventions				
1.2 The	standard types of field	1.2 The	standard types of field	closed	
message number	ndard fields of data permitted in ATS es are as shown in the following table. The s in column 1 correspond with those in the ce table on page A3-30.	messag number	ndard fields of data permitted in ATS es are as shown in the following table. The is in column 1 correspond with those in the ce table on page A3-30.	closed	
Field type	Data	Field type	Data	closed	
3	Message type, number and reference data	3	Message type, number and reference data		
5	Description of emergency	5	Description of emergency		
7	Aircraft identification and SSR Mode and Code	7	Aircraft identification and SSR Mode and Code		
8	Flight rules and type of flight	8	Flight rules and type of flight		
9	Number and type of aircraft and wake	9	Number and type of aircraft and wake		

	turbulence category		turbulence category		
10	Equipment	10	Equipment and capabilities		
13	Departure aerodrome and time	13	Departure aerodrome and time		
14	Estimate data	14	Estimate data		
15	Route	15	Route		
16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)		
17	Arrival aerodrome and time	17	Arrival aerodrome and time		
18	Other information	18	Other information		
19	Supplementary information	19	Supplementary information		
20	Alerting search and rescue information	20	Alerting search and rescue information		
21	Radio failure information	21	Radio failure information		
22	Amendment	22	Amendment		
	l manager		Processor	closed	
1.6 Da	ta conventions	1.6 Da	ta conventions	closed	
The fo	The expression of position or route llowing alternative data conventions shall d for the expression of position or route:	The fo	The expression of position or route llowing alternative data conventions shall be or the expression of position or route:	closed	
	n 2 to 7 characters, being the coded ator assigned to an ATS route to be flown;		n 2 to 7 characters, being the coded ator assigned to an ATS route to be flown;		
b) from 2 to 5 characters, being the coded designator assigned to an en-route point;			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";			imerics describing latitude in degrees and tensuits of minutes, followed by "N" (meaning") or "S" (South), followed by 5 numerics bing longitude in degrees and tens and units utes, followed by "E" (East) or "W" (West). For or the insertion of zeros, e.g. N07805W";		
follow follow correct	merics describing latitude in degrees, ed by "N" (North) or "S" (South), followed umerics describing longitude in degrees, ed by "E" (East) or "W" (West). Again, the number of numerics is to be made up, necessary, by the insertion of zeros, e.g.	follow by 3 nr follow correct	umerics describing latitude in degrees, ed by "N" (North) or "S" (South), followed umerics describing longitude in degrees, ed by "E" (East) or "W" (West). Again, the t number of numerics is to be made up, where ary, by the insertion of zeros, e.g.		

"46N078W";	"46N078W";		
e) 2 or 3 characters being the coded identification of a navigation aid (normally a VOR), 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	e) 2 to 5 characters being the coded identification of 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	Format:— a b		
		closed	
SINGLE HYPHEN (a) Flight rules 1 LETTER as follows: I if IFR V if VFR Y if IFR first Z if VFR first 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.	SINGLE HYPHEN (a) Flight Rules 1 LETTER as follows: 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, followed by one or more subsequent changes of flight rules Z if 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.	* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.	closed	

Field Type 10 — Equipment Format:— a
SINGLE HYPHEN
Format:— a
SINGLE HYPHEN
SINGLE HYPHEN SINGLE HYPHEN (a) Radio Communication, Navigation and Approach Aid Equipment (a) Radio Communication, Navigation and Approach Aid Equipment (b) Radio Communication, Navigation and Approach Aid Equipment and Capabilities (c) Robert Single Sing
SINGLE HYPHEN SINGLE HYPHEN (a) Radio Communication, Navigation and Approach Aid Equipment (a) Radio Communication, Navigation and Approach Aid Equipment (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 A (Not allocated) Serviceable A (Not allocated) B (Not allocated) C LORANC D DME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) J (Owe Note 3) K (MLS) L ILS M Omega O VOR P (Not allocated) D VOR P (Not allocated) F ADF I Inertial Navigation J (Data link)
(a) Radio Communication, Navigation and Approach Aid Equipment I 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 A (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) M Omega O VOR P (Not allocated) P (Not allocated) C OR S Standard COM/NAV/approach aid equipment is unserviceable (and serviceable communication, Navigation and Approach Aid Equipment and Capabilities 1 LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable is unserviceable is unserviceable (see Note 2) L ILS M Omega O VOR P (Not allocated) D DME C G GNSS (See Note 2) H HF RTF I Inertial Navigation I LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable of the route to be flown is carried, or the equipment is unserviceable (see note of the serviceable (See Note 2) L ILS M Omega O VOR P (Not allocated) C LORANC D D ME C D FIS ACARS F ADF C G GNSS (See Note 2) H HF RTF I Inertial Navigation J CPDLC ATN VDL Mode 2 (See Note 3)
(a) Radio Communication, Navigation and Approach Aid Equipment I 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 A (Not allocated) B (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) M Omega O VOR P (Not allocated) P (Not allocated) OR S Standard COM/NAV/approach aid equipment is unserviceable (see Note 2) L ILLS M Omega O VOR I LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable of flown is carried, or the equipment is unserviceable (see Note 2) L ILLS M Omega O VOR I LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (see Note 3) L LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 2) L ILLS M Omega O VOR P (Not allocated) C LORANC D D ME E2 D-FIS ACARS F ADF G GNSS (See Note 2) H HF RTF I Inertial Navigation J CPDLC ATN VDL Mode 2 (See Note 3)
(a) Radio Communication, Navigation and Approach Aid Equipment I 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 A (Not allocated) B (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) M Omega O VOR P (Not allocated) P (Not allocated) OR S Standard COM/NAV/approach aid equipment is unserviceable (see Note 2) L ILLS M Omega O VOR I LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable of flown is carried, or the equipment is unserviceable (see Note 2) L ILLS M Omega O VOR I LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (see Note 3) L LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 2) L ILLS M Omega O VOR P (Not allocated) C LORANC D D ME E2 D-FIS ACARS F ADF G GNSS (See Note 2) H HF RTF I Inertial Navigation J CPDLC ATN VDL Mode 2 (See Note 3)
(a) Radio Communication, Navigation and Approach Aid Equipment I 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 A (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) M Omega O VOR P (Not allocated) P (Not allocated) C OR S Standard COM/NAV/approach aid equipment is unserviceable (and serviceable communication, Navigation and Approach Aid Equipment and Capabilities 1 LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable is unserviceable is unserviceable (see Note 2) L ILS M Omega O VOR P (Not allocated) D DME C G GNSS (See Note 2) H HF RTF I Inertial Navigation I LETTER as follows: N no COM/NAV/approach aid equipment is unserviceable of the route to be flown is carried, or the equipment is unserviceable (see note of the serviceable (See Note 2) L ILS M Omega O VOR P (Not allocated) C LORANC D D ME C D FIS ACARS F ADF C G GNSS (See Note 2) H HF RTF I Inertial Navigation J CPDLC ATN VDL Mode 2 (See Note 3)
Approach Aid Equipment I 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 A (Not allocated) B (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) L ILS M Omega O VOR P (Not allocated) P (See Note 3) P (Not allocated) P (
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 A (Not allocated) B (Not allocated) C LORANC D D ME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) L ILS M Omega O VOR P (Not allocated) P (Not allocated) P (Not allocated) C VOR P (Not allocated) P (Not allocated) P (Not allocated) P (Not allocated) P (D D ME D (D D ME D (D D ME D (D D ME D D ME D (D D D D D D D D D D D D D D D D D D
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 A (Not allocated) B (Not allocated) C L ORANC D DME E1 (Not allocated) F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) L ILS M Omega O VOR P (Not allocated) P (Not allocated) F (OR S Standard COM/NAV/approach aid equipment is unserviceable (See Note 3) N N S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 3) N AD/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/ NAV/approach aid equipment aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/ NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/ NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/ NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable (See Note 2) L COM NO E OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable only is carried and serviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable only is carried and serviceable (See Note 1) AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable only is carried and serviceable
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J (Data link)
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M Omega O VOR P (Not allocated) I Inertial Navigation J1 CPDLC ATN VDL Mode 2 (See Note 3)
O VOR P (Not allocated) J1 CPDLC ATN VDL Mode 2 (See Note 3)
P (Not allocated) Mode 2 (See Note 3)
LIO (Not allegated)
Q (Not allocated) J2 CPDLC FANS 1/A HFDL J3 CPDL C FANS 1/A VDL
R (Not allocated) RNP type J3 CPDLC FANS 1/A VDL Mode A
(see Note 5) J4 CPDLC FANS 1/A VDL
T TACAN Mode 2
U UHF/RTF J5 CPDLC FANS 1/A SATCOM
V VHF/RTF (INMARSAT)
W when prescribed by ATS J6 CPDLC FANS 1/A SATCOM
X when prescribed by ATS (MTSAT)

Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another	J7 CPDLC FANS 1/A SATCOM (Iridium) K MLS L ILS M1 ATC RTF SATCOM (INMARSAT) M2 ATC RTF (MTSAT) M3 ATC RTF (Iridium) O VOR P1-P9 Reserved for RCP R PBN approved (see Note 4) T TACAN U UHF/RTF V VHF/RTF W RVSM Approved X MNPS approved Y VHF with 8.33 kHz channel spacing capability Z Other equipment carried or other capabilities (see Note 5)	closed	
combination is prescribed by the appropriate ATS authority	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 2.— If the letter Z is used, the equipment carried is to be specified in Item 18, preceded by COM/ and/or NAV/, as appropriate.	Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities preceded by COM/, NAV/and/or DAT, as appropriate.	closed	
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.	Note 3.—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.	closed	
Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes	Note 6. — Information on navigation capability is provided to ATC for clearance and routing purposes.	closed	
Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.	Note 4.— 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, route area is contained in the Performance-Based Navigation Manual (Doc	closed	

	9613).	
		closed
OBLIQUE STROKE	OBLIQUE STROKE	
(b) Surveillance Equipment and capabilities	(b) Surveillance Equipment and capabilities	closed
ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried SSR equipment	ONE OR MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board: SSR Modes A and C	
N Nil A Transponder — Mode A (4 digits — 4 096 codes)	A Transponder — Mode A (4 digits — 4 096 codes)	
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C X Transponder — Mode S without both aircraft identification and pressure altitude transmission	C Transponder — Mode A (4 digits — 4 096 codes) and Mode C SSR Mode S E Transponder — Mode S, including aircraft identification, pressure- altitude and extended squitter (ADS- B)capability	
	H Transponder — Mode S, including aircraft identification, pressurealtitude and enhanced surveillance capability	
	I Transponder — Mode S, including aircraft identification, but no pressure altitude capability	
P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission	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 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	S Transponder — Mode S, including both pressure altitude and aircraft identification capability 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.	

		1
	ADS-B	
	B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability	
	B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability	
	U1 ADS-B "out" capability using UAT U2 ADS-"out" and "in" capability using UAT	
ADS	V1 ADS-B "out" capability using VDL Mode 4 V2 ADS-B "out" and "in" capability using VDL Mode 4	
ADS equipment D ADS capability	ADS-C	
	D1 ADS-C with FANS 1/A capabilities G1 ADS-C with ATN capabilities	
	Alphanumeric characters not indicated above are reserved. Note.— Additional surveillance application should be listed in item 18 following the indicator SUR/.	
Examples: -S/A -SCHJ/CD -SAFJ/SD	Examples: -S/A -SCI/CB1 -SAFR/SV1	closed
5.110,02		
Format:— a b	Format:— a b	
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Departure Aerodrome 4 LETTERS, being	(a) Departure Aerodrome 4 LETTERS, being	closed
the ICAO four-letter location indicator allocated to the departure aerodrome, or	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 (<i>see Note 1</i>) or if the departure aerodrome is not known, or	ZZZZ if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or	
AFIL if the flight plan has been filed in the air (see Note 2).	AFIL if the flight plan has been filed in the air (see Note 2).	
Note 1.— If ZZZZ is used, the name of the	Note 1.— If ZZZZ is used, the name and	

departure aerodrome is to be shown in the Other Information Field (see Field Type18) if this Field Type is contained in the message.	location of the departure aerodrome is to be shown in the Other Information Field (see Field Type18) 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).	Note 2.— If AFIL is used, the ATS unit fromwhich 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.	* This field shall be terminated here in message types CPL, EST, CDN and ACP. It shall be terminated here in message type RQP if the estimated off-block time is not known.	closed
(b) <i>Time</i> 4 NUMERICS giving	(b) Time 4 NUMERICS giving	closed
the estimated off-block time at the aerodrome in	the estimated off-block time (EOBT) at the aerodrome in	
(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or	(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 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).	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	Examples: –EHAM0730 –AFIL1625	closed
Field Type 14 — Estimate data	Field Type 14 — Estimate data	
Format:-	Format:-	closed
a / b c d e	a / b c d e	
SINGLE HYPHEN	SINGLE HYPHEN	

The BOUNI by a designa characters, in Abbreviated by bearing a point (e.g. a Note 1.— The point located FIR boundar Note 2.— Field Type 16	is point may be a l close to, rather y. — See 1.6 for dat	pressed either 2 to 5 coordinates, in pordinates, or a designated an agreed than on, the a conventions.	ral	The BOU either by 5 charact Coordina Geograp and dista Note 1.—point locathe FIR in Note 2	UNDAy a destres, in ates, in hical of ance from the ance f	ee 1.6 for data — Destination	expressed sting of 2 to all or by bearing ant point an agreed r than on,	closed	
Format:—	b (sp)	С		Format:—	b	(sp)	С		
See Note in m on page A3-20 FIELD TYPE	16			See Note on page A	3-21. YPE '	16		closed	
Previous type of field or symbol	This type of field is used in	Next type of field or symbol		Previou type o field syn	f	This type of field is used in	Next type of field or symbol	closed	
15 15 13 13 13 13 13	ALR FPL CHG CNL DLA DEP ARR***	18 18 22))))		15 15 13 13 13 13 13		ALR FPL CHG CNL DLA DEP ARR***	18 18 18 18 18 18 17		
15 14 13 13	CPL EST CDN ACP	18) 22)		15 14 13 13		CPL EST CDN ACP	18) 22)		
13 13	RQS SPL) 18		13 13		RQS SPL	18 18		
	ase of a			*** Only	in cas			alasad	
*** Only in condiversionary l				diversiona				closed	

(a) Destination Aerodrome	(a) Destination Aerodrome	closed
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator allocated to the destination aerodrome, or	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.	ZZZZ if no ICAO location indicator has been allocated.	
Note.— If ZZZZ is used, the name of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).	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 messag types other than ALR, FPL and SPL.	* This field is to be terminated here in all message types other than ALR, FPL and SPL.	closed
SPACE	SPACE	
(c) Destination Alternate Aerodrome(s).	(c) Destination Alternate Aerodrome(s).	closed
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	
ZZZZ if no ICAO location indicator has been allocated.	ZZZZ if no ICAO location indicator has been allocated.	
Note.— One further element of (c) should be added, as necessary, preceded by a space	Note.— One further element of (c) should be added, as necessary, preceded by a space	
Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).	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	Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL Field Type 17 — Arrival aerodrome and time	closed
Format:-	Format:-	closed
a B' (sp) c	a B' (sp) c	
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Arrival Aerodrome 4 LETTERS, being	(a) Arrival Aerodrome 4 LETTERS, being	closed

the ICAO four-letter location indicator allocated to the arrival aerodrome, or ZZZZ if no ICAO location indicator has been allocated.	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.		
(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.	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.	* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.	closed	
Field Type 18 — Other information	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	Format:— A	closed	
or (sp) (sp)*(sp)	or (sp) (sp)*(sp)		
(* additional elements as necessary) SINGLE HYPHEN	(* additional elements as necessary) SINGLE HYPHEN		
(a) 0 (zero) if no other information,	(a) 0 (zero) if no other information,	closed	
OR,	OR,	closed	
Any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:	Any other necessary information in the 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:	closed	
	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.	
RNAV SPECIFICATIONS	closed
A1 RNAV 10 (RNP 10)	
B1 RNAV 5 all permitted sensors	
B2 RNAV 5 GNSS	
B3 RNAV 5 DME/DME	
B4 RNAV 5 VOR/DME	

Г			
	B5	RNAV 5 INS or IRS	
	B6	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	
	01	Basic RNP 1 all permitted sensors	
	O2	Basic RNP 1 GNSS	
	О3	Basic RNP 1 DME/DME	
	04	Basic RNP 1 DME/DME/IRU	
	S1	RNP APCH	
	S2	RNP APCH with BAR-VNAV	
	T1	RNP AR APCH with RF (special authorization required	
	T2	RNP AR APCH without RF	
	Coml	(special authorization required binations of alphanumeric characters no ated above are reserved.	t closed
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.			closed
		51	

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 re-clearance 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, as required by the appropriate ATS authority.

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 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. DEST	DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or 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:	closed	
	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.		
	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 of destination aerodrome, if ZZZZ is inserted in Item 16.	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.	closed	
	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.		closed	
RALT/ Name of en-route alternate aerodrome(s).		closed	
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.	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.	closed	
	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 <i>Procedures for Air Navigation Services</i> — <i>Aircraft Operations</i> (PANSOPS, Doc 8168), <i>Volume I</i> — <i>Flight Procedures</i> , if so prescribed by the appropriate ATS authority.		

									,	
					aerodromes no Aeronautical I location in LA	if ZZZZ is insot listed in the information Put/LONG or best significant	erted in Item 10	eate ance		
					RALT/ ICAO route alternate acros alternate acros allocated. For relevant Acros indicate locatio distance from described in D					
					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.					
					aerodrome, fol location indica route is subjec	lowing by the tor of the aero t to reclearance		er		
					Examples:-RI -RIF/ESP G94		ALAX			
		e appropriate A	ge remarks when TS authority or		RMK/ Any other required by the deemed necessar	appropriate A	ge remarks wher ΓS authority or	1	closed	
	Examples:-0 -EET/15W03 30W0420 40W -STS/ONE EI -DAT/	W0502			Examples:-0 -STS/MEDEVAC -EET/015W0315 020W0337 030W0420 040W0502					
П	Field Type 2	2 — Amendme	ent		Field Type 22	— Amendme	ent		closed	
	FIELD TYPE	22			FIELD TYPE	22				
	Previous type of field or symbol	This type of field is used in	Next type of field or symbol		Previous type of field or symbol	This type of field is used in	Next type of field or symbol			
	16	CHG	*22 or)		18	CHG	*22 or)			
	16	CDN	*22 or)		16	CDN	*22 or)			

* Indicates that further fields of this type may be added			* Indicates that further fields of this type may be added					closed
RULES FOR THE COMPOSITION OF ATS MESSAGES			RULES FOR THE CO MESSAGES	closed				
See Sections 1.3	to 1.8 of this Appe	endix)	(See Sections 1.3 to 1.8	of t	this App	en	dix)	
 STANDARD AT COMPOSITION	S MESSAGES A	ND THEIR	STANDARD ATS ME COMPOSITION	SSA	AGES A	\N	D THEIR	closed
MESSAGE TYPE	DESIGNATOR	Other information	DESIGNATOR				Other information	closed
Alerting	ALR	18	MESSAGE TYPE	•		•	18	
Radio communication	RCF		Alerting		ALR			
failure			Radio communication		RCF			
Filed flight plan	FPL	18	failure					
Delay	DLA		Filed flight plan		FPL		18	
Modification	CHG		Delay		DLA		18	
Flight plan	CNL		Modification		CHG		18	
cancellation	CIVE		Flight plan cancellation		CNL		18	
Departure	DEP		Departure		DEP		18	
Arrival	ARR		Arrival		ARR			
Current flight	CPL				CDI			
plan			Current flight plan		CPL			
Estimate	EST		Estimate		EST			
Coordination	CDN		Coordination		CDN			
Acceptance	ACP		Acceptance Logical		ACP LAM			
Logical acknowledgem Ement message	LAM		acknowledgement message		L/ XIVI			
message			Request flight plan		RQP		18	
Request flight plan	RQP		Request supplementary flight plan		RQS		18	
Request supplementary flight plan	RQS		Supplementary flight		SPL			

Supplementary flight plan	SPL		plan					
The expression	of position or r	oute	The expression	of position	on or ro	ute	closed	
The following al be used for the e	ternative data con expression of posi		The following alt used for the expre				closed	
(e) 2 or 3 characters being the coded identification of a navigation aid (normally a VOR), 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".			(e) 2 to 5 character of a significant numerics giving degrees magnetic giving the distant The correct number of numerics at 180° magnetic from VOR "F" (FOJ180040").	al in cs s. p, nt es				
2. Examples o	f ATS message	es	2. Examples of	ATS me	essages	3	closed	
2.2 Emergency r 2.2.1 Alerting (A			2.2 Emergency messages 2.2.1 Alerting (ALR) message				closed	
2.2.1.1 <i>Composit</i>	tion		2.2.1.1 Composite	ion				
Type of aircraft and wake turbulence category	-	Equipment and	Type of aircraft and wake turbulence category	-		Equipment and capabilities	closed	
	odrome and total ternate aerodrom		Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)				closed	
2.2.1.2 Example)		2.2.1.2 Example				closed	
message relating Athens Approach	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			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/A3624-IM -C141/H-S/CD -LGAT1020 -N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -EET/LYBE0020 EDMI0133 REG/A43213			(ALR-INCERFA -FOX236/A3624 -C141/H-S/C -LGAT1020 -N0430F220 B9 IVA/N0415F180 -EDDM0227 ED -REG/A43213 E	-IM 3910N022 B9 DF	230W/N	0415F240 B9		

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	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	closed	
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 9to Munich, total estimated elapsed time 2 hours	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 — 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		
and 27 minutes — alternate is Frankfurt — 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.	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 — 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		
2.3 Filed flight plan and associated update	approach control have alerted all ATS units within Athens FIR — no other pertinent information. 2.3 Filed flight plan and associated update messages	closed	
messages			

2.3.1 Filed flight 2.3.1.1 Composit		sage		2.3.1 Filed j	0 1	lan (FPL) mes. n	sage			
Message type, number - and reference data	7 Aircraft identification and SSR Mode and Code	-	Flight rules and type of flight	Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	1 -	8 Flight rules and type of flight	closed	
Type of aircraft and wake turbulence category	-	10 Equipn	nent	9 Type of aircraft and wake turbulence category		-	10 Equipm and capabil			
Departure aerocand time	drome	ifneeds	com()	13 Departure and time						
16 Destination aero	odrome and total ternate aerodrom	estimate		16 Destination	n aeroc	e than one line rome and total tination alternation	estimate	d	closed	
18 Other informati necessary)	on (using more th	han one	line if	18 Other info	rmatio	n (using more t	han one l	ine if	closed	
2.3.1.2 Example)			2.3.1.2 Exa	mple				closed	
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-TPR101-IS -B707M-CHOPV/CD -EGLL1400 -N0450F310 G1 UG1 STU285036/M082F310 UG152N015W 52N020W 52N030W 50N040W 49N050W			message ser Shanwick at also be sent be passed to (FPL-ACA) – B773/H-C –EGLL1400 –N0450F31 STU285036	nt by Land Gamento the other control of the control		to Shanno ne messag or the da	on, ge may ita may	closed		

-CYQX0455 CYYR -EET/EINN0026 EGGX0111 20W0136 CYQX0228 40W0330 50W0415 SEL/FJEL)	-CYQX0455 CYYR -EET/EISN0026 EGGX0111 0 20W0136 CYQX0228 0 40W0330 0 50W0415 SEL/FJEL)	closed
2.3.1.2.1 Meaning	2.3.1.2.1 <i>Meaning</i>	ciosed
Filed flight plan message — aircraft identification TPR101 — IFR, scheduled flight — a Boeing 707, medium 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 — 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.	Filed flight plan message — aircraft identification ACA101 — IFR, scheduled flight — a Boeing 777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, , VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — 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 Lima 9 and Upper 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 Lima 9 to 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.	closed
2.3.2 Modification (CHG) message	2.3.2 Modification (CHG) message	closed
2.3.2.1 Composition	2.3.2.1 Composition	closed
Message type, number and reference data To Aircraft identification and SSR Mode and Code To Aircraft identification aerodromeand time To Departure aerodromeand time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodromeand time	closed
Destination aerodrome and total estimated elapsed time,alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed

			18 Other informa necessary)	tion (using more	e than one line if	closed	
22 Amendment		22 Amendment	22 Amendment		22 Amendment	closed	
etc. (using more than	one line if no	ecessary)	etc. (using more	than one line if no	ecessary)	closed	
2.3.2.2 Example			2.3.2.2 Example)		closed	
The following is an exmessage sent by Ams Centre correcting information frankfurt in a filed fli assumed that both cert (CHGA/F016A/F014-EHAMEDDF8/I-16/EDDN)	terdam Cention formation previght plan mes atres are com	re to Frankfurt viously sent to sage. It is puter-equipped.	message sent by Centre correcting Frankfurt in a fil assumed that bot (CHGA/F016A/I	an example of a magnetic and an example of a magnetic and a magnet	re to Frankfurt viously sent to ssage. It is aputer-equipped. 2173-	closed	
2.3.2.2.1 <i>Meaning</i>			2.3.2.2.1 Meanin	ıg			
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			Modification me computer unit id serial number (0 Amsterdam, repe followed by seria flight plan messa GABWE, SSR C				
GABWE, SSR Code 2 en route from Amster Type 8 of the related 2 corrected to IFR – Fie	ABWE, SSR Code 2173 operating in Mode A, route from Amsterdam to Frankfurt – Field pe 8 of the related filed flight plan message is crected to IFR – Field Type 16 of the related ed flight plan is corrected, the new destination is irroberg. GABWE, SSR Code 2173 operating in Mode A, or oute 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.					closed	
2.3.3 Flight plan can	ncellation (C	MI) message		n cancellation (C		closed	
	,	ive) messaye		•	nve) messaye	closed	
type, iden number - and SSF	craft ntification	Departure aerodrome and time	3 Message type, number - and reference data	7 Aircraft identification and SSR Mode and Code	Departure aerodrome and time	closed	

Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
	18 Other information (using more than one line if necessary)	closed
2.3.3.2 Example 1	2.3.3.2 Example 1	closed
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-EDBB-LFPO-)	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-EDBB 0900 -LFPO- 0)	closed
2.3.3.2.1 Meaning	2.3.3.2.1 Meaning	closed
Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris.	Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – no other information.	closed
2.3.3.3 Example 2	2.3.3.3 Example 2	closed
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-EDDF-EDDW)	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)	closed
2.3.3.3.1 Meaning	2.3.3.3.1 Meaning	closed
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 to Bremen.	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.	closed
2.3.4 Delay (DLA) message	2.3.4 Delay (DLA) message	closed
2.3.4.1 Composition 3	2.3.4.1 Composition 3	closed

Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
	18 Other information (using more than one line if necessary	closed
2.3.4.2 Example	2.3.4.2 Example	closed
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) 2.3.4.2.1 <i>Meaning</i> Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik	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 <i>Meaning</i> Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information.	closed
2.3.5 Departure (DEP) message	2.3.5 Departure (DEP) message	closed
2.3.5.1 Composition	2.3.5.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	closed
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s	closed
	18 Other information (using more than one line if necessary)	closed
2.3.5.2 Example	2.3.5.2 Example	closed
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.	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.	closed
(DEP-CSA4311-EGPD1923-ENZV)	(DEP-CSA4311-EGPD1923-ENZV-0)	closed
2.3.5.2.1 Meaning	2.3.5.2.1 Meaning	closed

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC –destination Stavanger. 2.3.6 Arrival (ARR) message 2.3.6.1 Composition	- departed from Aberdeen at 1923 UTC on Stavanger. CSA4311 - departed from Aberdeen at 1923 UTC - destination Stavanger - no other information . 2.3.6 Arrival (ARR) message	
3 Message type, number and reference data 3 Message type, number and Code 13 Departure aerodrome and time	2.3.6.1 Composition 3	closed
17 Arrival aerodrome and time 2.3.6.2 Example 1	17 Arrival aerodrome and time 2.3.6.2 Example 1	closed
The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome. (ARR-CSA406-LHBP-LKPR0913	The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome. (ARR-CSA406-LHBP-LKPR0913	closed
2.3.6.2.1 Meaning	2.3.6.2.1 Meaning	closed
Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC	Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.	closed
2.3.6.3 Example 2	2.3.6.3 Example 2	closed
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-EHAM-1030 DEN HELDER)	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-HHE13-EHAM-1030 DEN HELDER)	closed
2.3.6.3.1 Meaning 2.3.6.3.1 Meaning		closed
Arrival message aircraft identification HELI13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.	Arrival message aircraft identification HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.	closed
2.4 Coordination messages	2.4 Coordination messages	closed
2.4.1 Current flight plan (CPL) message	2.4.1 Current flight plan (CPL) message	closed
2.4.1.1 Composition	2.4.1.1 Composition	

type, ide number - an	ircraft entification nd - SR Mode nd Code	8 Flight rules and type of flight	Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	8 Flight rules and type of flight	closed
7 Type of aircraft and wake turbulence category	- Eq	uipment	9 Type of aircraft and wake turbulence category	-	Equipment and capabilities	closed
Departure aerodrome and time	- Estimate	data	Departure aerodrome and time		Estimate data	closed
15 Route (using more th	nan one line if neces	ssary)	15 Route (using more	e than one line i	f necessary)	closed
16 Destination aerodron elapsed time, destina			16 Destination aerod elapsed time, dest			closed
18 Other information (unnecessary)	sing more than one	line if	18 Other information necessary)	ı (using more th	an one line if	closed
2.4.1.2 Example 1			2.4.1.2 Example 1			closed
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 toLa Guardia Airport. (CPL-UAL621/A5120-IS –DC9/M-S/CD		The following is ar message sent from Centre on a flight v La Guardia Airport (CPL-UAL621/A5 –A320/M-S/C	Boston Centre to which is en routed.	to New York		
-KBOS-HFD/1341A2 -N0420A220 V3 AGI -KLGA -0)			-KBOS-HFD/1341 -N0420A220 V3 A -KLGA -0)			
2.4.1.3 Example 2		2.4.1.3 Example 2			closed	
The following is an ex flight plan message, be exchanged between A	ut in this case the m		The following is ar flight plan message exchanged between	e, but in this cas	e the message is	

(CPLBOS/LGA052-UAL621/A5120-IS -DC9/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.	(CPLBOS/LGA052-UAL621/A5120-IS -A320/M-S/C -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 <i>Meaning</i>	2.4.1.4 Meaning	closed
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 DC9, 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 information.	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 A320, 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 — 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 information.	
2.4.2 Estimate (EST) message	2.4.2 Estimate (EST) message	closed
2.4.2.1 Composition 3	2.4.2.1 Composition 3	closed
Estimate data - 16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Estimate data Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
2.4.3 Coordination (CDN) message	2.4.3 Coordination (CDN) message	closed

2.4.3.1 Composition	2.4.3.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	closed
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
22 Amendment 22 Amendment	Amendment = 22 Amendment	closed
etc. (using more than one line if necessary) 2.4.4 Acceptance (ACP) message 2.4.4.1 Composition	etc. (using more than one line if necessary) 2.4.4 Acceptance (ACP) message 2.4.4.1 Composition	closed
3 Message type, number and reference data 3 Message type, sidentification and SSR Mode and Code 13 Departure aerodrome and time	3 Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	closed
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
2.5 Supplementary messages	2.5 Supplementary messages	closed
2.5.1 Request flight plan (RQP) message 2.5.1.1 Composition	2.5.1 Request flight plan (RQP) message 2.5.1.1 Composition	closed
Message type, number and reference data To Aircraft identification and SSR Mode and Code To Aircraft identification are aerodrome and time To Aircraft identification are aerodrome and time	Message type, number and reference data Taircraft identification and SSR Mode and Code Taircraft identification aerodrome and time	closed

16 Destination aerodrome and total estimated	16 Destination aerodrome and total estimated	closed
elapsed time, alternate aerodrome(s)	elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary	closed
2.5.1.2 Example	2.5.1.2 Example	closed
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.	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-)	(RQP-PHOEN-EHRD-EDDL-0)	closed
2.5.1.2.1 Meaning	2.5.1.2.1 Meaning	closed
Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.	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 Request supplementary flight plan (RQS) message	
2.5.2.1 Composition	2.5.2.1 Composition	alacad
3 Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	closed
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		
	18 Other information (using more than one line if necessary)	
2.5.2.2 Example	2.5.2.2 Example	closed
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	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)	transmitted in the filed or current filed flight plan messages. (RQS-KLM405/A4046-EHAM-CYMX-0)	
2.5.2.2.1 <i>Meaning</i> Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel.	2.5.2.2.1 <i>Meaning</i> 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.	closed
2.5.3 Supplementary flight plan (SPL) message	2.5.3 Supplementary flight plan (SPL) message	closed
2.5.3.1 Composition 3	2.5.3.1 Composition 3	closed
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed



State of Qatar Guidance Material for the Implementation of

Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444)

The new FPL amendment Implementation Guidance & AIM Strategy for the State of Qatar
Version 1.0 – 21 March 2010

Aeronautical Information Service

P.O. Box 73 Civil Aviation Authority State of Qatar



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RECORD OF AMENDMENTS

Record the incorporation of an amendment, the date of inserting the amendment and signature as indicated below

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CHAPTER 1

1 INTRODUCTION

1.1 MISSION

By ICAO State Letter AN 13/2.1-08/50 on 25 June 2008, the nature and scope of the amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management, Fifteenth Edition (PANS-ATM, DOC 4444) to be implemented by 15 November 2012

This 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.

1.2 OBJECTIVE

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.

1.3 APPLICABILITY

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.

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.

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

1.4 SCOPE

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.

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1.5 ENVIRONMENT

Transition Period & Phased Implementation

In order to ensure a harmonized implementation of the provisions contained in Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, Doha with the following equipment upgrade:

- 1- SELEX SATCAS (Standard ATC Automation System) Flight Data Processor (FDP)
- 2- Comsoft AFTN/AMHS Switch

State of Qatar ensures the new FPL concept will be cover and implemented in early 2011, Following this, airspace users would be invited by AIC or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, ANSPs and users would be encouraged to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to NEW during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012).

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CHAPTER 2

2 TERMINOLOGY

In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is being used throughout this guidance material:

PRESENT format

Is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

NEW format

Is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

Applicability Date

Is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444)

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CHAPTER 3

3 DATE OF FLIGHT

3.1 Date of Flight - DOF/ - Five Day (120 hour) Advance FPL Submission

From the Amendment 1, the new flight plan provisions enable flight plans to be submitted up to 5 days (120 hours) before the estimated off-block time (EOBT) for the flight, a change from the 24 hour requirement in the existing provisions, whereas the provision of submission period of one hour before EOBT has not been changed.

The general ICAO requirement is that FPLs should be filed on the ground at least 60 minutes before clearance to start-up or taxi is requested. The "Estimated Off Block Time" (EOBT) is used as the planned departure time in flight planning, not the planned airborne time.

Present experience with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages.

The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

3.2 Date of Flight (DOF) and Early Filing.

In the Amendment 1, use of a DOF/ indicator is accompanied by the ability to file NEW up to 120 hours in advance. Doha operational ATC systems will be able to handle the DOF limitation requirement by the applicable date.

- 3.2.1 Qatar CAA can guarantee their ATC systems will be able to accommodate this practice by the Applicability Date.
- 3.2.2 Doha ATC system is interested in knowing which flight plan filers desire this capability.
- 3.2.3 Assumes there will be no change to normal ATC coordination times for flight plans when this capability is implemented by other ANSPs.

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3.3 Date of Flight and Departure Time Changes.

Currently, existing automation systems use a scheme whereby a change of departure time to more than a nominal time in the past is treated as a change to the following day. For example, a change from 2355Z to 0005Z is considered a change to the following day.

The Amendment does not require filing a date of flight unless the flight is more than 24 hours in the future. Therefore, the current practice for handling time changes (without an explicit date of flight) are assumed to not change.

3.4 Multiple Flight Rule Transitions.

Amendment 1 includes the ability to file for multiple transitions between IFR and VFR flight rules. Doha automation systems will be able to accept such in NEW in near future, but it might be processed only the first IFR leg in the route.

3.5 ADS-B in Field 10b.

The amendment specifies six different codes to file for ADS-B capability

(B1, B2, U1, U2, V1, V2). However the items E and L also specify a Mode S squitter ADS-B capability. This entry appears to be redundant with items B1 and B2.

3.6 Processing of location information in DEP/, DEST/, ALTN/, RALT/, and TALT.

The amendment specifies that each of these entries should contain the name and location of the aerodrome. It also says "For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:" Doha plans to interpret this as follows:

- 3.6.1 If the aerodrome identifier is not in ICAO Doc. 7910, but is an approved identifier per the aeronautical information publication for the country where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.
- 3.6.2 If the aerodrome is neither in ICAO Doc. 7910 nor in a relevant aeronautical information publication, the name of the airport should be included followed by a location as specified in the amendment. In all cases above, the FAA will attempt to process the last text string after DEP/ or DEST/ as part of the route.

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3.7 Use of the DLE/ indicator in Item 18.

The amendment defines a new DLE/ indicator, after which a significant point and delay time at the significant point can be filed. Doha proposes the following interpretation regarding how to file and process this indicator:

- 3.7.1 The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). A flight plan designating an unknown point in a DLE/ indicator should be rejected.
- 3.7.2 Before sending a CPL to another ATS unit, a DLE/ indicator for a significant point that is prior to the boundary of the next FIR should be removed.

3.8 Definition of "S" in Field 10a during the transition period.

The amendment changes the definition of standard equipment in Field 10a, so that it no longer includes ADF. Therefore it is essential to know whether a filed FPL is of new format or old format before interpreting an S filed in Field 10a. An FPL may have elements that uniquely identify it as being in PRESENT format or in NEW format. However it is also possible for an FPL to have no unique elements, and thus be valid as a PRESENT or a NEW format flight plan. In such a flight plan, the use of "S" in Field 10a is ambiguous. Several alternatives for handling this situation have been identified:

- 3.8.1 Require filing a piece of information that would definitively identify a plan as PRESENT or NEW. Possibilities include using an unallocated element in Field 10a- e.g. file a "Q" to designate a flight plan as PRESENT or file text in RMK/.
- 3.8.2 Change the definition of standard equipment prior to transition to the new format, so it will not be ambiguous.

3.9 Consistency between PBN/ and Field 10a.

The PBN/ indicator in item 18 introduced by the amendment 1 comprise not only the navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship to items in Field 10a, and it is possible to file inconsistent data, i.e. capabilities in PBN/ that are not supported by the filed equipment in Field 10a. This suggests that acceptance of a flight plan should include a consistency check between those fields, as per the following guidelines:

- a) If B1, B2, C1, C2, D1, D2, O1, or O2 are filed then a 'G' must be included in Field 10a.
- b) If B1, B3, C1, C3, D1, D3, O1, or O3 are filed then a 'D' must be included in Field 10a.
- c) If B1 or B4 is filed then an O (or S) and a 'D' must be included in Field 10a.
- d) If B1, B5, C1, C5, D1, D5, O1, or O5 are filed then an 'I' must be included in Field 10a.

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e) If C1, C4, D1, D4, O1, or O4 are filed then a D and an 'l' must be included in Field 10a.

3.10 Validity Checking & Processing of Item 18 Indicators

Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:

- a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a 'local' nonstandard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted, and AIDC coordination does not contain any such indicators.
- b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.
- c) Airspace users should only file a single instance of each indicator, though, when prescribed, multiple entries may follow that indicator, separated by a space (blank). ANSPs should either enforce the filing of a single instance of indicators, or ensure that AIDC messages concatenate (i.e. link together) multiple instances into a single instance followed by multiple entries (each separated by a space).

ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as "free text field" in the Table below, Item 18 Indicator Validity Check, below.

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field

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Indicator	Contents
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters –or-a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters
TYP/	Free text Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field
PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below:
	Category A: less than 169 km/h (91 kt) indicated airspeed (IAS)
	Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS
	Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS
	Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS
	Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS
	Category H: Specific procedures for Helicopters.

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ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

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CHAPTER 4

4.1 Conversion from NEW format to PRESENT format

As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from NEW to PRESENT format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from NEW format to PRESENT format are consistently applied by the MID region ANSPs and, preferably, throughout all ICAO regions. The guidelines contained in the Conversion Tables for respective fields included below record agreed conversions from NEW to PRESENT format for consistent application by ANSPs.

4.2 Conversion of Field 10a

As shown below, is to be used for conversion of NEW Field 10a to PRESENT Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Field 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns.

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'NEW' Data	a Content	Conversion	n to 'PRESENT' Data Content
Field 10a	Item 18	Field 10a	Item 18
N		N	
S		VOL	
SF		S	
А		Z	NAV/GBAS
В		Z	NAV/LPV
С		С	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
Н		Н	
1		1	
J1		J	DAT/V
J2		J	DAT/H
J3		J	DAT/V
J4		J	DAT/V
J5		J	DAT/S

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'NEW' Data	a Content	Conversion	n to 'PRESENT' Data Content
Field 10a	Item 18	Field 10a	Item 18
J6		J	DAT/S
J7		J	DAT/S
К		К	
L		L	
M1		z	COM/INMARSAT
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
0		0	
P1-P9		items if pres	should not be present. Remove sent (i.e. do not make part of the PRESENT format
R	PBN/A1	RZ	NAV/RNP10
R	PBN/B1	R	
R	PBN/B2	R	
R	PBN/B3	R	
R	PBN/B4	R	
R	PBN/B5	R	
R	PBN/B6	R	
R	PBN/C1	RZ	NAV/RNAV2
R	PBN/C2	RZ	NAV/RNAV2
R	PBN/C3	RZ	NAV/RNAV2
R	PBN/C4	RZ	NAV/RNAV2
R	PBN/D1	PR	
R	PBN/D2	PR	
R	PBN/D3	PR	
R	PBN/D4	PR	

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'NEW' Data	ı Content	Conversion to 'PRESENT' Data Content		
Field 10a	Item 18	Field 10a	Item 18	
R	PBN/L1	RZ	NAV/RNP4	
R	PBN/O1	PR	NAV/RNP1	
R	PBN/O2	PR	NAV/RNP1	
R	PBN/O3	PR	NAV/RNP1	
R	PBN/O4	PR	NAV/RNP1	
R	PBN/S1	RZ	NAV/RNP APCH	
R	PBN/S2	RZ	NAV/RNP APCH BARO VNAV	
R	PBN/T1	RZ	NAV/AR APCH RF	
R	PBN/T2	RZ	NAV/AR APCH	
Т		Т		
U		U		
V		V		
W		W		
Х		Х		
Υ		Υ		
Z	COM/ nnnn	Z	COM/ nnnn	
Z	NAV/ nnnn	Z	NAV/ nnnn	
Z	DAT/ nnnn	Z	COM/ nnnn	

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4.3 Conversion of Field 10b

As shown below, is to be used for conversion of NEW Field 10b to PRESENT Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to '	PRESENT' Data Content
Field 10b	Item 18	Field 10b	Item 18
N		N	
А		А	
С		С	
Е		S	
Н		S	
I		I	
L		SD	
Р		Р	
S		S	
Х		X	
B1			COM/B1
B2			COM/B2
U1			COM/U1
U2			COM/U2
V1			COM/V1
V2			COM/V2
D1		D	
G1		D	

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4.4 Conversion of Item 18

As shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

'NEW' Data Content	Conversion to 'PRESENT' Data Content
Item 18	Item 18
STS/	STS/ change "ATFMX" to "ATFMEXEMPTAPPROVED"
SUR/	RMK/ SUR <text after="" sur=""></text>
DOF/	Maintain data in DOF/ if possible, otherwise remove.
DAT/	COM/
DLE/	RMK/ DLE <text after="" dle=""></text>
ORGN/	RMK/ ORGN
TALT/	RMK/ TALT <text after="" talt=""></text>
PBN/	See Conversion of Field 10a Table above

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CHAPTER 5

5.1 Differentiating between NEW format and PRESENT format

Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F, O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format. (i.e. ADF is omitted) see note 1.

Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 - Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:

If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.

Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:

- a) In Field 10a if the Qualifier J, M or D is filed.
- b) In Item 18 an entry used for STS/ is not in the allowed list for NEW.
- c) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format

- a) In Field 10a if any of the following qualifiers are filed: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7.
- b) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 ,V1 , V2 , O1 or G1.
- c) In Item 18 if PBN/ is filed.
- d) In Item 18 if SUR/ is filed.
- e) In Item 18 if DLE/ is filed.
- f) In Item 18 if TALT/ is filed.

If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study. After November 15, 2012 all FPLs will be assumed to be in NEW format.

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5.2 Air Traffic Services Messages

5.2.1 Item 18 DOF

Ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states "Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information".

The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 "Other information (using more than one line if necessary)".

Accordingly, the following interpretation would be proposed,

- a) Insert DOF/YYMMDD in Item 18 if that indicator has been previously specified.
- b) If the DOF/ indicator has not been specified previously, insert zero (0) in Item 18

Examples of ATS messages based on this interpretation are shown below:

5.2.2 Modification (CHG) Messages

```
(CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBD1151 VTBD)
(CHG-ABC123-NZAA2300-VTBS-0-16/VTBD1151 VTBD)
(CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045- 18/DOF/091121)
```

Note: if changing DOF insert the complete content of Item 18 in Item 22

5.2.3 Flight Plan Cancellation (CNL) Messages

```
(CNL-ABC123-NZAA2300-VTBS-DOF/091120)
(CNL-ABC123-NZAA2300-VTBS-0)
```

5.2.4 Delay (DLA) Messages

```
(DLA-ABC123-NZAA2345-VTBS-DOF/091120)
(DLA-ABC123-NZAA2345-VTBS-0)
```

5.2.5 Departure (DEP) Messages

(DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120) (DEP-ABC123/A0254-NZAA2347-VTBS-0)

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5.2.6 Request Flight Plan (RQP) Messages

(RQP-ABC123-NZAA2345-VTBS-DOF/091120) (RQP-ABC123-NZAA2345-VTBS-0) (RQP-ABC123-NZAA-VTBS-DOF/091120) (RQP-ABC123-NZAA-VTBS-0)

5.2.7 Request Supplementary Flight Plan (RQS) Messages

(RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120) (RQS-ABC123/A0254-NZAA2345-VTBS-0)

5.2.8 Arrival (ARR) Messages

(ARR-ABC123-NZAA-VTBS1315) (ARR-ABC123-NZAA0145-VTBS1315) **

Note: include EOBT (Field Type 13b) if known

5.3 TERMS OF REFERENCE

- 1. Conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM Doc 4444, effective 15 November 2012.
- Identify study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO New Flight Plan (INFPL) and associated ATS Message formats.
- 3. Prepare implementation plan for the MID region.
- 4. Provide necessary support and advise to MID States in for the implementation of the INFPL.
- 5. Address Contingency arrangements for States that cannot comply by the due date.
- 6. The INFPL SG will Report its progress to CNS/ATM/IC SG and CNS SG.

CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM

That, MID States,

- 1. In order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;
- 2. The Study Group follows the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and Performance Framework Form(PFF) implementation checklist which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5; and

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3 Implement the new ICAO Flight Plan model by applicability date.

DRAFT DECISION 1/1: TERMS OF REFERENCE OF THE INFPL STUDY GROUP

That, the Terms of Reference and Work Program of the ICAO New FPL format Study Group (INFPL SG) be as at **Appendix 2A** to the Report on Agenda Item 2.

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That:

- States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);
- 2. the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and
- 3. ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.

DRAFT CONCLUSION 1/X: MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE ICAO NEW FLIGHT PLAN FORMAT

That, MID Regional strategy for the implementation of the ICAO New FPL format be adopted as at **Appendix 5X** to the Report on Agenda Item 5.

DRAFT CONCLUSION 1/X: INFPL FORMAT IMPLEMENTATION ISSUES

That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.

DRAFT CONCLUSION 1/X: PLANNED IMPLEMENTATION DATE

That, MID States be urged to:

- 1. Implement the ICAO new flight plan format as per amendment 1 of the DOC 4444: and
- Report progress periodically to ICAO MID Regional Office in order to update the FITS

DRAFT CONCLUSION 1/X: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATIONThat, MID States be urged to:

- 1. Secure necessary budget for the implementation of the ICAO New FPL Format;
- 2. Initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;

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- 3. Develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and
- 4. Take all necessary measures to comply with the applicability date of 15 November 2012.

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Appendix 1

Status

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Comparison Table	of the Current and New Flight Plan		
Present Flight Plan	New Flight Plan	status	Remark
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.	closed	
4.4.1.3 Operators and air traffic services units should comply with the instructions for completion of the	4.4.1.3 Operators and air traffic services units should comply with:		
flight plan form and the repetitive flight plan listing form given in Appendix 2.			
	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.— 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.	completing the flight plan form given in Appendix 2 may be conveniently		
4.4.2 Submission of a flight plan	4.4.2 Submission of a flight plan	closed	
4.4.2.1 PRIOR TO DEPARTURE	4.4.2.1 PRIOR TO DEPARTURE		
4.4.2.1.1 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.	5 .		

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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.	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	CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES	closed	
11.4 MESSAGE TYPES AND THEIR APPLICATION	11.4 MESSAGE TYPES AND THEIR APPLICATION		
11.4.2 Movement and control messages	11.4.2 Movement and control		
	messages		
11.4.2.2 MOVEMENT MESSAGES	11.4.2.2 MOVEMENT MESSAGES		
11.4.2.2 MOVEMENT MESSAGES 11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES			
11.4.2.2.2 FILED FLIGHT PLAN (FPL)	11.4.2.2 MOVEMENT MESSAGES 11.4.2.2.2 FILED FLIGHT PLAN (FPL)		

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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 offblock 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 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 ATS 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.	11.4.2.2.2.5 FPL messages should be transmitted immediately after the filing of the flight plan., 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 the date of the flight departure shall be inserted in Item 18 of the flight plan.		
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.	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.	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	APPENDIX 2. FLIGHT PLAN	closed	
2. Instructions for the completion of the flight plan form	2. Instructions for the completion of the flight plan form		
2.2 Instructions for insertion of ATS data	2.2 Instructions for insertion of ATS data		

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Complete Items 7 to 18 as indicated hereunder.	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.	Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.		
Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.	are not consecutive, as they		
	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	ITEM 7: AIRCRAFT		
IDENTIFICATION	IDENTIFICATION		
	IDENTIFICATION (MAXIMUM 7 CHARACTERS)	closed	
IDENTIFICATION (MAXIMUM 7 CHARACTERS) INSERT one of the following aircraft identifications, not exceeding 7 characters: a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD,	IDENTIFICATION (MAXIMUM 7 CHARACTERS) INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols: b) the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA),	closed	
IDENTIFICATION (MAXIMUM 7 CHARACTERS INSERT one of the following aircraft identifications, not exceeding 7 characters: a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:	IDENTIFICATION (MAXIMUM 7 CHARACTERS) INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols: b) 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	closed	

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2) the aircraft is not equipped with radio; <i>OR</i> b) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. LM511, 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 25).	radio; . <i>OR</i> a) the ICAO designator for the aircraft operating agency followed by the flight		
Note.— 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.	radiotelephony call signs are		
ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)	ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS		
Flight rules	Flight rules	closed	
INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:	INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:		
I if IFR	I if it is intended that the entire flight will be operated under the IFR		
V if VFR	V if it is intended that the entire flight will be operated under the VFR		
Y if IFR first) and specify in Item 15 the point or,	Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules or,		
Z if VFR first) points where a change of flight rules is planned.	Z if the flight initially will be operated under the VFR), followed by one or more subsequent changes of flight rules		

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AND/OR

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

A (Not allocated) M Omega

B (Not allocated) O VOR

C LORAN C P (Not allocated)
D DME Q (Not allocated)
E (Not allocated) R RNP type
certification
F ADF (see Note 5)
G (GNSS) T TACAN
H HF RTF U UHF RTF
I Inertial navigation V VHF RTF
J (Data link) W}
(see Note 3) X} When prescribed by
ATS
K (MLS) Y}
L ILS Z Other equipment
carried
(see Note 2).

Note 1.—Standard equipment is considered to be

AND/OR

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

A GBAS J7 CPDLC FANS 1/A landing system SATCOM (Iridium) B LPV K MLS (APV with SBAS) C LORAN C L ILS D DME M1 ATC RTF **SATCOM (INMARSAT)** E1 FMC M2 ATC RTF (MTSAT) **WPR ACARS E2 D-FIS ACARS M3 ATC RTF** (Iridium) E3 PDC ACARS O VOR F ADF **P1-P9** Reserved for RCP G (GNSS) (See Note 2) H HF RTF R PBN approved (seeNote 4) I Inertial Navigation T TACAN J1 CPDLC ATN U UHF RTF **VDL Mode 2**(See Note 3) J2 CPDLC FANS 1/A HFDL V VHF RTF J3 CPDLC FANS 1/A VDL W RVSM approved Mode A J4 CPDLC FANS 1/A VDL X MNPS approved J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (see Note 5) Any alphanumeric characters not

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standard

indicated above are reserved.

Note 1.— If the letter S is used,



	VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	closed	
	Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/and/or NAV/,as appropriate.	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 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, 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.	Note 3.— 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 6 .— Information on navigation capability is provided to ATC for clearance and routing purposes.		
	Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned Surveillance equipment	Note 4.— 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, route or area is contained in the Performance- Based Navigation Manual (Doc 9613).		
	Surveillance equipment	Surveillance equipment and capabilities	closed	
	INSERT one or two of the following letters to describe the serviceable surveillance equipment carried:	INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,	closed	
1				

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	OR		
	INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:		
SSR equipment N Nil	SSR Modes A and C		
A Transponder — Mode A (4 digits — 4 096 codes)	A Transponder — Mode A (4 digits — 4 096 codes)		
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C	C Transponder — Mode A (4 digits — 4 096 codes) and Mode C		
X Transponder — Mode S without both aircraft identification and pressure-altitude transmission	SSR Mode S		
pressure dilitude 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 transmission, but no aircraft identification Transmission	P Transponder — Mode S, including pressure altitude, but no aircraft identification capability		
I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission			
	N Nil A Transponder — Mode A (4 digits — 4 096 codes) C Transponder — Mode A (4 digits — 4 096 codes) and Mode C X Transponder — Mode S without both aircraft identification and pressure-altitude transmission P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission I Transponder — Mode S, including aircraft identification transmission, but	INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board: SSR equipment N Nil A Transponder — Mode A (4 digits — 4 096 codes) C Transponder — Mode A (4 digits — 4 096 codes) C 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 capability L Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Appressure altitude transmission, but no aircraft identification Transmission, but no aircraft identification Transmission, but no aircraft identification Capability P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission.	INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board: SSR equipment N Nil A Transponder — Mode A (4 digits — 4 096 codes) C Transponder — Mode A (4 digits — 4 096 codes) C 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 L Transponder — Mode S, including aircraft identification, but no pressure-altitude capability L Transponder — Mode S, including aircraft identification, but no pressure-altitude extended squitter (ADS-B) and enhanced surveillance capability P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission I Transponder — Mode S, including aircraft identification transmission, but no aircraft identification transmission, but

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

ADS equipment

D ADS capability

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

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

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ITEM 13: DEPARTURE	ITEM 13: DEPARTURE	alacad	
AERODROME	AERODROME	closed	
AND TIME (8 CHARACTERS)	AND TIME (8 CHARACTERS		
INSERT the ICAO four-letter location	INSERT the ICAO four-letter location	closed	
indicator of the departure aerodrome,	indicator of the departure aerodrome	010000	
indicator of the departure deroutome,	as specified in Doc 7910, <i>Location</i>		
	Indicators,		
	marcatoro,		
OR, if no location indicator has been	OR, if no location indicator has been		
assigned, INSERT ZZZZ and	assigned, INSERT ZZZZ and		
SPECIFY, in Item 18, the name of the	SPECIFY, in Item 18, the name and		
aerodrome preceded by DEP/,	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,		
00 : (11			
OR, if the flight plan is received from	OR, if the flight plan is received from		
an aircraft in flight, INSERT AFIL, and	an aircraft in flight, INSERT AFIL, and		
SPECIFY, in Item 18, the ICAO four-	SPECIFY, in Item 18, the ICAO four-		
letter location indicator of the location	letter location indicator of the location		
of the ATS unit from which	of the ATS unit from which		
supplementary flight plan data can be obtained, preceded by DEP/.	supplementary flight plan data can be obtained, preceded by DEP/		
obtained, preceded by DEF7.	obtained, preceded by DEF		
THEN, WITHOUT A SPACE,	THEN, WITHOUT A SPACE,		
,	,		
INSERT for a flight plan submitted	INSERT for a flight plan submitted		
before departure, the estimated off-	before departure, the estimated off-		
block time,	block time (EOBT)		
OR, for a flight plan received from an	· .		
aircraft in flight, the actual or	9 7		
estimated time over the first point of	estimated time over the first point of		
the route to which the flight plan	the route to which the flight plan		
applies ITEM 15: ROUTE	applies. ITEM 15: ROUTE	oloood	
INSERT the first cruising speed as in	INSERT the first cruising speed as in	closed	
(a) and the first cruising level as in	(a) and the first cruising level as in (b),	GIUSEU	
(b), without a space between them.	without a space between them.		
(2), minost a opaso bottoon thom.	a space settroon thom.		
THEN, following the arrow, INSERT	THEN, following the arrow, INSERT		
the route description as in (c).	the route description as in (c).		
(a) Cruising speed (maximum 5	(a) Cruising speed (maximum 5	closed	
characters)	characters)		

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INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:			
Kilometers per hour, expressed as K followed by 4figures (e.g. K0830), or	Kilometers 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	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).	prescribed by the appropriate ATS		
(b) Cruising level (maximum 5 characters)	(b) Cruising level (maximum 5 characters)	closed	
INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:	/	closed	
Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or	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	*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	Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or		
for uncontrolled VFR flights, the letters VFR.	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)	speed, level and/or flight rules)	closed	
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,	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,	closed	
	ı		

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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.

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 or level, a change of ATS route, and/or a change of flight rules is planned,

*When so prescribed by the appropriate ATS authorities.

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),

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),

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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.	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.	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.	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 subitem by a space	USE ONLY the conventions in (1) to (5) below and SEPARATE each subitem by a space.		
(1) ATS route (2 to 7 characters)	(1) ATS route (2 to 7 characters)	closed	
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).	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).	closed	

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Note.— Provisions for the application of route designators are contained in Annex 11, Appendix1, while guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Performance-based Navigation Manual (Doc 9613).	Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1,		
(2) Significant point (2 to 11 characters)	(2) Significant point (2 to 11 characters) The coded designator (2 to 5	closed	
The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),	characters) assigned to the point (e.g. LN, MAY, HADDY),	ciosed	
or, if no coded designator has been assigned, one of the following ways:— Degrees only (7 characters):	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.	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):	— 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.	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"		

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Bearing and distance from a navigation aid:	Bearing and distance from a significant point:		
The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles. 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.	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 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)	(3) Change of speed or level (maximum 21 characters)	closed	
The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned, 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.	The point at which a change of speed (5% TAS or 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.	closed	
Examples: LN/N0284A045 MAY/N0305Fl80 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840	Examples: LN/N0284A045 MAY/N0305FI80 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840		
(4) Change of flight rules (maximum 3 characters)	(4) Change of flight rules (maximum 3 characters)	closed	
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:	rules is planned, expressed exactly as in (2) or (3) above as appropriate,		

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\/ED '(((ED	VED (C. 180 () (20		
VFR if from IFR to V		VFR if from IFR to VFR		
IFR if from VFR to II	FK	IFR if from VFR to IFR		
Examples: LN VFR		Examples: LN VFR		
LN/N0284A050 IFR		LN/N0284A050 IFR		
(5)		(5)	closed	
Cruise climb (maxim	num 28	Cruise climb (maximum 28		
characters)		characters)		
The letter C follow	ed by an <i>oblique</i>	The letter C followed by an oblique		
stroke; THEN the		stroke; THEN the point at which cruise		
cruise climb is p		climb is planned to start, expressed		
expressed exactly		exactly as in (2) above, followed by an		
followed by an oblid		oblique stroke; THEN the speed to be		
the speed to be i		maintained during cruise climb,		
cruise climb, expres		expressed exactly as in (a) above,		
(a) above, followed		followed by the two levels defining the		
defining the layer		layer to be occupied during cruise		
during cruise cli		climb, each level expressed exactly as		
expressed exactly a		in (b) above, or the level above which		
the level above whi		cruise climb is planned followed by		
planned followed by		the letters PLUS, without a space		
without a space bety	ween them.	between them.		
Examples:		Examples:	closed	
C/48N050W/M082F		C/48N050W/M082F290F350		
C/48N050W/M082F		C/48N050W/M082F290PLUS		
C/52N050W/M220F		C/52N050W/M220F580F620		
ITEM 16: DESTINA	TION	ITEM 16: DESTINATION	closed	
ITEM 16: DESTINA AERODROME AND	TION D TOTAL	ITEM 16: DESTINATION AERODROME AND TOTAL	closed	
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP	TION D TOTAL SED TIME,	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME,	closed	
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT	TION D TOTAL SED TIME,	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE	closed	
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S)	TION D TOTAL SED TIME, FERNATE	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro	TION D TOTAL SED TIME, TERNATE	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) Destination aerodrome and total	closed	
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) Destination aerodrome and total estimated elapsed time (8 characters)		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) Destination aerodrome and total		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) Destination aerodrome and total estimated elapsed time (8 characters)		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO	TION D TOTAL SED TIME, FERNATE Ime and total ime (8 characters) four-letter location the destination	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		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to	TION D TOTAL SED TIME, FERNATE Ime and total ime (8 characters) four-letter location the destination I, without a space,	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		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed	TION D TOTAL SED TIME, FERNATE Ime and total ime (8 characters) four-letter location the destination I, without a space,	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 as specified in Doc 7910, Location		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed ti INSERT the ICAO to indicator of to aerodrome followed by the total estimate	TION D TOTAL SED TIME, FERNATE THE and total time (8 characters) four-letter location the destination d, without a space, ed elapsed time,	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 as specified in Doc 7910, Location Indicators,		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed ti INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters) four-letter location the destination d, without a space, the delapsed time, andicator has been	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 as specified in Doc 7910, Location Indicators, OR, if no location indicator has been		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in assigned, INSERT	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters) four-letter location the destination I, without a space, the delapsed time, andicator has been T ZZZZ followed,	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 as specified in Doc 7910, Location Indicators, OR, if no location indicator has been assigned, INSERT ZZZZ and		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in assigned, INSERT without a space	TION D TOTAL SED TIME, TERNATE THE and total time (8 characters) four-letter location the destination I, without a space, the delapsed time, andicator has been T ZZZZ followed, T, by the total	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 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		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in assigned, INSERT without a space estimated elapse	TION D TOTAL SED TIME, TERNATE Ime and total time (8 characters) four-letter location the destination I, without a space, ted elapsed time, and total time (8 characters) four-letter location the destination I, without a space, ted elapsed time, and total ted time, and	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 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		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in assigned, INSERT without a space estimated elapsed SPECIFY in Item 18	TION D TOTAL SED TIME, FERNATE The and total time (8 characters) four-letter location the destination d, without a space, the delapsed time, and total the destination d, without a space, the delapsed time, and the total the delapsed time, and the name of the	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 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		
ITEM 16: DESTINA AERODROME AND ESTIMATED ELAP DESTINATION ALT AERODROME(S) Destination aerodro estimated elapsed to INSERT the ICAO to indicator of to aerodrome followed by the total estimate OR, if no location in assigned, INSERT without a space estimated elapse	TION D TOTAL SED TIME, FERNATE The and total time (8 characters) four-letter location the destination d, without a space, the delapsed time, and total the destination d, without a space, the delapsed time, and the total the delapsed time, and the name of the	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 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		
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	Note.— For a flight plan received	Note.— For a flight plan received from		
	from an aircraft in flight, the total	an aircraft in flight, the total estimated		
	estimated elapsed time is the	elapsed time is the estimated time		
	estimated time from the first point of	from the first point of the route to		
	the route to which the flight plan	which the flight plan applies to the		
	applies.	termination point of the flight plan		
	Alternate aerodrome(s) (4 characters)	Destination alternate aerodrome(s)	closed	
	INSERT the ICAO four-letter location	INSERT the ICAO four-letter location		
	indicator(s) of not more than two	indicator(s) of not more than two		
	alternate aerodromes, separated by a	destination alternate aerodromes, as		
	space,	specified in Doc 7910, Location		
		<i>Indicators</i> , separated by a space,		
		marcatore, coparated by a opace,		
	OR, if no location indicator has been	OR, if no location indicator has been		
	assigned to the alternate aerodrome,	assigned to the destination alternate		
	accignou to ano anomato acrosmo,	aerodrome(s),		
		dorodromo(0),		
	INSERT ZZZZ and SPECIFY in Item	INSERT ZZZZ and SPECIFY in Item		
	18 the name of the aerodrome,	18 the name and location of the		
	preceded by ALTN/ .	destination alternate aerodrome(s),		
	proceeds by Alexandra	preceded by ALTN/.		
	ITEM 18: OTHER INFORMATION	ITEM 18: OTHER INFORMATION	closed	
		Note.— Use of indicators not	closed	
		included under this item may result	0.0000	
		in data being rejected, processed		
		incorrectly or lost. Hyphens or		
		oblique strokes should only be		
		used as prescribed below.		
		acca de procenica solowi		
	INSERT 0 (zero) if no other			
		INSERT () (zero) if no other		
	Linformation	INSERT 0 (zero) if no other		
1	information,	INSERT 0 (zero) if no other information,		
	·	information,		
	OR, any other necessary information	information, OR, any other necessary information		
	OR, any other necessary information in the preferred sequence shown	or, any other necessary information in the sequence shown hereunder, in		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the	or of the appropriate indicator		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be recorded:		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be recorded: STS/ Reason for special handling		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be recorded: STS/ Reason for special handling by ATS, e.g. a search and rescue		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be recorded: STS/ Reason for special handling		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand the information to be recorded: STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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;		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		
	OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to	information, OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique strokeand 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		

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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

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			1 -1 1 1	1
		RNAV SPECIFICATIONS	closed	
	A1	RNAV 10 (RNP 10)		
	B1	RNAV 5 all permitted sensors		
	B2	RNAV 5 GNSS		
	В3	RNAV 5 DME/DME		
	B4	RNAV 5 VOR/DME		
	B5	RNAV 5 INS or IRS		
	В6	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		
	01	Basic RNP 1 all permitted sensors		
	O2	Basic RNP 1 GNSS		
	О3	Basic RNP 1 DME/DME		
	04	Basic RNP 1 DME/DME/IRU		
	S1	RNP APCH		
	S2	RNP APCH with BARO-VNAV		

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	T1	RNP AR APCH with RF (special authorization required		
	T2	RNP AR APCH without RF (special authorization required		
		pinations of alphanumeric cters not indicated above are wed	closed	
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.			closed	
Examples: EET/CAP0745 XYZ0830 EET/EINN0204			closed	
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 re-clearance in flight.			closed	
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.				

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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 as required by the appropriate ATS authority.	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 notspecified in 10a.		
	SUR/ Include surveillance applications or capabilities not specified in Item 10b.		
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.	DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.	closed	
	For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location 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.	
	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 of destination aerodrome, if ZZZZ is inserted in Item 16.	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).	LAGITIPIG. 111/21 10 01 0 002	closed	
` .	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).		

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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* (PANSOPS,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-routealternate(s), specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator allocated. For is 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.

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		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		
RMK/ Any other remarks when requappropriate ATS author necessary.	plain-language uired by the prity or deemed	RIF/ESP G94 CLA YPPH RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.	closed	
ITEM 19: SUPPLEMENT INFORMATION	NTARY	ITEM 19: SUPPLEMENTARY INFORMATION	closed	
4. Instructions for the				
of a supplementary (SPL) message	y flight plan	4. Instructions for the transmission of a supplementary flight plan (SPL) message	closed	
of a supplementary	y flight plan nitted Transmit reunder, unless	of a supplementary flight plan	closed	
of a supplementary (SPL) message Items to be transmitems as indicated her	y flight plan nitted Transmit reunder, unless ator, Addressee Time, Originator if necessary, of addressees	of a supplementary flight plan (SPL) message Items to be transmitted Transmit items as indicated hereunder, unless	closed	

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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 preprinted on the form)as necessary;	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	c) the AFTN Ending, as described below: End-of-Text Signal		
a) one LETTER SHIFT	a) one LETTER SHIFT		
b) two CARRIAGE RETURNS, one LINE FEED	b) two CARRIAGE RETURNS, one LINE FEED		
Page-feed Sequence	Page-feed Sequence		
Seven LINE FEEDS	Seven LINE FEEDS		
End-of-Message Signal	End-of-Message Signal		
Four of the letter N.	Four of the letter N.		
7. Instructions for the completion of the repetitive flight plan (RPL) listing form	of the repetitive flight plan (RPL) listing form	closed	
7.4 Instructions for insertion of RPL data	7.4 Instructions for insertion of RPL data	closed	
ITEM G: SUPPLEMENTARY DATA	ITEM G: SUPPLEMENTARY DATA AT	closed	
INSERT name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay	INSERT name and appropriate contact details of entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay	closed	
APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES	APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES	closed	
1. Message contents, formats and data conventions	1. Message contents, formats and data conventions	closed	
1.2 The standard types of field	1.2 The standard types of field	closed	
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.	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.	closed	

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Field type	Data	Field type	Data	closed	
3	Message type, number and reference data	3	Message type, number and reference data		
5	Description of emergency	5	Description of emergency		
7	Aircraft identification and SSR Mode and Code	7	Aircraft identification and SSR Mode and Code		
8	Flight rules and type of flight	8	Flight rules and type of flight		
9	Number and type of aircraft and wake turbulence category	9	Number and type of aircraft and wake turbulence category		
10	Equipment	10	Equipment and capabilities		
13	Departure aerodrome and time	13	Departure aerodrome and time		
14	Estimate data	14	Estimate data		
15	Route	15	Route		
16	Destination aerodrome and Total estimated elapsed time, alternate aerodrome(s)	16	Destination aerodrome And Total estimated Elapsed time, destination alternate aerodrome(s)		
17	Arrival aerodrome and time	17	Arrival aerodrome and time		
18	Other information	18	Other information		
19	Supplementary information	19	Supplementary information		
20	Alerting search and rescue information	20	Alerting search and rescue information		
21	Radio failure information	21	Radio failure information		
22	Amendment	22	Amendment		
1 6 Det	a conventions	16 Da	ata conventions	closed	
	the expression of position or		The expression of position or	closed	
route		route			

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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 enroute 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 characters being the coded identification of a navigation aid (normally a VOR), 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".

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 enroute 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 **to 5** characters being the coded identification of **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".

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Field Type 8 — Flight rules and type of flight	Field Type 8 — Flight rules and type of flight	
Format:- a b	Format:- a b	
SINGLE HYPHEN (a) Flight rules 1 LETTER as follows:	SINGLE HYPHEN (a) Flight Rules 1 LETTER as follows:	closed
I if IFR V if VFR	I if it is intended that the entire flight will be operated under the IFR	
Y if IFR first Z if VFR first	V if it is intended that the entire flight will be operated under the VFR	
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.	Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules	
	Z if 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.	* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.	closed
Field Type 10 — Equipment Format:- a / b	Field Type 10 — Equipment and Capabilities Format:- a / b	
SINGLE HYPHEN	SINGLE HYPHEN	

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(a) Radio Communication, Navigation (a) Radio Communication, closed Navigation and Approach Aid and Approach Aid Equipment Equipment and Capabilities 1 LETTER as follows: 1 LETTER as follows: N no COM/NAV/approach aid N no COM/NAV/approach aid equipment for the route to be equipment for the route to be flown is carried, or the equipment flown is carried, or the equipment is unserviceable is unserviceable OR S Standard COM/NAV/approach OR S Standard COM/NAV/approach aid equipment for the route to be aid equipment for the route to be flown is carried and serviceable flown is carried and serviceable (See Note 1) (See Note 1) AND/OR ONE OR MORE OF THE AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to FOLLOWING LETTERS to indicate the serviceable COM/ indicate the serviceable COM/ NAV/approach aid equipment NAV/approach aid equipment Serviceable and capabilities A (Not allocated) A GBAS landing System B (Not allocated) B LPV (APV with SBAS) C LORANC C LORANC D DME D DME E1 FMC WPR ACARS E1 (Not allocated) E2 **D-FIS ACARS** E3 PDC ACARS F ADF G (GNSS) F ADFG GNSS (See Note 2) H HF RTF H HF RTF I Inertial Navigation I Inertial Navigation J1 CPDLC ATN VDL Mode 2 (See J (Data link) (See Note 3) Note 3) J2 CPDLC FANS 1/A HFDL J3 CPDLC FANS 1/A VDL Mode A J4 CPDLC FANS 1/A VDL Mode 2 J5 CPDLC FANS 1/A SATCOM (INMARSAT) J6 CPDLC FANS 1/A SATCOM (MTSAT) J7 CPDLC FANS 1/A SATCOM (Iridium) K (MLS) K MLS L ILS L ILS M1 ATC RTF SATCOM M Omega (INMARSAT) M2 ATC RTF (MTSAT) M3 ATC RTF (Iridium) O VOR O VOR P (Not allocated) P1-P9 Reserved for RCP Q (Not allocated) R (Not allocated) RNP type R PBN approved (see Note 4) Certification (see Note 5)



			<u> </u>	
	T TACAN	T TACAN		
	U UHF/RTF	U UHF/RTF		
	V VHF/RTF	V VHF/RTF		
	W when prescribed by ATS	W RVSM Approved		
	X when prescribed by ATS	X MNPS approved		
	Y when prescribed by ATS	Y VHF with 8.33 kHz channel		
	1 Wildin processing at by 711 a	spacing capability		
	Z Other equipment carried	Z Other equipment carried		
Н	(see Note 2)	or other capabilities (see Note 5)		
	Note 1.— Standard equipment is	Note 1.— If the letter S is used,	closed	
	considered to be VHF RTF, ADF,	standard equipment is considered to		
	VOR and ILS, unless another	be VHF RTF, VOR and ILS, unless		
	combination is prescribed by the	another combination is prescribed by		
	appropriate ATS authority	the appropriate ATS authority.		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,		
		Note 2.— If the letter G is used, the		
		types of external GNSS		
		7,000		
		augmentation, if any, are specified		
		in Item 18 following the indicator		
Ш		NAV/ separated by a space.		
	Note 2.— If the letter Z is used, the	Note 5.— If the letter Z is used,	closed	
	equipment carried is to be specified	specify in Item 18 the other		
	in Item 18, preceded by COM/ and/or	equipment carried or other capabilities		
	NAV/, as appropriate.	preceded by COM/ , NAV/ and/or		
	. ,	DAT, as appropriate.		
\vdash	Note 3.— If the letter J is used,	Note 3.—See RTCA/EUROCAE	closed	
	specify in Item 18 the equipment	Interoperability Requirements	Glosed	
	carried, preceded by DAT/ followed	Standard For ATN Baseline 1 (ATN		
	by one or more letters as appropriate.	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.		
H	Note 4.— Information on navigation		closed	
			CIOSEU	
	capability is provided to ATC for			
Н	clearance and routing purposes	clearance and routing purposes.		
	Note 5.— Inclusion of letter R	Note 4.— If the letter R is used, the	closed	
	indicates that an aircraft meets the	performance based navigation		
	RNP type prescribed for the route	levels that can be met are specified		
	segment(s), route(s) and/or area	in Item 18 following the indicator		
	concerned.	PBN/. Guidance material on the		
		application of performance-based		
		navigation to a specific route		
		segment,route area is contained in		
		the Performance-Based Navigation		
Ш		Manual (Doc 9613).		
			closed	
	OBLIQUE STROKE	OBLIQUE STROKE		
	(b) Surveillance Equipment and	(b) Surveillance Equipment and	closed	
	capabilities	capabilities		
	,			

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ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried

SSR equipment N Nil A Transponder — Mode A (4 digits — 4 096 codes)

C Transponder — Mode A
(4 digits — 4 096 codes) and Mode C
X Transponder — Mode S without
Both aircraft identification and
pressure altitude transmission

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

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

SSR Modes A and C

A Transponder — Mode A (4 digits — 4 096 codes)

C Transponder — Mode A
(4 digits — 4 096 codes) and ModeC
SSR Mode S
E Transponder — Mode S,

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 **capability**

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

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

Note. – Enhanced surveillance capability is the ability of the

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	aircraft to down-link aircraft derived data via a Mode S transponder.	
ADS equipment	ADS-B	
D ADS capability	B1 ADS-B with dedicated 1090MHz ADS-B "out" capability	
	B2 ADS-B with dedicated 1090MHz ADS-B "out" and "in" capability	
	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	
	Alphanumeric characters not indicated above are reserved. Note.— Additional surveillance application should be listed in item 18 following the indicator SUR/.	
Examples: -S/A -SCHJ/CD -SAFJ/SD	Examples: -S/A -SCI/C B1 -SAF R /S V1	closed
Format:-	Format:- a b	
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Departure Aerodrome 4 LETTERS, being	(a) Departure Aerodrome 4 LETTERS, being	closed

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the ICAO four-letter location indicator allocated to the departure aerodrome, or	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	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).	AFIL if the flight plan has been filed in the air (see Note 2).		
Note 1.— If ZZZZ is used, the name of the departure aerodrome is to be shown in the Other Information Field (see Field Type18) if this Field Type is contained in the message.	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 Type18) 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).	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.	* This field shall be terminated here in message types CPL, EST, CDN and ACP . It shall be terminated here in message type RQP if the estimated off-block time is not known.	closed	
(b) <i>Time</i> 4 NUMERICS giving	(b) <i>Time</i> 4 NUMERICS giving	closed	
the estimated off-block time at the aerodrome in	the estimated off-block time (EOBT) at the aerodrome in		
(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or	(a) in FPL, ARR, CHG, CNL , and DLA and RQS messages transmitted before departure and in RQP message, if known, or		

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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							in the Route Field (see Field Type 15) in FPL messages derived from					closed	
Fie	eld Type	14 — 1	Estima	ate dat	ʻa	Field	Type 14	— <i>E</i> s	timate (data			
For	rmat:-					Form	nat:-					closed	
а	/	b	С	d	е	а	/	b	С	d	е		
SIN	IGI F HY	PHFN	J			SING	SLE HYPI	HFN					
(a) Their to Co Go de de de the	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 point (e.g. a VOR). Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.					(a) In the eith to 5 Cook Geo bear sign	Boundary BOUND BOU	Point ARY Fesignars, in Ab I Coordistan oint is point Iocate	POINT entor con Geogra breviate dinates ce from ant may lead close oundary	express sisting of phical ed s, or by a be an e to, rath	of 2	closed	
	Note 2.— See 1.6 for data conventions.						Note 2.— See 1.6 for data conventions.						
aei est	conventions. Field Type 16 — Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)					Field Type 16 — Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)			closed				

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	Format:-					Format:-					
	а	b	(sp)	С		a I	o	(sp)	С		
	See Note in margin on page A3-20.					See Note in on page A3	-21 .				
Ш	FIELD TY				L	FIELD TYP				closed	
	Previouatype of field or symbol	0	This type If field is used in	Next type of field or symbol		Previous type of field or symbo	of fi	s type ield ised in	Next type of field or symbol	closed	
	15		ALR	18		15	1	4LR	18		
	15 13 13		FPL CHG CNL	18 22)		15 13 13	(FPL CHG CNL	18 18 18		
	13 13 13		DLA DEP ARR***)) 17		13 13 13		DLA DEP ARR***	18 18 17		
	15 14 13 13		CPL EST CDN ACP	18) 22)		15 14 13 13	E	CPL EST CDN ACP	18) 22)		
	13 13		RQS SPL) 18		13 13		RQS SPL	18 18		
	*** Only in	ary lan	ding			*** Only in diversionary	/ lanc	closed			
$\vdash \vdash$	SINGLE H				+	SINGLE HY		closed			
	(a) Destination Aerodrome 4 LETTERS, being					(a) Destinated 4 LETTER		closed			
	the ICAO four-letter location indicator allocated to the destination aerodrome or ZZZZ if no ICAO location indicator has been allocated.					the ICAO f allocated to aerodrome 7910 , <i>Loc</i>					
						ZZZZ if no ICAO location indicator has been allocated.					

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Note.— If ZZZZ is used, the name of	Note.— If ZZZZ is used, the name	
the destination aerodrome is to be	and location of the destination	
shown in the Other Information Field	aerodrome is to be shown in the	
(see Field Type 18).	Other Information Field (see Field	
	Type 18)	
* This field is to be terminated here in	* This field is to be terminated here in	closed
all message types other than ALR,	all message types other than ALR,	
FPL and SPL.	FPL and SPL.	
SPACE	SPACE	
(c) Destination Alternate	(c) Destination Alternate	closed
Aerodrome(s).	Aerodrome(s) .	
4. 577500	41577500 1 1	
4 LETTERS, being	4 LETTERS, being	
the ICAO form letter leasting in the	About CAO form lotter to estimate to the	
the ICAO four-letter location indicator	the ICAO four-letter location indicator	
allocated to an alternate aerodrome,	allocated to an alternate aerodrome,	
as specified in Doc 7910, Location	as specified in Doc 7910, Location	
Indicators or	<i>Indicators</i> or	
ZZZZ if no ICAO location indicator	ZZZZ if no ICAO location indicator	
has been allocated.	has been allocated.	
Tias been allocated.	nas been anocated.	
Note.— One further element of (c)	Note.— One further element of (c)	
should be added, as necessary,	should be added, as necessary,	
preceded by a space	preceded by a space	
proceded by a space	proceded by a space	
Note.— If ZZZZ is used, the name of	Note.— If ZZZZ is used, the name	
the	and location of the destination	
alternate aerodrome is to be shown	alternate aerodrome is to be shown	
in the Other Information Field (see	in the Other Information Field (see	
Field Type 18).	Field Type 18).	
Examples: -EINN0630	Examples: -EINN0630	closed
-EHAM0645 EBBR	-EHAM0645 EBBR	
-EHAM0645 EBBR EDDL	-EHAM0645 EBBR EDDL	
Field Type 17 — Arrival aerodrome	Field Type 17 — Arrival aerodrome	
and time	and time	
Format:-	Format:-	closed
a B' (sp) c	a B` (sp) c	
	a B` (sp) c	
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Arrival Aerodrome	(a) Arrival Aerodrome	closed
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator	the ICAO four-letter location indicator	
allocated to the arrival aerodrome, or	allocated to the arrival aerodrome as	

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	specified in Doc 7910, Location		
	Indicators, or		
ZZZZ if no ICAO location indicator has been allocated.	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).		
(h) Time of Amiral	(b) Time of Aminal		
(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.	(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.	* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.	closed	
Field Type 18 — Other information	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:-	Format: A	closed	
or (sp) (sp)*(sp)	or (sp) (sp)*(sp)		
(* additional elements as necessary) SINGLE HYPHEN	(* additional elements as necessary) SINGLE HYPHEN		
(a) 0 (zero) if no other information,	(a) 0 (zero) if no other information,	closed	
OR, Any other necessary information in	OR, Any other necessary information in	closed closed	_
the preferred sequence shown	the sequence shown hereunder, in the		
hereunder, in the form of the	form of the appropriate indicator selected from those defined		
appropriate indicator followed by an oblique stroke and the information to	hereunder followed by an oblique		
be recorded:	stroke and the information to be		

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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.



	by A designment of the to the entries	r reasons for special handling TS shall be denoted under the gnator RMK/. Indication of RNAV and/or capabilities. Include as many e descriptors below, as apply e flight, up to a maximum of 8 es, i.e. a total of not more than paracters.		
		RNAV SPECIFICATIONS	closed	
	A1	RNAV 10 (RNP 10)		
	B1	RNAV 5 all permitted sensors		
	B2	RNAV 5 GNSS		
	В3	RNAV 5 DME/DME		
	B4	RNAV 5 VOR/DME		
	B5	RNAV 5 INS or IRS		
	B6	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		

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		L1	RNP 4		
		01	Basic RNP 1 all permitted sensors		
		02	Basic RNP 1 GNSS		
		О3	Basic RNP 1 DME/DME		
		04	Basic RNP 1 DME/DME/IRU		
		S1	RNP APCH		
		S2	RNP APCH with BAR-VNAV		
		T1	RNP AR APCH with RF (special		
			authorization required		
		T2	RNP AR APCH without RF (special authorization required		
-		Com	binations of alphanumeric	closed	
			acters not indicated above are	Closed	
	EET/ Significant points or FIR boundary designators and			closed	
	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 re-clearance 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.				

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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, as required by the appropriate ATS authority.

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.

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of close Z is unit plan L is the	d
Z is unit plan	d
n as	
s of h) or lures lrees utes, "W"	
n the as	
from Jures owed nt in ssing high d by that ic is y be mber , by nt of	
	de in s of h) or gures grees utes, "W" mber y e.g. n the as icant from gures owed nt in ssing high d by that ic is y be mber y, by nt of of 40 DUB"



_		,		
		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 of destination aerodrome, if ZZZZ is inserted in Item 16.	DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16.	closed	
		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.		closed	

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RALT/ Name of en-route alternate aerodrome(s).		closed	
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.	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.	closed	
	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 <i>Procedures for Air Navigation Services — Aircraft Operations</i> (PANSOPS, Doc 8168), <i>Volume I — Flight Procedures</i> , if so prescribed by the appropriate ATS authority.		

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	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 re clearance 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.	remarks when required by the	closed	

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Examples:-0 -EET/15W03 30W0420 40 -STS/ONE E -DAT/	315 20W033 W0502	7		Examples:-0 - STS/MEDE \ -EET/ 0 15W0 0 30W0420 0 4	VAC 315 0 20W0	337		
Field Type 2.	2 — Amendr	nent	T	Field Type 22	2 — Amendi	ment	closed	
FIELD TYPE				FIELD TYPE				
Previous type of field or symbol	This type of field is used in	Next type of field or symbol		Previous type of field or symbol	This type of field is used in	Next type of field or symbol		
16	CHG	*22 or)		18	CHG	*22 or)		
16	CDN	*22 or)		16	CDN	*22 or)		
* Indicates th		lds of		* Indicates th		lds of	closed	
this type may RULES FOR OF ATS MES (See Section Appendix)	THE COMP SSAGES			this type may RULES FOR OF ATS MES (See Section: Appendix)	THE COMP SAGES		closed	
STANDARD	POSITION			STANDARD THEIR COMI	POSITION		closed	
MESSAGE TYPE	DESIGNAT OR	Other informatio n		MESSAGE TYPE	DESIGNAT OR	Other informatio	closed	
Alerting	ALR	18		Alerting	ALR			
Radio communicatio n failure	RCF			Radio communicatio n failure	RCF			
Filed flight plan	FPL	18		Filed flight plan	FPL	18		
Delay	DLA			Delay	DLA	18		
Modification	CHG			Modification	CHG	18		
Flight plan cancellation	CNL			Flight plan cancellation	CNL	18		
Departure	DEP			Departure	DEP	18		
Arrival	ARR			Arrival	ARR			
Current flight plan	CPL			Current flight plan	CPL			
Estimate	EST			Estimate	EST			1

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		T		1.	T		1	Т
	Coordination	CDN		Coordination	CDN			
	Acceptance	ACP		Acceptance	ACP			
	-							
	Logical acknowledge ment message	LAM		Logical acknowledge ment message	LAM			
	Request flight plan	RQP		Request flight plan	RQP	18		
	Request Supplementar y flight plan	RQS		Request supplementar y flight plan	RQS	18		
	Supplementar y flight plan	SPL		Supplementar y flight plan	SPL			
				7,				
\vdash	The express			The expression The follow		<i>n or route</i> native data	closed	
		shall be u	sed for the		shall be u	ised for the		
	identification (normally a decimal num from the po followed by giving the dinautical mile numerics is necessary, be a point at 18 of 40 nautical would be exp	of a na VOR), fol nerics giving int in degree 3 decimestance from s. The correct to be made by insertion of all miles from the pressed as "leave to the series of the seri	ng the coded vigation aid lowed by 3 the bearing es magnetic al numerics the point in ct number of e up, where of zeros, e.g. at a distance of VOR "FOJ" FOJ180040".	identification followed by 3 the bearing for magnetic for numerics give point in naunumber of number of nu	of a sign ial decimal number of the point of the distantical miles. In the point at 180 of 40 nautical would be expense.	ng the coded ificant point, merics giving nt in degrees 3 decimal nce from the The correct be made up, insertion of magnetic at al miles from expressed as		
-	2. Examples			2. Examples			closed	
	2.2 Emergen2.2.1 Alerting2.2.1.1 Comp	g (ALR) mes		2.2 Emergen 2.2.1 Alerting 2.2.1.1 Comp	g (ALR) mes		closed	
	9 Type of aircraft and wake turbulence category	-	10 Equipment and	9 Type of aircraft and wake turbulence category	-	10 Equipment and capabilities	closed	

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16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed	
2.2.1.2 Example	2.2.1.2 Example	closed	
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	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.	closed	
(ALR-INCERFA/LGGGZAZX /OVERDUE -FOX236/A3624-IM -C141/H-S/CD -LGAT1020 -N0430F220 B9 3910N02230W	(ALR-INCERFA/LGGGZAZX /OVERDUE -FOX236/A36 24 -IM -C141/H-S/C -LGAT1020 -N0430F220 B9 3910N02230W		
/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -EET/LYBE0020 EDMI0133 REG/A43213 OPR/USAF RMK/NO POSITION REPORT SINCE DEP PLUS 2 MINUTES	/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -REG/A43213 EET/LYBE0020 EDMI0133 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)	-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	2.2.1.2.1 Meaning	closed	
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 —	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 — last	closed	

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ADS capability — last assigned Code assigned Code 3624 — departed 3624 — departed Athens 1020 UTC Athens 1020 UTC — cruising speed — cruising speed for first portion of for first portion of route 430 knots, first route 430 knots, first requested requested cruising level FL 220 cruising level FL 220 - proceeding proceeding on airway Blue 9 to on airway Blue 9 to 3910N2230W 3910N2230W where TAS would be where TAS would be changed to 415 changed to 415 knots and FL240 knots — proceeding on airway Blue 9 would be requested — proceeding to Ivanic Grad VOR where FL 180 on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, would be requested, maintaining TAS of 415 knots — proceeding on airway maintaining TAS of 415 knots and Blue 9to Munich, total estimated FL240 would be requested proceeding on airway Blue 9 to elapsed time 2 hours and 27 minutes alternate is Frankfurt Munich, total estimated elapsed time accumulated estimated elapsed times hours and 27 minutes at the Belgrade and Munich FIR destination alternate is Frankfurt boundaries 20 minutes and 1 hour aircraft registration A43213 and 33 minutes respectively accumulated estimated elapsed times aircraft registration A43213 — the at the Belgrade and Munich FIR aircraft is operated by the USAF boundaries 20 minutes and 1 hour no position report has been received and 33 minutes respectively — the since 2 minutes after departure aircraft is operated by the USAF — no endurance 7 hours and 20 minutes position report has been received after take-off — 12 persons on board since 2 minutes after departure — portable radio equipment working endurance 7 hours and 20 minutes on VHF 121.5 MHz and UHF 243 after take-off — 12 persons on board portable radio equipment working MHz is carried — life jackets fitted with lights and fluoresce in are on VHF 121.5 MHz and UHF 243 MHz is carried — life iackets fitted carried — 2 dinghies with orange covers are carried, have a total with lights and fluorescein are carried capacity for 14 persons — aircraft — 2 dinghies with orange covers are colour is silver - pilot's name is carried, have a total capacity for 14 SIGGAH — operator is USAF persons — aircraft colour is silver pilot's name is SIGGAH — operator is Athens approach control was the last unit to make contact at 1022 UTC on USAF — Athens approach control 126.7 MHz when pilot reported over was the last unit to make contact at GN runway locator beacon — Athens 1022 UTC on 126.7 MHz when pilot approach control have alerted all ATS reported over GN runway locator units within Athens FIR — no other beacon — Athens approach control pertinent information. have alerted all ATS units within Athens FIR — no other pertinent information. 2.3 Filed flight plan and associated 2.3 Filed flight plan and associated closed update messages update messages

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2.3.1 Filed flight plan (FPL) message	2.3.1 Filed flight plan (FPL) message	
2.3.1.1 Composition	2.3.1.1 Composition	
3 Messag e type, number and referen ce data 7 Aircraft Identificatio n and SSR Mode and Code 8 Flight rules and type of flight	3 Mess age type, numb er and refere nce data 3 Aircraf t cation cation and refere nce data 7 Aircraf t identifi cation - sof SSR Mode and Code 8 Flight rules and type of flight	closed
9 Type of aircraft and wake turbulence category	9 Type of aircraft and wake turbulence category 10 Equipment and capabilities	
13 Departure aerodrome and time	13 Departure aerodrome and time	
15 Route (using more than one line if necessary)	15 Route (using more than one line if necessary)	
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	closed
18 Other information (using more than one line if necessary)	18 Other information (using more than one line if necessary)	closed
2.3.1.2 Example	2.3.1.2 Example	closed
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.		closed

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	<u></u>		
(FPL-TPR101-IS	(FPL-ACA101-IS		
B707M-CHOPV/CD	– B773/H-CHOV/C		
-EGLL1400	-EGLL1400		
-N0450F310 G1 UG1 STU285036	-N0450F310 L9 UL9 STU285036		
/M082F310 UG152N015W 52N020W	/M082F310 UL9 LIMRI 52N020W		
52N030W 50N040W 49N050W	52N030W 50N040W 49N050W		
-CYQX0455 CYYR	-CYQX0455 CYYR		
-EET/EINN0026 EGGX0111	-EET/EI S N0026 EGGX0111		
20W0136	0 20W0136		
CYQX0228 40W0330 50W0415	CYQX0228 0 40W0330 0 50W0415		
SEL/FJEL)	SEL/FJEL)		
2.3.1.2.1 <i>Meaning</i>	2.3.1.2.1 <i>Meaning</i>	closed	
Filed flight plan message — aircraft	Filed flight plan message — aircraft	closed	
identification TPR101 — IFR,			
scheduled flight — a Boeing 707,	,		
medium wake turbulence category			
equipped with Loran C, HF RTF,			
VOR, Doppler, VHF RTF and SSR			
transponder with Modes A (4 096	transponder with Modes A (4 096		
code capability) and C — ADS	code capability) and C — departure		
capability — departure aerodrome is	aerodrome is London, estimated off-		
London, estimated off-block time	block time 1400 UTC — cruising		
1400 UTC — cruising speed and	speed and requested flight level for		
requested flight level for the first	the first portion of the route are 450		
portion of the route are 450 knots and	knots and FL 310 — the flight will		
FL 310 — the flight will proceed on	proceed on Airways Lima 9 and		
Airways Green 1 and Upper Green 1	Upper Lima 9 to a point bearing 285		
to a point bearing 285 degrees	degrees magnetic and 36 NM from		
magnetic and 36 NM from the	the Strumble VOR. From this point the		
Strumble VOR. From this point the	flight will fly at a constant Mach		
flight will fly at a constant Mach	number of .82, proceeding on Upper		
number of .82, proceeding on Upper	Lima 9 to LIMRI; then to 52N20W; to		
Green 1 to 52N15W; then to	52N30W; to 50N40W; to 49N50W; to		
52N20W; to 52N30W; to 50N40W; to	destination Gander, total estimated		
49N50W; to destination Gander, total			
estimated elapsed time 4 hours and			
55 minutes — alternate is Goose Bay	 captain has notified accumulated 		
captain has notified accumulated	estimated elapsed times at significant		
estimated elapsed times at significant			
points along the route, they are at the	Shannon FIR boundary 26 minutes, at		
Shannon FIR boundary 26 minutes,	theShanwick Oceanic FIR boundary 1		
at theShanwick Oceanic FIR	hour and 11 minutes, at 20W 1 hour		
boundary 1 hour and 11 minutes, at			
20W 1 hour and 36 minutes, at the	Oceanic FIR boundary 2 hours and 28		
Gander Oceanic FIR boundary 2	minutes, at 40W 3 hours and 30		
hours and 28 minutes, at 40W 3	minutes and at 50W 4 hours and 15		
hours and 30 minutes and at 50W 4	minutes — SELCAL code is FJEL.		
	minutes — SELUAL CODE IS FJEL.		
hours and 15 minutes — SELCAL			
code is FJEL.			

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2.3.2 Modification (CHG) message	2.3.2 Modification (CHG) message	closed
2.3.2.1 Composition	2.3.2.1 Composition	closed
3 Aircra age ft ture aerod romea nd time SSR nce data Code	3	closed
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
	18 Other information (using more than one line if necessary)	
22 Amendment 22 Amendment	22 Amendment 22 Amendment	closed
etc. (using more than one line if necessary)	etc. (using more than one line if necessary)	closed
2.3.2.2 Example	2.3.2.2 Example	closed
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.	Amsterdam Centre to Frankfurt	closed
(CHGA/F016A/F014-GABWE/A2173-EHAMEDDF 8/I-16/EDDN)	(CHGA/F016A/F014-GABWE/A2173- EHAM 0850 -EDDF- DOF/080122 -8/I- 16/EDDN)	

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		<u> </u>
2.3.2.2.1 Meaning	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 to Frankfurt – 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.	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	
2.3.3 Flight plan cancellation (CNL) message	2.3.3 Flight plan cancellation (CNL) message	closed
2.3.3.1 Composition	2.3.3.1 Composition	closed
3 Mess age type, numb er - n - and and refere nce data	3	closed
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
	18 Other information (using more than one line if necessary)	closed

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2.3.3.2 Example 1	2.3.3.2 Example 1	closed
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.	that unit.	closed
(CNL-DLH522-EDBB-LFPO-)	(CNL-DLH522-EDBB 0900 -LFPO- 0)	
2.3.3.2.1 <i>Meaning</i>	2.3.3.2.1 <i>Meaning</i>	closed
Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris.	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	2.3.3.3 Example 2	closed
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-EDDF-EDDW)	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)	closed
2.3.3.3.1 Meaning	2.3.3.3.1 Meaning	closed
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 to Bremen.	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	closed

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	L Dolov (Di	1 A) mag	20000		2.2.4 Dolov (DLA) massage	alaaad	
2.3.4	l Delay (Di	LA) mes	ssage		2.3.4 Delay (DLA) message	closed	
2.3.4	1.1 <i>Compo</i>	sition			2.3.4.1 Composition		
3 Mes age type num er and refe nce data	re	7 Aircra ft identif icatio n and SSR Mode and Code	-	13 Depar ture aerod rome and time	3 Mess age type, numb er and and refere nce data 7 Aircraf t identifi cation and SSR Mode and time 13 Depar ture aerodr ome and time 13 Depar ture aerodr ome and time	closed	
16					16	closed	
Est	stination ae imated ela odrome(s)				Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)		
					40	closed	
					18 Other information (using more than one line if necessary		
	1.2 Exampl				2.3.4.2 Example	closed	
dela aero hand depa addr mes	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)			eparture ent unit for a each nt plan	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)	closed	
2.3.4	2.3.4.2.1 Meaning				2.3.4.2.1 Meaning		
KLM time	Delay message –aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik				Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – no other information .		

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2.3.5 Departure (DEP) message	2.3.5 Departure (DEP) message	closed
2.3.5.1 Composition	2.3.5.1 Composition	
Mess age ft ture aerod rome numb icatio er - n - and refere nce data Code	3 Mess age t didentifi numb er and and refere nce data	closed
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	closed
	18 Other information (using more than one line if necessary)	closed
2.3.5.2 Example	2.3.5.2 Example	closed
The following is an example of departure message from a departu aerodrome, or from a parent ur handling communications for departure aerodrome, to eac addressee of a filed flight plamessage.	departure message from a departure aerodrome, or from a parent unit handling communications for a departure aerodrome, to each	closed
(DEP-CSA4311-EGPD1923-ENZV)	(DEP-CSA4311-EGPD1923-ENZV- 0)	closed
2.3.5.2.1 Meaning Departure message – aircra identification CSA4311 – departe from Aberdeen at 1923 UTC destination Stavanger.	ed identification CSA4311 - departed	closed

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2.3.6 Arrival (ARR) message	2.3.6 Arrival (ARR) message	
, , ,	, , ,	
2.3.6.1 Composition	2.3.6.1 Composition	closed
Mess age type, numb er - n - and and refere nce data	3	
47	47	closed
17 Arrival aerodrome and time	17 Arrival aerodrome and time	
2.3.6.2 Example 1	2.3.6.2 Example 1	closed
The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.	The following is an example of an arrival message sent from the arrival aerodrome (= destination) to the departure aerodrome.	closed
(ARR-CSA406-LHBP-LKPR0913	(ARR-CSA406-LHBP-LKPR0913	
2.3.6.2.1 <i>Meaning</i>	2.3.6.2.1 <i>Meaning</i>	closed
Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC	Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyne Airport at 0913 UTC.	closed
2.3.6.3 Example 2	2.3.6.3 Example 2	closed
The following is an example of an arrival message sent for an aircraft which has landed at an aerodrome for which no ICAO location indicatorhas been allocated. The SSR Code would not be meaningful. (ARR-HELI13-EHAM-1030 DEN HELDER)	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.	closed
2.3.6.3.1 Meaning	2.3.6.3.1 <i>Meaning</i>	closed
Arrival message aircraft identification HELI13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.	Arrival message aircraft identification HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.	closed

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П	2.4 Coordination messages				2.4 Coordination messages clos	sed
	2.4.1 Current flight plan (CPL)				2.4.1 Current flight plan (CPL) clos	
	message				message	
	2.4.1.1 Comp	osition			2.4.1.1 Composition	
	3 Mess age type, numb er - and refere nce data	7 Aircra ft identif icatio n and SSR Mode and Code	-	8 Flight rules and type of flight	3	sed
	9 Type of aircraft and wake turbulence category	-	10 Equi	pment	9 Type of aircraft and wake turbulence category 10 Equipment and capabilities	sed
	13 Departure aerodrome and time	-	14 Estimat	te data	13 Departure aerodrome and time 14 Estimate data	sed
	15 Route (using more than one line if necessary)				15 Route (using more than one line if necessary)	sed
	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)				16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	sed
	18 Other information (using more than one line if necessary)				18 Other information (using more than one line if necessary)	sed

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2.4.1.2 Example 1	2.4.1.2 Example 1	closed	
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 toLa Guardia Airport.	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 -DC9/M-S/CD -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLGA -0)	(CPL-UAL621/A5120-IS -A320/M-S/C -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLGA -0)		
2.4.1.3 Example 2	2.4.1.3 Example 2	closed	
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 –DC9/M-S/CD –KBOS-HFD/1341A220A200A –N0420A220 V3 AGL V445 –KLGA –0)	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 – A320/M-S/C – 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.	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	2.4.1.4 <i>Meaning</i>	closed	
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 DC9, 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	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 A320, 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 — departed Boston — the flight is estimated to cross the Boston/New		

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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 information.	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 information.	
2.4.2 Estimate (EST) message 2.4.2.1 Composition	2.4.2 Estimate (EST) message 2.4.2.1 Composition	closed
3 Aircra age ft ture aerod rome er - n - and and refere nce data Code	3 Aircraf age t ture aerodr ome refere nce data Code 13 Depar ture aerodr ome and time	closed
14 Estimate data 16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	14 Estimate data - Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	closed
2.4.3 Coordination (CDN) message 2.4.3.1 Composition	2.4.3 Coordination (CDN) message 2.4.3.1 Composition	closed
Mess age type, numb er and refere nce data 3 Mess Aircra ft identificatio er and sSSR Mode and Code 13 Depar ture aerod rome and time	3 Mess age type, numb er and and refere nce data 7 Aircraf t identifi cation er and SSR Mode and Code 13 Depar ture aerodr ome and time time	closed

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		closed
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	olosed
22 22 Amendment Amendment	22 22 Amendment Amendment	closed
etc. (using more than one line if necessary) 2.4.4 Acceptance (ACP) message	etc. (using more than one line if necessary) 2.4.4 Acceptance (ACP) message	closed
2.4.4.1 Composition	2.4.4.1 Composition	
3	3	closed
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	closed
2.5 Supplementary messages	2.5 Supplementary messages	closed
2.5.1 Request flight plan (RQP) message	2.5.1 Request flight plan (RQP) message	closed
2.5.1.1 Composition 3	2.5.1.1 Composition 3	closed

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		closed
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	
	18	closed
	Other information (using more than one line if necessary	
2.5.1.2 Example	2.5.1.2 Example	closed
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.	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-)	(RQP-PHOEN-EHRD-EDDL- 0)	closed
2.5.1.2.1 <i>Meaning</i>	2.5.1.2.1 <i>Meaning</i>	closed
Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.	Request flight plan message – aircraft	
2.5.2 Request supplementary flight plan (RQS)message	2.5.2 Request supplementary flight plan (RQS)message	
2.5.2.1 Composition	2.5.2.1 Composition	
3 Aircra age ft ture type, identif numb icatio er n and and and refere SSR nce Mode data Code	3	closed
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	closed

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		18 Other information (using more than one line if necessary)	closed
	2.5.2.2 Example	2.5.2.2 Example	closed
	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.	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)	(RQS-KLM405/A4046-EHAM-CYMX- 0)	
	2.5.2.2.1 <i>Meaning</i>	2.5.2.2.1 <i>Meaning</i>	closed
	Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel.	message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – no other information .	
1 1	2.5.3 Supplementary flight plan (SPL) message	2.5.3 Supplementary flight plan (SPL) message	closed
	2.5.3.1 Composition	2.5.3.1 Composition	
	3 Mess age type, numb er and refere nce data T Aircra ft identif icatio n and and refere SSR Mode data T Aircra ture aerod rome and time SSR Mode and Code	3 Mess age type, identifi cation er and and and refere nce data Order 13 Depar ture aerodr ome and time SSR Mode and Code	closed
	16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, destination alternate aerodrome(s)	closed

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Sultanate of Oman
Civil Aviation Affairs
DIRECTORATE GENERAL OF
METEOROLOGY AND AIR
NAVIGATION
DIRECTORATE OF AIR TRAFFIC
CONTROL SERVICE



Aeronautical Information Service

The new INFPL Roadmap Implementation Guidance

Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services - Air Traffic Management (PANS – ATM, Doc4444)
15 November 2012

Version 1.0-1 November 2010

Aeronautical Information Service

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RECORD OF AMENDMENTS

Record the incorporation of an amendment, the date of inserting the amendment and signature as indicated below.

No.	Page	Amendment Date	Incorporated by	Date

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Muscat International Airport

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INTRODUCTION

MESSION

In June 2008, the International Civil Aviation Organization (ICAO) issued Amendment 1 to the *Procedures for Air Navigation Services* — *Air Traffic Management*, Fifteenth Edition (PANS-ATM, DOC 4444), to be implemented by 15 November 2012. The changes in Amendment 1 affect the ICAO model flight plan form, related to Air Traffic Service (ATS) messages and procedures.

OBJECTIVE

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.

APPLICABILITY

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.

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.

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

SCOPE

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.

BACKGROUND

Transition Period & Phased Implementation

In order to ensure a harmonized implementation of the provisions contained in Amendment 1 to the 15th Edition of PANS-ATM relating to comprehensive changes to the ICAO Flight Plan and associated ATS Messages formats, Oman with the following equipment upgrade:

- 1- NOTAM and Flight plan System (COM SOFT) will upgrade to Fully Featured AIM solution and INFPL will be including .
- 2- Raytheon Auto Trac II Software compatibility with ICAO New Flight Plan format.

Sultanate of Oman makes sure the new FPL concept will be cover and implemented before December 2011, Following this, airspace users would be invited by AIC or NOTAM to commence testing with ANSPs from 1 July 2012. Importantly, Oman ANSPs and users would be encouraged to coordinate appropriate implementation methodologies in order to ensure a staggered migration of airspace users to NEW during the airspace users testing and implementation period (i.e. 1 July – 15 November 2012).

Flight Plan Content

Flight plan form – operators and air traffic service units should comply with the restrictions established in aeronautical information publication (AIP);

- a) Filing of flight plan Changes in the deadlines for filing flight plans;
- b) Item 7 Aircraft identification use of alphanumeric characters:
- c) Item 8 Flight rules specification of one or more items of change in flight rules;
- d) Item 10 Equipment changes in the designation of equipment and capabilities;
- e) Item 13 Aerodrome of departure and time;
- f) Item 15 Route;
- g) Item 16 Aerodrome of destination and total estimated duration, alternate destination aerodromes:
- h) Item 18 Other data

Terminology

In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is used throughout this guidance material:

PRESENT format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

NEW format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

Applicability Date is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

Date of Flight - DOF/ - Five Day (120 hour) Advance FPL Lodgement

The Amendment 1 provisions enable flight plans to be lodged up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing provisions.

Present experience with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages. To address this existing problem .

The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

Software Coding Considerations

Date of Flight (DOF) and Early Filing

In Amendment 1, use of a DOF/ indicator in Item 18 is accompanied by the ability to file NEW format up to 120 hours in advance.

In any case, DOF/ should not be Transmitted in AIDC messages since flight data is first coordinated by AIDC much less than 24 hours before departure (and in fact, in most cases, is first coordinated after departure). *Use of P1-P9 in Field 10a*

In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), Amendment 1 identifies alphanumeric entries P1-P9 in Field 10a as "Reserved for RCP." The following guidelines regard filing and processing P1-P9 in Item 18:

Even though there is no need for this information now, ANSPs should accept P1-P9 if filed in an FPL and pass the information in AIDC messages, but with no interpretation or processing required. This will avoid transition issues and minimize necessary coordination when these items begin to be used in the future. *Changed definition of "S" in Field 10a*

Amendment 1 changes the definition of standard equipment in Field 10a ("S") so that it no longer includes ADF. An FPL may have elements that uniquely identify it as being in either PRESENT or

NEW format. However, it is also possible for an FPL to have no unique elements, and thus be valid as both PRESENT and NEW format. In such an FPL, use of "S" in Field 10a is ambiguous.

Therefore, it is essential to know whether an FPL is in NEW or PRESENT format before interpreting an "S" filed in Field 10a. The following guidelines regard filing and processing of "S" during Phases 2 and 3 of the transition period, respectively (i.e. 1 April to 30 June & 1 July to 15 November 2012).

- a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), ANSPs should not assume ADF capability when an "S" is filed, regardless of the perceived format of the filed FPL (NEW or PRESENT format). All FPLs received on or after 1 April 2012 with an "S" filed in Field 10a will be processed and/or interpreted as if "V O L" (VHF RTF, VOR and ILS) were filed; and
- b) States and ANSPs must provide instructions to their users to file an "F" for ADF in addition to filing of "S" in PRESENT format FPLs, beginning 1 April 2012. Consistency between Field 10a and PBN/ in Item 18

The PBN/ indicator introduced by Amendment 1 conveys not only navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship between PBN/ in Item 18 and Field 10a, and it is possible to file inconsistent data (i.e., capabilities in PBN/ that are not supported by data in Field 10a). Consequently, a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

☐ If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a "G" must be included in Field 10a;
☐ If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a "D" must be included in Field 10a;
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□ If B1 or B4 is filed, then an "O" or "S" and a "D" must be included in Field 10a (i.e., "SO" or "SD"
must appear in 10a);
☐ If B1, B5, C1 or C5 are filed, then an "I" must be included in Field 10a; and
□ If C1, C4, D1, D4, O1 or O4 are filed, then a "D" and an "I" must be included in Field 10a (i.e., "D
I" must appear in 10a).
Validity Checking & Processing of Item 18 Indicators

Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:

- a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a 'local' nonstandard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted, and AIDC coordination does not contain any such indicators.
- b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.
- c) Airspace users should only file a single instance of each indicator, though, when prescribed, multiple entries may follow that indicator, separated by a space (blank). ANSPs should either enforce the filing of a single instance of indicators, or ensure that AIDC messages concatenate (i.e. link together) multiple instances into a single instance followed by multiple entries (each separated by a space).

ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as "free text field" in the Table below, Item 18 Indicator Validity Check, below.

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field

Indicator	Contents
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters –or-a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters
TYP/	Free text Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field
PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below: □ Category A: less than 169 km/h (91 kt) indicated airspeed (IAS) □ Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS □ Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS □ Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS □ Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS □ Category H: Specific procedures for Helicopters.
ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

Amendment 1 specifies that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/ should contain the name and location of the aerodrome. It also requires that "...For aerodromes not listed in the relevant Aeronautical Information Publication [AIP], indicate location as follows ...". The following guidelines will promote common interpretation and filing practices:

- a) If the aerodrome identifier is not in ICAO DOC 7910, *Location Identifiers*, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.
- b) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

Use of the DLE/ indicator in Item 18.

Amendment 1 defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:

The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator should be handled in accordance with normal ANSP error message handling procedures.

Conversion from NEW format to PRESENT format

As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from NEW to PRESENT format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from NEW format to PRESENT format are consistently applied by Asia/Pacific ANSPs and, preferably, throughout all ICAO regions. The guidelines contained in the Conversion Tables for respective fields included below record regionally agreed conversions from NEW to PRESENT format for consistent application by ANSPs.

Conversion of Field 10a

Table bellow: Conversion of Field 10a, as shown below, is to be used for conversion of NEW Field 10a to PRESENT Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Field 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns.

'NEW' D	'NEW' Data Content		ESENT columns. Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18	
N		N		
S		VOL		
SF		S		
Α		Z	NAV/GBAS	
В		Z	NAV/LPV	
С		С		
D		D		
E1		Z	COM/FMC WPR ACARS	
E2		Z	COM/DFIS ACARS	
E3		Z	COM/PDC ACARS	
F		F		
G		G		
Н		Н		
I		1		
J1		J	DAT/V	
J2		J	DAT/H	
J3		J	DAT/V	
J4		J	DAT/V	
J5		J	DAT/S	
J6		J	DAT/S	
J7		J	DAT/S	
K		К		
L		L		
M1		Z	COM/INMARSAT	

'NEW' Data Content		Conversi	Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18	
M2		Z	COM/MTSAT	
M3		Z	COM/IRIDIUM	
0		0		
P1-P9		items if p	Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).	
R	PBN/A1	RZ	NAV/RNP10	
R	PBN/B1	R		
R	PBN/B2	R		
R	PBN/B3	R		
R	PBN/B4	R		
R	PBN/B5	R		
R	PBN/B6	R		
R	PBN/C1	RZ	NAV/RNAV2	
R	PBN/C2	RZ	NAV/RNAV2	
R	PBN/C3	RZ	NAV/RNAV2	
R	PBN/C4	RZ	NAV/RNAV2	
R	PBN/D1	PR		
R	PBN/D2	PR		
R	PBN/D3	PR		
R	PBN/D4	PR		
R	PBN/L1	RZ	NAV/RNP4	
R	PBN/O1	PR	NAV/RNP1	
R	PBN/O2	PR	NAV/RNP1	
R	PBN/O3	PR	NAV/RNP1	
R	PBN/O4	PR	NAV/RNP1	

'NEW' Data Content		Conversion to 'PRESENT' Data Content		
Field 10a	Item 18	Field 10a	Item 18	
R	PBN/S1	RZ	NAV/RNP APCH	
R	PBN/S2	RZ	NAV/RNP APCH BARO VNAV	
R	PBN/T1	RZ	NAV/AR APCH RF	
R	PBN/T2	RZ	NAV/AR APCH	
Т		Т		
U		U		
V		V		
W		W		
X		Х		
Υ		Υ		
Z	COM/ nnnn	Z	COM/ nnnn	
Z	NAV/ nnnn	Z	NAV/ nnnn	
Z	DAT/ nnnn	Z	COM/ nnnn	

Conversion of Field 10b

6.3 Table bellow: *Conversion of Field 10b*, as shown below, is to be used for conversion of NEW Field 10b to PRESENT Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Conte	
Field 10b	Item 18	Field 10b	Item 18
N		N	
А		А	
С		С	
E		S	
Н		S	
I		I	

6	NEW' Data Content	Conversion to 'PRESENT' Data Content		
Field 10b	Item 18	Field 10b	Item 18	
L		SD		
Р		Р		
S		S		
Х		Х		
B1			COM/B1	
B2			COM/B2	
U1			COM/U1	
U2			COM/U2	
V1			COM/V1	
V2			COM/V2	
D1		D		
G1		D		

Conversion of Item 18

Table bellow: *Conversion of Item 18*, as shown below, is to be used for Conversion of NEW Item 18 to PRESENT Item 18.

'NEW' Data Content	Conversion to 'PRESENT' Data Content
Item 18	Item 18
STS/	STS/ copy text over □ Except change "ATFMX" to "ATFMEXEMPTAPPROVED"
SUR/	RMK/ SUR <text after="" sur=""></text>
DOF/	Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use.
DAT/	COM/
DLE/	RMK/ DLE <text after="" dle=""></text>

'NEW' Data Content	Conversion to 'PRESENT' Data Content
Item 18	Item 18
ORGN/	RMK/ ORGN
TALT/	RMK/ TALT <text after="" talt=""></text>
PBN/	See Table 5-1 above

All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in Tables 6-1 and 6-2 above.

Differentiating between NEW format and PRESENT format

Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F, O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format (i.e. no ADF).

Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 -Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:

a) If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.

Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:

- a) In Field 10a if the Qualifier J, M or D is filed.
- b) In Item 18 an entry used for STS/ is not in the allowed list for NEW.
- c) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:

- a) In Field 10a if any of the following qualifiers are filed: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7.
- b) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 ,V1 , V2 , O1 or G1.
- c) In Item 18 if PBN/ is filed.
- d) In Item 18 if SUR/ is filed.
- e) In Item 18 if DLE/ is filed.
- f) In Item 18 if TALT/ is filed.

If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study. After November 15, 2012 all FPLs will be assumed to be in NEW format.

ATS Messages

Item 18 DOF

The FPL&AM/TF considers that ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states "Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information".

The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 "Other information (using more than one line if necessary)".

Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:

- a) Insert DOF/YYMMDD in Item 18 if that indicator has been previously specified;
- b) If the DOF/ indicator has not been previously specified insert zero (0) in Item 18

Example ATS messages based on this interpretation are shown below:

Modification (CHG) Messages

- o (CHG-ABC123-NZAA2300-VTBS-DOF/091120-16/VTBD1151 VTBD)
- o (CHG-ABC123-NZAA2300-VTBS-0-16/VTBD1151 VTBD)
- o (CHG-ABC123-NZAA2300-VTBS-DOF/091120-13/NZAA0045-18/DOF/091121) *

Flight Plan Cancellation (CNL) Messages

- o (CNL-ABC123-NZAA2300-VTBS-DOF/091120)
- o (CNL-ABC123-NZAA2300-VTBS-0)

Delay (DLA) Messages

- o (DLA-ABC123-NZAA2345-VTBS-DOF/091120)
- o (DLA-ABC123-NZAA2345-VTBS-0)

Departure (DEP) Messages

- o (DEP-ABC123/A0254-NZAA2347-VTBS-DOF/091120)
- o (DEP-ABC123/A0254-NZAA2347-VTBS-0)

Request Flight Plan (RQP) Messages

- o (RQP-ABC123-NZAA2345-VTBS-DOF/091120)
- o (RQP-ABC123-NZAA2345-VTBS-0)
- o (RQP-ABC123-NZAA-VTBS-DOF/091120)
- o (RQP-ABC123-NZAA-VTBS-0)

Request Supplementary Flight Plan (RQS) Messages

- o (RQS-ABC123/A0254-NZAA2345-VTBS-DOF/091120)
- o (RQS-ABC123/A0254-NZAA2345-VTBS-0)

Arrival (ARR) Messages

^{*} Note: if changing DOF insert the complete content of Item 18 in Item 22

- o (ARR-ABC123-NZAA-VTBS1315)
- o (ARR-ABC123-NZAA0145-VTBS1315) **
- ** Note: include EOBT (Field Type 13b) if known END -

TERMS OF REFERENCE

- Conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012.)
- Identify, study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO New Flight Plan (INFPL) and associated ATS Message formats;
- Prepare implementation plan for the MID region,
- Provide necessary support and advise to MID States in for the implementation of the INFPL
- Address Contingency arrangements for States that cannot comply by the due date.
- The INFPL SG will Report its progress to CNS/ATM/IC SG and CNS SG.

CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM That, MID States,

- a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;
- b) the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices to the Report on Agenda Item; and
- c) Implement the new ICAO Flight Plan model by applicability date.

DECISION 1/1: TERMS OF REFERENCE OF THE INFPL STUDY GROUP

That, the Terms of Reference and Work Programme of the ICAO New FPL format Study Group (INFPL SG) be as at **Appendix** to the Report on Agenda.

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That:

- a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);
- b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and
- c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.

DRAFT CONCLUSION 1/X: MID REGION STRATEGY FOR THE IMPLEMENTATION OF THE ICAO NEW FLIGHT PLAN FORMAT

That, MID Regional strategy for the implementation of the ICAO New FPL format be adopted as at **Appendix 5X** to the Report on Agenda Item 5.

DRAFT CONCLUSION 1/X: INFPL FORMAT IMPLEMENTATION ISSUES

That, MID States are urged to complete the impact studies and file the issues arising from them to the MID Regional Office.

DRAFT CONCLUSION 1/X: PLANNED IMPLEMENTATION DATE

That, MID States be urged to:

- a) implement the ICAO new flight plan format as per amendment 1 of the DOC 4444; and
- b) report progress periodically to ICAO MID Regional Office in order to update the FITS

DRAFT CONCLUSION 1/X: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATIONThat, MID States be urged to:

- a) secure necessary budget for the implementation of the ICAO New FPL Format;
- b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible;

- c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and
- d) take all necessary measures to comply with the applicability date of 15 November 2012.

Appendix 1 Status

Oman status

Comparison Table of the Current and New Flight Plan				
Present Flight Plan	New Flight Plan	status	Remark	
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.	In progress		
4.4.1.3 Operators and air traffic services units should comply with the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2.	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.— 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.	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 Submission of a flight plan	In progress		
4.4.2.1 PRIOR TO DEPARTURE	4.4.2.1 PRIOR TO DEPARTURE	progress		
4.4.2.1.1 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	4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.			
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.	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

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.

11.4.2.2.2.5 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 offblock 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 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 ATS 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.

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.

CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

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 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.

. . .

11.4.2.2.2.5 FPL messages **should** be transmitted immediately after the filing of the flight plan., 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 the date of the flight departure shall be inserted in Item 18 of the** flight plan.

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	APPENDIX 2. FLIGHT PLAN	In progress	
2. Instructions for the completion of the flight plan form	2. Instructions for the completion of the flight plan form	progress	
2.2 Instructions for insertion of ATS data	2.2 Instructions for insertion of ATS data		
Complete Items 7 to 18 as indicated hereunder.	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.	Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.		
Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.	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	ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)		
INSERT one of the following aircraft identifications, not exceeding 7 characters: a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:	INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:	In progress	
1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g.OOTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK); 2) the aircraft is not equipped with radio; <i>OR</i> 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 25).	b) 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. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS); 2) the aircraft is not equipped with radio; . OR a) 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, JESTER 25).; Note 1.— Standards for nationality, common and registration marks to be used are contained in		

	Annex 7, Chapter 2.		
Note.— 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	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)	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:	Flight rules INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:	In progress	
I if IFR	I if it is intended that the entire flight will be operated under the IFR		
V if VFR	V if it is intended that the entire flight will be operated under the VFR		
Y if IFR first) and specify in Item 15 the point or Z if VFR first) points where a change of flight rules is planned.	Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules or Z if the flight initially will be operated under the VFR), 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.		
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.	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.		

ITEM 10: EQUIPMENT	ITEM 10: EQUIPMENT AND CAPABILITIES		
	Capabilities comprise the following elements:	In progress	
	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.		
Radiocommunication, navigation and approach aid equipment	Radio communication, navigation and approach aid equipment and capabilities		
INSERT one letter as follows:	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,	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),	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 COM/NAV/approach aid equipment available and serviceable:	AND/OR INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available		
A (Not allocated) M Omega	A GBAS J7 CPDLC FANS 1/A		
	landing system SATCOM (Iridium)		
B (Not allocated) O VOR	B LPV K MLS (APV with SBAS)		
C LORAN C P (Not allocated)	C LORAN C L ILS		
D DME Q (Not allocated)	D DME M1 ATC RTF		
E (Not allocated) R RNP type certification	SATCOM (INMARSAT) E1 FMC M2 ATC RTF (MTSAT)		
F ADF (see Note 5) G (GNSS) T TACAN	WPR ACARS		
H HF RTF U UHF RTF	E2 D-FIS ACARS M3 ATC RTF (Iridium) E3 PDC ACARS O VOR		
I Inertial navigation V VHF RTF J (Data link) W}	F ADF P1–P9		
(see Note 3) X} When prescribed by	Reserved for RCP G (GNSS) (See Note 2)		
ATS K (MLS) Y}	H HF RTF R		
L ILS Z Other equipment	PBN approved (seeNote 4)		
carried	I Inertial Navigation T TACAN J1 CPDLC ATN U UHF RTF		
(see Note 2).	VDL Mode 2(See Note 3)		
	J2 CPDLC FANS 1/A HFDL V VHF RTF J3 CPDLC FANS 1/A VDL W RVSM approved		
	Mode A J4 CPDLC FANS 1/A VDL X MNPS approved		

Note 1.—Standard equipment is considered to be	J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (see Note 5) Any alphanumeric characters not indicated above are reserved. Note 1.— If the letter S is used, standard	
VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	equipment is considered to be VHF RTF, , 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, preceded by COM/ and/or NAV/, as appropriate.	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 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, 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.	Note 3.— 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 6. — Information on navigation capability is provided to ATC for clearance and routing purposes.	
Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned. Surveillance equipment	Note 4.— 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, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).	
Surveillance equipment	Surveillance equipment and capabilities	
<i>INSERT</i> one or two of the following letters to describe the serviceable surveillance equipment carried:	INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,	
	OR	
	INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment	

and/or capabilities on board: SSR equipment SSR Modes A and C A Transponder — Mode A (4 digits — 4 096 codes) A Transponder — Mode A (4 digits — 4 096 codes) C Transponder — Mode A (4 digits — 4 096 codes) and Mode C 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 transmission, but no aircraft identification P Transponder — Mode S, including pressure Transmission altitude, but no aircraft identification 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 S Transponder — Mode S, including both pressure transmission. altitude and aircraft identification capability ADS equipment X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability D ADS capability Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder. ADS-B

"out" capability

B1 ADS-B with dedicated 1090 MHz ADS-B

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 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)	ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS		
INSERT the ICAO four-letter location indicator of the departure aerodrome,	INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,	In progress	
<i>OR</i> , if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i> , in Item 18, the name of the aerodrome preceded by DEP/,	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,		
<i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT</i> AFIL, and <i>SPECIFY</i> , 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/.	<i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT</i> AFIL, and <i>SPECIFY</i> , 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,	THEN, WITHOUT A SPACE,		
INSERT for a flight plan submitted before departure, the estimated off-block time,	INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT)		
<i>OR</i> , 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	, <i>OR</i> , 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	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).	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).	In progress	

(a) Cruising speed (maximum 5 characters)	(a) Cruising speed (maximum 5 characters)	
INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:	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 4figures (e.g. K0830), or	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	<i>Knots</i> , expressed as N followed by 4 figures (e.g. N0485), <i>or</i>	
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).	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)	(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:	<i>INSERT</i> 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	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	*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 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	Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or	
for uncontrolled VFR flights, the letters VFR.	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)	(c) Route (including changes of speed, level and/or flight rules)	
Flights along designated ATS routes	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,	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 ofjoining the first ATS route, followed by the designator of the 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	THEN	

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

* When so prescribed by the appropriate ATS authorities.

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

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

	both points are defined by geographical coordinates or by bearing and distance.	or by bearing and distance.	
	USE ONLY the conventions in (1) to (5) below	USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.	
-	and SEPARATE each sub-item by a space	(1)	
	(1) ATS route (2 to 7 characters)	(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, Bl, R14, UB10, KODAP2A).	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, Bl, R14, UB10, KODAP2A).	
	Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1, while guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Performance-based Navigation Manual (Doc 9613).	Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1,	
	(2) Significant point (2 to 11 characters)	(2) Significant point (2 to 11 characters)	
	The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),	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:	<i>Or</i> , if no coded designator has been assigned, one of the following ways:	
	— Degrees only (7 characters):	— 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.	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):	— 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.	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:	Bearing and distance from a significant point:	
	The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from	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	

the aid in the form of 3 figures expressing nautical miles. 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.	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)	(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, 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.	The point at which a change of speed (5% TAS or 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	Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840	
(4) Change of flight rules (maximum 3 characters)	(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:	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	VFR if from IFR to VFR IFR if from VFR to IFR	
Examples: LN VFR LN/N0284A050 IFR	Examples: LN VFR LN/N0284A050 IFR	
(5) Cruise climb (maximum 28 characters)	(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	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	

between them.	letters PLUS, without a space between them.		
Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620		
ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)		
Destination aerodrome and total estimated elapsed time (8 characters)	Destination aerodrome and total estimated elapsed time (8 characters)	In progress	
INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,	INSERT the ICAO four-letter location indicator of the destination aerodrome 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 of the aerodrome, preceded by DEST/.	OR, if no location indicator has been assigned, INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.		
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.	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		
Alternate aerodrome(s) (4 characters)	Destination alternate aerodrome(s)		
INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,	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 alternate aerodrome,	OR, if no location indicator has been assigned to the destination alternate aerodrome(s),		
INSERT ZZZZ and SPECIFY in Item 18 the name of the aerodrome, preceded by ALTN/.	INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.		
ITEM 18: OTHER INFORMATION	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.	In progress	
INSERT 0 (zero) if no other information,	INSERT 0 (zero) if no other information,		
OR, any other necessary information in the preferred sequence shown hereunder, in the form	OR, any other necessary information in the sequence shown hereunder, in the form of		

of the appropriate indicator followed by an oblique stroke and the information to be recorded:

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

	RNAV SPECIFICATIONS
A1	RNAV 10 (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	B6 RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
	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
01	Basic RNP 1 all permitted sensors
02	Basic RNP 1 GNSS
03	Basic RNP 1 DME/DME
04	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV

	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 re-clearance 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 NAV/ Significant data related to navigation equipment as required by the appropriate ATS equipment, other than specified in PBN/, as authority. 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 of departure aerodrome, if ZZZZ is DEP/ Name and location of departure aerodrome, inserted in Item 13, or the ICAO four-letter if ZZZZ is inserted in Item 13, or the ATS unit location indicator of the location of the ATS unit from which supplementary flight plan from which supplementary flight plan data can be data can be obtained, if AFIL is inserted in Item 13. 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 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. 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 of destination aerodrome, if ZZZZ is inserted in Item 16.	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. format	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 (PANSOPS, 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 enroute 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 re-clearance 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.	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.		
ITEM 19: SUPPLEMENTARY INFORMATION	ITEM 19: SUPPLEMENTARY INFORMATION		
4. Instructions for the transmission of a supplementary flight plan (SPL) message	4. Instructions for the transmission of a supplementary flight plan (SPL) message	In progress	
Items to be transmitted Transmit items as indicated hereunder, unless otherwise prescribed:	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;	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, 16 and 18, except that the ')' at the end of box 18 is <i>not</i> 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 preprinted on the form)as necessary;	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 <i>not</i> 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	c) the AFTN Ending, as described below: End-of-Text Signal		
a) one LETTER SHIFT	a) one LETTER SHIFT		
b) two CARRIAGE RETURNS, one LINE FEED	b) two CARRIAGE RETURNS, one LINE FEED		
Page-feed Sequence	Page-feed Sequence		
Seven LINE FEEDS	Seven LINE FEEDS		
End-of-Message Signal	End-of-Message Signal		
Four of the letter N.	Four of the letter N.		
7. Instructions for the completion of the repetitive flight plan (RPL) listing form	7. Instructions for the completion of the repetitive flight plan (RPL) listing form		
7.4 Instructions for insertion of RPL data	7.4 Instructions for insertion of RPL data		
ITEM G: SUPPLEMENTARY DATA AT	ITEM G: SUPPLEMENTARY DATA AT		

normal	T name of contact where information ally provided under Item 19 of the FPL is adily available and can be supplied without	entity under l	INSERT name and appropriate contact details of entity where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay						
APPEI MESS	NDIX 3. AIR TRAFFIC SERVICES AGES		APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES						
	sage contents, formats ata conventions		1. Message contents, formats and data conventions						
1.2 The	e standard types of field	1.2 Th	e standard types of field						
messag numbe	andard fields of data permitted in ATS ges are as shown in the following table. The rs in column 1 correspond with those in the ace table on page A3-30.	messag numbe	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.						
Field type	Data	Field type	Data						
3	Message type, number and reference data	3	Message type, number and reference data						
5	Description of emergency	5	Description of emergency						
7	Aircraft identification and SSR Mode and Code	7	Aircraft identification and SSR Mode and Code						
8	Flight rules and type of flight	8	Flight rules and type of flight						
9	Number and type of aircraft and wake turbulence category	9	Number and type of aircraft and wake turbulence category						
10	Equipment	10	Equipment and capabilities						
13	Departure aerodrome and time	13	Departure aerodrome and time						
14	Estimate data	14	Estimate data						
15	Route	15	Route						
16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)						
17	Arrival aerodrome and time	17	Arrival aerodrome and time						
18	Other information	18	Other information						
19	Supplementary information	19	Supplementary information						

				<u> </u>	П	T						1	
20	Alerting so information		d rescue		20	Alertin		h and	l rescue				
21	Radio fail	are infor	mation		21	Radio	failure	inforı	mation		-		
22	Amendme	nt			22	Ameno	lment						
1.6 Dat	ta convention	ıs			1.6 Dat	ta convei	ntions						
The fol	the expression llowing alter larger the expression in the expressi	native d	ata conve	ntions shall	The fol	llowing a	lternati	ve da	tion or reata conversition or	ntions sh	all be		
	2 to 7 charantor assigned								ing the co		vn;		
	n 2 to 5 charantor assigned								ing the corroute po				
tens an (meani numeri and uni "W" (V	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";				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";								
follower follower correct where it	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";				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 characters being the coded identification of a navigation aid (normally a VOR), 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".				e) 2 to 5 characters being the coded identification of 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			Field Type 8 — Flight rules and type of flight										
Format:— a b			Format:— a b										

SINGLE HYPHEN (a) Flight rules	SINGLE HYPHEN (a) Flight Rules 1 LETTER as follows:
I if IFR V if VFR Y if IFR first Z if VFR first 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 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, followed by one or more subsequent changes of flight rules Z if 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
* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.	* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.
Field Type 10 — Equipment Format:— a / b	Field Type 10 — Equipment and Capabilities Format:— a / b
SINGLE HYPHEN (a) Radio Communication, Navigation and Approach Aid Equipment	SINGLE HYPHEN (a) Radio Communication, Navigation and Approach Aid Equipment and
пругонен та Ецирпен	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

A (Not allocated)

B (Not allocated)

C LORANC

D DME

E1 (Not allocated)

F ADF

G (GNSS)

H HF RTF

I Inertial Navigation

J (Data link)

(See Note 3)

K (MLS)

L ILS

M Omega

O VOR

P (Not allocated)

Q (Not allocated)

R (Not allocated) RNP type

Certification

(see Note 5)

T TACAN

U UHF/RTF

V VHF/RTF

W when prescribed by ATS

X when prescribed by ATS

Y when prescribed by ATS

Z Other equipment carried

(see Note 2)

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

and capabilities

A GBAS landing

System

B LPV (APV with

SBAS)

C LORANC

D DME

E1 FMC WPR

ACARS

E2 D-FIS ACARS

E3 PDC ACARS

F ADF

G GNSS (See Note 2)

H HF RTF

I Inertial Navigation

J1 CPDLC ATN VDL

Mode 2 (See Note 3)

J2 CPDLC FANS 1/A HFDL

J3 CPDLC FANS 1/A VDL

Mode A

J4 CPDLC FANS 1/A VDL

Mode 2

J5 CPDLC FANS 1/A SATCOM

(INMARSAT)

J6 CPDLC FANS 1/A SATCOM

(MTSAT)

J7 CPDLC FANS 1/A SATCOM

(Iridium)

K MLS

L ILS

M1 ATC RTF SATCOM

(INMARSAT)

M2 ATC RTF (MTSAT)

M3 ATC RTF (Iridium)

O VOR

P1-P9 Reserved for

RCP

R PBN approved

(see Note 4)

T TACAN

U UHF/RTF

	V VHF/RTF W RVSM Approved X MNPS approved Y VHF with 8.33 kHz channel spacing capability Z Other equipment carried or other capabilities (see Note 5)					
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 1.— If the letter S is used, standard equipment is considered to be VHF RTF, 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 2.— If the letter Z is used, the equipment carried is to be specified in Item 18, preceded by COM/ and/or NAV/, as appropriate.	Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities preceded by COM/, 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.	Note 3.—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 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.					
Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.	Note 4.— 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, route area is contained in the Performance-Based Navigation Manual (Doc 9613).					
OBLIQUE STROKE	OBLIQUE STROKE					
(b) Surveillance Equipment and capabilities	(b) Surveillance Equipment and capabilities					
ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried SSR equipment	ONE OR MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board: 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
X Transponder — Mode S without both
aircraft identification and pressure altitude
transmission

- P Transponder Mode S, including pressure-altitude, but no aircraft identification transmission
- 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

A Transponder — Mode A (4 digits — 4 096 codes)

C Transponder — Mode A (4 digits — 4 096 codes) and Mode C **SSR Mode S**

E Transponder — Mode S, including aircraft identification, pressurealtitude and extended squitter (ADS-B)capability

- H Transponder Mode S, including aircraft identification, pressurealtitude 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 capability

S Transponder — Mode S, including both pressure altitude and aircraft identification capability
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 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability

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 equipment D ADS capability	ADS-C
	D1 ADS-C with FANS 1/A capabilities G1 ADS-C with ATN capabilities
	Alphanumeric characters not
	indicated above are reserved. Note. – Additional surveillance
	application should be listed in item 18
Examples: –S/A	<i>following the indicator SUR/</i> . Examples: -S/A
-SCHJ/CD	-SCI/CB1
-SAFJ/SD	-SAFR/SV1
Format:— a b	Format:— a b
SINGLE HYPHEN	SINGLE HYPHEN
(a) Departure Aerodrome 4 LETTERS, being	(a) Departure Aerodrome 4 LETTERS, being
the ICAO four-letter location indicator allocated to the departure aerodrome, or	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	ZZZZ if no ICAO location indicator has
been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or	allocated (see Note 1) or if the departure aerodrome is not known, or
AFIL if the flight plan has been filed in the air	AFIL if the flight plan has been filed in the air
(see Note 2).	(see Note 2).
Note 1.— If ZZZZ is used, the name of the departure aerodrome is to be shown in the Other Information Field (see Field Type18) if this Field Type is contained in the message.	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 Type18) 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	Note 2.— If AFIL is used, the ATS unit fromwhich supplementary flight data can be obtained is to be shown in the Other

Information Field (Field Type 18).	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.	* This field shall be terminated here in message types CPL, EST, CDN and ACP. It shall be terminated here in message type RQP if the estimated off-block time is not known.				
(b) <i>Time</i> 4 NUMERICS giving	(b) Time 4 NUMERICS giving				
the estimated off-block time at the aerodrome in	the estimated off-block time (EOBT) at the aerodrome in				
(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or	(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 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).	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	Examples: –EHAM0730 –AFIL1625				
Field Type 14 — Estimate data	Field Type 14 — Estimate data				
Format:— a / b c d e	Format:— a / b c d e	In progress			
SINGLE HYPHEN	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 point (e.g. a VOR).	(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 significant point				

	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, alternate aerodrome(s)				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)				In	
									progress	
	Format:-				Format:-					
	a b (sp) c				a b (sp) c					
(See Note in margin on page A3-20. FIELD TYPE 16				See Note in ma on page A3-21					
Щ,										
	Previous type of field or symbol	This type of field is used in	Next type of field or symbol		Previous type of field or symbol	This type of field is used in	Next type of field or symbol			
	15	ALR	18		15	ALR	18			
	15	FPL	18		15	FPL	18			
	13	CHG	22		13	CHG	18			
	13	CNL)		13	CNL	18			
	13	DLA)		13	DLA	18			
	13	DEP)		13	DEP	18			
	13	ARR***	17		13	ARR***	17			
	1.5	CDI	10		1.5	CDI	10			
	15 14	CPL EST	18		15 14	CPL EST	18			
	13	CDN	22		13	CDN	22			
	13	ACP)		13	ACP)			
	12	DOC			12	DOG	10			
	13 13	RQS SPL	18		13 13	RQS SPL	18 18			
			-				-			
	*** Only in case of a diversionary landing				*** Only in case of a diversionary landing.					
-	SINGLE HYPHEN				SINGLE HYPHEN					
	(a) Destination Aerodrome				(a) Destination Aerodrome					
	4 LETTERS, being				4 LETTERS, being					
	the ICAO four-letter location indicator				the ICAO four-letter location indicator					

ZZZZ if no ICAO location indicator has been allocated.	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 of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).	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.	* This field is to be terminated here in all message types other than ALR, FPL and SPL.	
SPACE	SPACE	
(c) Destination Alternate Aerodrome(s).	(c) Destination Alternate Aerodrome(s).	
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	
ZZZZ if no ICAO location indicator has been allocated.	ZZZZ if no ICAO location indicator has been allocated.	
Note.— One further element of (c) should be added, as necessary, preceded by a space	Note.— One further element of (c) should be added, as necessary, preceded by a space	
Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).	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	Examples: -EINN0630 -EHAM0645 EBBR -EHAM0645 EBBR EDDL Field Type 17 — Arrival aerodrome and time	
Format:-	Format:-	In progress
a B' (sp) c	a B' (sp) c	
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Arrival Aerodrome 4 LETTERS, being	(a) Arrival Aerodrome 4 LETTERS, being	
the ICAO four-letter location indicator allocated to the arrival aerodrome, or	the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, <i>Location</i>	

	Indicators, or
ZZZZ if no ICAO location indicator has been allocated.	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) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.	(b) <i>Time of Arrival</i> 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.	* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.
Field Type 18 — Other information	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	Format:- A
or (sp) *(sp)*(sp)	or (sp) (sp)*(sp)
(* additional elements as necessary) SINGLE HYPHEN	(* additional elements as necessary) SINGLE HYPHEN
(a) 0 (zero) if no other information,	(a) 0 (zero) if no other information,
OR,	OR,
Any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:	Any other necessary information in the 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.
RNAV SPECIFICATIONS
A1 RNAV 10 (RNP 10)
D1 DNAV5 all normitted access
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 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	
S2 RNP APCH with BAR-VNAV	
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 re-clearance 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, as required by the appropriate ATS authority.

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 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. DEST	DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or 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 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.	
	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 of destination aerodrome, if ZZZZ is inserted in Item 16.	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.	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 <i>Procedures for Air Navigation Services</i> — <i>Aircraft Operations</i> (PANSOPS, Doc 8168), <i>Volume I</i> — <i>Flight Procedures</i> , 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 enroute 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 re-clearance 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.	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.	
Examples:-0 -EET/15W0315 20W0337 30W0420 40W0502 -STS/ONE ENG INOP -DAT/	Examples:-0 -STS/MEDEVAC -EET/015W0315 020W0337 030W0420 040W0502	

Field Type 22 — Amendment			Field Type 22 — Amendment						In progress			
FIELD TYPE 22				FIELD TYPE 22								
Previous type of field or symbol	This type of field is used in	Next of fit or sym			Previous type of field or symbol	This ty of field is used	l	of or	field			
16	CHG	*	22 or)		18	CH	łG		*22	2 or)		
16	CDN	*	22 or)		16	CI	ΟN		*22	2 or)		
* Indicates that this type may be		f			* Indicates that this type may b			ds of		, ,		
RULES FOR T MESSAGES	THE COMPOS	SITIC	ON OF ATS	- 1	RULES FOR T MESSAGES	ГНЕ СО	OM	POSIT	ION	N OF ATS		
(See Sections 1.	3 to 1.8 of this	Appe	endix)		(See Sections 1	.3 to 1.8	of	this App	peno	dix)		
 STANDARD A COMPOSITIO	ON				STANDARD A		ESS.	AGES A	ANI	D THEIR		
MESSAGE TYPE	DESIGNAT	ΓOR	Other information		DESIGNA	ΓOR				Other information		
Alerting	ALR		18		MESSAGE '	ГҮРЕ				18		
Radio communication failure	n RCF				Radio communica	ntion		ALR RCF				
Filed flight plan	FPL		18		failure			EDI		10		
Delay	DLA				Filed flight	pian		FPL		18		
Modification	CHG				Delay			DLA		18		
Flight plan cancellation	CNL				Modificat			CNI		18		
Departure	DEP				Flight place cancellation			CNL		10		
Arrival	ARR				Departu	re		DEP		18		
1 1111 (11	71100				Arrival			ARR				
Current flight plan	CPL				Current fligh	t plan		CPL				
Estimate	EST				Estimat	e		EST				
Coordination	CDN				Coordinat	ion		CDN				

Acceptance	ACP		Acceptance	ACP		
Logical acknowledgem Ement message	LAM		Logical acknowledgement message	LAM		
message			Request flight plan	RQP	18	
Request flight plan	RQP		Request supplementary flight plan	RQS	18	
Request supplementary flight plan	RQS		Supplementary flight plan	t SPL		
Supplementary flight plan	SPL					
The evergesion	of position or r	outo	The evergesion of n	ooition or ro	uto	
The expression of the following alte	•		The expression of po			
be used for the exp			used for the expression			
of a navigation at by 3 decimal nume point in degrees m numerics giving th nautical miles. The to be made up, wh zeros, e.g. a point of 40 nautical miles	(e) 2 or 3 characters being the coded identification of a navigation aid (normally a VOR), 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".		(e) 2 to 5 characters to a significant poinumerics giving the degrees magnetic foll giving the distance from The correct number of where necessary, by it at 180° magnetic at a from VOR "FOJ" "FOJ180040".	bearing from the point of numerics in sertion of z distance of	d by 3 decimal om the point in decimal numerics in nautical miles. s to be made up, teros, e.g. a point 40 nautical miles	
2. Examples of	ATS message	es	2. Examples of ATS	S message:	5	
2.2 Emergency me 2.2.1 Alerting (AL. 2.2.1.1 Composition	R) message		2.2 Emergency messag 2.2.1 Alerting (ALR) n 2.2.1.1 Composition			
7 Type of aircraft and wake turbulence category	-	10 Equipment and	Type of aircraft and wake turbulence category	-	Equipment and capabilities	
16 Destination aeroo elapsed time, alte			Destination aerodrom elapsed time, destina			

2.2.1.2 *Example* 2.2.1.2 Example The following is an example of an alerting The following is an example of an alerting message relating to an uncertainty phase, sent by Athens message relating to an uncertainty phase, sent by Athens Approach Control to Belgrade Centre and Approach Control to Belgrade Centre and other other ATS units, in respect of a flight from Athens ATS units, in respect of a flight from Athens to to Munich Munich. (ALR-INCERFA/LGGGZAZX/OVERDUE (ALR-INCERFA/LGGGZAZX/OVERDUE -FOX236/A3624-IM -FOX236/A36**24**-IM -C141/H-S/CD -C141/H-S/C -LGAT1020 -LGAT1020 -N0430F220 B9 3910N02230W/N0415F240 B9 -N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -EDDM0227 EDDF -EET/LYBE0020 EDMI0133 REG/A43213 -REG/A43213 EET/LYBE0020 EDMI0133 OPR/USAF RMK/NO POSITION REPORT OPR/USAF RMK/NO POSITION SINCE DEP PLUS 2 MINUTES REPORT SINCE DEP PLUS 2 MINUTES -E/0720 P/12 R/UV J/LF D/02 014 C ORANGE -E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH A/SILVER C/SIGGAH -USAF LGGGZAZX 1022 126.7 GN 1022 -USAF LGGGZAZX 1022 126.7 GN 1022 PILOT PILOT REPORT OVER NDB ATS UNITS ATHENS REPORT OVER NDB ATS UNITS ATHENS FIR FIR ALERTED NIL) ALERTED NIL) 2.2.1.2.1 *Meaning* 2.2.1.2.1 Meaning Alerting message — uncertainty phase declared Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact Athens due no position reports and no radio since two minutes after departure — aircraft contact since two minutes after departure identification FOX236 — IFR, military flight aircraft identification FOX236 — IFR, military Starlifter, heavy wake turbulence category, flight — Starlifter, heavy wake turbulence equipped with standard communications, navigation and approach aid equipment for the route, SSR category, equipped with standard communications, transponder with Modes A (4 096 code capability) navigation and approach aid equipment for the and C — last assigned Code route, SSR transponder with Modes A (4 096 code 3624 — departed Athens 1020 UTC — cruising capability) and C — ADS capability — last speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route airway Blue 9 to 3910N2230W where TAS would 430 knots, first requested cruising level FL 220 be changed to 415 knots and FL240 would be proceeding on airway Blue 9 to 3910N2230W requested — proceeding on airway Blue 9 to Ivanic where TAS would be changed to 415 knots -Grad VOR where FL 180 would be requested, proceeding on airway Blue 9 to Ivanic Grad VOR maintaining TAS of 415 knots and FL240 would where FL 180 would be requested, maintaining TAS of 415 knots — proceeding on airway Blue requested — proceeding on airway Blue 9 to 9to Munich, total estimated elapsed time 2 hours Munich, total estimated elapsed time 2 hours and 27 and 27 minutes — alternate is Frankfurt minutes accumulated estimated elapsed times at the — **destination** alternate is Frankfurt — **aircraft** Belgrade and Munich FIR boundaries 20 minutes **registration A43213** — accumulated estimated elapsed times at the Belgrade and Munich FIR and 1 hour and 33 minutes respectively — aircraft boundaries 20 minutes and 1 hour and 33 minutes registration A43213 — the aircraft is operated by the USAF — no position report has been received respectively — the since 2 minutes after departure — endurance 7 aircraft is operated by the USAF — no position hours and 20 minutes after take-off — 12 persons report has been received since 2 minutes after

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	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.	
2.3.1 Filed flight plan (FPL) message 2.3.1.1 Composition 3	2.3.1 Filed flight plan (FPL) message 2.3.1.1 Composition 3	
reference data and Code of flight 9 Type of aircraft and wake turbulence category 13 Departure aerodrome	reference data and Code flight Type of aircraft and wake turbulence category 13 Departure aerodrome	
and time 15 Route (using more than one line if necessary) 16 Destination aerodrome and total estimated	and time 15 Route (using more than one line if necessary) 16 Destination aerodrome and total estimated	

elapsed time, alternate aerodrome(s)	elapsed time, destination alternate aerodrome(s)	
Other information (using more than one line if necessary)	Other information (using more than one line if necessary)	
2.3.1.2 Example	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-TPR101-IS -B707M-CHOPV/CD -EGLL1400 -N0450F310 G1 UG1 STU285036/M082F310 UG152N015W 52N020W 52N030W 50N040W 49N050W -CYQX0455 CYYR -EET/EINN0026 EGGX0111 20W0136 CYQX0228 40W0330 50W0415 SEL/FJEL)	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-ACA101-IS – B773/H-CHOV/C –EGLL1400 –N0450F310 L9 UL9 STU285036/M082F310 UL9 LIMRI 52N020W 52N030W 50N040W 49N050W –CYQX0455 CYYR –EET/EISN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)	
2.3.1.2.1 <i>Meaning</i>	2.3.1.2.1 <i>Meaning</i>	
Filed flight plan message — aircraft identification TPR101 — IFR, scheduled flight — a Boeing 707, medium 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 — 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	Filed flight plan message — aircraft identification ACA101 — IFR, scheduled flight — a Boeing 777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, , VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — 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 Lima 9 and Upper 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 Lima 9 to 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	
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.	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 Modification (CHG) message	
2.3.2.1 Composition	2.3.2.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure Aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure Aerodrome and time	
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary)	
22 Amendment 22 Amendment	22 Amendment 22 Amendment	
etc. (using more than one line if necessary)	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-EHAMEDDF8/I-16/EDDN)	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 <i>Meaning</i>	2.3.2.2.1 <i>Meaning</i>	
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 to Frankfurt – Field	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	
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.	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 Flight plan cancellation (CNL) message	
2.3.3.1 Composition	2.3.3.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data To Aircraft identification and SSR Mode and Code To Aircraft identification aerodrome and time To Aircraft identification aerodrome and time	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary)	
2.3.3.2 Example 1	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-EDBB-LFPO-) 2.3.3.2.1 Meaning	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-EDBB 0900 -LFPO- 0) 2.3.3.2.1 <i>Meaning</i>	
Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris. 2.3.3.3 Example 2	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-EDDF-EDDW) 2.3.3.3.1 Meaning	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	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	

plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt to Bremen.	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 Delay (DLA) message	
2.3.4.1 Composition	2.3.4.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary	
2.3.4.2 Example	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)	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 <i>Meaning</i>	2.3.4.2.1 <i>Meaning</i>	
Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik	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 Departure (DEP) message	
2.3.5.1 Composition	2.3.5.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	

Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s	
	18 Other information (using more than one line if necessary)	
2.3.5.2 Example	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)	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 <i>Meaning</i>	2.3.5.2.1 Meaning	
Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC –destination Stavanger.	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.	
2.3.6 Arrival (ARR) message	2.3.6 Arrival (ARR) message	
2.3.6.1 Composition	2.3.6.1 Composition	
Message type, number and reference data TAircraft identification and SSR Mode and Code Table 13 Departure aerodrome and time	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	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	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	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	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-EHAM-1030 DEN HELDER)	meaningful. (ARR-HHE13- EHAM -1030 DEN HELDER)
2.3.6.3.1 <i>Meaning</i>	2.3.6.3.1 <i>Meaning</i>
Arrival message aircraft identification HELI13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC. 2.4 Coordination messages	Arrival message aircraft identification 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 Current flight plan (CPL) message
2.4.1.1 Composition	2.4.1.1 Composition
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 8 Flight rules and type of flight	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	9 Type of aircraft and wake turbulence category 10 Equipment and capabilities
13 Departure aerodrome and time 14 Estimate data	13 Departure aerodrome and time 14 Estimate data
15 Route (using more than one line if necessary)	15 Route (using more than one line if necessary)
Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
18 Other information (using more than one line if necessary)	18 Other information (using more than one line if necessary)
2.4.1.2 Example 1	2.4.1.2 Example 1
The following is an example of a current flight plan message sent from Boston Centre to New	The following is an example of a current flight plan message sent from Boston Centre to New York

Vouls	Centre on a flight which is an acute from Destant	
York	Centre on a flight which is en route from Boston to	
Centre on a flight which is en route from Boston	La Guardia Airport.	
toLa Guardia Airport.	(CD) 1141 (21/4 5120 TG	
(CPL-UAL621/A5120-IS	(CPL-UAL621/A5120-IS	
-DC9/M-S/CD	- A320 /M-S/C	
-KBOS-HFD/1341A220A200A	-KBOS-HFD/1341A220A200A	
-N0420A220 V3 AGL V445	-N0420A220 V3 AGL V445	
-KLGA	-KLGA	
$ -0 \rangle$	-0)	
2.4.1.3 Example 2	2.4.1.3 Example 2	
The following is an example of the same current	The following is an example of the same current	
flight plan message, but in this case the message is	flight plan message, but in this case the message is	
exchanged between ATC computers.	exchanged between ATC computers.	
(CPLBOS/LGA052-UAL621/A5120-IS	(CPLBOS/LGA052-UAL621/A5120-IS	
-DC9/M-S/CD	- A320 /M-S/C	
-KBOS-HFD/1341A220A200A	-KBOS-HFD/1341A220A200A	
-N0420A220 V3 AGL V445	-N0420A220 V3 AGL V445	
-KLGA	-KLGA	
-KLUA -0)	-RLUA -0)	
	Note.— The messages in Examples 1 and 2 are	
Note.— The messages in Examples 1 and 2 are	U I	
identical except that the Message Number of	identical except that the Message Number of	
Example 2 does not appear in Example 1.	Example 2 does not appear in Example 1.	
2.4.1.4 Meaning	2.4.1.4 Meaning	
Current flight plan message [with sending unit	Current flight plan message [with sending unit	
identity (BOS) and receiving unit identity (LGA),	identity (BOS) and receiving unit identity (LGA),	
followed by the social growth or of this measure	followed by the serial number of this message	
followed by the serial number of this message	(052)] — aircraft identification UAL621, last	
(052)] — aircraft identification UAL621, last		
assigned SSR Code 5120 in Mode A — IFR,	assigned SSR Code 5120 in Mode A — IFR,	
scheduled flight — one DC9, medium wake	scheduled flight — one A320, medium wake	
turbulence category, equipped with standard	turbulence category, equipped with standard	
communications, navigation and approach aid	communications, navigation and approach aid	
equipment for the route and SSR transponder with	equipment for the route and SSR transponder with	
Modes A (4 096 code capability) and C — ADS	Modes A (4 096 code capability) and C —	
capability — departed Boston — the flight is	departed Boston — the flight is	
estimated to cross the Boston/New York	estimated to cross the Boston/New York	
"boundary" at point HFD at 1341 UTC, cleared	"boundary" at point HFD at 1341 UTC, cleared	
by the Boston Centre at altitude 22 000 feet but to	by the Boston Centre at altitude 22 000 feet but to	
be at or above altitude 20 000 feet at HFD — TAS	be at or above altitude 20 000 feet at HFD — TAS	
is 420 knots, requested cruising level is altitude 22	is 420 knots, requested cruising level is altitude 22	
000 feet — the flight will proceed on airway V3	000 feet — the flight will proceed on airway V3 to	
to	information.	
information.		
2.4.2 Estimate (EST) message	2.4.2 Estimate (EST) message	
	(12 -) 11 - 22 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	
2.4.2.1 Composition	2.4.2.1 Composition	
	Composition	

Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	
Estimate data - 16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	14 Estimate data Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
2.4.3 Coordination (CDN) message	2.4.3 Coordination (CDN) message	
	, ,	
2.4.3.1 Composition	2.4.3.1 Composition	
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
22 22 Amendment Amendment	22 22 Amendment Amendment	
etc. (using more than one line if necessary)	etc. (using more than one line if necessary)	
2.4.4 Acceptance (ACP) message	2.4.4 Acceptance (ACP) message	
2.4.4.1 Composition	2.4.4.1 Composition	
3 Message type, number and reference 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	3 Message type, number and reference 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	

data	data
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
2.5 Supplementary messages	2.5 Supplementary messages
2.5.1 Request flight plan (RQP) message	2.5.1 Request flight plan (RQP) message
2.5.1.1 Composition	2.5.1.1 Composition
Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
	18 Other information (using more than one line if necessary
2.5.1.2 Example	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.	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-)	(RQP-PHOEN-EHRD-EDDL-0)
2.5.1.2.1 Meaning	2.5.1.2.1 Meaning
Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.	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 Request supplementary flight plan (RQS) message
2.5.2.1 Composition	2.5.2.1 Composition

Message type, number and reference data To Aircraft identification and SSR Mode and Code To Aircraft identification are aerodrome and time To Aircraft identification are aerodrome and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary)	
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) 2.5.2.2.1 Meaning Request supplementary flight plan message —	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.	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	2.5.3 Supplementary flight plan (SPL) message 2.5.3.1 Composition	
Message type, number and reference data To Aircraft identification and SSR Mode and Code To Aircraft identification aerodrome and time To Aircraft identification and code and time	Message type, number and reference data 7 Aircraft identification and SSR Mode and Code 13 Departure aerodrome and time	

Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)		
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Appendix 2

Benefits & Reference Documents

IMPLEMENTATION OF THE NEW ICAO FPL FORM

Benefits

Environment

Efficiency

• reductions in fuel consumption and CO2 emission

- ability of air navigation service providers to make maximum use of aircraft capabilities
- ability of aircraft to conduct flights more closely to their preferred trajectories
 facilitate utilization of advanced technologies thereby increasing efficiency
- optimized demand and capacity balancing through the efficient exchange of information

Safety

• enhance safety by use of modern capabilities onboard aircraft

KPI

- status of implementation of ICAO new FPL provisions
- status of updates in the FITS

Proposed Metrics:

- number of States meeting the deadline for implementation of the ICAO new FPL provisions
- number of States providing the focal points and initiated impact studies

MID REGIONAL PERFORMANCE OBJECTIVES ATM PERFORMANCE OBJECTIVES

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILIT Y	STATUS
22	analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units	2009 - 2011	INFPL SG States	
	plan the transition arrangements to ensure that the changes from the PRESENT to the NEW ICAO FPL form occur in a timely and seamless manner and with no loss of service	2009 - 2012	States INFPL SG	Valid
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	Planning and implementation of transition Strategy	2009 - 2012	INFPL SG	Under development
	States to assign focal points and form and internal nucleus team	2009 - 2010	States	Done
	ensure that enabling regulatory (regulations procedures, AIP etc) provisions are developed	2009 - 2012	States	Valid
	Develop Regional contingency plans	July 2010- July 2011	INFPL SG	
	Develop National contingency plans	July 2010- July 2011	States	
	ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions	2009 - April 2012	States/Vendors	Under prose's
	ensure that issues related to the ability of all system to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur	2009- April 2012	States/Vendors	valid
	ensure that there are no individual State peculiarities or deviations from the flight plan provisions	2009- 2012	INFPL SG States	valid
	ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions	2009 - 2012	INFPL SG States	
	in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications	2009- 2012	States	valid
	internal testing	2009 – June 2012	States	valid
	external testing	1 April to 30 June 2012	States	valid
	airspace users testing	1 July to 14 November 2012	States and users	valid

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILIT Y	STATUS
	ensure the training of relevant stakeholders (air traffic controllers, com, ops, etc)	2009 - 2012	States and ANSP	Valid
	develop and make available, guidance material for users, including but not limited to ANSP personnel and user	2009 - 2010	IATA INFPL SG	
	establish a central depository (FITS) in order to track the implementation status	Ongoing	ICAO	completed
	inform the ICAO regional offices on an ongoing basis	Ongoing- Dec 2012	States	Valid
linkage to GPIs	GPI/18 Aeronautical Information, GPI/5 RNAV a GPI/9 Situational Awareness	and RNP (Performan	ce-based navigation),	

REFERENCE DOCUMENTS:

This Planning Document follows recommendations as contained in the following documents:

- a) ICAO PANS-ATM, 15th Edition (Doc. 4444)
- b) Amendment 1 to the 15th Edition (Doc. 4444)
- c) Recommendations for the implementation of Amendment 1 as per ICAO Head Office, Montreal as well as the Decisions and Recommendation as applicable of the ICAO MID Regional Office, INFPL/SG1.
- d) Aeronautical Information Publication (AIP) for the Sultanate of Oman.

End...

KINGDOM OF SAUDI ARABIA GENERAL AUTHORITY OF CIVIL AVIATION AIR NAVIGATION SERVICES



PLANNING DOCUMENT

FOR THE IMPLEMENTATION OF

AMENDMENT 1 TO THE 15TH EDITION OF

ICAO PANS-ATM (Doc 4444)

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DOCUMENT CHANGE HISTORY

Version	Change	Date	Page(s)
1.0	Initial draft (Not released)	May/June	All
		2010	
2.0	Update following INFPL Workshop and INFPL SG2 Meeting	Aug. 2010	All
3.0	Update of Performance Report Form and Compliance Matrix	Jun. 2011	All

Version 3.0 4 July 2011



1. Objective

The purpose of this document is to establish the KSA strategy for the implementation of Amendment 1 to the 15th Edition of the ICAO PANS-ATM (Doc. 4444)¹ with an effective date of 15 November 2012.

2. Background

ICAO, taking into consideration that:

- Dynamic management of information will provide the most appropriate and integrated vision of ATM status in historical terms – past, present and planned or future – and will serve as a basis for decision making by the whole ATM community;
- ➤ The Global Air Traffic Management Operational Concept (Doc. 9854) requires information management actions to support ATM operations with accurate, quality and timely information; and,
- ➤ ATM requirement No. 87 of the Manual on Air Traffic Management System Requirements (Doc. 9882) defines that 4-D paths will be used in traffic synchronization applications, with a view to attaining the performance objectives of the ATM system. It also clarifies that automation in both "ground" and 'air" applications will be fully used to create an efficient and safe air traffic flow in all flight phases.

Informed the States, through letter AN13/2.1-08/50 of 25 June 2008 about the publication of Amendment to Doc. 4444 (PANS-ATM), aimed at updating the ICAO Flight Plan (FPL) Form 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.

In addition, informed the States, through letter AN13/2/1-09/9 of 6 February 2009 of Guidance for implementation of flight plan information to support Amendment 1 of the Procedures for Air Navigation Services – Air Traffic Management (Doc. 4444)².

It should be noted that the amendment is complex and involves the assessment of air traffic management systems, message handling systems and training of operational and other GACA and Airline Operator personnel.

2 - - .

² Refer Appendix 'B'

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¹ Refer Appendix 'A'.

3. Principles

In preparing this document, the following aspects have been considered:

- It is an action plan for the implementation of Amendment 1 to Doc. 4444 within the Kingdom of Saudi Arabia.
- It is a "living document" and designed to work hand-in-hand with the ICAO MID Region New Flight Plan Format Study Group (INFPL SG).

4. Stakeholders

The primary GACA Departments concerned with the INFPL are:

ANS – Air Traffic Management, including Aeronautical Telecommunications Section & Airways Engineering (Systems Engineering)

Other organizations that may be involved in varying degrees throughout the implementation and transition include:

GACA – Aeronautical Information Service (AIS) Department and ATM Safety and Quality Management.

Others – Airline Operators and Agents and the Royal Saudi Air Force (RSAF), Saudi Coast Guard.

5. Reference Documents

This Planning Document follows recommendations as contained in the following documents:

- a) ICAO PANS-ATM, 15th Edition (Doc. 4444)
- b) Amendment 1 to the 15th Edition (Doc. 4444)
- c) Recommendations for the implementation of Amendment 1 as per ICAO Head Office, Montreal as well as the Decisions and Recommendation as applicable of the ICAO MID Regional Office, INFPL/SG1.
- d) Aeronautical Information Publication (AIP) for the Kingdom of Saudi Arabia.
- e) Selected documentation as provided by Thales, COMSOFT and AVITECH on their respective systems in operational use within the Kingdom of Saudi Arabia.

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6. Amendment Overview

6.1 Flight Plan Content

Flight plan form – operators and air traffic service units should comply with the restrictions established in aeronautical information publication (AIP);

- a) Filing of flight plan Changes in the deadlines for filing flight plans;
- b) Item 7 Aircraft identification use of alphanumeric characters;
- c) Item 8 Flight rules specification of one or more items of change in flight rules;
- d) Item 10 Equipment changes in the designation of equipment and capabilities;
- e) Item 13 Aerodrome of departure and time;
- f) Item 15 Route;
- g) Item 16 Aerodrome of destination and total estimated duration, alternate destination aerodromes:
- h) Item 18 Other data

6.2 ATS Messages

6.2.1 The text content of CHG, CNL, DLA, DEP, RQP and RQS ATS messages.

6.3 Implementation Directives

- **6.3.1** In letter AN13/2.1-09/9, dated 6 February 2009, ICAO defines the directives for the incorporation of flight plan information pursuant to Amendment 1 to the Procedures for Air Traffic Services.
- **6.3.2** ICAO highlights the changes have significant repercussions for ANSP flight data processing systems that check and accept flight plans and related messages, use flight plan data for displays as a reference for controllers, use data for ANSP automation and facilitate communications between ANSPs during flight and also have consequences for airspace users.
- **6.3.3** There is no date given for implementation of flight planning changes. It was expected the transition would start from 25 June 2008 but full transition must be achieved and changes fully implemented by 15 November 2012.
- **6.3.3.1** ICAO also expects that the changes will be applied according to States Planning and specified timetables (as well as other airspace users). The Kingdom

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expects to work closely with other Regional States in this regard and follow any recommendations and guidelines set by the ICAO MID INFPL SG.

6.3.4 In summary the ICAO directives state:

- A. Recommends that ANSPs be capable of operating with the two types of flight plan information, EXISTING and NEW, during the transition period, ANSPs are not required to accept and process EXISTING data after 15 November 2012.
- B. Regional planning and implementation groups are encouraged to plan and publish the changes sufficiently in advance to the date of application. It considers that transition plans should take into account the fact that it is possible that airspace users will not be able to use the new opportunities offered by the NEW information until such time that the ANSPs have made the transition and, even then, the use of the NEW information could be limited in its application if flights continue to involve ANSPs that have not made the transition yet.
- C. Clarifies that airspace users will determine whether they will submit NEW or EXISTING information to the ANSP during the transition period and after the ANSP has notified that it can accept the NEW information.
- D. In the event that not all ANSPs have made the transition to the NEW information, airspace users must make sure that EXISTING information is submitted to the ANSPs that have not made the transition yet. It stresses the concern that ANSPs that use EXISTING information might misinterpret and reject the information submitted by airspace users more than 24 hours before the flight, as well as the case in which ANSPs that use the NEW information will not be in a position to transmit essential coordination to the ANSPs that use the EXISTING information.

 Note: As a supplement to this directive, an ANSP that accepts NEW information should be in a position to translate flight information into EXISTING information for the purpose of coordinating with adjoining ANSPs that have not made the transition.
- E. Ensures that ICAO will maintain a website containing the list of capabilities of each ANSP to accept EXISTING or NEW information. Each ANSP will communicate to the respective ICAO Regional Office, as soon as possible, its capability of accepting the NEW information. Note: The Kingdom of Saudi Arabia will coordinate through ICAO MID Regional Office either directly or through the INFPL SG.
- F. To supplement (D) above, it is noted that ANSPs that accept the NEW information could translate flight information into EXISTING information for

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purposes of coordination with adjacent ANSPs that have not made the transition.

7. New FPL Changes in Detail

7.1 Terminology

In accordance with International Civil Aviation Organization (ICAO) transition guidance documents, the following terminology is used throughout this guidance material:

PRESENT format is defined as ICAO flight planning and ATS message formats currently in use as specified in DOC 4444, 15th Edition.

NEW format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15th Edition.

7.2 Applicability Date

The applicability date is the 15 November 2012 effective date of Amendment 1 to PANS-ATM (Doc 4444).

7.3 Date of Flight - DOF/ - Five Day (120 hour) Advance FPL Lodgment

- **7.3.1** The Amendment 1 provisions enable flight plans to be lodged up to 5 days (120 hours) prior to the Estimated Off Blocks Time (EOBT) for the flight, a significant change from the 24 hour requirement in the existing provisions.
- **7.3.2** Present experience with FPLs submitted well in advance of EOBT (within the present 24 hour window) is that this practice precipitates a large number of CHG messages as operators change aircraft type, or tail number on a same type but with different equipage, or vary the ETD, or a variety of other modifications to what has originally been filed. As meteorological conditions change after the FPL has been filed, route changes and altitude changes also manifest, requiring modification messages as well. Overall, the existing 24 hour window generates a significant amount of message traffic that does not add apparent value to the aircraft operator and increases complexity for the many ATS units along the path of flight that have to process the extra modification messages.
- **7.3.3** The extension of the filing period from 24 hours to 120 hours is expected to compound these effects, particularly in respect to meteorology factors as changes to

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the flight plan become necessary on the basis of updated weather reports received within the 5 day period before departure.

7.4 Software Coding Considerations

7.4.1 Date of Flight (DOF) and Early Filing

In Amendment 1, use of a DOF/ indicator in Item 18 is accompanied by the ability to file NEW format up to 120 hours in advance. At present Saudi Arabia is able to handle DOF limitation to implement the 120 hour requirement by the Applicability Date, that at a defined time before Estimated Off Blocks Time (EOBT), normally within 24 hours, DOF/ can be removed from stored FPLs for the purpose of processing

In any case, DOF/ should not be transmitted in AIDC messages since flight data is first coordinated by AIDC much less than 24 hours before departure (and in fact, in most cases, is first coordinated after departure).

7.4.2 Use of P1-P9 in Field 10a

In relation to the use of P1-P9 in Field 10a (Radio communication, navigation and approach aid equipment and capabilities), Amendment 1 identifies alphanumeric entries P1-P9 in Field 10a as "Reserved for RCP." The following guidelines regard filing and processing P1-P9 in Item 18:

Even though there is no need for this information now, ANSPs should accept P1-P9 if filed in an FPL and pass the information in AIDC messages, but with no interpretation or processing required. This will avoid transition issues and minimize necessary coordination when these items begin to be used in the future.

7.4.3 Changed definition of "S" in Field 10a

Amendment 1 changes the definition of standard equipment in Field 10a ("S") so that it no longer includes ADF. An FPL may have elements that uniquely identify it as being in either PRESENT or NEW format. However, it is also possible for an FPL to have no unique elements, and thus be valid as both PRESENT and NEW format. In such an FPL, use of "S" in Field 10a is ambiguous.

Therefore, it is essential to know whether an FPL is in NEW or PRESENT format before interpreting an "S" filed in Field 10a. The following guidelines regard filing and processing of "S" during Phases 2 and 3 of the transition period, respectively (i.e. 1 April to 30 June & 1 July to 15 November 2012).

a) In conjunction with the beginning of Phase 2 of the transition period (i.e. 1 April 2012), ANSPs should not assume ADF capability when an "S" is filed, regardless of the perceived format of the filed FPL (NEW or PRESENT

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format). All FPLs received on or after 1 April 2012 with an "S" filed in Field 10a will be processed and/or interpreted as if "V O L" (VHF RTF, VOR and ILS) were filed; and

b) States and ANSPs must provide instructions to their users to file an "F" for ADF in addition to filing of "S" in PRESENT format FPLs, beginning 1 April 2012.

7.4.4 Consistency between Field 10a and PBN/ in Item 18

The PBN/ indicator introduced by Amendment 1 conveys not only navigational capability with respect to accuracy, but also information regarding what type of navigational equipment is used to achieve it. This introduces a relationship between PBN/ in Item 18 and Field 10a, and it is possible to file inconsistent data (i.e., capabilities in PBN/ that are not supported by data in Field 10a). Consequently, a consistency check should be coded to evaluate NEW FPLs per the following guidelines:

- If B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a "G" must be included in Field 10a;
- If B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a "D" must be included in Field 10a;
- If B1 or B4 is filed, then an "O" or "S" and a "D" must be included in Field 10a (i.e., "SO" or "SD" must appear in 10a);
- If B1, B5, C1 or C5 are filed, then an "I" must be included in Field 10a; and
- If C1, C4, D1, D4, O1 or O4 are filed, then a "D" and an "I" must be included in Field 10a (i.e., "D I" must appear in 10a).

7.4.5 Validity Checking & Processing of Item 18 Indicators

Amendment 1 indicates that only the specified indicators should be included in Item 18. Furthermore, it makes the order of the indicators mandatory as opposed to preferred. Finally, the rules for some items are quite explicit and could readily be subject to validity checking by automation systems. The following guidelines regard use of Item 18:

a) Systems should not accept indicators in Item 18 which are not defined in the PANS-ATM. If internal requirements create the need to use a 'local' nonstandard indicator, measures must be taken to ensure that airspace users filing with multiple FIRs are not impacted, and AIDC coordination does not contain any such indicators.

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- b) Airspace users should file indicators in the required order to ensure that systems applying truncation do not eliminate more important data. ANSPs should either enforce the required order, or ensure that AIDC messages contain the items in the required order regardless of the order filed.
- c) Airspace users should only file a single instance of each indicator, though, when prescribed, multiple entries may follow that indicator, separated by a space (blank). ANSPs should either enforce the filing of a single instance of indicators, or ensure that AIDC messages concatenate (i.e. link together) multiple instances into a single instance followed by multiple entries (each separated by a space).

ANSPs should, at a minimum, perform a validity check of Item 18 indicator contents that are used for processing, and they are encouraged to check all items not listed as "free text field" in the Table below, Item 18 Indicator Validity Check, below.

Indicator	Contents
STS/	One or more of the approved specified entries, separated by spaces
PBN/	A single string containing up to 8 of the approved alphanumeric descriptors No embedded spaces
NAV/	Free text field
COM/	Free text field
DAT/	Free text field
SUR/	Free text field
DEP/	Free text field
DEST/	Free text field
DOF/	A single string in the specified date format (YYMMDD). No embedded spaces
REG/	A single string. No embedded spaces
EET/	One or more strings. Each string is: 2-5 alphanumeric characters –or-a LAT/LONG followed by a 4-digit elapsed time, from 0000 to 9959 (i.e., 0-99 hours followed by 0-59 minutes)
SEL/	A single string of four letters



Indicator	Contents
TYP/	Free text Note: Although the entry is structured when used for formation flights, it is also used when no designator is assigned and, therefore, may be any text description.
CODE/	A single string of 6 hexadecimal characters
DLE/	One or more strings Each string consists of a valid Significant Point followed by a 4-digit elapsed time
OPR/	Free text field
ORGN/	Free text field
PER/	A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below: Category A: less than 169 km/h (91 kt) indicated airspeed (IAS) Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS Category H: Specific procedures for Helicopters.
ALTN/	Free text field
RALT/	Free text field
TALT/	Free text field
RIF/	Route information consistent with the format of a valid Field 15c
RMK/	Free text field

7.4.6 Processing location information in the DEP/, DEST/, ALTN/, RALT/ and TALT/ indicators in Item 18.

Amendment 1 specifies that Item 18 entries for DEP/, DEST/, ALTN/, RALT/ and TALT/ should contain the name and location of the aerodrome. It also requires that "...For aerodromes not listed in the relevant Aeronautical Information Publication



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[AIP], indicate location as follows ...". The following guidelines will promote common interpretation and filing practices:

- a) If the aerodrome identifier is not in ICAO DOC 7910, Location Identifiers, but is an approved identifier per the AIP for the State where the aerodrome is located, the name of the aerodrome should be the identifier and no additional location information is needed.
- b) If the aerodrome is neither in DOC 7910 nor in a relevant AIP, the name of the airport should be included followed by a location as specified in the amendment. ANSPs should expect to be able to process the last text string provided as a location (Lat/Long, or bearing and distance from significant point, or fix name) to be usable in their flight plan route calculations.

7.4.7 Use of the DLE/ indicator in Item 18.

Amendment 1 defines a new DLE/ indicator for Item 18, after which a significant point and delay time at the significant point can be filed. The following guidelines regard filing and processing of this indicator:

The significant point in the DLE/ indicator should be required to match a significant point in Field 15c (i.e. not an implied point along an ATS route). An FPL designating an unknown point in a DLE/ indicator should be handled in accordance with normal ANSP error message handling procedures.

7.5 Conversion from NEW format to PRESENT format

As described in the ICAO material in the attachment to State letter AN 13/2/1-09/9, conversion from **NEW** to **PRESENT** format will be required during the transition period and will affect Field 10a, Field 10b, and Field 18. It is extremely important that such conversions from **NEW** format to **PRESENT** format are consistently applied by ANSPs throughout all ICAO regions. The guidelines contained in the Conversion Tables for respective fields included below record regionally agreed conversions from **NEW** to **PRESENT** format for consistent application by ANSPs.

7.5.1 Conversion of Field 10a

Conversion of Field 10a, as shown below, is to be used for conversion of **NEW** Field 10a to **PRESENT** Field 10a. In using the Table, ensure a check is made for the presence of the information in both the "Field 10a" and "Field 18" NEW columns and convert it to the information in both the "Field 10a" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Content		
Field 10a	Item 18	Field 10a	Item 18	
N		N		
S		VOL		
S F		S		
A		Z	NAV/GBAS	
В		Z	NAV/LPV	
С		С		
D		D		
E1		Z	COM/FMC WPR ACARS	
E2		Z	COM/DFIS ACARS	
E3		Z	COM/PDC ACARS	
F		F		
G		G		
Н		Н		
I		I		
J1		J	DAT/V	
J2		J	DAT/H	
J3		Ј	DAT/V	
J4		Ј	DAT/V	
J5		J	DAT/S	
J6		J	DAT/S	
J7		J	DAT/S	
K		K		
L		L		
M1		Z	COM/INMARSAT	

'NEW' Data Content		Conversion	Conversion to 'PRESENT' Data Content		
Field 10a	Item 18	Field 10a	Item 18		
M2		Z	COM/MTSAT		
M3		Z	COM/IRIDIUM		
0		О			
P1-P9		present (i.e.	hould not be present. Remove items if do not make information part of the format plan).		
R	PBN/A1	R Z	NAV/RNP10		
R	PBN/B1	R			
R	PBN/B2	R			
R	PBN/B3	R			
R	PBN/B4	R			
R	PBN/B5	R			
R	PBN/B6	R			
R	PBN/C1	R Z	NAV/RNAV2		
R	PBN/C2	R Z	NAV/RNAV2		
R	PBN/C3	R Z	NAV/RNAV2		
R	PBN/C4	R Z	NAV/RNAV2		
R	PBN/D1	P R			
R	PBN/D2	P R			
R	PBN/D3	P R			
R	PBN/D4	P R			
R	PBN/L1	R Z	NAV/RNP4		
R	PBN/O1	P R	NAV/RNP1		
R	PBN/O2	P R	NAV/RNP1		
R	PBN/O3	P R	NAV/RNP1		
R	PBN/O4	PR	NAV/RNP1		

'NEW' Data	a Content	Conversion to 'PRESENT' Data Content		
Field 10a	Item 18	Field 10a	Item 18	
R	PBN/S1	R Z	NAV/RNP APCH	
R	PBN/S2	R Z	NAV/RNP APCH BARO VNAV	
R	PBN/T1	R Z	NAV/AR APCH RF	
R	PBN/T2	R Z	NAV/AR APCH	
Т		Т		
U		U		
V		V		
W		W		
X		X		
Y		Y		
Z	COM/ nnnn	Z	COM/ nnnn	
Z	NAV/ nnnn	Z	NAV/ nnnn	
Z	DAT/ nnnn	Z	COM/ nnnn	

7.5.2 Conversion of Field 10b

Conversion of Field 10b, as shown below, is to be used for conversion of **NEW** Field 10b to **PRESENT** Field 10b. Ensure a check is made for the presence of the information in both the "Field 10b" and "Item 18" NEW columns and convert it to the information in both the "Field 10b" and "Item 18" in PRESENT columns.

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
N		N	
A		A	
С		С	
Е		S	

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
Н		S	
I		I	
L		SD	
P		P	
S		S	
X		X	
B1			COM/B1
B2			COM/B2
U1			COM/U1
U2			COM/U2
V1			COM/V1
V2			COM/V2
D1		D	
G1		D	

7.5.3 Conversion of Item 18

Conversion of Item 18, as shown below, is to be used for Conversion of **NEW** Item 18 to **PRESENT** Item 18.

'NEW' Data Content	Conversion to 'PRESENT' Data Content		
Item 18	Item 18		
STS/	☐ Except change ÄTFMX" to ÄTFMEXEMPTAPPROVED"		
SUR/	RMK/ SUR <text after="" sur=""></text>		
DOF/	Maintain data in DOF/ if possible, otherwise remove. While not a documented PRESENT indicator, it is currently in wide use.		

'NEW' Data Content	Conversion to 'PRESENT' Data Content		
Item 18	Item 18		
DAT/	COM/		
DLE/	RMK/ DLE <text after="" dle=""></text>		
ORGN/	RMK/ ORGN		
TALT/	RMK/ TALT <text after="" talt=""></text>		
PBN/	See Table 5-1 above		
All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in the			

7.6 Differentiating between NEW format and PRESENT format

Although in most cases it will be evident when a FPL is in either the PRESENT or NEW format, situations can arise whereby the presentation of a particular FPL fully meets the parameters of both the PRESENT and NEW formats i.e. the same FPL is able to be interpreted using either of the PRESENT or NEW parameters. However, decoding the FPL using the PRESENT parameters could reach a different outcome than decoding the same FPL using the NEW format. For example, the letter "S" is used for standard equipment in Item 10 of both FPL formats, meaning V, F, O & L (i.e. VHF RTF, ADF, VOR and ILS) in PRESENT format but only V, O & L in NEW format (i.e. no ADF).

Accordingly, from the commencement of Phase 3 (1 July to 15 November 2012 - Airspace users testing and implementation) of the phased implementation strategy the following criteria should be used to determine if the filed FPL is in PRESENT or NEW format:

- (A) If the FPL is filed prior to an ANSP accepting NEW, assume the Flight Plan is PRESENT.
- (B) Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in PRESENT format:
 - (i) In Field 10a if the Qualifier J, M or D is filed.
 - (ii) In Item 18 an entry used for STS/ is not in the allowed list for NEW.
 - (iii) In Item 18 an entry used for PER/ is not a single letter in the allowed list.

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- (C) Once an ANSP has announced it can accept NEW format, if any of the following is filed assume the filed Flight Plan is in NEW format:
 - (i) In Field 10a if any of the following qualifiers are filed: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7.
 - (ii) In Field 10b if any of the following qualifiers are filed: E , H , L , B1 , B2 , U1 , U2 ,V1 , V2 , O1 or G1.
 - (iii) In Item 18 if PBN/ is filed.
 - (iv) In Item 18 if SUR/ is filed.
 - (v) In Item 18 if DLE/ is filed.
 - (vi) In Item 18 if TALT/ is filed.

If there are qualifiers from the PRESENT list and the NEW list in the same FPL, this indicates that the FPL is inconsistent and therefore should be rejected by automation to 'error queue' enable closer study.

After November 15, 2012 all FPLs will be assumed to be in NEW format.

7.7 ATS Messages

7.7.1 Item 18 DOF

The FPL&AM/TF considers that ambiguity exists in relation to Item 18 and DOF which has implications on the composition of ATS messages as published in Amendment 1. The clarification provided for the requirement to include Item Type 18 in CHG, CNL, DLA, DEP and RQS messages states "Field Type 18 with DOF specified is meant to uniquely identify the flight when the FPL is presented more than 24 hours in advance and there is no need to include all other Item 18 information".

The clarification also offers an interpretation of the Field Type 16 Previous Field/Next Field Table. This clearly states that only the DOF indicator is included in these messages and only if filed with the original message. If DOF is not filed in the original message then Item 18 is omitted. However, this interpretation contradicts the composition and examples for the CHG, CNL, DLA, DEP, RQP and RQS messages detailed in the Amendment which refer to Item 18 "Other information (using more than one line if necessary)".

Accordingly, the following interpretation is applicable as an Asia/Pacific regional approach:

- a) Insert DOF/YYMMDD in Item 18 if that indicator has been previously specified;
- b) If the DOF/ indicator has not been previously specified insert zero (0) in Item 18

Example ATS messages based on this interpretation are shown below:

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Modification (CHG) Messages

- (CHG-ABC123-OEJN2300-WMKK-DOF/091120-16/WMKK1151 WMKP)
- (CHG-ABC123-OEJN2300-WMKK-0-16/WMKK1151 WMKP)
- (CHG-ABC123-OEJN2300-WMKK-DOF/091120-13/OEJN0045-18/DOF/091121) *

Flight Plan Cancellation (CNL) Messages

- (CNL-ABC123-OEJN2300-WMKK-DOF/091120)
- (CNL-ABC123-OEJN2300-WMKK-0)

Delay (DLA) Messages

- (DLA-ABC123-OEJN2345-WMKK-DOF/091120)
- (DLA-ABC123-OEJN2345-WMKK-0)

Departure (DEP) Messages

- (DEP-ABC123/A0254-OEJN2347-WMKK-DOF/091120)
- (DEP-ABC123/A0254-OEJN2347-WMKK-0)

Request Flight Plan (RQP) Messages

- (RQP-ABC123-OEJN2345-WMKK-DOF/091120)
- (RQP-ABC123-OEJN2345-WMKK-0)
- (RQP-ABC123-OEJN-WMKK-DOF/091120)
- (RQP-ABC123-OEJN-WMKK-0)

Request Supplementary Flight Plan (RQS) Messages

- (RQS-ABC123/A0254-OEJN2345-WMKK-DOF/091120)
- (RQS-ABC123/A0254-OEJN2345-WMKK-0)

Arrival (ARR) Messages

- (ARR-ABC123-OEJN-WMKK1315)
- (ARR-ABC123-OEJN0145-WMKK1315) **

^{*} Note: if changing DOF insert the complete content of Item 18 in Item 22

^{**} Note: include EOBT (Field Type 13b) if known

8. KSA Existing System

8.1 Air Traffic Management Systems

- **8.1.1** The present ATM consists of both automated and manual systems. Jeddah and Riyadh ACC are both equipped with new fully automated systems whilst Dammam will be equipped with a new automated approach system shortly.
- **8.1.2** A line from the Jeddah system feeds a strip printer only at Madinah.
- **8.1.3** All other ATS Units rely on manual strip preparation and are not seen as being a concern at this time.
- **8.1.4** Systems required to be tested before compliance to meet the requirements of the changes can be stated.
- **8.1.5** Assess the impact on OLDI/AIDC messages within the Thales system.

8.2 Message Handling System

- **8.2.1** The message handling system is brand new and commissioned at Jeddah in October 2009. The system was cut-over in Riyadh and Dammam late January 2010.
- **8.2.1.1** Entry of FPL and other ATS messages is achieved through the CADAS terminal and can be either as Free Text or from Pro-forma type MMI. Syntax checking is performed and initial information is that CADAS will be made compliant to handle the additional data within the Fields.
- **8.2.1.2** At other traffic entry points, users utilize an older application AFTN Intelligent Terminal (AIT) software that has not be tested regarding its ability to accept additional information as required by the Amendment.
- **8.2.2** Although the text is normally 'transparent' to the message switching and processing system, at the traffic entry point the applications used will require testing before compliance to meet the requirements of the changes can be stated.

8.3 AIS System

- **8.3.1** Although not yet implemented, it will be possible and planned to input FPL messages via the 'remote' terminals of the AVITECH Automated AIS System.
- **8.3.1.1** Current information is that the flight planning application will not be available within the AIS system therefore, the AIS system will not be considered within the context of this implementation.

8.4 RSAF

8.4.1 RSAF has access to an AIT terminal at Jeddah (ADNC) and has a feed to their own systems in parallel to this circuit. They do not originate FPL or any other ATS

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message type into the civil system. The ability of their systems to process the NEW FPL is up to them to check.

8.4.1.1 The AIT application used by ADNC in Jeddah to display the NEW format FPL and other ATS messages will be replaced with CADAS.

8.5 Saudi Arabian Airlines (SAUDIA)

- **8.5.1** SAUDIA input via SITA from their Flight Operations and Information System (FOIS) and it is up to SAUDIA to transition to the NEW format in all aspects.
- **8.5.1.1** SAUDIA Dispatch office use the AIT application the AIT application will be changed to CADAS.

9. Documentation Amendment

9.1 KSA AIP

- **9.1.1** In addition to the AIS Automated System (AVITECH), the possible amendment of relevant sections of the KSA Aeronautical Information Publication (AIP) has to be considered.
- **9.1.2** Specific sections to review include but not limited to;
 - a) GEN 1.7 Differences from ICAO SARPS;
 - b) ENR 1.10 Flight Planning.

9.2 ATSPs (7300.1-1, 7300.1.2 & 7300.1.3)

9.2.1 Documents to be reviewed and amended as necessary.

9.3 International Flight Plan Form

- **9.3.1** There has been no mention or example provided in any of the related documentation as to any changes to the format of the flight plan form. However, it can be expected that boxes for Items 10 (all) and 18 may need to be expanded to allow for entering the additional data.
- **9.3.2** The Aeronautical Telecommunications Section does provide, through the GACA Print Shop, pads of flight plan forms for use by various agencies and will be charged with the task to have the layout altered as required.

10. Implementation of Performance Based Navigation (PBN)

- **10.1** The implementation of PBN is scheduled in the short-term in relation to Amendment 1 and is very relevant to the content of the amendment specifically the additional alphanumeric characters allowed in Item 10 and supplemented in Item 18 of the FPL message.
- **10.2** It is suggested that the local INFPL Group deal only with the integration of the NEW FPL into the Flight Data Processor and that further implementation for the ATM System to react to specific items to meet their requirements, be left with the PBN Team.
- **10.2.1** Not with-standing, information may be required by the local INFPL Group to meet the need for information to the MID Region INFPL SG and will be coordinated with the PBN Group as required.

11. Training

- **11.1** The changes have a direct impact on operational personnel, especially air traffic controllers and aeronautical telecommunications staff transcribing hardcopy flight plan into AFTN format and those staff working the message correction position.
- **11.1.1** ATC and Communications Center/Unit Training Officers through Center/Unit Managers shall be responsible to ensure staff are trained in the changes to be implemented.

Note: This only applies to the Implementation of the NEW flight plan and not to other projects such as PBN.

12. Financial Aspects

12.1 Individual organizations, departments and sections are responsible for their own costs incurred to implement the changes required by Amendment 1. This includes systems, administration/organizational, documentation and training.

13. ICAO Performance Framework Form (PFF)

13.1 In order to assist States for an orderly transition from the current flight plan to the NEW one, a basic checklist titled Performance Framework Form (PFF) has been developed by ICAO HQ, Montreal.



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- **13.1.1** Starting on the next page is a copy of the MID Region PFF that will be used as the basis for implementing INFPL within the MID Region.
- **13.2** Following the INFPL Workshop held at the ICAO MID Regional Office in July 2010, it was indicated that the PFF should be used by States when making their Implementation Status Report to the MID Regional Office.
- **13.2.1** Immediately following the MID Region PFF is the Kingdom of Saudi Arabia PFF. This PFF will be updated from the Compliance and Implementation Matrix Table as necessary for inclusion in the quarterly reporting to ICAO MID Regional Office.



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MID REGIONAL PERFORMANCE OBJECTIVES TABLE ATM PERFORMANCE OBJECTIVES

IM	IMPLEMENTATION OF THE NEW ICAO FPL FORM					
	Bene	efits				
Environmental Efficiency	 reductions in fuel consumption ability of air navigation service providers to make maximum use of aircraft capabilities ability of aircraft to conduct flights more closely to their preferred trajectories facilitate utilization of advanced technologies thereby increasing efficiency optimized demand and capacity balancing through the efficient exchange of information 					
KPI	 enhance safety by use of modern ca status of implementation of ICAO status of updates in the FITS 					
Proposed Metrics	 number of States meeting the deadling provisions number of States providing the focal 	-		PL		
	Strat Short Term (
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS		
	•Analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units.	2009-2011	States INFPL SG	Valid		
	•Plan the transition arrangements to ensure that the changes from the PRESENT to the NEW ICAO FPL form occur in a timely and seamless manner and with no loss of service.	2009-2012	States INFPL SG	Valid		
	States to assign Focal Points and form an internal nucleus team.	2009-2010	States	Valid		
	• Planning and implementation of transition strategy.	2009-2010	INFPL SG	Valid		



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• Ensure that enabling regulatory (regulations, procedures, AIP etc) provisions are developed.	2009-2012	States	Valid
Develop Regional Contingency Plan.	July 2010 – July 2011	INFPL SG	Valid
• Develop National Contingency Plans.	July 2010 – July 2011	States	Valid
• Ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions.	2009 – April 2012	States/Vendors	Valid
•Ensure that issues related to the ability of all systems to parse information correctly and to correctly identify the order in which messages are received, to ensure misinterpretation of data does not occur.	2009 – April 2012	States/Vendors	Valid
•Ensure that there are no individual State peculiarities or deviations from the flight plan provisions.	2009 - 2012	INFPL SG States	Valid
•Ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions.	2009 - 2012	INFPL SG States	Valid
•In order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are no addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after the 15 November 2012, use only the new flight plan indications.	2009 - 2012	States	Valid
• Internal Testing	2009 – June 2012	States	Valid



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General Authority of Civil				
	External Testing	1 April to 30 June 2012	States	Valid
	Airspace Users Testing	1 July to 14 November 2012	States and Users	Valid
	• Ensure the training of relevant stakeholders (Air Traffic Controllers, Comm. Ops. etc)	2009 – 2012	States and ANSP	Valid
	Develop and make available guidance material for users, including but not limited to ANSP personnel and users.	2009 – 2012	IATA INFPL SG	Valid
	• Establish a central depository (FITS) in order to track the implementation status.	Ongoing	ICAO	Completed
	Inform ICAO Regional Offices on an ongoing basis.	Ongoing – December 2012	States	Valid
Linkage to GPIs	GPI/18 Aeronautical Information, G GPI/9 Situational Awareness.	PI/5 RNAV and RN	IP (Performance Based	Navigation),

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SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE ATM PERFORMANCE OBJECTIVES

IMPI	LEMENTATION OF T	THE NEW IO	CAO FPL FORM	1
	Ве	nefits		
Efficiency Safety KPI	reductions in fuel consumption ability of air navigation service pability of aircraft to conduct flight facilitate utilization of advanced optimized demand and capacity enhance safety by use of modern status of implementation of ICA	hts more closely to technologies there balancing through capabilities onboa O new FPL provisi	their preferred trajectori by increasing efficiency the efficient exchange of rd aircraft.	es
	provision of updates for the FITS		O EDI ::	
-	meeting the deadline for implementation of a focal point and rel		-	
		rategy 1 (2008 - 2011)		
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
ATM Systems	(a) Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.	2010 – 2011	SED/ATM	Ongoing
	(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP &	2010 – 2011	SED/ATM	Ongoing
	RQS. (c) Jeddah/Riyadh Thales – Generation of appropriate	2010 – 2011	SED/ATM	Ongoing
	OLDI/ AIDC messages. (d) Dammam new APP Thales – as for Jeddah/Riyadh systems above.	2010 – 2011	SED/ATM	Ongoing
	(e) Liaise with Performance Based Navigation (PBN) Implementation Group to ensure they are aware of the requirements of Amendment 1 and that they accept responsibility for any	DEC 2011	Performance Based IMPL. Group	Ongoing



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	changes they require.			
	(f) Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.	2010 – 2011	SED/ATM	Ongoing
2. Message Switching System	(a) Jeddah, Riyadh & Dammam – the CADAS application is compliant and that the syntax checking on both proforma and free text for FPL and other ATS messages is compliant.	DEC 2011	SED/AT	Ongoing
	(b) The AIT application used by several AFTN message recipients and originators is compliant and can accept at message origination and display on receipt all relevant information in the original FPL.	DEC 2011	SED/AT	Ongoing
3. RSAF	Advise RSAF of the requirements of Amendment 1.	NOV 2010	ATM	Completed
4. Airline Operators	(a) Saudia – coordinate as required to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their FOIS that the conversion functions	NOV 2011	SAUDIA/SED/AT	Ongoing
	correctly. See Note 1 under Remarks. (b) Other airlines – no action required except for those who make use of the AIT application. See Note 2 under Remarks.	MID 2011	Airline Ops/SED/ AT	Ongoing Terminals to change to AIT
5. Documentation	(a) KSA AIP – Check and confirm any changes.	DEC 2011	ATM/AIS	Ongoing
	(b) ATSP 7300.1.1 – Check and confirm any changes.	DEC 2011	ATM	Ongoing
	(c) ATSP 7300.1.2 (Centers) – Check and confirm any changes.	DEC 2011	ATM/ATS Centers	Ongoing
	(d) ATSP 7300.1-3 – Check and confirm any changes.	DEC 2011	ATM/AT Section	Ongoing



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	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	DEC 2011	ATM/AT Section	Ongoing
6. Training	ATM – Letter to both ATC and Communication Centers & Units to ensure they are aware of changes and to take the necessary planning action for staff training.	2010 - 2011	ATM/AT Section	Ongoing
7. Testing	(a) Internal Testing (b) External Testing (c) User Testing	2010 – JUN 2012 1 APR – 30 JUN 2012 1 JUL – 14	ATM/AT/SED/ System Vendor ATM/SED (System Vendor?) Airline Opr./ATM/	Ongoing Ongoing Ongoing
8. KSA Contingency Plan (KSA INFPL Implementation Plan)	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	1 JUL – DEC 2011	KSA INFPL Group	Completed

Abbreviations Used in KSA PFF Table

AFTN	Aeronautical Fixed Telecommunications Network
AIDC	ATS Inter-Center Data Communications
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AIT	AFTN Intelligent Terminal (AFTN software package)
APP	Approach
AT	Aeronautical Telecommunications
ATC	Air Traffic Control
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSP	Air Traffic Services Procedures
CADAS	COMSOFT Aeronautical Data Access System
CHG	Modification Message
COMM	Communications



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CNL Cancellation Message
DEP Departure Message
FDP Flight Data Processor

FOIS Flight Operations and Information System

FPL Flight Plan

GACA General Authority of Civil Aviation

KSA Kingdom of Saudi Arabia MMI Man-Machine Interface

OLDI Operational Link Data Interface PBN Performance Based Navigation

RQP Request Plan

RQS Request Supplementary Plan

SAUDIA Saudi Arabian Airlines

SED Systems Engineering Department

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14. Practical Examples of ATS Message Changes

14.1 Flight Plan - FPL

Fields 10a & 10b contain figures

(FPL-SVA1109-IS

-B763/H-E3J4M2SRYWX/HB2U2V2G1 ← Field 10b up to 20 characters long

-OEJN1200

- -N0400F100 DENUT UL610 LAM UL10 BPK UN601 LESTA UP6 MIMKU/M082F320 NATB YAY/N0464F320 N188B YRI/N0462F340 DCT NOTAP DCT TVC PMM5
- -EGGH0700 EGGM
- -STS/ATFMX MARSA FLTCK PBN/A1C3L1 NAV/GBAS SBAS DAT/NO SPECIFIC DESIGNATORS SUR/ADDITIONAL INFO DEP/MALAHIDE 5327N00609W DOF/080622 TYP/2F15 3F5 DLE/NTM0130 ORGN/EBBDZMFP PER/A TALT/EIDW RMK/PRESSURISATION PROB UNABLE ABOVE F120)

New Field or ElementNew or modified content

14.2 Other ATS Messages (See also Section 7.7)

(CHG-SVA095-OERK<mark>1200</mark>-OEJN-DOF/100622-9/E346/H)

(CNL-SVA1120-OEDF<mark>1200</mark>-OERK-DOF/100622)

(CNL-SVA1120-OEDF1200-OERK-0)

(DEP-SVA1109-OEJN0430-OERK-DOF/100622)

(DEP- SVA1109 – OEJN0430-OERK-<mark>0</mark>)



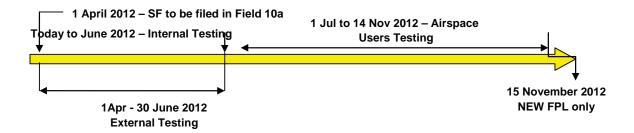
15. Implementation Timeline – Phased Transition

15.1 General

- **15.1.1** In broad terms the Implementation Timeline appears below. It can be expected that more detail will be filled in as progress is made, testing to be conducted and results analyzed.
- 15.1.2 It should be noted that the periods shown on the Timeline are taken from the MID Regional Performance Objectives Table and should be complied with throughout the transition.

15.2 Actual Test & Implementation Dates

15.2.1 The following are known Timeline dates and activities:



15.3 Internal Testing

15.3.1 This applies to a single State and is applicable where a State wishes to conduct self contained testing of its own systems. The period set for this is from today through to and including June 2012.

15.4 External Testing

15.4.1 This applies to States conducting tests between each other within the Region or to specific external interests (e.g. EUROCONTROL). The period set for this is from 1 April through to 30 June 2012.

15.5 Airspace Users Testing

15.5.1 This applies to Airline Operators and Flight Planning organizations within a State wishing to conduct testing of their flight planning systems. The period set for this is from 1 July to 14 November 2012.

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16. Contingency Plan

16.1 General

- **16.1.1** It is not envisaged that the primary civil aviation systems will be non-compliant to perform all required functions associated with the implementation of the new flight plan by the 15th of November 2012.
- **16.1.2** As with all major changes to system software it is possible there may be some legacy systems unable to meet the NEW flight plan requirements. None have been identified within the Kingdom at this time. However this should not stop us from having some backup contingency in place.

16.2 Air Traffic Management Systems

- **16.2.1** From an ANS point of view, the ATM systems in use are also the systems subject to the biggest impact of the change.
- **16.2.2** The manufacturer of the civil ATM systems in use throughout the Kingdom (THALES) has agreed to implement the required changes and are planning to have them incorporated in the systems by November 2011.
- **16.2.3** From November 2011 onwards, the civil ATM systems will be able to meet the transition planning and testing criteria and be capable of processing either the PRESENT or NEW flight plan data.
- **16.2.4** With the software build tested prior to incorporating into the ATM systems and the long lead time providing plenty of opportunity for testing it is believed that our ATM systems will be fully compliant and not require any external support during transition and implementation.
- **16.2.5** At this time there has been no projected planning to have the systems software be compliant with only the NEW on and after the 15th of November 2012 any legacy data in the PRESENT format may still be processed.

16.3 Message Handling System

- **16.3.1** The message handling system is not directly affected by the new flight plan change however, the manufacturer has developed a tool that provides for the conversion of the NEW to the PRESENT flight plan and this will be part of the KSA Contingency Planning.
- **16.3.2** The conversion tool designed by COMSOFT, forms part of the main message handling system software built and functionality and will be incorporated within the AIDA-NG (Aeronautical Integrated Data Access System Next Generation) to provide an alternative backup function for any internal user (or system) that may

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require it. (It can provide conversion to users outside of the Kingdom as well if necessary).

- **16.3.3** The primary message entry terminal used within the Kingdom is part of the COMSOFT system and called CADAS (COMSOFT Aeronautical Data Access System). CADAS functionality provides for the use of syntax checking of ATS messages including flight plans and at this time, software changes are required to ensure these workstations are compliant and able to send and receive flight plan and other ATS messages affected by the Amendment.
- **16.3.4** At present, the manufacturer has not provided any implementation timeline for the changes required and it is too early to be concerned in developing any contingency backup.
- **16.3.5** Another type of message entry software package is presently employed by some users within the Kingdom. This package is purely AFTN (AFTN Intelligent Terminal AIT) but does provide for syntax checking of ATS messages, including flight plans and is not compliant with the required changes. It is planned to replace these workstation software packages with CADAS over the next 12 months. As such, the AIT software will not be a concern.

16.4 Other Systems

16.4.1 No other systems have been identified at this time as being non-compliant. It is early days as yet and it is possible as discussions with other parties are conducted that other systems may be identified.

16.5 Specific Procedures

16.5.1 There are no specific procedures identified as being required at this time.

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17. KSA INFPL Compliance Matrix

17.1 The following matrix provides a listing of tasks to be completed and cross-checked for the implementation of the NEW flight plan data. It provides an overview of the tasks to be done, the department/section that is responsible, expected completion date, actual completion and compliance date and any associated remarks.

TASK	RESPONSIBLE DEPARTMENT or SECTION	EXPECTED COMPLETION PERIOD	ACTUAL COMPLETION and COMPLIANCE DATE	REMARKS
1. ATM Systems: (a) Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.	SED	August 2011	ТВА	Negotiations have not yet been completed with Thales, the ATM System provider, for the software change requirements for the implementation of the new FPI
(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS.	SED	August 2011	ТВА	
(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	SED	August 2011	ТВА	
(d) Dammam new APP Thales – as for Jeddah/Riyadh systems above.	SED	August 2011	ТВА	

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halas	Harry Jon
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llacie	Townson !

TASK	RESPONSIBLE DEPARTMENT or SECTION	EXPECTED COMPLETION PERIOD	ACTUAL COMPLETION and COMPLIANCE DATE	REMARKS
(e) Liaise with Performance Based Navigation (PBN) Implementation Group to ensure they are aware of the requirements of Amendment 1 and that they accept responsibility for any changes they require.	Performance Based Navigation (PBN) Implementation Group	December 2010	ТВD	Refer to remarks in 1.(a) to (d) above.
(f) Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.	SED	May 2010	ТВА	
2. Message Switching System: (a) Jeddah, Riyadh & Dammam – the CADAS application is compliant and that the syntax checking on both proforma and free text for FPL and other ATS messages is compliant.	SED/AT	December 2010	TBD	The software changes necessary to implement AMD. 1 will be incorporated in a build scheduled to be uploaded in July 2011. Also included in this build will be the back-up for contingency purposes of software/
(b) The AIT application used by several AFTN message recipients and originators is compliant and can accept at message origination and display on receipt all relevant information in the original FPL.	SED/AT	June 2010	MID 2011	hardware necessary to provide automatic conversion of ATS messages from the new to the present format. An internal decision has been taken to replace all AIT with new system (CADAS) applications. Work has already commenced with CADAS being offered in lieu of AIT and several existing AIT have been replaced.

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TASK	RESPONSIBLE DEPARTMENT or SECTION	EXPECTED COMPLETION PERIOD	ACTUAL COMPLETION and COMPLIANCE DATE	REMARKS
3. RSAF: (a) Advise RSAF of the requirements of Amendment 1.	ATM	December 2010	Completed January 2011	Task completed in January 2011 – RSAF now actively moving toward implementation.
4. Airline Operators: (a) Saudia – coordinate as required to test the converter from IATA to AFTN format to ensure when SAUDIA wish to introduce the NEW format from their FOIS that the conversion functions correctly.	SAUDIA/SED/AT	December 2010	Completed December 2010	Contact with SAUDIA has been established – they may attend Seminar and SG3 Meeting.
(b) Other airlines – no action required except for those who make use of the AIT application	SED & Airline Op.	April 2010	MID 2011	Refer to Remarks at 2.(b) above. Implementation already commenced.
5. Documentation: (a) KSA AIP – Check and confirm any changes.	ATM/AIS	December 2010	TBD	All documentation will be reviewed during the
(b) ATSP 7300.1.1 – Check and confirm any changes.	ATM	December 2010	TBD	of changes may not be until 2011.
(c) ATSP 7300.1.2 (Centers) – Check and confirm any changes.	ATM/ATS Centers	December 2010	TBD	
(d) ATSP 7300.1-3 – Check and confirm any changes.	ATM/AT Section	December 2010	December 2010	



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INFPL PLANNING DOCUMENT

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REMARKS	Changes to preprinted FPL forms/pads have been noted and will be implemented later this year.	ATC and Comm. Training Sections will undertake training progressively over the next 18 months.
ACTUAL COMPLETION and COMPLIANCE DATE		Progressive 2011 - 2012
EXPECTED COMPLETION PERIOD	December 2010	June 2010
RESPONSIBLE DEPARTMENT or SECTION	ATM/AT Section	ATM
TASK	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	6. Training: (a) ATM – Letter to ATC and Communication Centers & Units to ensure they are aware of changes and to take action to train staff.

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18. Comparison Table between Present and New FPL - KSA Status

Comparison Table	Comparison Table of the Current and New Flight Plan		
Present Flight Plan	New Flight Plan	status	Remark
4.4 FLIGHT PLAN 4.4.1.3 Operators and air traffic services units should comply with the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2.	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		
Note.— 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.	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		



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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.	4.4.2.1.3 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
	4.4.2 Submission of a flight plan	4.4.2.1 PRIOR TO DEPARTURE	4.4.2.1.1 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.	

	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	CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES	
11.4 MESSAGE TYPES AND THEIR APPLICATION	11.4 MESSAGE TYPES AND THEIR APPLICATION	
	· · ·	
11.4.2 Movement and control messages	11.4.2 Movement and control messages	
11.4.2.2 MOVEMENT MESSAGES	11.4.2.2 MOVEMENT MESSAGES	
11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES	MESSAGES	
Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.	Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.	
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 offblock time of the flight to which it refers, that flight plan shall be	immediately after the filing of the flight plan., 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 the date of the flight departure shall be	

inserted in Item 18 of the

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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 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 ATS 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.

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.

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.

flight plan.

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	APPENDIX 2. FLIGHT PLAN	
2. Instructions for the completion of the flight plan form	2. Instructions for the completion of the flight plan form	
2.2 Instructions for insertion of ATS data	2.2 Instructions for insertion of ATS data	
Complete Items 7 to 18 as indicated hereunder.	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.	Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.	
Note.—Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.	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	ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)	



INSERT one of the following aircraft identifications, not exceeding 7 characters:

- a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
- p)
- 1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g.OOTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK);
- 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 25)

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

- **b**) 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. **CGAJS**), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. **BLIZZARD CGAJS**);
 2) the aircraft is not equipped with radio; .
- *OR* **a**) 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, 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

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	llamin.	A Second

Note.— 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	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)	ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS
Flight rules	Flight rules
INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:	INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:
I if IFR	I if it is intended that the entire flight will be operated under the IFR
V if VFR	V if it is intended that the entire flight will be operated under the VFR
Y if IFR first) and specify in Item 15 the point or	Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules or Z if the flight initially will be operated under the



Item 18. ITEM 10: EQUIPMENT CAPABILITIES
--



	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.	
Radiocommunication, navigation and approach aid equipment	Radio communication, navigation and approach aid equipment and capabilities	
INSERT one letter as follows:	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,	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),	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 COM/NAV/approach aid equipment available and serviceable:	AND/OR INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available	
A (Not allocated) M Omega	A GBAS J7 CPDLC FANS 1/A	



	landing system SATCOM (Iridium)	
B (Not allocated) O VOR	B LPV K MLS	
	(APV with SBAS)	
	C LORAN C L ILS	
C LORAN C P (Not allocated)	D DME M1 ATC RTF	
D DME Q (Not allocated)	SATCOM (INMARSAT)	
E (Not allocated) R RNP type certification	E1 FMC M2 ATC RTF (MTSAT)	
F ADF (see Note 5)	WPR ACARS	
G (GNSS) T TACAN	E2 D-FIS ACARS M3 ATC RTF (Iridium)	
H HF RTF U UHF RTF	E3 PDC ACARS O VOR	
I Inertial navigation V VHF RTF	F ADF P1–P9	
J (Data link) W}	Reserved for RCP	
(see Note 3) X} When prescribed by	G (GNSS) (See Note 2)	
ATS	H HF RTF R	
K (MLS) Y}	PBN approved (seeNote 4)	
L ILS Z Other equipment	I Inertial Navigation T TACAN	
carried	JI CPDLC ATN U UHF RTF	
(see Note 2).	VDL Mode 2(See Note 3)	
	J2 CPDLC FANS 1/A HFDL V VHF RTF	
	J3 CPDLC FANS 1/A VDL W RVSM approved	
	Mode A	
	J4 CPDLC FANS 1/A VDL X MNPS approved	
	J5 CPDLC FANS 1/A Y VHF with 8.33	
	kHz channel spacing	
	capability	
	J6 CPDLC FANS 1/A Z Other equipment	
	SATCOM (MTSAT) carried or other	
	capabilities (see Note 5)	



Note 1.—Standa	Note 1.—Standard equipment is considered to be	Any alphanumeric characters not indicated above are reserved. Note 1.— If the letter S is used, standard
VHF RTF, ADF combination is pauthority.	VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.	equipment is considered to be VHF RTF, , VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.
Note 2.— If the letter Z is use the other equipment carried, I and/or NAV/, as appropriate.	Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/and/or NAV/, as appropriate.	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 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM, NAV/and/or DAT, as appropriate.
Note 3.— If the the equipment component compone or more	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.	Note 3.— See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN BI 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.— Inform	Note 4.— Information on navigation capability is	Note 6.— Information on navigation capability is



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	Programme and the programme an
	purposes.
Note 5.— Inclusion of letter R indicates that an	
aircraft meets the RNP type prescribed for the	Note 4.— If the letter R is used, the
route segment(s), route(s) and/or area concerned.	performance based navigation levels that can be
Surveillance equipment	met are specified in Item 18 following the indicator
	PBN/. Guidance material on the application of
	performance based navigation to a specific route
	segment, route or area is contained in the
	Performance- Based Navigation Manual (Doc
	9613).
Surveillance equipment	Surveillance equipment
	and capabilities
INSERT one or two of the following letters to	INSERT N if no surveillance equipment for the
describe the serviceable surveillance equipment	route to be mown is carried, or the equipment is
carried:	unserviceable,
	OR
	INSERT one or more of the following
	descriptors, to a maximum of 20 characters, to
	describe the serviceable surveillance equipment
	and/or capabilities on board:
SSR equipment	SSR Modes A and C



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N NiI	A Transponder — Mode A (4 digits — 4 096 codes)	
A Transponder — Mode A (4 digits — 4 096		
codes)		
	C Transponder — Mode A (4 digits — 4 096 codes)	
C Transponder — Mode A (4 digits — 4 096	and Mode C	
codes) and Mode C		
	SSR Mode S	
X Transponder — Mode S without both aircraft		
identification and pressure-altitude transmission	E 1 ransponder — 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 capability	
P Transponder — Mode S, including pressure altitude		



	luding both pressure on	h neither aircraft ude capability		e capability is the link aircraft derived r.	90 MHz ADS-B "out"	90 MHz ADS-B sing UAT pability using UAT sing VDL Mode 4 pability using VDL
	S Transponder — Mode S, including both pressure altitude and aircraft identification	capability 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" and "in" capability using UAT U2 ADS-B "out" capability using VDL Mode 4 V2 ADS-B "out" and "in" capability using VDL Mode 4
transmission, but no aircraft identification Transmission	I Transponder — Mode S, including aircraft identification transmission, but no pressurealtitude transmission	S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.	ADS equipment	D ADS capability		



1		ADS-C	
		D1 ADS-C with FANS 1/A capabilities G1 ADS-C with ATN capabilities	
		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)	ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS	
	INSERT the ICAO four-letter location indicator of the departure aerodrome,	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 of the aerodrome preceded by DEP/,	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	OR, if the flight plan is received from an aircraft in flight, INSERT AFIL, and SPECIFY, in Item 18, the	



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ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.	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,	THEN, WITHOUT A SPACE,
INSERT for a flight plan submitted before departure, the estimated off-block time,	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	, <i>OR</i> , 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	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).	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)	(a) Cruising speed (maximum 5 characters)
INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:	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 4figures (e.g. K0830), or	Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or



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Knots, expressed as N followed by 4 figures (e.g. N0485), or	<i>Knots</i> , expressed as N followed by 4 figures (e.g. N0485), <i>or</i>
True Mach number, when so prescribed by the	True Mach number, when so prescribed by the
appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed	appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures
by 3 figures (e.g. M082).	(e.g. M082).
(b) Cruising level (maximum 5 characters)	(b) Cruising level (maximum 5 characters)
INSERT the planned cruising level for the first or	INSERT the planned cruising level for the first or
the whole portion of the route to be flown, in terms of:	
	of:
Flight level, expressed as F followed by 3 figures	
(e.g. F085; F330), or	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	*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 hundreds of feet, expressed as A
Altitude in tens of metres, expressed as M followed by	followed by 3 figures (e.g. A045; A100), or
4 figures (e.g. M0840), or	
	Altitude in tens of metres, expressed as M followed
for uncontrolled VFR flights, the letters VFR.	by 4 figures (e.g. M0840), or
	for uncontrolled VFR flights, the letters VFR

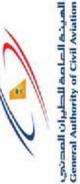


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	*When so prescribed by the appropriate ATS
	authorities
(c) Route (including changes of speed, level and/or flight rules)	(c) Route (including changes of speed, level and/or flight rules)
Flights along designated ATS routes	Flights along designated ATS routes
INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,	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 ofjoining the first ATS route, followed by the designator of the 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	THEN
INSERT each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned,	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.
* When so prescribed by the appropriate ATS authorities.	is planned,
Note.— When a transition is planned between a lower and upper ATS route and the routes are	Note.— When a transition is planned between a

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oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

designated route, unless both points are defined by even if the same as the previous one, OR by DCT, by the designator of the next ATS route segment, if the flight to the next point will be outside a 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

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

even if the same as the previous one, OR by DCT, if designated route, unless both points are defined by by the designator of the next ATS route segment, the flight to the next point will be outside a 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

formed by the intersections of half or whole degrees 70°N and 70°S by reference to significant points predominantly in an east-west direction between



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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
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



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route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).	segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, Bl, R14, UB10, KODAP2A).
Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1, while guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Performance-based Navigation Manual (Doc 9613).	Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1,
 (2) Significant point (2 to 11 characters)	(2) Significant point (2 to 11 characters)
The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),	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:	Or, if no coded designator has been assigned, one of the following ways:
— Degrees only (7 characters):	— 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.	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.

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— 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 significant point: point: 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 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040	Change of speed or level
— 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: The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles. 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.	Change of speed or level



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Į		
	(maximum 21 characters)	(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, expressed exactly as in (2) above, followed by an <i>oblique stroke and both the cruising speed and the cruising level</i> , expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.	The point at which a change of speed (5% TAS or 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	Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840
	(4) Change of flight rules (maximum 3 characters)	(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:	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	VFR if from IFR to VFR



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	IFR if from VFR to IFR	IFR if from VFR to IFR	
	Examples: LN VFR LN/N0284A050 IFR	Examples: LN VFR LN/N0284A050 IFR	
	(5) Cruise climb (maximum 28 characters)	(5) Cruise climb (maximum 28 characters)	
7 7 9	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	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	
7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	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.	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	Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	
_	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	
	Destination aerodrome and total	Destination aerodrome and total	



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estimat	estimated elapsed time (8 characters)	estimated elapsed time (8 characters)
INSER: the desi	INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,	INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,
OR, if 1 INSER; total es the nam	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 of the aerodrome, preceded by	OR, if no location indicator has been assigned, INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.
DEST/.		THEN WITHOUT A SPACE
		INSERT the total estimated elapsed time.
Note.—	Note.— For a flight plan received from an aircraft	Note.— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the
in fugh estimat which t	in fugnt, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies.	estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan
Alterna	Alternate aerodrome(s) (4 characters)	Destination alternate aerodrome(s)
INSER. of not r	INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,	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 1 the alte	OR, if no location indicator has been assigned to the alternate aerodrome,	OR, if no location indicator has been assigned to the destination alternate aerodrome(s),





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aumonty,
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



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STAT or pol	STATE: for a flight engaged in military, customs or police services.	ry, customs	
Other	Other reasons for special handling by ATS shall be denoted under the designator RMK/.	ATS shall be	
PBN/ capab below	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	P escriptors aximum of 8	
	RNAV SPECIFICATIONS		
A1	RNAV 10 (RNP 10)		
B1	RNAV 5 all permitted sensors		
B 2	RNAV 5 GNSS		
B3	RNAV 5 DME/DME		
B4	RNAV 5 VOR/DME		
B5	RNAV 5 INS or IRS		
B6	B6 RNAV 5 LORANC		

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	O3 Basic RNP 1 DME/DME O4 Basic RNP 1 DME/DME/IRU S1 RNP APCH	
	S2 RNP APCH with BARO- VNAV 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.		



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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 re-clearance 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



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			عب جب			
			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 notspecified in 10a.	SUR/ Include surveillance applications or capabilities not specified in Item 10b.
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 as required by the appropriate ATS authority.			



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.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or 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 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

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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.
		DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.		



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



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the originator of the flight plan may not be readily ORGN/ The originator's 8 letter AFTN address or Note.— In some areas, flight plan reception centres other appropriate contact details, in cases where single letter as specified in the Procedures for Air planned to occur, followed by the length of delay significant point(s) on the route where a delay is PER/ Aircraft performance data, indicated by a may insert the ORGN/ identifier and originator's OPR/ ICAO designator or name of the aircraft Procedures, if so prescribed by the appropriate operating agency, if different from the aircraft identified, as required by the appropriate ATS using four figure time in hours and minutes (PANSOPS, Doc 8168), Volume I — Flight DLE/ Enroute delay or holding, insert the Navigation Services — Aircraft Operations AFTN address automatically. Example: DLE/MDG0030 identification in item 7. authority. (hhmm).



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/	
RALT/ ICAO four letter indicator(s) for en-	
routealternate(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/	

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	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 re-clearance 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.	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.
ITEM 19: SUPPLEMENTARY INFORMATION	ITEM 19: SUPPLEMENTARY INFORMATION
4. Instructions for the transmission of a supplementary flight plan (SPL) message	4. Instructions for the transmission of a supplementary flight plan (SPL) message
Items to be transmitted Transmit items as indicated hereunder, unless otherwise prescribed:	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;	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	b) commencing with <<_ (SPL: all symbols and



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shifts and figure shifts (not preprinted on the form)as unshaded area of box 19 down to and including the 18, except that the ')' at the end of box 18 is not to a space so as not to break up a group of data, letter alignment function is to be inserted only in lieu of as necessary to prevent the inclusion of more than and data in the unshaded areas of boxes 7, 16 and 69 characters in any line of Items 18 and 19. The <= of box 19, additional alignment functions be transmitted, and then the symbols in the necessary;

c) the AFTN Ending, as described below: End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

alignment function is to be inserted only in lieu of a shifts and figure shifts (not pre-printed on the form) unshaded area of box 19 down to and including the 18, except that the ')' at the end of box 18 is not to necessary to prevent the inclusion of more than 69 space, so as not to break up a group of data, letter ><_ of box 19, additional alignment functions as data in the unshaded areas of boxes 7, 13, 16 and characters in any line of Items 18 and 19. The be transmitted, and then the symbols in the 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.



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7. Instr the rep	7. Instructions for the completion of the repetitive flight plan (RPL) listing form	7. Instructions for the completion of the repetitive flight plan (RPL) listing form
7.4 Inst	7.4 Instructions for insertion of RPL data	7.4 Instructions for insertion of RPL data
ITEM	ITEM G: SUPPLEMENTARY DATA AT	ITEM G: SUPPLEMENTARY DATA AT
INSERI	INSERT name of contact where information	INSERT name and appropriate contact details of
 normall kept rea	normally provided under Item 19 of the FPL is kept readily available and can be supplied without	entity where information normally provided under Item 19 of the FPL is kept readily available
 delay		and can be supplied without delay
APPEN	APPENDIX 3. AIR TRAFFIC SERVICES	APPENDIX 3. AIR TRAFFIC SERVICES
MESSAGES	AGES	MESSAGES
1. Mess	1. Message contents, formats	1. Message contents, formats
and da	and data conventions	and data conventions
1.2 The	1.2 The standard types of field	1.2 The standard types of field
The star	The standard fields of data permitted in ATS	The standard fields of data permitted in ATS
 number	numbers in column 1 correspond with those in the	numbers in column 1 correspond with those in the
 referenc	reference table on page A3-30.	reference table on page A3-30.
Field	Data	Field Data
type		type
3	Message type, number and	3 Message type, number and



		~		pı					al
reterence data	Description of emergency	Aircraft identification and SSR Mode and Code	Flight rules and type of flight	Number and type of aircraft and wake turbulence category	Equipment and capabilities	Departure aerodrome and time	Estimate data	Route	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
	5	7	∞	6	10	13	14	15	16
reterence data	Description of emergency	Aircraft identification and SSR Mode and Code	Flight rules and type of flight	Number and type of aircraft and wake turbulence category	Equipment	Departure aerodrome and time	Estimate data	Route	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)
			∞	6	10	13	41	15	16



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17	Arrival aerodrome and time	17	Arrival aerodrome and time	
18	Other information	18	Other information	
19	Supplementary information	19	Supplementary information	
20	Alerting search and rescue information	20	Alerting search and rescue information	
21	Radio failure information	21	Radio failure information	
22	Amendment	22	Amendment	
1.6 Dat	1.6 Data conventions	1.6 D	1.6 Data conventions	
1.6.3 <i>T</i> The fol used fo	1.6.3 The expression of position or route The following alternative data conventions shall be used for the expression of position or route:		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 designa	a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;		a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;	
b) fron designa	b) from 2 to 5 characters, being the coded designator assigned to an en-route point;	b) fro design	b) from 2 to 5 characters, being the coded designator assigned to an en-route point;	
c) 4 nu tens an	c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by "N"	c) 4 n	c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by "N" (meaning	



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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 characters being the coded identification of a navigation aid (normally a VOR), 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

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";

significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the bistance 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

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Format:-	Format:-	
a b		
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Flight rules	(a) Flight Rules	
1 LETTER as follows:		
I if IFR	I if it is intended that the entire	
V if VFR	Ingnt win be operated under the IFR	
Y if IFR first	V if it is intended that the entire	
Z if VFR first	Ingnt will be operated under the VFR	
Note.— If the letter Y or Z is used, the point or points at which a change of	Y if the flight initially will be operated under the IFR, followed	
flight rules is planned is to be shown as indicated in Field Type 15.	by one or more subsequent changes of flight rules	
	Z if the flight initially will be operated under the VFR, followed	
	Dy one of more subsequent	



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INFPL PLANNING DOCUMENT

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	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.	* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.	
Field Type 10 — Equipment	Field Type 10 — Equipment and Capabilities	
Format:- a / b	Format:- a / b	
SINGLE HYPHEN	SINGLE HYPHEN	



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INFPL PLANNING DOCUMENT

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flown is carried, or the equipment N no COM/NAV/approach aid equipment for the route to be I LETTER as follows: 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 indicate the serviceable COM/ NAV/approach aid equipment FOLLOWING LETTERS to Serviceable

A (Not allocated) B (Not allocated) C LORANC D DME

E1 (Not allocated) F ADF

G (GNSS)

flown is carried, or the equipment (See Note 1) OR S Standard COM/NAV/approach aid equipment for the route to be AND/OR ONE OR MORE OF THE flown is carried and serviceable N no COM/NAV/approach aid equipment for the route to be Navigation and Approach Aid indicate the serviceable COM/ NAV/approach aid equipment FOLLOWING LETTERS to Equipment and Capabilities (a) Radio Communication, 1 LETTER as follows: is unserviceable B LPV (APV with A GBAS landing and capabilities E1 FMC WPR C LORANC **ACARS** D DME System SBAS)



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H HF RTF I Inertial Navigation J (Data link) (See Note 3) K (MLS) L ILS M Omega O VOR P (Not allocated) Q (Not allocated) R (Not allocated) R (Not allocated) T TACAN U UHF/RTF V VHF/RTF V When prescribed by ATS X when prescribed by ATS Y when prescribed by ATS Z Other equipment carried (see Note 2) Z Other equipment carried
--

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P1-P9 Reserved for

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(see Note 4) T TACAN U UHF/RTF V VHF/RTF W RVSM A		
T T A C / U U H F / V V H F / W R V S	(ote 4)	
U UHE/ V VHE/ W RVS	CAN	
V VHE/	F/RTF	
W RVS	F/RTF	
	W RVSM Approved	
X MNP	X MNPS approved	
Y VHF	F	
with 8.3	with 8.33 kHz channel	
spacing	spacing capability	
Z Other	Z Other equipment carried	
or other	or other capabilities	
	(see Note 5)	
Note 1.— Standard equipment is considered to be Note 1.—	Note 1.— If the letter S is used, standard	
VHF RTF, ADF, VOR and ILS, unless another	equipment is considered to be VHF RTF,	
combination is prescribed by the appropriate ATS VOR and	VOR and ILS, unless another combination is	
authority prescribe	prescribed by the appropriate ATS authority.	
Note 2.—	Note 2.— If the letter G is used, the types of	
external	external GNSS augmentation, if any, are	
specified	specified in Item 18 following the indicator NAV/	
separatec	separated by a space.	
Note 2.— If the letter Z is used, the equipment Note 5.—	Note 5.— If the letter Z is used, specify in Item 18	
carried is to be specified in Item 18, preceded by	the other equipment carried or other capabilities	
preceded	preceded by COM/, NAV/ and/or DAT, as	



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	COM/ and/or NAV/, as appropriate.	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.	Note 3.—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 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.	
	Note 5.— Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.	Note 4.— 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, route area is contained in the Performance-Based Navigation Manual (Doc 9613).	
	OBLIQUE STROKE	OBLIQUE STROKE	
<u> </u>	(b) Surveillance Equipment and capabilities	(b) Surveillance Equipment and capabilities	
	ONE OR TWO LETTERS to describe the	ONE OR MORE of the following descriptors, to a	



maximum of 20 characters, to describe the serviceable surveillance	equipment and/or capabilities on	board:	SSR Modes A and C		A Transponder — Mode A	(4 digits — 4 096 codes)		C Transponder — Mode A	(4 digits — 4 096 codes) and Mode C	SSR Mode S	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 Transnonder — Mode S	including	aircraft identification, but no	pressure altitude capability
serviceable surveillance equipment carried				SSR equipment	NNil	A Transponder — Mode A	(4 digits — 4 096 codes)		C Transponder — Mode A	(4 digits — 4 096 codes) and Mode C	X Transponder — Mode S without both	aircraft identification and pressure	altitude	transmission										



altitude, extended squitter (ADS-B) P Transponder — Mode S, including S Transponder — Mode S, including neither aircraft identification nor aircraft identification, pressureboth pressure altitude and aircraft X Transponder — Mode S with pressure-altitude, but no aircraft Note. - Enhanced surveillance pressure- altitude capability L Transponder — Mode S, and enhanced surveillance identification capability identification capability capability including identification transmission S Transponder — Mode S, including P Transponder — Mode S, including but no pressure-altitude transmission I Transponder — Mode S, including aircraft identification transmission, Both pressure altitude and aircraft pressure-altitude, but no aircraft identification transmission

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capability is the ability of the aircraft to down-link aircraft

derived data via a Mode S

transponder.



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ADS-B	B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability	B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability	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	Alphanumeric characters not
			ADS equipment	D ADS capability			



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	indicated above are reserved. Note. – Additional surveillance application should be listed in item 18 following the indicator SUR/.
Examples: -S/A -SCHJ/CD -SAFJ/SD	Examples: -S/A -SCI/CB1 -SAFR/SV1
Format:- a b	Format:- a b
SINGLE HYPHEN	SINGLE HYPHEN
(a) Departure Aerodrome 4 LETTERS, being	(a) Departure Aerodrome 4 LETTERS, being
the ICAO four-letter location indicator allocated to the departure aerodrome, or	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	AZZZ 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	



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(see Note 2). Note 1.— If ZZZZ is used, the name of the parameter aerodrome is to be shown in the other Information Field (see Field Type 18) if this Field Stall be terminated here in message types CHG, CNL, ARR, CPL, EST, CDN, ACP and RQS. It shall be terminated off-block time is not the estimated off-block time at	the air	AFIL if the flight plan has been filed	
	(see Note 2).	in the air	
		(see Note 2).	
	Note 1.— If ZZZZ is used, the name of		
	the	Note 1.— If ZZZZ is used, the name	
	departure aerodrome is to be shown in	and location of the departure	
	the	aerodrome is to be shown in the	
	Other Information Field (see Field	Other Information Field (see Field	
2. 2. 4	Type18) if this Field Type is contained	Type18) if this Field Type is	
	in the message.	contained in the message.	
	Note 2.— If AFIL is used, the ATS unit	Note 2.— If AFIL is used, the ATS	
	from	unit fromwhich supplementary flight	
0.0.9	which supplementary flight data can be	data can be obtained is to be shown	
0.0.9	obtained is to be shown in the Other	in the Other Information Field (Field	
	Information Field (Field Type 18).	<i>Type 18)</i>	
0.0.9			
0. 0	* This field shall be terminated here in message	* This field shall be terminated here in message	
63	types CHG, CNL, ARR, CPL, EST, CDN, ACP	types CPL, EST, CDN and ACP. It shall be	
5	and RQS. It shall be terminated here in message	terminated here in message type RQP if the estimate	
ne MERICS giving timated off-block time at the	type RQP if the estimated off-block time is not	off-block time is not known.	
	known.		
	(b) Time	(b) Time	
	4 NUMERICS giving	4 NUMERICS giving	
	the estimated off-block time at the	the estimated off-block time (EOBT)	



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aerodrome in	at the aerodrome in	
(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or	(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 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	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 AFII in (a)	
AFIL in (a). Examples: -EHAM0730 -AFIL1625	Examples: -EHAM0730 -AFIL1625	
Field Type 14 — Estimate data Format:-	Field Type 14 — Estimate data Format:-	



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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 significant point 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
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 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, alternate aerodrome(s)

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aerodrome(s)

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	ပ					Next type	of field	or	symbol	18	18	18	18	18	18	17
	(ds)		nargin 1.	1.	16	This type	of $field$	is used in		ALR	FPL	CHG	CNL	DLA	DEP	ARR***
Format:-	a b		See Note in margin	on page A3-2 1 .	FIELD TYPE 16	Previous [type of		symbo	15	15	13	13	13	13	13
)t										
	၁					\geq		symbol		18	18	22				17
	(sp) argin	rgin	16	This type of	field is	used in		ALR	FPL	CHG	CNL	DLA	DEP	ARR***		
Format:-	a b		See Note in margin	on page A3-20.	FIELD TYPE 16	Previous			symbol	15	15	13	13	13	13	13
<u> </u>			S	0	Ŧ					<u> </u>	l					

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18	18				ne		ation : destination in Doc 7910,	on indicator	the name nation n in the
CPL EST CDN ACP	RQS	case of a	landing.	/PHEN	(a) Destination Aerodrome	S, being	the ICAO four-letter location indicator allocated to the destination aerodrome as specified in Doc 7910, <i>Location Indicators</i> , 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
15 14 13 13	13	*** Only in case of a	diversionary landing.	SINGLE HYPHEN	(a) Destina	4 LETTERS, being	the ICAO findicator al aerodrome	ZZZZ if no ICAO has been allocated.	Note.— If Z and locatio aerodrome
18) 18						on indicator aerodrome,	indicator has	e name of the o be shown in
CPL EST CDN ACP	RQS SPL	se of a	anding	SINGLE HYPHEN	(a) Destination Aerodrome	, being	the ICAO four-letter location indicator allocated to the destination aerodrome, or	ZZZZ if no ICAO location indicator has been allocated.	Note.— If ZZZZ is used, the name of the destination aerodrome is to be shown in
15 14 13 13	13	*** Only in case of a	diversionary landing		(a) Destinati	4 LETTERS, being	the ICAO for allocated to t or	ZZZZ if no IC. been allocated.	Note.— If ZZ destination a



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the Other Information Field (see Field	Other Information Field (see Field Type 18)	
Type 18).		
* This field is to be terminated here in all m types other than ALR, FPL and SPL.	message * This field is to be terminated here in all message types other than ALR, FPL and SPL.	
SPACE	SPACE	
(c) Destination Alternate Aerodrome(s)	(c) Destination Alternate Aerodrome(s).	
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or	
ZZZZ if no ICAO location indicator has been allocated.	ZZZZ if no ICAO location indicator has been allocated.	
Note.— One further element of (c) should be added, as necessary, preceded by a space	Note.— One further element of (c) should be added, as necessary, preceded by a space	
Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in	Note.— If ZZZZ is used, the name and location of the destination	



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the Other Information Field (see Field Type 18).	alternate aerodrome is to be shown in the Other Information Field (see	n
	Field Type 18).	
Examples: -EINN0630	Examples: -EINN0630	
-EHAM0645 EBBR	-EHAM0645 EBBR	
-EHAM0645 EBBR EDDL	-EHAM0645 EBBR EDDL	
Field Type 17 — Arrival aerodrome and time	Field Type 17 — Arrival aerodrome and time	e and time
Format:-	Format:-	
a B' (sp) c	a B' (sp)	v
SINGLE HYPHEN	SINGLE HYPHEN	
(a) Arrival Aerodrome	(a) Arrival Aerodrome	
4 LETTERS, being	4 LETTERS, being	
the ICAO four-letter location indicator allocated to the arrival aerodrome, or	the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, Location Indicators, or	10,
ZZZZ if no ICAO location indicator has	ZZZZ if no ICAO location indicator	tor
	Note.— If ZZZZ is used, the name or location of the arrival aerodrome	ie me
	is to be shown in the Other	



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Hyphens or oblique strokes should only be used as Note.— Use of indicators not included under this item may result in data being rejected, processed location indicator has been allocated to the arrival * This field is to be terminated here if an ICAO 4 NUMERICS, giving the actual time Information Field (see Field Type Field Type 18 — Other information (b) Time of Arrival incorrectly or lost. prescribed below. (ds) aerodrome. \forall of arrival. Format:-18). or location indicator has been allocated to the arrival * This field is to be terminated here if an ICAO 4 NUMERICS, giving the actual time of arrival. Field Type 18 — Other information $(ds)_*(ds)$ (b) Time of Arrival (ds) aerodrome. Format:or

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 $(ds)_*(ds)$



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(* additional elements as necessary) SINGLE HYPHEN	(* additional elements as necessary) SINGLE HYPHEN
(a) 0 (zero) if no other information,	(a) 0 (zero) if no other information,
OR,	OR,
Any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:	Any other necessary information in the 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;



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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



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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 RNAV 10 (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 B6 RNAV 5 LORANC	
C1 RNAV 2 all permitted sensors	
C2 RNAV 2 GNSS	

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		S1 R	RNP APCH		
		S2 R	RNP APCH with BAR-VNAV		
		T1 R	RNP AR APCH with RF		
		<u>e</u>	(special		
		<u>র</u>	authorization required		
		T2 R	RNP AR APCH without RF		
		<u></u>	(special authorization		
		r	required		
		Combir	Combinations of alphanumeric characters not	ot	
		indicate	indicated above are reserved.		
<u> </u>	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				
	of the appropriate arts attained.				
	Examples: EET/CAP0745 XYZ0830				
	EET/EINN0204				
	RIE/ The route details to the revised destination				
	aerodrome, followed by the ICAO four-letter				
	location indicator of the aerodrome. The revised				



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TYP/ Type(s) of aircraft, preceded if necessary by different from the aircraft identification in Item 7. REG/ The registration markings of the aircraft, if COM/ Significant data related to communication PER/ Aircraft performance data, if so prescribed OPR/ Name of the operator, if not obvious from STS/ Reason for special handling by ATS, e.g. equipment as required by the appropriate ATS SEL/ SELCAL Code, if so prescribed by the hospital aircraft, one engine inoperative, e.g. number(s) of aircraft, if ZZZZ is inserted in route is subject to re-clearance in flight. Examples: RIF/ESP G94 CLA YPPH STS/HOSP, STS/ONE ENG INOP. the aircraft identification in Item 7. Examples: RIF/DTA HEC KLAX by the appropriate ATS authority. appropriate ATS authority. Examples: RIF/LEMD Item 9.

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		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.	nce applications or d in Item 10b.	DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be
		NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. In GNSS augmentation under this indicator, space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.	COM/ Indicate communications appl capabilities not specified in Item 10a.	DAT/ Indicate data appropriate of the properties	SUR/ Include surveillance applications or capabilities not specified in Item 10b.	DEP/ Name and location of departure aerod ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data cannot be a supplementa
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, as required by the appropriate ATS authority.				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



insertion of zeros, e.g. a point of 180° magnetic at a the correct number of figures, where necessary, by expressing nautical miles. In areas of high latitude aerodromes not listed in the relevant Aeronautical describing longitude in degrees and tens and units The identification of the significant point followed With 4 figures describing latitude in degrees and figures giving degrees magnetic, followed by the impractical, degrees true may be used. Make up distance of 40 nautical miles from VOR "DUB" (West). Make up the correct number of figures, distance from the point in the form of 3 figures authority that reference to degrees magnetic is by the bearing from the point in the form of 3 (North) or "S" (South), followed by 5 figures of minutes, followed by "E" (East) or "W" where necessary, by insertion of zeros, e.g. OR Bearing and distance from the nearest where it is determined by the appropriate obtained, if AFIL is inserted in Item 13. For tens and units of minutes followed by "N" Information Publication, indicate 4620N07805W (11 characters). significant point, as follows: location as follows: from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.



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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 of destination aerodrome, if ZZZZ is 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
		DEST/ Name of destinatic inserted in Item 16.		



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	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.	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

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(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 <i>Procedures for Air Navigation Services</i> — <i>Aircraft Operations</i> (PANSOPS, Doc 8168), <i>Volume I</i> — <i>Flight Procedures</i> , 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	



aerodromes not listed in the relevant Aeronautical aerodromes not listed in the relevant Aeronautical RALT/ICAO four letter indicator(s) for en-route TALT/ ICAO four letter indicator(s) for take-off location indicator of the aerodrome. The revised RIF/ The route details to the revised destination nearest significant point, as described in DEP/ alternate(s), as specified in Doc 7910, Location aerodrome, following by the ICAO four-letter LAT/LONG or bearing and distance from the LAT/LONG or bearing and distance from the LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ aerodrome(s), if no indicator is allocated. For Information Publication, indicate location in Information Publication, indicate location in alternate, as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome, if no indicator is allocated. For Indicators, or name of take-off alternate nearest significant point, as described in route is subject to reclearance in flight. DEP/above.



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					Examples:-F -RIF/ESP G	Examples:-RIF/DTA HEC KLAX -RIF/ESP G94 CLA YPPH	C KLAX H		
1	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.	er plain langu appropriate / ıry.	age remarks w	hen	RMK/ Any other prequired by the appreciated necessary.	ther plain lang ne appropriate ssary.	RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.		
1	Examples:-0 -EET/15W0315 20W0337 30W0420 40W0502 -STS/ONE ENG INOP -DAT/	5 20W0337 0502 G INOP			Examples:-0 -STS/MEDEVAC -EET/015W0315 020V 030W0420 040W0502	Examples:-0 -STS/MEDEVAC -EET/015W0315 020W0337 030W0420 040W0502	L 2		
1	Field Type 22 — Amendment	– Amendmen.	t.		Field Type 22	Field Type 22 — Amendment	ut		
1	FIELD TYPE 22	22			FIELD TYPE 22	E 22			
	Previous 7 type of c field or i symbol	This type of field is used in	Next type of field or		Previous type of field or symbol	This type of field is used in	Next type of field or		
	16	CHG	*22 or)		18	CDN	*22 or)		
	* Indicates that further fields of this type may be added	further fields e added	s of		* Indicates that further this type may be added	* Indicates that further fields of this type may be added	ls of		



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ON OF ATS	endix)		AND THEIR	Other information	18					18		18	18		18
OMPOSITI	of this App	ddy com y	SSAGES A		•	ALR	RCF			FPL		DLA	CHG		CNL
RULES FOR THE COMPOSITION OF ATS	MESSAGES (See Sections 1.3 to 1.8 of this Appendix)		STANDARD ATS MESSAGES AND THEIR COMPOSITION	DESIGNATOR	MESSAGE TYPE	Alerting	Radio	failure		Filed flight plan		Delay	Modification		Flight plan cancellation
OF ATS	(×)	(w)) THEIR	Other information	18				18						
COMPOSITION	I.8 of this Append		ÆSSAGES ANI	DESIGNATOR	ALR	RCF			FPL		DLA	CIIC	OHO	CNL	
RULES FOR THE COMPOSITION OF	MESSAGES (See Sections 1.3 to 1.8 of this Appendix)		··· STANDARD ATS MESSAGES AND THEIR COMPOSITION	MESSAGE TYPE	Alerting	Radio	communication failure		Filed flight	plan	Delay	7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 -	Modification	Flight plan	cancellation
R	Z Š	2	: 5 Z			•									



	18													18	18						
	DEP	ARR			CPL	EST	CDN	ACP	LAM					RQP	ROS	,				SPL	
	Departure	Arrival			Current flight plan	Estimate	Coordination	Acceptance	Logical	acknowledgement	message			Request flight plan	Request	supplementary	flight	plan		Supplementary	flight
DEP	ABB	AKK		CPL		EST	CDN	ACP		LAM					RQP			RQS			IdS
Departure	V Section V	Arrival		Current flight	plan	Estimate	Coordination	Acceptance		Logical	acknowledgem	Ement	message		Request flight	plan		Request	supplementary	flight plan	Supplementary
	'		1			•	•			•					•			-			•



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giving the bearing from the point in degrees magnetic distance of 40 nautical miles from VOR "FOJ" would (e) 2 to 5 characters being the coded identification of a significant point, followed by 3 decimal numerics from the point in nautical miles. The correct number followed by 3 decimal numerics giving the distance insertion of zeros, e.g. a point at 180° magnetic at a The following alternative data conventions shall be of numerics is to be made up, where necessary, by used for the expression of position or route: The expression of position or route 2. Examples of ATS messages be expressed as "FOJ180040". 2.2.1 Alerting (ALR) message 2.2 Emergency messages 2.2.1.1 Composition zeros, e.g. a point at 180° magnetic at a distance of 40of a navigation aid (normally a VOR), followed by 3 The following alternative data conventions shall be (e) 2 or 3 characters being the coded identification nautical miles. The correct number of numerics is point in degrees magnetic followed by 3 decimal to be made up, where necessary, by insertion of numerics giving the distance from the point in decimal numerics giving the bearing from the used for the expression of position or route: nautical miles from VOR "FOJ" would be The expression of position or route 2. Examples of ATS messages 2.2.1 Alerting (ALR) message expressed as "FOJ180040". 2.2 Emergency messages 2.2.1.1 Composition flight plan



6	10	6	10	
Type of	Equipment	Type of	Equipment	
aircraft and	and	aircraft and	and	
wake		wake	capabilities	
turbulence		turbulence		
category		category		
16		16		
Destination aerodrome and total estimated	al estimated	Destination aerodrome and total estimated	tal estimated	
elapsed time, alternate aerodrome(aerodrome(s)	elapsed time, destination alternate	nation alternate	
			aerodrome(s)	
2.2.1.2 Example		2.2.1.2 Example		
The following is an example of an alerting	an alerting	The following is an example of an alerting message	an alerting message	
message relating to an uncertainty phase, sent by	ity phase, sent by	relating to an uncertainty phase, sent by Athens	s, sent by Athens	
Athens Approach Control to Belgrade Centre and	Igrade Centre and	Approach Control to Belgrade Centre and other	Centre and other	
other ATS units, in respect of a flight from	flight from Athens to	ATS units, in respect of a flight from Athens to	t from Athens to	
Munich		Munich.		
(ALR-INCERFA/LGGGZAZX/OVERDUE	/OVERDUE	(ALR-INCERFA/LGGGZAZX/OVERDUE	Z/OVERDUE	
-FOX236/A3624-IM		-FOX236/A3624-IM		
-C141/H-S/CD		-C141/H-S/C		
-LGAT1020		-LGAT1020		
-N0430F220 B9 3910N02230W/N0415F240 B9	V/N0415F240 B9	-N0430F220 B9 3910N02230W/N0415F240 B9	W/N0415F240 B9	
IVA/N0415F180 B9		IVA/N0415F180 B9		
-EDDM0227 EDDF		-EDDM0227 EDDF		
-EET/LYBE0020 EDMI0133 REG/A43213	REG/A43213	$-\mathbf{REG/A43213} \; \mathrm{EFT/LYBE0020} \; \mathrm{EDMI0133}$	20 EDMI0133	
OPR/USAF RMK/NO POSITION REPORT	ON REPORT	OPR/USAF RMK/NO POSITION	NO	

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SINCE DEP PLUS 2 MINUTES	REPORT SINCE DEP PLUS 2 MINUTES	
-E/0720 P/12 R/UV J/LF D/02 014 C ORANGE	-E/0720 P/12 R/UV J/LF D/02 014 C ORANGE	
A/SILVER C/SIGGAH	A/SILVER C/SIGGAH	
-USAF LGGGZAZX 1022 126.7 GN 1022 PILOT REPORT OVER NIDR ATS LINITS ATHENS FIR	-USAF LGGGZAZX 1022 126.7 GN 1022 PILOT	
ALERTED NIL)	REPORT OVER NDB ATS UNITS ATHENS FIR	
	ALERTED NIL)	
2.2.1.2.1 Meaning	2.2.1.2.1 Meaning	
Alerting message — uncertainty phase declared by	Alerting message — uncertainty phase declared by	
Athens due no position reports and no radio	Athens due no position reports and no radio contact	
contact since two minutes after departure —	since two minutes after departure — aircraft	
aircraft identification FOX236 — IFR, military	identification FOX236 — IFR, military flight —	
flight — Starlifter, heavy wake turbulence	Starlifter, heavy wake turbulence category,	
category, equipped with standard communications,	equipped with standard communications, navigation	
navigation and approach aid equipment for the	and approach aid equipment for the route, SSR	
route, SSR transponder with Modes A (4 096 code	transponder with Modes A (4 096 code capability)	
capability) and C — ADS capability — last	and C — last assigned Code	
assigned Code 3624 — departed Athens 1020	3624 — departed Athens 1020 UTC — cruising	
UTC — cruising speed for first portion of route	speed for first portion of route 430 knots, first	
430 knots, first requested cruising level FL 220 —	requested cruising level FL 220 — proceeding on	
proceeding on airway Blue 9 to 3910N2230W	airway Blue 9 to 3910N2230W where TAS would	
where TAS would be changed to 415 knots —	be changed to 415 knots and FL240 would be	
proceeding on airway Blue 9 to Ivanic Grad VOR	requested — proceeding on airway Blue 9 to Ivanic	
where FL 180 would be requested, maintaining	Grad VOR where FL 180 would be requested,	
TAS of 415 knots — proceeding on airway Blue 9to	maintaining TAS of 415 knots and FL240 would be	
Munich, total estimated elapsed time 2 hours	requested — proceeding on airway Blue 9 to	



2.3 Filed flight plan and associated update messages Munich, total estimated elapsed time 2 hours and 27 lights and fluorescein are carried — 2 dinghies with UHF 243 MHz is carried — life jackets fitted with approach control have alerted all ATS units within radio equipment working on VHF 121.5 MHz and orange covers are carried, have a total capacity for boundaries 20 minutes and 1 hour and 33 minutes name is SIGGAH — operator is USAF — Athens approach control was the last unit to make contact after take-off — 12 persons on board — portable at 1022 UTC on 126.7 MHz when pilot reported destination alternate is Frankfurt — aircraft registration A43213 — accumulated estimated aircraft is operated by the USAF — no position departure — endurance 7 hours and 20 minutes 14 persons — aircraft colour is silver — pilot's elapsed times at the Belgrade and Munich FIR Athens FIR — no other pertinent information. report has been received since 2 minutes after over GN runway locator beacon — Athens respectively — the minutes aircraft colour is silver — pilot's name is SIGGAH and 1 hour and 33 minutes respectively — aircraft the USAF — no position report has been received 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 — Belgrade and Munich FIR boundaries 20 minutes registration A43213 — the aircraft is operated by was the last unit to make contact at 1022 UTC on - operator is USAF — Athens approach control 126.7 MHz when pilot reported over GN runway locator beacon — Athens approach control have life jackets fitted with lights and fluorescein are since 2 minutes after departure — endurance 7 Athens FIR — no other pertinent information. carried, have a total capacity for 14 persons carried — 2 dinghies with orange covers are accumulated estimated elapsed times at the 2.3 Filed flight plan and associated update and 27 minutes — alternate is Frankfurt alerted all ATS units within messages

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2.3.1 Filed flight pla 2.3.1.1 Composition	2.3.1 Filed flight plan (FPL) message 2.3.1.1 Composition		2.3.1 Filed flight plan (FPL) message 2.3.1.1 Composition	m (FPL) message		
 Message type, number and reference data 9 Type of aircraft and wake turbulence category	Aircraft identification and SSR Mode and Code [Hi] fli, Equipment	Flight rules and type of flight	Message type, number and reference data 9 Type of aircraft and wake turbulence category	Aircraft identification and SSR Mode and Code Equipment and and capabilities	Flight rules and type of flight	
13 Departure aerodrome and time	drome					



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	Departure aerodrome and time
 15 Route (using more than one line if necessary)	15 Route (using more than one line if necessary)
 16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
 18 Other information (using more than one line if necessary)	Other information (using more than one line if necessary)
2.3.1.2 <i>Example</i>	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-TPR101-IS -B707M-CHOPV/CD	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-ACA101-IS - B773/H-CHOV/C



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-EGLL1400 -N0450F310 G1 UG1 STU285036/M082F310 -N0450F310 G1 UG1 STU285036/M082F310 UG152N015W 52N020W 52N030W 50N040W -CYQX0455 CYYR -ET/EINN0026 EGGX0111 20W0136 -CYQX0228 40W0330 50W0415 SEL/FJEL)	-EGLL1400 -N0450F310 L9 UL9 STU285036/M082F310 UL9 LIMRI 52N020W 52N030W 50N040W 49N050W -CYQX0455 CYYR -EET/EISN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)	
2.3.1.2.1 Meaning	2.3.1.2.1 Meaning	
Filed flight plan message — aircraft identification TPR101 — IFR, scheduled flight — a Boeing 707, medium 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 52N30W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and	Filed flight plan message — aircraft identification ACA101 — IFR, scheduled flight — a Boeing 777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, , VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — 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 Lima 9 and Upper 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 Lima 9 to LIMRI; then to 52N20W; to 52N30W; to destination	



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aerodromeand Gander, total estimated elapsed time 4 hours and 55 captain has notified accumulated estimated elapsed times at significant points along the route, they are the Shanwick Oceanic FIR boundary 1 hour and 11 50W 4 hours and 15 minutes — SELCAL code is Departure minutes, at 40W 3 hours and 30 minutes and at minutes — **destination** alternate is Goose Bay minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 at the Shannon FIR boundary 26 minutes, at Destination aerodrome and total estimated 13 2.3.2 Modification (CHG) message identification SSR Mode and Code Aircraft and 2.3.2.1 Composition reference Message number type, FJEL. and data 16 aerodromeand Shannon FIR boundary 26 minutes, at the Shanwick at significant points along the route, they are at the 50W 4 hours and 15 minutes — SELCAL code is has notified accumulated estimated elapsed times Departure 55 minutes — alternate is Goose Bay — captain minutes, at 40W 3 hours and 30 minutes and at minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 time Destination aerodrome and total estimated 13 Oceanic FIR boundary 1 hour and 11 2.3.2 Modification (CHG) message identification SSR Mode and Code Aircraft and 2.3.2.1 Composition reference Message number type, and 16



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elapsed time,alternate aerodrome(s)	aerodrome(s)	elapsed time, destination alternate aerodrome(s)	stination alten	nate	
		18 Other information (using more than one line if	ion (using mo	re than one necessary)	
22 Amendment	22 Amendment	22 Amendment		22 Amendment	
etc. (using more than one line if necessary)	necessary)	etc. (using more than one line if necessary)	han one line if	necessary)	
2.3.2.2 Example		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-EHAMEDDF	a modification intre to Frankfurt reviously sent to nessage. It is omputer-equipped. /A2173-EHAMEDDF-	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	an example of Amsterdam Ce; information pred flight plan macentres are co 014-GABWE/ DF-DOF/08012	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)	



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route from Amsterdam EOBT0850 to Frankfurt date aerodrome and time Departure GABWE, SSR Code 2173 operating in Mode A, en filed flight plan message is corrected to IFR – Field followed by serial number (014) of the related filed Type 16 of the related filed flight plan is corrected, of flight 22 Jan 2008 – Field Type 8 of the related Modification message - Amsterdam and Frankfurt Amsterdam, repeat of computer unit identifiers computer unit identifiers A and F, followed by 2.3.3 Flight plan cancellation (CNL) message serial number (016) of this message sent by flight plan message - aircraft identification identification the new destination is Nürnberg. SSR Mode and Code Aircraft and 2.3.3.1 Composition reference Message number type, and and time aerodrome Departure followed by serial number (014) of the related filed filed flight plan is corrected, the new destination is Modification message - Amsterdam and Frankfurt GABWE, SSR Code 2173 operating in Mode A, Type 8 of the related filed flight plan message is Amsterdam, repeat of computer unit identifiers corrected to IFR – Field Type 16 of the related en route from Amsterdam to Frankfurt - Field computer unit identifiers A and F, followed by 2.3.3 Flight plan cancellation (CNL) message serial number (016) of this message sent by flight plan message - aircraft identification identification SSR Mode and Code Aircraft and 2.3.3.1 Composition reference Message Nürnberg. number type, and



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16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) e	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if necessary)	
2.3.3.2 Example 1 2.3.3.2	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-EDBB-LFPO-)	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 2.3	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.	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 2.3	2.3.3.3 Example 2	
The following is an example of a flight plan The cancellation message sent by a centre to an car	The following is an example of a flight plan cancellation message sent by a centre to an adjacent	



adjacent centre. It is assumed that both centres are	centre. It is assumed that both centres are equipped
equipped with ATC computers. (CNLF/B127F/B055-BAW580-EDDF-EDDW)	with ATC computers. (CNLF/B127F/B055-BAW580-EDDF1430-EDDW-0)
2.3.3.3.1 Meaning	2.3.3.1 Meaning
Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this	Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message,
message, repeat of computer unit identifiers followed by serial number (055) of current flight	repeat of computer unit identifiers followed by serial number (055) of current flight plan message
plan message previously transmitted – cancel the flight plan of aircraft identification BAW580 –	previously transmitted – cancel the flight plan of aircraft identification BAW580 – flight planned
flight planned from Frankfurt to Bremen.	from Frankfurt EOBT1430 to Bremen – no other information.
2.3.4 Delay (DLA) message	2.3.4 Delay (DLA) message
2.3.4.1 Composition	2.3.4.1 Composition
3 Aircraft Departure type, and code data Aircraft Tand time	3 Aircraft Departure type, and time and SSR Mode and Code data



16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
	18 Other information (using more than one line if	
2.3.4.2 <i>Example</i>	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) 2.3.4.2.1 Meaning	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	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	2.3.5 Departure (DEP) message 2.3.5.1 Composition	



Message Aircraft Departure type, and time and SSR Mode reference and Code data	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s	18 Other information (using more than one line if necessary)	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)
Message Aircraft Departure type, and time and SSR Mode reference and Code data	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		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)



2.3.5.2 Depart CSA43 -destir -destir 2.3.6.4 3 Mess type, numb and refere data	03501 Mooning)) E) 1 h A	
Depail CSA4-desti desti		2.3.3.2.1 Meaning	
2.3.6. 2.3.6. 3 Mes type num and refer refer data	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC –destination Stavanger.	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.	
2.3.6. Mes type num and refer data	2.3.6 Arrival (ARR) message	2.3.6 Arrival (ARR) message	
Mes type num and refer data	2.3.6.1 Composition	2.3.6.1 Composition	
	Message Aircraft Departure type, and time and SSR Mode and Code data	Message Aircraft Departure type, and time and SSR Mode and Code data	
17		17	
	Arrival aerodrome and time	Arrival aerodrome and time	
2.3.6.	2.3.6.2 Example 1	2.3.6.2 <i>Example 1</i>	
The fasent f	The following is an example of an arrival message sent from the arrival aerodrome (= destination) to	The following is an example of an arrival message sent from the arrival aerodrome (= destination) to	
the de (ARR	the departure aerodrome. (ARR-CSA406-LHBP-LKPR0913	the departure aerodrome. (ARR-CSA406-LHBP-LKPR0913	
2.3.6.	2.3.6.2.1 Meaning	2.3.6.2.1 Meaning	



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Arrival message — aircraft identification CSA406 — denarted from Budanest/Ferilpeov — landed at	Arrival message — aircraft identification CSA406 — denarted from Budanest/Feriheov — landed at	
Prague/Ruzyne Airport at 0913 UTC	Prague/Ruzyne Airport at 0913 UTC.	
2.3.6.3 Example 2	2.3.6.3 Example 2	
The following is an example of an arrival message	The following is an example of an arrival message	
sent for an aircraft which has landed at an	sent for an aircraft which has landed at an	
aerodrome for which no ICAO location indicator	aerodrome for which no ICAO location indicator	
has been allocated. The SSR Code would not be	has been allocated. The SSR Code would not be	
meaningful.	meaningful.	
(ARR-HELI13-EHAM-1030 DEN HELDER)	(ARR-HHE13- EHAM -1030 DEN	
	HELDER)	
2.3.6.3.1 <i>Meaning</i>	2.3.6.3.1 Meaning	
Arrival message aircraft identification HELI13 —	Arrival message aircraft identification	
departed from Amsterdam — landed at Den	HHE13 — departed from Amsterdam —	
Helder heliport at 1030 UTC.	landed at Den Helder heliport at 1030 UTC.	
2.4 Coordination messages	2.4 Coordination messages	
2.4.1 Current flight plan (CPL) message	2.4.1 Current flight plan (CPL) message	
2.4.1.1 Composition	2.4.1.1 Composition	



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8 Flight rules and type of flight	10 Equipment and capabilities	Estimate data	necessary)
Aircraft identification and SSR Mode and Code	10 Equi	- 14	15 Route (using more than one line if necessary)
3 Message type, number and reference data	Prype of aircraft and wake turbulence category	13 Departure aerodrome and time	15 Route (using mo
8 Flight rules and type of flight			
7 Aircraft identification and SSR Mode and Code	10 Equipment	- Estimate data	Route (using more than one line if necessary)
Message A type, id number - an and reference an data	Type of aircraft and wake turbulence category	13 Departure aerodrome and time	Route (using



Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	
18 Other information (using more than one line if necessary)	18 Other information (using more than one line if necessary)	
2.4.1.2 Example 1	2.4.1.2 Example 1	
The following is an example of a current flight plan message sent from Boston Centre to New York	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	
Centre on a flight which is en route from Boston to La	La Guardia Airport.	
CPL-UAL621/A5120-IS -DC9/M-S/CD	(CPL-UAL621/A5120-IS	
-KBOS-HFD/1341A220A200A -N0420A220 V3 AGI V445	-KBOS-HFD/1341A220A200A -N0420A220 V3 AGI V445	
-KLGA0)	-KLGA0)	
2.4.1.3 Example 2	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.	The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.	



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	(CPLBOS/LGA052-UAL621/A5120-IS	
_DC9/M-S/CD	-A320/M-S/C	
-KBOS-HFD/1341A220A200A	-KBOS-HFD/1341A220A200A	
-N0420A220 V3 AGL V445	-N0420A220 V3 AGL V445	
–KLGA	-KLGA	
(0-	(0-	
Note.— The messages in Examples 1 and 2 are	Note.— The messages in Examples 1 and 2 are	
identical except that the Message Number of	identical except that the Message Number of	
Example 2 does not appear in Example 1.	Example 2 does not appear in Example 1.	
2.4.1.4 Meaning	2.4.1.4 Meaning	
Current flight plan message [with sending unit	Current flight plan message [with sending unit	
identity (BOS) and receiving unit identity (LGA),	identity (BOS) and receiving unit identity (LGA),	
followed by the coming assumption of their	followed by the serial number of this message (052)]	
Tollowed by the serial number of this message	— aircraft identification UAL621, last	
(052)] — aircraft identification UAL621, last		
assigned SSR Code 5120 in Mode A — IFR,	assigned SSR Code 5120 in Mode A — IFR,	
scheduled flight — one DC9, medium wake	scheduled flight — one A320, medium wake	
turbulence category, equipped with standard	turbulence category, equipped with standard	
communications, navigation and approach aid	communications, navigation and approach aid	
equipment for the route and SSR transponder with	equipment for the route and SSR transponder with	
Modes A (4 096 code capability) and C — ADS	Modes A (4 096 code capability) and C —	
capability — departed Boston — the flight is	departed Boston — the flight is	
estimated to cross the Boston/New York	estimated to cross the Boston/New York	
"boundary" at point HFD at 1341 UTC, cleared	"boundary" at point HFD at 1341 UTC, cleared	
by the Boston Centre at altitude 22 000 feet but to	by the Boston Centre at altitude 22 000 feet but to	
be at or above altitude 20 000 feet at HFD — TAS	be at or above altitude 20 000 feet at HFD — TAS	
is 420 knots, requested cruising level is altitude 22	is 420 knots, requested cruising level is altitude 22	

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oceed on airway V3 to	36		ation aerodrome and time e	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	ressage
000 feet — the flight will proceed on airway V3 to information.	2.4.2 Estimate (EST) message	2.4.2.1 Composition	Message Aircraft identification number - and and SSR Mode reference and Code data	Estimate data Destinat and and total esti time, destinat	2.4.3 Coordination (CDN) message 2.4.3.1 Composition
000 feet — the flight will proceed on airway V3 to information.	ST) message	ion	7 Aircraft Departure identification - and time SSR Mode and Code	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	2.4.3 Coordination (CDN) message 2.4.3.1 Composition
000 feet — the fli information.	2.4.2 Estimate (EST) message	2.4.2.1 Composition	3 Message type, number and reference data	14 Estimate data -	2.4.3.1 Composition



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	3		7		13	3	7		13	
	Message		Aircraft		Departure	Message	Aircraft		Departure	
	type, number	1	identification and	1	aerodrome and time	type, number -	identification and		aerodrome and time	
	and		SSR Mode			and	SSR Mode			
	reference		and Code			reference	and Code			
	data					Uala				
	7-				Γ	7.				
	16 Destination elaps	n aerc sed tii	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	estim odrom	ated ie(s)	10 Destination aero elaps	Destination aerodrome and total estimated elapsed time, destination alternate	estimated tion alternate aerodrome(s)	ed emate me(s)	
+										
	22					22		2		
	Amendment		Aı	Amendment	nent	Amendment	¥	Amendment	nent	
	etc. (using mo	ore th	etc. (using more than one line if necessary)	cessar	y)	etc. (using more	etc. (using more than one line if necessary)	scessar	(X)	
(1	2.4.4 Accepta	nce (.	2.4.4 Acceptance (ACP) message			2.4.4 Acceptance (ACP) message	e (ACP) message			
(4	2.4.4.1 Composition	ositio	и			2.4.4.1 Composition	tion			
	3		7		13	3	7		13	
	Message	ı	Aircraft	ı	Departure	Message -	Aircraft	ı	Departure	
	type,		identification		aerodrome	type,	identification		aerodrome	
	number		and		and time	numper	and		and time	



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reference and Code data	and	SSK Mode		
	reference data	and Code		
16	16			
Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	Destination a	Destination aerodrome and total estimated elapsed time, destination alternate		
		aerodrome(s)		
2.5 Supplementary messages	2.5 Suppleme	2.5 Supplementary messages		
2.5.1 Request flight plan (RQP) message	2.5.1 Request	2.5.1 Request flight plan (RQP) message		
2.5.1.1 Composition	2.5.1.1 Composition	osition		
age Aircraft identification		7 Aircraft Departure	rture	
4	and time number and reference data	ı	and time	
Destination aerodrome and total estimated	16 Destination	Destination aerodrome and total estimated		
ciapsed time, attenuate actionionie(s)		erapsed tille, testmation alternate aerodrome(s)		

Version 3.0



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	18 Other information (using more than one line if necessary	
2.5.1.2 Example	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	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.	corresponding filed flight plan message had been received previously.	
(RQP-PHOEN-EHRD-EDDL-)	(RQP-PHOEN-EHRD-EDDL-0)	
2.5.1.2.1 Meaning	2.5.1.2.1 Meaning	
Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.	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 Request supplementary flight plan (RQS) message	
2.5.2.1 Composition	2.5.2.1 Composition	



Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodrome and time	Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	Departure aerodrome and time	
16 Destination aerocelapsed ti	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	ted ne(s)	16 Destination aeroc elapse	16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)	ed emate me(s)	
			18 Other informati line if	18 Other information (using more than one line if	ne sary)	
2.5.2.2 Example			2.5.2.2 Example			
The following is a plan message sent serving the depart information contaitransmitted in the messages. (RQS-KLM405/A	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)	ATS unit ng m, but not ight plan	The following is a message sent by an serving the departuinformation containfransmitted in the messages. (RQS-KLM405/A)	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)	flight plan unit ng n, but not ght plan))	



aerodrome and time Amsterdam – destination aerodrome is Mirabel – **no** Departure aircraft identification KLM405/SSR Code 4046 2.5.3 Supplementary flight plan (SPL) message elapsed time, destination alternate aerodrome(s) operating in Mode A - departure aerodrome is Request supplementary flight plan message – Destination aerodrome and total estimated identification SSR Mode and Code Aircraft and 2.5.3.1 Composition other information. 2.5.2.1 Meaning reference Message number type, and and time aerodrome Departure aircraft identification KLM405/SSR Code 4046 Amsterdam – destination aerodrome is Mirabel. 2.5.3 Supplementary flight plan (SPL) message operating in Mode A - departure aerodrome is elapsed time, alternate aerodrome(s) Request supplementary flight plan message – Destination aerodrome and total estimated identification SSR Mode and Code Aircraft الميذة العامة للطيران المدني General Authority of Civil Aviation and 2.5.3.1 Composition 2.5.2.2.1 Meaning reference Message number type, and





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APPENDIX 'A'

Amendment 1 to ICAO Doc. 4444

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International Civil Aviation Organization Organisation de l'aviation civile internationale Organización de Aviación Civil Internacional Международная организация гражденской реизидия منظمة الطيران العدني الدولي 国际民用航空组织

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.

- 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.
- 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.

999 University Street, Montréel, Guebec Canada H3G 5H7 Tel.:+1 514-954-8219 Fex:+1 514-954-8077 E-mail: icashq@icao.int www.icao.int General Authority of Civil Aviation

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- 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.
- 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

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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:

Amendment	Source(s)	Subject	Approved Applicable
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

__ END __

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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

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PROPOSED AMENDMENT TO THE PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

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

New text to be inserted is highlighted with grey shading new text to be inserted

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

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

. . .

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:
 - the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and
 - 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.
- 4.4.2.1.42 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.
- 4.4.2.1.23 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.

3

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.

. . .

11.4.2.2.2.5 FPL messages shall normally should be transmitted immediately after the filing of the flight plan. However, iIf 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.

. . .

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

. . .

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:

- ab) the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
 - in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEKCGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEKBLIZZARD CGAJS);
 - 2) the aircraft is not equipped with radios.
- OR ba) 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.

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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.

. . .

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
- where applicable, authorization from the appropriate authority.



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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)GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
В	(Not allocated)LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	OmegaATC RTF SATCOM (INMARSAT)
E1	(Not allocated)FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	PP1-P9	(Not allocated)Reserved for RCP
G	(GNSS) (See Note 2)	Q	(Not allocated)
Η	HF RTF	R	RNP type certificationPBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
JĪ	(Data Link)CPDLC ATN VDL Mode 2(See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHFRTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	when prescribed by ATSVHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (see Note 25)

Any alphanumeric characters not indicated above are reserved.

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- Note 1.— If the letter S is used, sStandard 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 46.— Information on navigation capability is provided to ATC for clearance and routing purposes.
- Note 54.— 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 indicates that an 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).

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 more of the following letters descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment earried 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

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transmissioncapability

- 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

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,

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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, Bl, 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).



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(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 aidpoint in the form of 3 figures giving degrees magnetic, THEN followed by the distance from the aidpoint 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/N0305Fl80 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:

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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 aAlternate 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),

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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.

	RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)	
B1	RNAV 5 all permitted sensors	
B2	RNAV 5 GNSS	
В3	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	

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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
01	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
04	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
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.

Evamplace	EET/CAP0745 XYZ0830
Examples:	EDITORIO AL LEGGEO
	EET/EINNO204

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:	KIITOTA HECKEAN
Evamples	RIF/ESP G94 CLA YPPH
Examples:	MITTED COT CENT ITTI

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.



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



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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



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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:</p>

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



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Four of the letter N.

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

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7.4 Instructions for insertion of RPL data

• •

ITEM G: SUPPLEMENTARY DATA AT

INSERT name and appropriate contact details of contactentity 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.

Field type	Data
3	Message type, number and reference data
5	Description of emergency
7	Aircraft identification and SSR Mode and Code
7 8 9	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;

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- 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

	NT.		COM/NAV/annuash aid	ant f	with a sents to be flown is sended		
	IN.		equipment is unserviceable	entic	or the route to be flown is carried, or		
OR	S		ndard COM/NAV/approach aid e serviceable (See Note 1)	quipn	nent for the route to be flown is carried		
AND/OR		ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment serviceable and capabilities					
		A	(Not allocated)GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)		
		В	(Not allocated)LPV (APV with SBAS)	K L	(MLS)		
	1	C	LORAN C	M1	OmegaATC RTF SATCOM		
	1	D	DME		(INMARSAT)		
	1	EI	(Not allocated)FMC WPR	M2	ATC RTF (MTSAT)		
	1		ACARS	M3	ATC RTF (Iridium)		
	1	E2	D-FIS ACARS	O	VOR		
	1	E3	PDC ACARS	P1-P	9 (Not allocated) Reserved for RCP		
	1	F	ADF	Q			
	1	G	(GNSS) (See Note 2)	R	(Not allocated)		
	1	Н	HF RTF		RNP type certificationPBN approved		
	1	I	Inertial Navigation		(see Note 54)		
	1	J1	(Data link)CPDLC ATN VDL	T	TACAN		
	1	- 400	Mode 2 (see Note 3)	U	UHF RTF		
	1	J2	CPDLC FANS 1/A HFDL	V	VHF RTF		
	1	J3	CPDLC FANS 1/A VDL	W	RVSM approved		
	1	AUMAI .	Mode A	X	MNPS approved		
	1	J 4	CPDLC FANS 1/A VDL	Y	when prescribed by ATSVHF with		
	1	2000	Mode 2		8.33 kHz channel spacing capability		
	1	J5	CPDLC FANS 1/A SATCOM	Z	Other equipment carried or other		
			(INMARSAT)		capabilities (see Note 25)		
		J6	CPDLC FANS 1/A SATCOM (MTSAT)				

Note 1.— If the letter S is used, sStandard 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 25.— If the letter Z is used, specify in Item 18 the 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 letter I 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.

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Note-46.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 54.— 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 indicates that an 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).

OBLIQUE STROKE

(b) Surveillance Equipment and capabilities

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

SSR equipmentModes 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
- 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

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 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability



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- 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

-SCHJI/CDB1

-SAFJR/SDV1

. . .

Field Type 13 — Departure aerodrome and time

Format:-	a 	 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).

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* 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

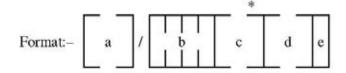
the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

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



SINGLE HYPHEN

(a) Boundary Point (see Note 1)

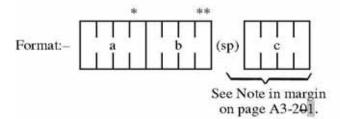
The BOUNDARY POINT expressed either by a designator consisting of 2 to 5 characters, in Geographical Coordinates, in Abbreviated Geographical Coordinates, or by bearing and distance from a designated significant point (e.g. a VOR).

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)



FIELD TYPE 16

Previous		Next type
type of	This type	of field
field or	of field	or
symbol	is used in	symbol
15	ALR	18
15	FPL	18
13	CHG	2218
13	CNL	+18
13	DLA	+18
13	DEP) 18
13	ARR***	17
15	CPL	18
14	EST)
13	CDN	22
13	ACP)
13	RQS) 18
13	SPL	18

^{***} 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.



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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 and 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

BASE NO		TII	l [
Format:-	1 Å 1	1 1 1	(sp)	с

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.

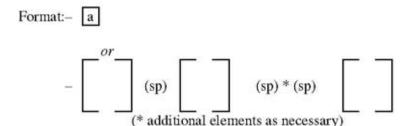
^{*} This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.

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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.



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:

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.

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	RNAV SPECIFICATIONS	
A1	RNAV10 (RNP 10)	
actor .		
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 day perinted sensors	
C3	RNAV 2 DME/DME	
C4	RNAV 2 DME/DME/IRU	
TV1	DNAV 1 -11 its 1	
D1 D2	RNAV 1 all permitted sensors RNAV 1 GNSS	
SHAPE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS N		
D3	RNAV 1 DME/DME	
D4	RNAV 1 DME/DME/IRU	
	RNP SPECIFICATIONS	
L1	RNP 4	
01	Basic RNP 1 all permitted sensors	
O2	Basic RNP 1 GNSS	
O3	Basic RNP 1 DME/DME	
04	Basic RNP 1 DME/DME/IRU	
S1	RNP APCH	
S2	RNP APCH with BAR-VNAV	
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.

BB1/	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
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



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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 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.					



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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.						

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- 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

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Field Type 22 — Amendment

FIELD TYPE 22

Previous		Next type
type of	This type	of field
field or	of field	or
symbol	is used in	symbol
1618	CHG	*22 or)
16	CDN	*22 or)

^{*} Indicates that further fields of this type may be added

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RULES FOR THE COMPOSITION OF ATS MESSAGES

(See Sections 1.3 to 1.8 of this Appendix)

. . .

STANDARD ATS MESSAGES AND THEIR COMPOSITION

DESIGNATOR		 Other information
MESSAGE TYPE		18
Alerting	ALR	
Radiocommunication failure	RCF	
Filed flight plan	FPL	
Delay	DLA	18
Modification	CHG	18
Flight plan cancellation	CNL	18
Departure	DEP	18
Arrival	ARR	
Current flight plan	CPL	
Estimate	EST	
Coordination	CDN	
Acceptance	ACP	
Logical acknowledgement message	LAM	
Request flight plan	RQP	18
Request supplementary flight plan	RQS	18
Supplementary flight plan	SPL	

. . .

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".

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2. Examples of ATS messages

2.2 Emergency messages

2.2.1 Alerting (ALR) message

2.2.1.1 Composition

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 EDMI0133 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

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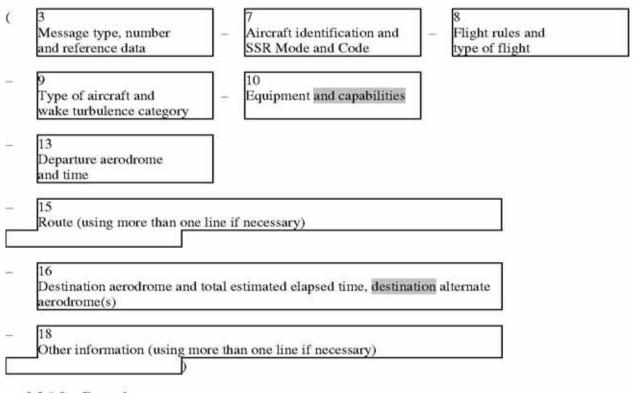
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively—aircraft registration A43213— the aircraft is operated by the USAF— no position report has been received since 2 minutes after departure—endurance 7 hours and 20 minutes after take-off—12 persons on board—portable 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



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 UG1L9 UL9 STU285036/M082F310 UG1UL9 52N015WLIMRI
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52N020W 52N030W 50N040W 49N050W

-CYQX0455 CYYR

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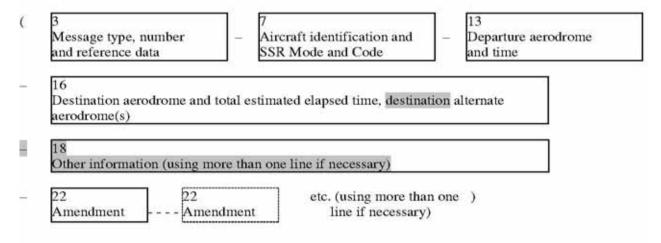
-EET/EISNN-0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

2.3.1.2.1 Meaning

Filed flight plan message — aircraft identification TPRACA101 — IFR, scheduled flight — a Boeing 707, medium777-300, 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 1Lima 9 and Upper Green 1Lima 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 1Lima 9 to 52N15WLIMRI; 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



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

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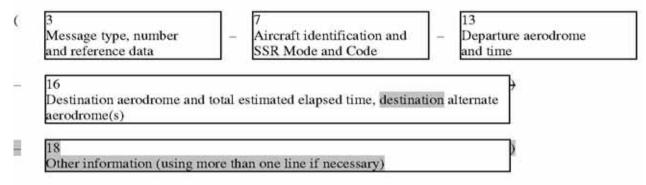
General Authority of Civil Aviation

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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



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

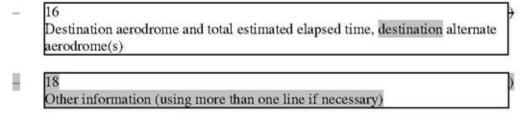
Flight plan cancellation message – identifiers of sending and receiving ATC computer units F and B, followed by serial number (127) of this message, repeat of computer unit identifiers followed by serial number (055) of current flight plan message previously transmitted – cancel the flight plan of aircraft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

2.3.4 Delay (DLA) message

2.3.4.1 Composition

1000	essage type, number	-	7 Aircraft identification and SSR Mode and Code	_	13 Departure aerodrome and time	
------	---------------------	---	---	---	---------------------------------------	--

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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.

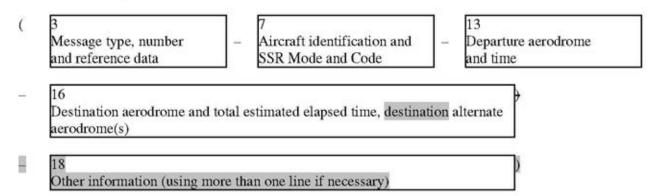
(DLA-KLM671-LIRF0900-LYDU-0)

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



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)

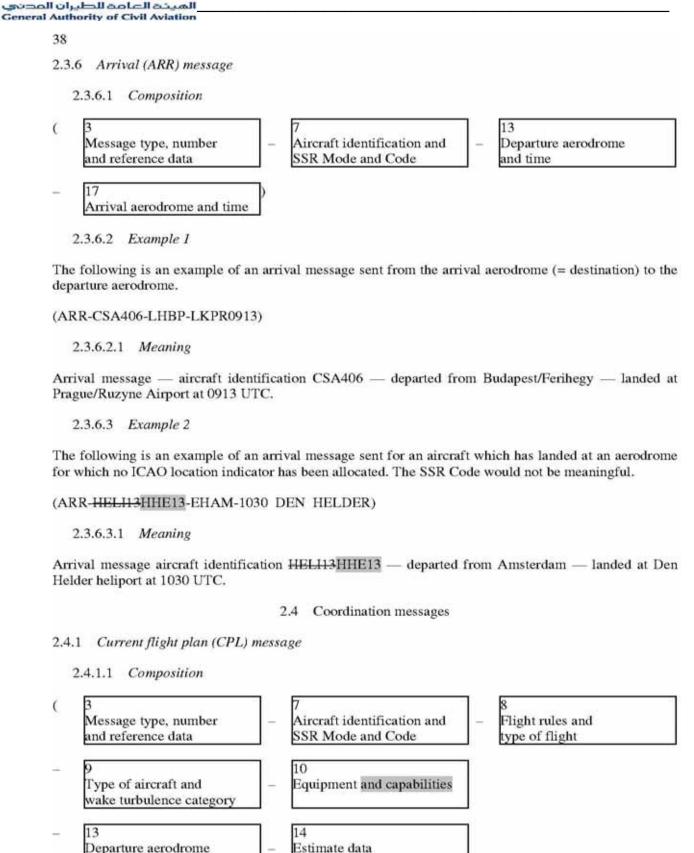
2.3.5.2.1 Meaning

Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.

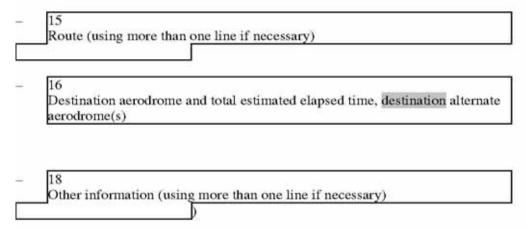
and time

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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

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2.4.2 Estimate (EST) message

2.4.2.1 Composition

(3 Message type, number and reference data

Aircraft identification and SSR Mode and Code

13 Departure aerodrome and time

- 14 Estimate data

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 and reference data

7
Aircraft identification and SSR Mode and Code

Departure aerodrome and time

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

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etc. (using more than one) line if necessary)

2.4.4 Acceptance (ACP) message

2.4.4.1 Composition

(3 Message type, number and reference data

Aircraft identification and SSR Mode and Code

Departure aerodrome and time

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

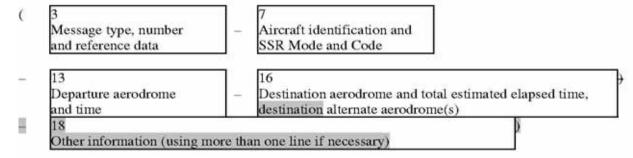
. . .

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2.5 Supplementary messages

2.5.1 Request flight plan (RQP) message

2.5.1.1 Composition



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.

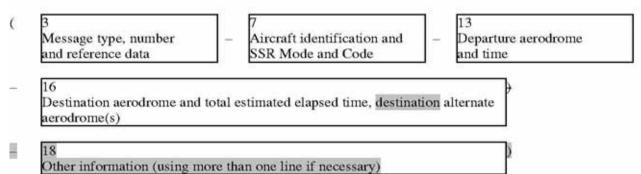
(ROP-PHOEN-EHRD-EDDL-0)

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



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)

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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

Message type, number and reference data

7
Aircraft identification and SSR Mode and Code

13
Departure aerodrome and time

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

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APPENDIX 'B'

Guidance to the Implementation of Amendment 1 to ICAO Doc. 4444



International Civil Aviation Organization Organisation de l'aviation civile internationale Organización de Aviación Civil Internacional Международная организация гряжданской явиации مثظمة الطيران العدني الدولي 国际民用 航空组织

Tel.: +1 (514) 954-8219 ext. 6711

Ref.: AN 13/2.1-09/9

6 February 2009

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.

- 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.
- 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.

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INFPL PLANNING DOCUMENT

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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.

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)



INFPL PLANNING DOCUMENT

GACA-ATM

ATTACHMENT to State letter AN 13/2.1 – 09/9

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.

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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



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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

General Authority of Civil Aviation

- 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.

Guideline 3 6.4.

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.



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- 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.

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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.

CONVERSION OF NEW ITEMS 10 and 18 TO PRESENT ITEMS 10 and 18

It is <u>strongly</u> 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.

	NEW data in these columns		Converts to PRESENT data in these columns	
Com- Nav	Item 10	Item 18	Item 10	Item 18
	N		N	
. [S		VOL	
,	SF	Ģ	S	
	A		Z	NAV/GBAS
	В	e.	Z	NAV/LPV
	C		C	
	D		D	
	E1		1	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	I		I	
	J1		1	DAT/V
	J2		J	DAT/H
Г	J3		J	DAT/V

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	A-0	8	
J4		J	DAT/V
J5		J	DAT/S
J6		J	DAT/S
J7		J	DAT/S
K		K	
L		L	
M1		Z	COM/INMARSAT
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
О		О	
P1-P9(Reserved)			
R	PBN/nn	Z	NAV/nnnn

	NEW data in	these columns	Converts to PRES	ENT data in these columns
Com-	Item 10	Item 18	Item 10	Item 18
Nav	Tiem 10	Item 18	Item 10	110111 10
	Т		Т	
	U		U	
	\mathbf{v}		V	
	W		W	
	X		X	
	Y		Y	
	Z	COM/NAV/DAT	Z	COM/ NAV/

Sur	N	N	
.,	A	A	
	C	С	
	Е	S	
	Н	S	
	I	I	
	L	S	
	P	P	
	S	S	
	X	X	
	B1		
	B2		
	U1		
	U2		
	V 1		
	V2		
	D1	D	
	G1	D	

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INFPL SG/3 Appendix 4D to the Report on Agenda Item 4

ICAO Flight Plan changes by 15 November 2012

The consequences of States not meeting the deadline

There will be confusion in the aviation sector in those States which are not ready to accept the NEW Flight Plan format on 15 November 2012.

1 To FPL filers and Agencies

- 1.1 Aircraft will miss slot times
- 1.2 Airspace User dispatch staff or agencies will be overwhelmed with rejected flight plans
- 1.3 Airspace User dispatch staff or agencies will be overwhelmed with re-submitting acceptably modified flight plans

2 To Airspace Users

- 2.1 Airspace users may choose to take an alternate route via an ANSP which can make use of their aircraft capabilities and so deliver efficiencies expected by that Airspace User
- 2.2 Aircraft will be denied the most efficient flight profiles associated with their performance based navigation.

3 To Air Traffic Controllers

- 3.1 Controllers may be presented with a flight at a boundary for which there is no flight plan
- 3.2 Controllers may feel pressured to manually submit a limited flight plan online in order to accept a flight
- 3.3 Increased coordination of aircraft from one FIR to another
- 3.4 Controllers may have to maintain control of an aircraft in their airspace if an adjacent FIR refuses to accept a flight.
- 3.5 Increased workload due to communications and excessive coordination requirements

4 To Aircrew

- 4.1 Aircrew may be overloaded by having to file Flight Plan modifications en route.
- 4.2 Aircraft will be delayed
- 4.3 Aircraft likely to be subject to holding if airport gates have not been vacated due to departing aircraft missing their slots

5 To ANSPs

- 5.1 ANSP staff may be overloaded by having to manually enter flight Plans which have been rejected by the automated system.
- 5.2 ANSPs may lose revenue from aircraft not using their FIR facilities.

6 Safety

- 6.1 Manual modifications to flight plan data either by filers, ATC staff or aircrew could lead to incorrect data being transmitted or detail lost altogether.
- 6.2 Credible corruption of flight plan data could occur due to a mix of NEW and Present flight plan content after the 15th November deadline.
- 6.3 Pilots may have to enter flight Plan data manually into the FMS if Flight Plan is rejected by ATC thus introducing a greater risk of error.

Chapter 2. FLIGHT PLANS

2.1 CONTENT - GENERAL

(A2 - Chapter 3; P-ATM - Chapter 4 and Appendix 2)

2.1.1 Date of flight

Nil.

2.1.2 Area navigation (RNAV) specifications

2.1.2.1 State aircraft operating in the ICAO MID Region

- 2.1.2.1.1 Operators of State aircraft not equipped with RNAV equipment meeting RNP 5 shall not insert the designator "S" or "R" in Item 10 of the flight plan.
- 2.1.2.1.2 Since such flights require special handling by air traffic control, "STS/NONRNAV" shall be inserted in Item 18 of the flight plan.

2.1.3 Required navigation performance (RNP) specifications

- 2.1.3.1 The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate the aircraft meets the RNP type prescribed, has been appropriately approved and can comply with all conditions of that approval.
- 2.1.3.2 Operators of aircraft fitted with RNAV having a navigation accuracy meeting RNP 5 shall insert the designator "R" in Item 10 of the flight plan for operation in the ICAO MID Region, as specified in 4.1.1.5.3.

2.1.4 Minimum navigation performance specifications (MNPS)

Nil.

2.1.5 Reduced vertical separation minimum (RVSM) approved aircraft

2.1.5.1 The letter W shall be inserted in Item 10 (Equipment) of the flight plan if the aircraft and operator have received RVSM State approval, regardless of the requested flight level. The aircraft registration shall be inserted in Item 18 of the flight plan.

2.1.6 Non-RVSM-approved aircraft

Nil.

Chapter 2. FLIGHT PLANS

2.1 CONTENT - GENERAL

(A2 - Chapter 3; P-ATM - Chapter 11)

2.1.1 Date of flight

Note.— The PANS-ATM, 11.4.2.2.2.5, states that "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 flight plan". The following specifies details regarding the insertion of a date group into the flight plan.

2.1.1.1 If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24 hours in advance of the estimated off-block time (EOBT), it is mandatory to provide the date of the flight (DOF). If the flight plan is filed less than 24 hours in advance of the EOBT, the date of the flight may be optionally indicated. This information will be inserted in Item 18 of the flight plan as a 3-letter indicator (DOF) followed by an oblique stroke and date of flight in a 6-figure group format:

DOF/YYMMDD (YY = year; MM = month; DD = day)

2.1.2 Area navigation (RNAV) specifications

- 2.1.2.1 Operators of aircraft approved for basic area navigation (B-RNAV) operations, as set out in 4.1.1.5.2, shall insert the designator "R" in Item 10 of the flight plan.
- 2.1.2.2 Operators of aircraft approved for precision area navigation (P-RNAV) operations, as set out in 4.1.1.5.2, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.
- 2.1.2.3 Operators of State aircraft not equipped with RNAV shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Instead, STS/NONRNAV shall be inserted in Item 18 of the flight plan.
- 2.1.2.4 Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements of 4.1.1.5.2.4 before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled and an appropriate new flight plan shall be submitted.
- 2.1.2.5 In addition, where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements of 4.1.1.5.2.6 before departure, the operator of the aircraft shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on an RPL, the RPL shall be cancelled and an appropriate new flight plan shall be submitted.

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INFPL SG/3 Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

- 5.1 The meeting noted that as the aviation industry has evolved into a less regulated and more corporatized environment with greater accountabilities, the advantages of implementing a performance based navigation system are becoming increasingly apparent.
- 5.2 The meeting agreed on the Terms of Reference of the INFPL SG as **Appendix 5A** to the Report on Agenda Item 5, which was endorsed by MIDANPIRG/12 Decision 12/50.
- 5.3 In accordance with the MIDANPIRG Procedural Handbook and based on its Terms of Reference and work programme, the Study Group decided that the next meeting for the Study Group will be held either December 2011 or beginning of 2012 where the meeting will decide on the progress of MID States implementation of INFPL, taking into consideration the work programme of the Group and other activities in the Region. The exact dates and venue will be coordinated between the secretariat and the rapporteur and will be announced later.
- 5.4 The meeting requested the secretariat to develop the agenda for the next meeting based on the requirements and in coordination with the rapporteur.

INFPL SG/3 Appendix 5A to the Report on Agenda Item 5

ICAO NEW FLIGHT PLAN FORMAT STUDY GROUP (INFPL SG)

REVISED TERMS OF REFERENCE AND WORK PROGRAMME

1. TERMS OF REFERENCE

- 1.1 In support for the implementation of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services Air Traffic Management (PANS-ATM, Doc 4444) that was approved, on May 2008 and will become applicable on 15 November 2012, MIDANPIRG/11 established ICAO New FPL Study Group (INFPL SG), which will:
 - conduct a comprehensive review of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444, effective 15 November 2012;
 - identify, study and address implementation complexities arising from the adoption of amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO New Flight Plan (INFPL) and associated ATS Message formats;
 - prepare implementation plan for the MID Region;
 - the INFPL address contingency arrangements for States that cannot comply by the due date; and
 - the INFPL SG will Report its progress to CNS/ATM/IC SG also to closely inform the ATM/SAR/AIS SG and the CNS SG.
- 1.2 In order to meet the Terms of Reference, the INFPL SG shall:
 - a) Compile the impact Studies and submitted to ICAO MID Regional Office for local systems and external system;
 - b) assess the Impact on inter-system co-ordination messaging (e.g. AIDC and OLDI);
 - c) Urge States to accord high priority to allocate necessary budget for the implementation of the new FPL Model Project;
 - d) develop Strategy for the implementation of INFPL and Associated ATS Messages;
 - e) prepare and promulgate coordinated MID Region transition strategies and plans with associated timelines to enable the streamlined implementation;
 - f) update the Information Management system to track implementation timelines for various States/systems (FITS);
 - g) study the Implications for presentation formats, including paper & electronic flight progress strips;
 - h) coordinate studies for Impacts with users;
 - i) appropriately coordinate the timed withdrawal of existing State or Regional specific requirements to ensure consistency with new Flight Plan format;

- j) prepare and maintain a Regional Performance Framework form (PFF) and assist States to prepare national PFF;
- k) assist States to Implement ICAO New Flight Plan Format on target date; and
- 1) assess Post Implementation issues.

COMPOSITION

- a) MIDANPIRG member States, IATA, IFALPA, EUROCONTROL and IFATCA
- b) Other representatives from industry and user Organizations having experience in the Flight Planning systems and procedures could participate as observers in the work of the INFPL SG, as appropriate.

INFPL SG/3 Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

Nothing has been discussed under this Agenda Item.

INFPL SG/3 Attachment A to the Report

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