



**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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**TABLE OF CONTENTS**

**Page**

**PART I - HISTORY OF THE MEETING**

1.	Place and Duration .....	1
2.	Opening .....	1
3.	Attendance.....	1
4.	Officers and Secretariat.....	1
5.	Language .....	1
6.	Agenda .....	2
7.	Conclusions and Decisions – Definition .....	2
8.	List of Conclusions and Decisions .....	2

**PART II - REPORT ON AGENDA ITEMS**

Report on Agenda Item 1 .....	1-1
Report on Agenda Item 2 .....	2-1/2-4
Appendix 2A-2C	
Report on Agenda Item 3.....	3-1/3-3
Appendices 3A-3D	
Report on Agenda Item 4.....	4-1/4-3
Appendix 4A-4E	
Report on Agenda Item 5.....	5-1
Appendix 5A	
Report on Agenda Item 6.....	6-1
List of Participants .....	Attachment A

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INFPL SG/3  
History of the Meeting

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## **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 implementation and 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

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- 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*
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INFPL SG/3  
Report on Agenda Item 1

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**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.

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INFPL SG/3  
Report on Agenda Item 2

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**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



INFPL SG/3  
Report on Agenda Item 2

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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

INFPL SG/3  
Report on Agenda Item 2

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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.

INFPL SG/3  
Report on Agenda Item 2

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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.

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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
<p><b>CONC. 12/20: FDPS SSRCA REQUIRED FUNCTIONALITY</b></p> <p>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</p>	Implement the Conclusion	States	Upgrade of FDPS	November 2012	Ongoing
<p><b>CONC. 12/47: MID REGION PERFORMANCE METRICS</b></p> <p>That:</p> <p>a) the following MID Region Metrics be adopted for performance monitoring of the air navigation systems:</p> <p>MID Metric 1: Number of accidents per 1,000 000 departures;</p> <p>MID Metric 2: Percentage of certified international aerodromes;</p> <p>MID Metric 3: Number of Runway incursions and excursions per year;</p> <p>MID Metric 4: Number of States reporting necessary data to the MIDRMA on regular basis and in a timely manner;</p> <p>MID Metric 5: The overall collision risk in MID RVSM airspace;</p> <p>MID Metric 6: Percentage of air navigation deficiencies priority “U” eliminated;</p> <p>MID Metric 7: Percentage of instrument Runway ends with RNP/RNAV approach procedure; and</p> <p>MID Metric 8: Percentage of en-route PBN routes implemented in accordance with the regional PBN plan.</p> <p>b) the MIDANPIRG subsidiary bodies monitor the Metrics related to their work programmes; develop associated performance</p>	Monitor performance of ANS using the endorsed metrics	MIDANPIRG & subsidiary bodies	Develop performance targets	2011	Ongoing  SL Ref.: AN 7/26.1-11/121 dated 24 May 2011

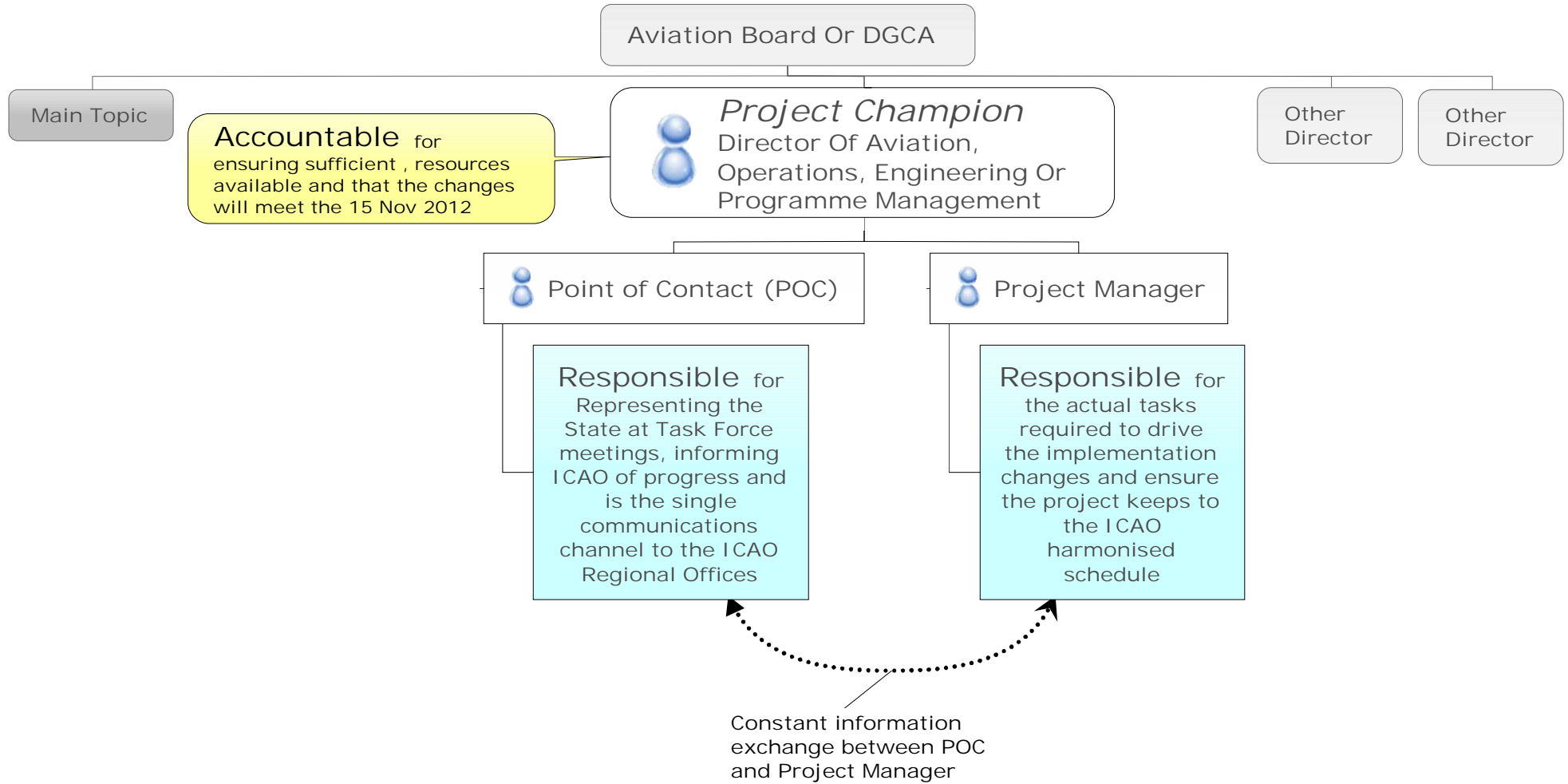
CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
targets and provide feed-back to MIDANPIRG.					
<p><b>CONC. 12/48: DATA COLLECTION FOR MID REGION PERFORMANCE METRICS</b></p> <p>That, States be invited to:</p> <ul style="list-style-type: none"> <li>a) incorporate the agreed MID Region Performance Metrics into their National performance monitoring process;</li> <li>b) collect and process relevant data necessary for performance monitoring of the air navigation systems to support the regional Metrics adopted by MIDANPIRG; and</li> <li>c) submit this data to the ICAO MID Regional Office on a regular basis.</li> </ul>	Implement the Conclusion	ICAO  States	State Letter  Include metrics into national performance monitoring  Submit data to ICAO	January 2011	Ongoing  SL Ref.: AN 7/26.1-11/121 dated 24 May 2011
<p><b>DEC. 12/49: REVIEW OF THE MID AIR NAVIGATION PLAN (ANP)</b></p> <p>That, in support to ICAO efforts to improve regional ANPs, the MIDANPIRG subsidiary bodies:</p> <ul style="list-style-type: none"> <li>a) carry out a complete review of the MID Basic ANP and FASID parts related to their Terms of Reference (TOR) and Work Programme;</li> <li>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;</li> <li>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</li> <li>d) report progress to MIDANPIRG/13.</li> </ul>	Implement the Decision	ICAO States Users	New structure, format & content of ANP/FASID	2012	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DEC. 12/50: TERMS OF REFERENCE OF THE INFPL STUDY GROUP</b></p> <p>That, the Terms of Reference and Work Programme of the INFPL Study Group be updated as at <b>Appendix 5.5G</b> to the Report on Agenda Item 5.5</p>	Implement the Decision	MIDANPIRG	Updated TOR	October 2010	Completed
<p><b>CONC. 12/51: INFPL IMPLEMENTATION DIFFICULTIES</b></p> <p>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.</p>	Implement the Conclusion	ICAO States	State Letter Completed impact study File difficulties	April 2011 October 2012	Ongoing  SL AN 6/2B – 11/027 dated 16 February 2011
<p><b>CONC. 12/52: ICAO NEW FLIGHT PLAN FORMAT IMPLEMENTATION</b></p> <p>That, MID States be urged to:</p> <ul style="list-style-type: none"> <li>a) secure necessary budget for the implementation of the ICAO New FPL Format;</li> <li>b) initiate necessary negotiation with their ATC systems manufacturers/ vendors for the implementation of necessary hardware/software changes, as soon as possible;</li> <li>c) develop National PFF related to the ICAO new FPL format project with clearly established milestones with timelines; and</li> <li>d) take all necessary measures to comply with the applicability date of 15 November 2012.</li> </ul>	Implement the Conclusion	States	Secure resources	June 2012	Ongoing  SL AN 6/2B – 11/027 Dated 16 February 2011

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 12/53: QUESTIONNAIRE ON THE STATUS OF INFPL IMPLEMENTATION</b></p> <p>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 <b>Appendix 5.5J</b> to the Report on Agenda Item 5.5, by 20 February 2011.</p>	Implement the Conclusion	States	Completed questionnaire	February 2011	Completed  SL AN 6/2B – 11/027 dated 16 February 2011
<p><b>CONC. 12/54: STRATEGY FOR THE IMPLEMENTATION OF INFPL</b></p> <p>That, MID Region Strategy for the implementation of INFPL be adopted as at <b>Appendix 5.5K</b> to the Report on Agenda Item 5.5</p>	Implement the Conclusion	MIDANPIRG/12	Adopted Strategy	October 2010	Completed
<p><b>CONC. 12/55: INFPL IMPLEMENTATION PLANS AND PROGRESS REPORT</b></p> <p>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.</p>	Implement the Conclusion	States	Progress Report	Every 3 months	Ongoing Follow-up during INFPL SG/3 scheduled 22-23 June 2011
<p><b><u>DGCA-MID/1</u></b></p> <p><b>CONC. 1/4: IMPLEMENTATION OF THE ICAO NEW FPL FORMAT</b></p> <p>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;</p>		States	Resources, Support and timely implementation INFPL		INFPL SG/3 is scheduled for 22-23 June 2011

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# Suggested FPL 2012 Organizational Chart







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.

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(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)
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# 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, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ **the date of the flight departure shall be inserted in Item 18 of the** flight plan. ~~In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off-block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.~~

- 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:

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

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

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

•1 character

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)
B	(Not allocated) LPV (APV with SBAS)	K	(MLS)
C	LORAN C	L	ILS
D	DME	M1	Omega ATC 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)
H	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)

Any alphanumeric characters not indicated above are reserved.

Explicit expressions of the following:

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



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

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)

*INSERT* the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time as specified in Doc 7910, *Location Indicators*.

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

*INSERT* ZZZZ followed, without a space, by the total estimated elapsed time, and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/ .

### THEN WITHOUT A SPACE

*INSERT* the total estimated elapsed time.

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

Destination alternate aerodrome(s) (4 characters)

*INSERT* the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space.

*OR*, if no location indicator has been assigned to the destination alternate aerodrome(s),

*INSERT* ZZZZ and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

ICAO location indicator,  
or ZZZZ and details in item  
18 preceded by DEST/,

ICAO location indicator,  
or ZZZZ and details in item  
18 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 nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

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

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

**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)

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 revised destination aerodrome,
- RMK/: Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.



# ATS related messages

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		

- EOBT and DOF flight mandatory for DLA, CHG, CNL, DEP, RQP and RQS messages.
- If no DOF then 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



**GCAA**  
الإدارة العامة للطيران المدني  
الهيئة العامة للطيران المدني  
UAE General Civil Aviation Authority

# ICAO NEW FPL format

Major changes – quick reference

## Table of Contents

ICAO NEW FPL format.....	1
ICAO New FPL format – important changes .....	3
1) Introduction.....	3
2) Applicability date.....	3
3) Major changes .....	3
a) Flight Plan (FPL) submission: .....	3
b) Item 7 - Aircraft identification:.....	3
c) Item 10a – Radio communication, navigation and approach aid equipment and capabilities: .....	3
d) Item 10b – Surveillance equipment and capabilities: .....	4
e) Item 13 – Departure aerodrome:.....	4
f) Item 15 – Route: .....	5
g) Item 16 – Destination aerodrome, estimated elapsed time and destination alternate aerodrome:.....	5
h) Item 18 – Other information: .....	5
4) ATS related messages – Major changes .....	7

## ICAO New FPL format – important changes

### 1) Introduction

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.

### 2) Applicability date

15 November 2012

### 3) Major changes

#### a) Flight Plan (FPL) submission:

- i) Flight plan shall not be submitted more than 120 hours before the estimated off-block time of a flight.
- ii) 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, date of the flight departure shall be inserted in Item 18 of the flight plan.

#### b) Item 7 - Aircraft identification:

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

#### c) Item 10a – Radio communication, navigation and approach aid equipment and capabilities:

Capabilities comprise the following elements:

- i) presence of relevant serviceable equipment on board the aircraft;
- ii) 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;
  - (2) Insert S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable.

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

10a	Description	10a	Description
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2	V	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSIM approved
J3	CPDLC FANS 1/A VDL Mode A	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 KHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

**d) Item 10b – Surveillance equipment and capabilities:**

- i) 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.

10b	Description
	SSR Modes A and C
A	Transponder – Mode A (4 digits – 4096 codes)
C	Transponder – Mode A (4 digits – 4096 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	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
	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

**e) Item 13 – Departure aerodrome:**

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

**g) Item 16 – Destination aerodrome, estimated elapsed time and destination alternate aerodrome:**

1. 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 nav aids
HAZMAT	for a flight carrying hazardous material
HEAD	a flight with Head of State status
HOSP	for a medical flight declared by medical authorities
HUM	for a flight operating on a humanitarian mission
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft
MEDEVAC	for a life critical medical emergency evacuation
NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace
SAR	for a flight engaged in a search and rescue mission
STATE	for a flight engaged in military, customs or police services

- ii) Performance Based Navigation – 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

18	Description
	RNAV Specifications
A1	RNAV 10 (RNP10)



18	Description
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)

iii) Other indicators

18	Description
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 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 for AirNavigation Services – Aircraft Operations</i> (PANS-OPS, Doc 8168), <i>Volume 1 – 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.
RALT/	ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>
TALT/	ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i> , 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)
- ii) Modification (CHG)  
Date Of Flight(DOF) mandatory, if not DOF then insert "0"  
Ex: (CHG-GABWE/A2173-EHAM0850-EDDF-DOF080122-8/I-16/EDDN)
- iii) Cancellation (CNL)  
Date Of Flight(DOF) mandatory, if not DOF then insert "0"  
Ex: (CNL-DLH522-EDBB0900-LFPO-0)
- iv) Departure (DEP)  
Date Of Flight(DOF) mandatory, if not DOF then insert "0"  
Ex: (DEP-CSA4311-EGPD1923-FNZV-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-CVMX-0)



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# ICAO 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.

- 1) The applicability date of New FPL is .....
  - a) 15 November 2012
  - b) 15 November 2011
  - c) 15 July 2012
  - d) 31 October 2011
- 2) A flight plan shall not be submitted before.....before the EOBT
  - a) 24 hours
  - b) 60 hours
  - c) 120 hours
  - d) 90 hours
- 3) A flight plan submitted more than 24 hours in advance should have .....
  - a) DOF in item 18
  - b) EOBT
  - c) Registration
  - d) Operator
- 4) The format of DOF is .....
  - a) ddmmyy
  - b)mmddy
  - c) yymmdd
  - d) yyddmm
- 5) Maximum alphanumeric character for aircraft identification is .....
  - a) 9
  - b) 8
  - c) 7
  - d) 10
- 6) ..... is not allowed in aircraft identification
  - a) hyphen
  - b) symbols
  - c) Spaces
  - d) all of these
- 7) If the aircraft is flying with registration as Callsign ..... should be in item 18
  - a) Operator
  - b) Registration
  - c) Performance
  - d) Status
- 8) If the aircraft is flying with ICAO code then .....should be in item 18
  - a) Operator
  - b) Registration
  - c) Performance
  - d) Status
- 9) Item 10a comprise .....elements
  - a) Departure AD
  - b) Destination AD
  - c) COM/NAV approach aid
  - d) Route
- 10) Item 10a comprise .....characters
  - a) Numeric
  - b) Alphabetic
  - c) Symbols
  - d) alphanumeric
- 11) Item 10b comprise .....elements
  - a) Surveillance
  - b) Deaprture AD
  - c) Route
  - d) Destination AD

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

Name:..... Date .....

Designation:..... Organization:.....

Answer sheet – to be held with supervisor

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

INFPL SG/3  
Report on Agenda Item 3

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**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.

INFPL SG/3  
Report on Agenda Item 3

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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.



INFPL SG/3  
Report on Agenda Item 3

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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.

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- 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
<b>Bahrain</b>	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
<b>Egypt</b>	Ashraf Mostafa Mohamed Korany	Director Fpt & Rpl	National Air Navigation Services Company, Aeronautical Information Centre, Cairo International Airport, T2, Cairo 11776 A..R.E.	Ashraf.korany64@yahoo.com	+22678882 +22678885	+22652460 +22652492	+012031043
<b>Iran</b>	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
<b>Iraq</b>	Adnan Mahmood Omar	Chief Briefing Officer	Baghdad International Airport	aldoor_adnan@yahoo.com			+9647901792154
<b>Jordan</b>	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
<b>Kuwait</b>	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
<b>Lebanon</b>	Ali Jammoul	AIS supervisor	Air navigation department –AIS Beirut airport -3 <sup>rd</sup> floor		+9611629023	+9611629067	+96170312539
<b>Libya</b>	Ben Yousef	Manager Air Navigation Dept.		benyousef581@yahoo.co.uk			

INFPL SG/3-REPORT  
**APPENDIX 3B**

3B-2

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
<b>Oman</b>	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
<b>Qatar</b>	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
<b>Saudi Arabia</b>	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
<b>Sudan</b>	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
<b>Syria</b>	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
<b>UAE</b>	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
<b>Yemen</b>	Abdul-Salam Abdulgalil Al- Sabeei	Chief AIS Briefing Officer	Civil Aviation Authority Sana'a		+9671 345 820	+9671 345 820	+967 777 569 323

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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
<b>Bahrain</b>	√	√ / √	<b>5</b>	<b>1july2012</b>	1 Mar 2010	Avitech	
<b>Egypt</b>	√	√ / √	<b>4</b>			Comsoft Thales	
<b>Iran</b>	√	√ / √	<b>4</b>	<b>1july 2012</b>		Avitech	Letter sent to Thales
<b>Iraq</b>	√		<b>2</b>				
<b>Jordan</b>	√	√ / √	<b>4</b>	<b>1 June 2012</b>		Avitech	
<b>Kuwait</b>	√	√ / √	<b>4</b>			Indra	
<b>Lebanon</b>	√		<b>2</b>				
<b>Libya</b>	√		<b>3</b>			INDRA	
<b>Oman</b>	√	√/√	<b>4</b>	1 july 2012	Mar 2011	Comsoft INDRA	
<b>Qatar</b>	√	√/√	<b>5</b>	<b>1 July 2012</b>	21Mar 2010	Comsoft Selex	
<b>Saudi Arabia</b>	√	√/√	<b>4</b>	<b>1 July 2012</b>	22 Jun 2010	Thales Comsoft	Contract with comsoft
<b>Sudan</b>	√	√/√	<b>3</b>			Thales	
<b>Syria</b>	√		<b>2</b>				
<b>UAE</b>	√	√/√	<b>5</b>	<b>Feb 2011</b>	TBD	Thales Comsoft	ACC Abudhabi waiting proposal
<b>Yemen</b>	√		<b>1</b>				

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

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

<b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b>	
<b>Benefits</b>	
<b>Environment</b>	<ul style="list-style-type: none"> <li>• reductions in fuel consumption and CO<sub>2</sub> emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>• facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>• optimized demand and capacity balancing through the efficient exchange of information</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• enhance safety by use of modern capabilities onboard aircraft</li> </ul>
<b>KPI</b>	<ul style="list-style-type: none"> <li>• status of implementation of ICAO new FPL provisions</li> <li>• status of updates in the FITS</li> </ul>
<b>Proposed Metrics:</b>	<ul style="list-style-type: none"> <li>• number of States meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>• number of States providing the focal points and initiated impact studies</li> </ul>

<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
<b>SDM</b>	<ul style="list-style-type: none"> <li>• Planning and implementation of transition elements</li> </ul>	2009-2012	INFPL SG	valid
	<ul style="list-style-type: none"> <li>• States to assign focal points and form and internal nucleus team</li> </ul>	2009 - 2010	States	valid
	<ul style="list-style-type: none"> <li>• ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>• ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form</li> </ul>	2009 - 2012	States	valid
	<ul style="list-style-type: none"> <li>• 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</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>• 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</li> </ul>	2009 – 2011	INFPL SG States	valid

<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	service provided by the facility itself or downstream units			
	<ul style="list-style-type: none"> <li>ensure that there are no individual State peculiarities or deviations from the flight plan provisions</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009 – 2012	INFPL SG States	valid
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009-2012	States INFPL SG	valid
	<ul style="list-style-type: none"> <li>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.</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>internal testing</li> </ul>	2009 – June 2012	States	valid
	<ul style="list-style-type: none"> <li>external testing and transition into operation</li> </ul>	1 April to 30 June 2012	States	valid
	<ul style="list-style-type: none"> <li>airspace users validation and filling of NEW FPLs if appropriate</li> </ul>	1 July to 14 November 2012	States and users	valid
	<ul style="list-style-type: none"> <li>Plan and ensure the training of relevant stakeholders (air traffic controllers, etc)</li> </ul>	2009 - 2012	States	valid
	<ul style="list-style-type: none"> <li>develop and make available, guidance material for users, including but not limited to ANSP personnel</li> </ul>	2009 - 2011	INFPL SG	valid



<i>Strategy</i> <i>Short term (2010-2012)</i> <i>Medium term (2013 - 2016)</i>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	<ul style="list-style-type: none"> <li>establish and enhance as appropriate a central depository (FITS) in order to track the implementation status</li> </ul>	Ongoing	ICAO	Completed
	<ul style="list-style-type: none"> <li>inform the ICAO regional offices on an ongoing basis</li> </ul>	Ongoing- Dec 2012	States	Valid
<b>linkage to GPIs</b>	GPI/18 Aeronautical Information			

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INFPL SG/3  
Report on Agenda Item 4

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**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.

4.2 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.

4.4 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.

4.7 The meeting noted the consequences of non-compliance with the

INFPL SG/3  
Report on Agenda Item 4

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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

INFPL SG/3  
Report on Agenda Item 4

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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.*

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

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**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 to process both PRESENT and NEW formats;
- 9) MID States shall not support PRESENT format after 15 November 2012;
- 10) 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.

## TABLE OF CONTENT

1. Objective
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

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**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.

October 2008

May 2010

December 2010

December 2011

January 2012

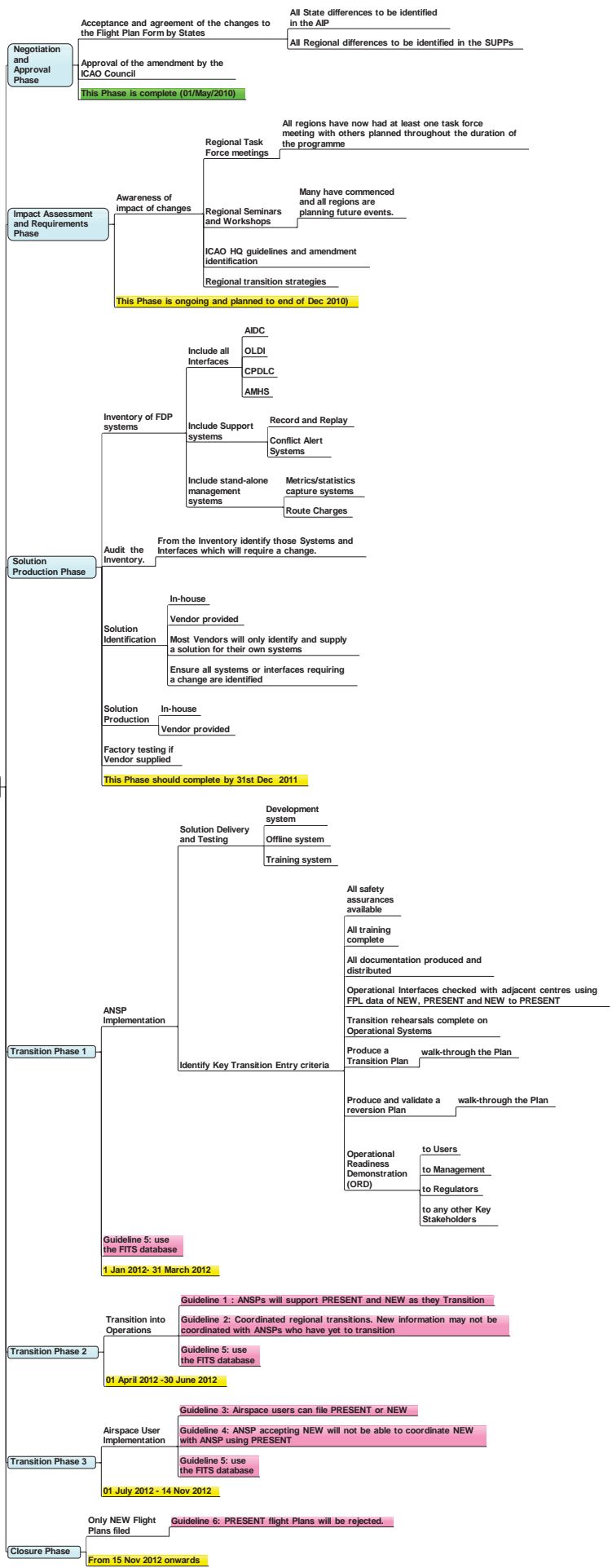
April 2012

July 2012

November 2012

### FPL 2012 Programme

Programme Phases



ID	Task Name	Duration	Start	2nd Quarter			3rd Quarter			4th Quarter			1st Quarter				
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
1	<b>Programme Phases</b>	740 days?	Tue 4/13/10														
2	<b>Negotiation and Approval Phase</b>	0 days	Mon 5/3/10														
3	Acceptance and agreement of the changes to the Flight Plan Form by States	0 days	Mon 5/3/10														
4	All State differences to be identified in the AIP	0 hrs	Mon 5/3/10														
5	All Regional differences to be identified in the SUPPs	0 hrs	Mon 5/3/10														
6	Approval of the amendment by the ICAO Council	0 hrs	Mon 5/3/10														
7	This Phase is complete (01/May/2010)	0 hrs	Mon 5/3/10														
8	<b>Impact Assessment and Requirements Phase</b>	190 days	Tue 4/13/10														
9	Awareness of impact of changes	190 days	Tue 4/13/10														
10	<b>Regional Task Force meetings</b>	175 days	Tue 5/4/10														
11	Mostly now complete during the early part of the Phase	1400 hrs	Tue 5/4/10														
12	<b>Regional Seminars and Workshops</b>	190 days	Tue 4/13/10														
13	Some have commenced and expect all to complete by the end of this year	1520 hrs	Tue 4/13/10														
14	ICAO HQ guidelines and amendment identification	320 hrs	Mon 5/3/10														
15	Regional transition strategies	200 hrs	Mon 6/28/10														
16	This Phase is ongoing and planned (Until end of Dec 2010)	1400 hrs	Mon 5/3/10														
17	<b>Solution Production Phase</b>	373 days?	Mon 8/2/10														

Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

Task: [Bar] Milestone  
Split: [Bar] Summary  
Progress: [Bar] Project Summary

External Tasks: [Bar] External Milestone  
Deadline: [Bar]

ID	Task Name	Duration	Start	2nd Quarter			3rd Quarter			4th Quarter			1st Quarter				
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
18	<b>Inventory of FDP systems</b>	<b>66 days?</b>	<b>Mon 8/2/10</b>														
19	<b>Include all Interfaces</b>	<b>22 days?</b>	<b>Mon 8/2/10</b>														
20	AIDC	176 hrs	Mon 8/2/10														
21	OLDI	176 hrs	Mon 8/2/10														
22	CPDLC	176 hrs	Mon 8/2/10														
23	AMHS	22 days?	Mon 8/2/10														
24	<b>Include Support systems</b>	<b>22 days</b>	<b>Wed 9/1/10</b>														
25	Record and Replay	176 hrs	Wed 9/1/10														
26	Conflict Alert Systems	176 hrs	Wed 9/1/10														
27	<b>Include discreet management systems</b>	<b>22 days</b>	<b>Fri 10/1/10</b>														
28	Metrics/statistics capture systems	176 hrs	Fri 10/1/10														
29	Route Charges	176 hrs	Fri 10/1/10														
30	<b>Audit the Inventory.</b>	<b>22 days</b>	<b>Mon 11/1/10</b>														
31	From the Inventory identify those Systems and Interfaces which will require a change.	176 hrs	Mon 11/1/10														
32	<b>Solution Identification</b>	<b>64 days</b>	<b>Wed 12/1/10</b>														
33	In-house	512 hrs	Wed 12/1/10														
34	Vendor provided	512 hrs	Wed 12/1/10														

External Tasks

External Milestone

Deadline

Milestone

Summary

Project Summary

Project: FPL Programme PhasesSept  
 Date: Wed 7/6/11

Page 2

ID	Task Name	Duration	Start	2nd Quarter			3rd Quarter			4th Quarter			1st Quarter						
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
35	Most Vendors will only identify and supply a solution for their own systems	512 hrs	Wed 12/1/10																
36	Ensure all systems or interfaces requiring a change are identified	512 hrs	Wed 12/1/10																
37	<b>Solution Production</b>	<b>210 days?</b>	<b>Tue 3/1/11</b>																
38	In-house	872 hrs	Wed 3/2/11																
39	In-house testing	85 days?	Mon 8/22/11																
40	Vendor provided	880 hrs	Tue 3/1/11																
41	Factory testing if Vendor supplied	640 hrs	Mon 8/29/11																
42	This Phase should complete by 31st Dec 2011	0 hrs	Sat 12/31/11																
43	<b>Transition Phase 1</b>	<b>60 days</b>	<b>Mon 1/9/12</b>																
44	<b>ANSP Implementation</b>	<b>60 days</b>	<b>Mon 1/9/12</b>																
45	<b>Solution Delivery and Testing</b>	<b>60 days</b>	<b>Mon 1/9/12</b>																
46	Development system	480 hrs	Mon 1/9/12																
47	Offline system	480 hrs	Mon 1/9/12																
48	Training system	480 hrs	Mon 1/9/12																
49	<b>Identify Key Transition Entry criteria</b>	<b>179 days?</b>	<b>Sun 7/31/11</b>																
50	All safety assurances available	1240 hrs	Mon 8/29/11																
51	All training complete	192 hrs	Wed 2/29/12																

Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

Task

Split

Progress

Milestone

Summary



Project Summary


External Tasks


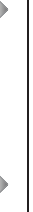
External Milestone


Deadline


ID	Task Name	Duration	Start	2nd Quarter			3rd Quarter			4th Quarter			1st Quarter				
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
52	All documentation produced and distributed	528 hrs	Mon 1/2/12														
53	Operational Interfaces checked with adjacent centres using FPL data of NEW, PRESENT and NEW to PRESENT	488 hrs	Mon 12/26/11														
54	Transition rehearsals complete on Operational Systems	48 hrs	Fri 3/16/12														
55	<b>Produce a Transition Plan</b>	<b>106 days?</b>	<b>Sun 7/31/11</b>														
56	produce a plan	67 days?	Sun 7/31/11														
57	walk-through the Plan	312 hrs	Tue 11/1/11														
58	<b>Produce and validate a reversion Plan</b>	<b>50 days?</b>	<b>Mon 12/26/11</b>														
59	produce a reversion plan	30 days?	Mon 12/26/11														
60	walk-through the Plan	160 hrs	Thu 2/2/12														
61	<b>Operational Readiness Demonstration (ORD)</b>	<b>13 days</b>	<b>Thu 3/15/12</b>														
62	to Users	104 hrs	Thu 3/15/12														
63	to Management	104 hrs	Thu 3/15/12														
64	to Regulators	104 hrs	Thu 3/15/12														
65	to any other Key Stakeholders	104 hrs	Thu 3/15/12														
66	Transition Phase 1 1 Jan 2012 - 31 March 2012	528 hrs	Mon 1/2/12														
67	<b>Transition Phase 2</b>	<b>67 days?</b>	<b>Mon 4/2/12</b>														

Task  Milestone 

Split  Summary 

Progress  Project Summary 

External Tasks 




External Milestone 




Deadline 




Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

ID	Task Name	Duration	Start	2nd Quarter			3rd Quarter			4th Quarter			1st Quarter				
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
68	Transition into Operations	528 hrs	Mon 4/2/12														
69	transition Phase 2 complete	1 day?	Mon 7/2/12														
70	<b>Transition phase 3</b>	<b>98 days</b>	<b>Tue 7/3/12</b>														
71	Airspace User Implementation	784 hrs	Tue 7/3/12														
72	transition Phase 2 complete	0 hrs	Thu 11/15/12														
73	<b>Closure phase</b>	<b>55 days</b>	<b>Fri 11/16/12</b>														
74	Only NEW Flight Plans filed	440 hrs	Fri 11/16/12														
75	End of closure Phase	0 hrs	Thu 1/31/13														

Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

Task  Milestone  External Tasks 

Split  Summary  External Milestone 


Progress  Project Summary  Deadline 


Page 5


2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter		
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<p><b>Ongoing and planned (Until end of Dec 2010)</b></p> <p><b>Solution Production Phase</b></p>																										
Project: FPL Programme PhasesSept												<div style="display: flex; justify-content: space-between;"> <div> <p>Task</p> <p>Split</p> <p>Progress</p> </div> <div> <p>Milestone</p> <p>Summary</p> <p>Project Summary</p> </div> <div> <p>External Tasks</p> <p>External Milestone</p> <p>Deadline</p> </div> </div>														
Date: Wed 7/6/11																										





2nd Quarter		3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<p><b>tems</b></p> <p><b>ntify those Systems and Interfaces which will require a change.</b></p> <p><b>use</b></p> <p><b>or provided</b></p>																										
<p>Project: FPL Programme PhasesSept Date: Wed 7/6/11</p>																										


Task 


Split 


Progress 


Milestone 

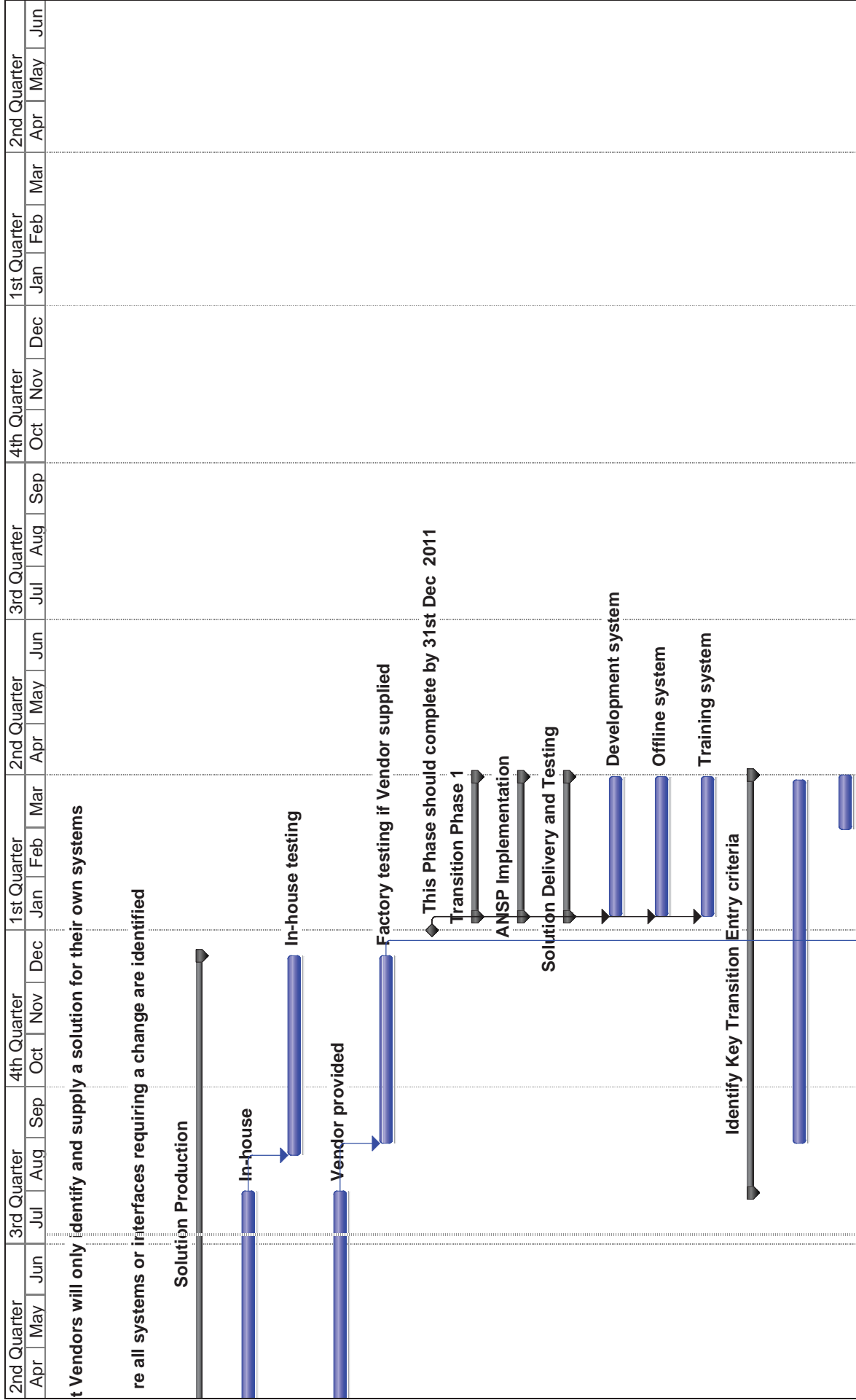
Summary 

Project Summary 

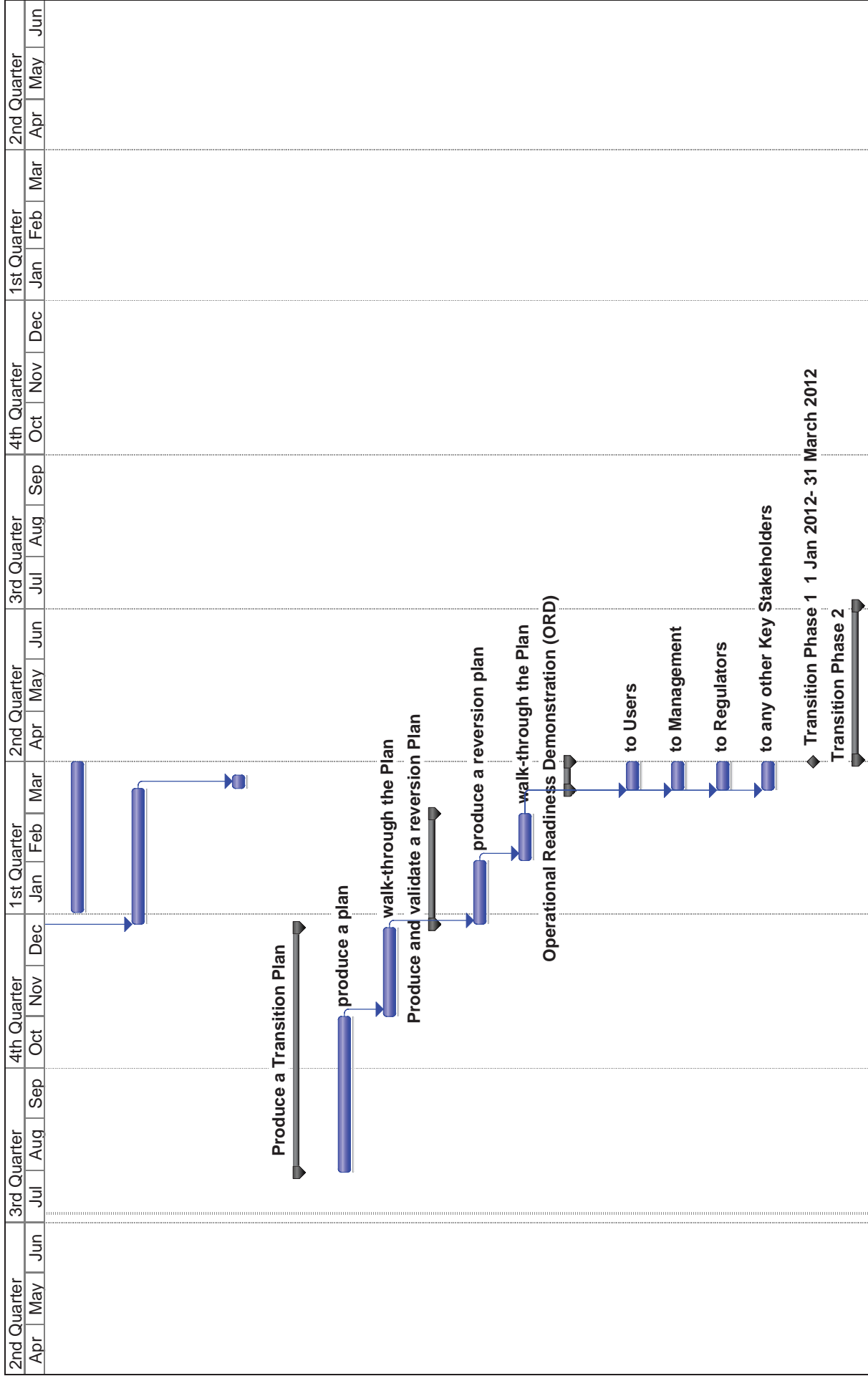
External Tasks 

External Milestone 

Deadline 

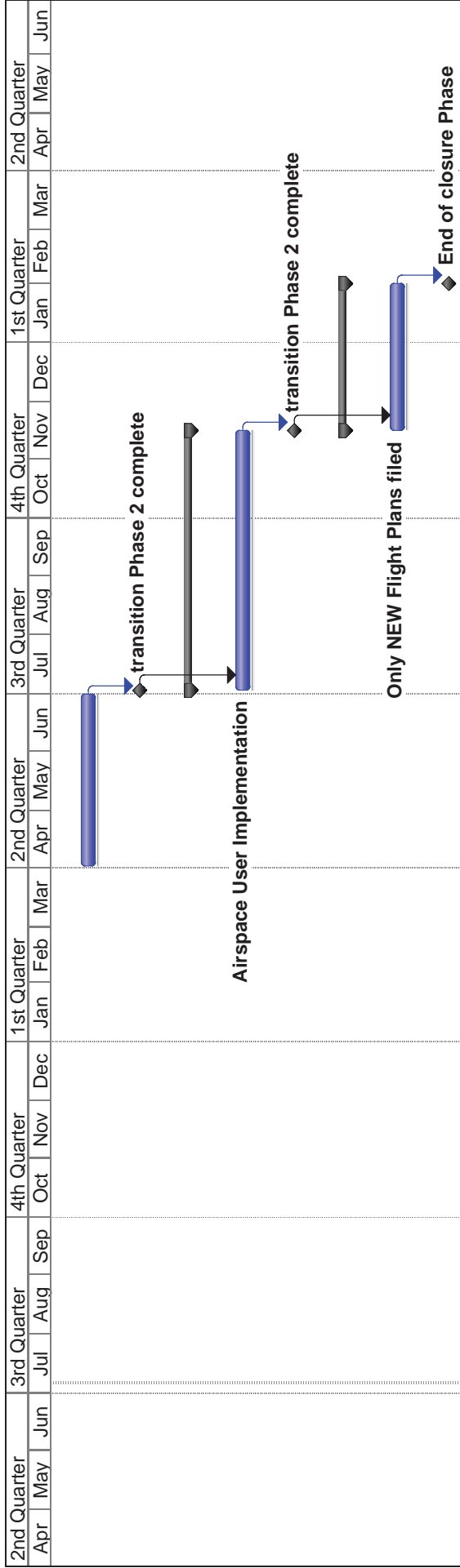


Project: FPL Programme Phases Date: Wed 7/6/11	<ul style="list-style-type: none"> <li>Task: [Blue bar]</li> <li>Split: [Dotted line]</li> <li>Progress: [Thin bar]</li> <li>Milestone: [Diamond]</li> <li>Summary: [Arrow]</li> <li>Project Summary: [Arrow]</li> <li>External Tasks: [Grey bar]</li> <li>External Milestone: [Diamond]</li> <li>Deadline: [Arrow]</li> </ul>
Page 8	



Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	



Project: FPL Programme PhasesSept  
Date: Wed 7/6/11

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-6711

25 June 2008

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/icao/net](http://www.icao.int/icao/net)). The interim edition contains the text as it was approved by the Council and provided to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. Please note that the attached amendment consists solely of a change to the ICAO model flight plan form, related ATS messages and procedures and has an applicability date of 15 November 2012. As the existing ICAO flight plan will remain in use during the interim period it is deemed premature for ICAO to distribute the blue cover State letter containing the replacement pages associated with the amendment. Therefore, the replacement pages will be distributed in October 2012. In the meantime, you may wish to use the amendment contained in this letter to begin updating your flight data processing systems to meet the new requirements which will be applicable in 2012.

4. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website ([www.icao.int/icaonet](http://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

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

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Approved Applicable</i>
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

— END —

**AMENDMENT NO. 1**  
**TO THE**  
**PROCEDURES**  
**FOR**  
**AIR NAVIGATION SERVICES**

**AIR TRAFFIC MANAGEMENT**

**(Doc 4444)**

**INTERIM EDITION**

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

**MAY 2008**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**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
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.

4.4.2.1.2 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~~ **should** be transmitted immediately after the filing of the flight plan. ~~However, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ **the date of the flight departure shall be inserted in Item 18 of the flight plan. In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.**

...

##### 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.*

<b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b>
---

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

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

- 1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. ~~OO~~TEKCGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. ~~SABENA~~OO TEKBLIZZARD CGAJS);
- 2) the aircraft is not equipped with radio;

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

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

*Note 2.— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.*

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

Flight rules

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

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

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

Type of flight

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

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

Specify status of a flight following the indicator STS in Item 18, 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	<del>(Not allocated)</del> GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	<del>(Not allocated)</del> LPV (APV with SBAS)	K	<del>(MLS)</del>
C	LORAN C	L	ILS
D	DME	M1	<del>Omega</del> ATC RTF SATCOM (INMARSAT)
E1	<del>(Not allocated)</del> FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	<del>(Not allocated)</del> Reserved for RCP
G	<del>(GNSS)</del> (See Note 2)	Q	<del>(Not allocated)</del>
H	HF RTF	R	<del>RNP type certification</del> PBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
J1	<del>(Data Link)</del> CPDLC ATN VDL Mode 2 (See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HF DL	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	<del>when prescribed by ATIS</del> VHF 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.

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

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

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

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

Note 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

- ~~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-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/ .*

<p><b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b></p>
--

*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.

<b>ITEM 15: ROUTE</b>
-----------------------

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

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

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

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

*Kilometres per hour*, expressed as K followed by 4 figures (e.g. K0830), *or*

*Knots*, expressed as N followed by 4 figures (e.g. N0485), *or*

*True Mach number*, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

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

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

*Flight level*, expressed as F followed by 3 figures (e.g. F085; F330), *or*

*\*Standard Metric Level in tens of metres*, expressed as S followed by 4 figures (e.g. S1130), *or*

*Altitude in hundreds of feet*, expressed as A followed by 3 figures (e.g. A045; A100), *or*

*Altitude in tens of metres*, expressed as M followed by 4 figures (e.g. M0840), *or*

*for uncontrolled VFR flights, the letters VFR.*

\*When so prescribed by the appropriate ATS authorities.

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

*Flights along designated ATS routes*

*INSERT,* if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

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

THEN

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

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

FOLLOWED IN EACH CASE

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

*Flights outside designated ATS routes*

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

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

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

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

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

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

(1) ATS route (2 to 7 characters)

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

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

## (2) Significant point (2 to 11 characters)

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

## — Degrees only (7 characters):

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

## — Degrees and minutes (11 characters):

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

— Bearing and distance from a ~~navigation aid~~ significant point:

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

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

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

Examples: LN/N0284A045  
MAY/N0305F180  
HADDY/N0420F330  
4602N07805W/N0500F350  
46N078W/M082F330  
DUB180040/N0350M0840

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

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

VFR if from IFR to VFR

IFR if from VFR to IFR

Examples: LN VFR

LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters)

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

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620.

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

Destination aerodrome and total  
estimated elapsed time (8 characters)

*INSERT* the ICAO four-letter location indicator of the destination aerodrome ~~followed, without a space, by the total estimated elapsed time~~ as specified in Doc 7910, *Location Indicators*,

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

*INSERT* ZZZZ ~~followed, without a space, by the total estimated elapsed time~~, and *SPECIFY* in Item 18 the name 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 ~~and~~ Alternate aerodrome(s) (4 characters)

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

*OR*, if no location indicator has been assigned to the destination alternate aerodrome(s),

*INSERT* ZZZZ and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

### ITEM 18: OTHER INFORMATION

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

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

*INSERT* 0 (zero) if no other information,

*OR*, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

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

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

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

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

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

	<b>RNAV SPECIFICATIONS</b>
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
	<b>RNP SPECIFICATIONS</b>
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  
RIF/ESP G94 CLA YPPH  
RIF/LEMD~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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 alphanumeric 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.

<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>
---

...

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

##### *Items to be transmitted*

Transmit items as indicated hereunder, unless otherwise prescribed:

- a) AFTN Priority Indicator, Addressee Indicators <<≡, Filing Time, Originator Indicator <<≡ and, if necessary, specific identification of addressees and/or originator;
- b) commencing with <<≡ (SPL:

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

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

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

- c) the AFTN Ending, as described below:

End-of-Text Signal

- a) one LETTER SHIFT
- b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

...

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

...

7.4 Instructions for insertion of RPL data

...

<b>ITEM G: SUPPLEMENTARY DATA AT</b>
--------------------------------------

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

...

### APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

#### 1. Message contents, formats and data conventions

...

##### 1.2 The standard types of field

...

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

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

...

##### 1.6 Data conventions

...

###### 1.6.3 *The expression of position or route*

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

- a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;
- b) from 2 to 5 characters, being the coded designator assigned to an en-route point;

- c) 4 numerics describing latitude in degrees and tens and units of minutes, followed by “N” (meaning “North”) or “S” (South), followed by 5 numerics describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “4620N07805W”;
- d) 2 numerics describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 numerics describing longitude in degrees, followed by “E” (East) or “W” (West). Again, the correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. “46N078W”;
- e) 2 or 3 to 5 characters being the coded identification of a navigation aid (normally a VOR) significant point, followed by 3 decimal numerics giving the bearing from the point in degrees magnetic followed by 3 decimal numerics giving the distance from the point in nautical miles. The correct number of numerics is to be made up, where necessary, by the insertion of zeros, e.g. a point at 180° magnetic at a distance of 40 nautical miles from VOR “FOJ” would be expressed as “FOJ180040”.

...

*Field Type 8 — Flight rules and type of flight*

Format:— <sup>\*</sup>  

a	b
---	---

SINGLE HYPHEN

<p>(a) <i>Flight Rules</i>  1 LETTER as follows:  I if IFR it is intended that the entire flight will be operated under the IFR  V if VFR it is intended that the entire flight will be operated under the VFR  Y if IFR first the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules  Z if VFR first the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules  <i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>
--

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

...

*Field Type 10 — Equipment and Capabilities*

Format:— 

a	/	b
---	---	---

## SINGLE HYPHEN

(a) Radio Communication, Navigation and Approach Aid Equipment and Capabilities	
	1 LETTER as follows:
N	no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable
OR	S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable ( <i>See Note 1</i> )
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)
B	(Not allocated) LPV (APV with SBAS) K (MLS) L ILS
C	LORAN C M1 Omega ATC RTF SATCOM
D	DME (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) ( <i>See Note 2</i> ) R (Not allocated)
H	HF RTF RNP type certification PBN approved
I	Inertial Navigation (see Note 54)
J1	(Data link) CPDLC ATN VDL Mode 2 ( <i>see Note 3</i> ) T TACAN
J2	CPDLC FANS 1/A HF DL U UHF 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 Z when prescribed by ATIS VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT) Other equipment carried or other capabilities ( <i>see Note 25</i> )

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

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

*Note 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 ~~carried~~ and/or capabilities on board:

SSR equipment Modes A and C

~~N Nil~~

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

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

### *SSR Mode S*

~~X Transponder — Mode S without both aircraft identification and pressure-altitude transmission~~

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

H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

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

L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

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

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

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

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

*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

–SCHH/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*).*

\* 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

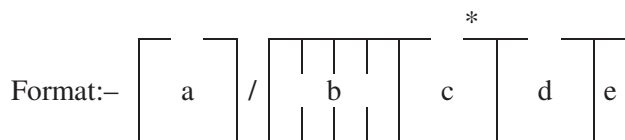
the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

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.*

...





## 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:— 


<sup>\*</sup> (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.

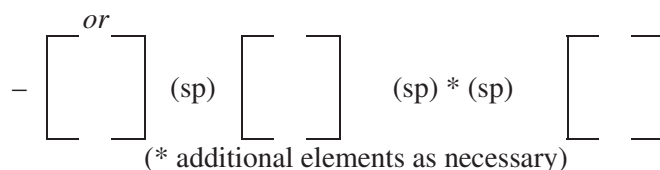
\* This field is to be terminated here if an ICAO location indicator has  
 been allocated to the arrival aerodrome.

*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



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 nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

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

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

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

<b>RNAV SPECIFICATIONS</b>	
A1	RNAV10 (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
<b>RNP SPECIFICATIONS</b>	
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 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 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*

<b>FIELD TYPE 22</b>
----------------------

<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>
4618	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

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".

...



## 2. Examples of ATS messages

...

### 2.2 Emergency messages

#### 2.2.1 Alerting (ALR) message

##### 2.2.1.1 Composition

...

<p>9 Type of aircraft and wake turbulence category</p>	-	<p>10 Equipment and capabilities</p>
--	---	--

...

<p>16</p>	<p>Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</p>
-----------	---

...

##### 2.2.1.2 Example

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

```
(ALR-INCERFA/LGGGZAZX/OVERDUE
-FOX236/A360024-IM
-C141/H-S/CD
-LGAT1020
-N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9
-EDDM0227 EDDF
-REG/A43213 EET/LYBE0020 EDM10133 REG/A43213-OPR/USAF RMK/NO
POSITION REPORT SINCE DEP PLUS 2 MINUTES
-E/0720 P/12 R/UV J/LF D/02 014 C ORANGE A/SILVER C/SIGGAH
-USAFA 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

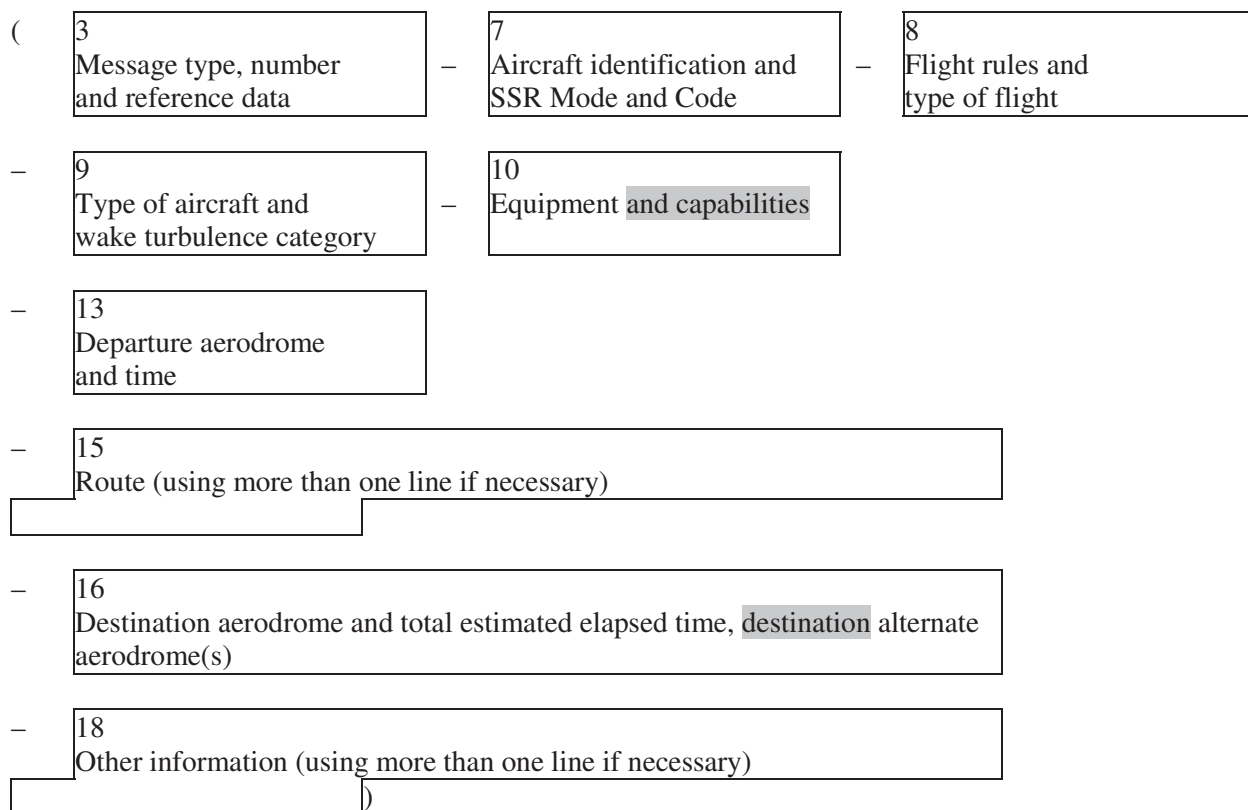
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — aircraft registration ~~A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons 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/CD
-EGLL1400
-N0450F310 G1-UG1-L9 UL9 STU285036/M082F310 UG1-UL9 52N015W LIMRI
    
```

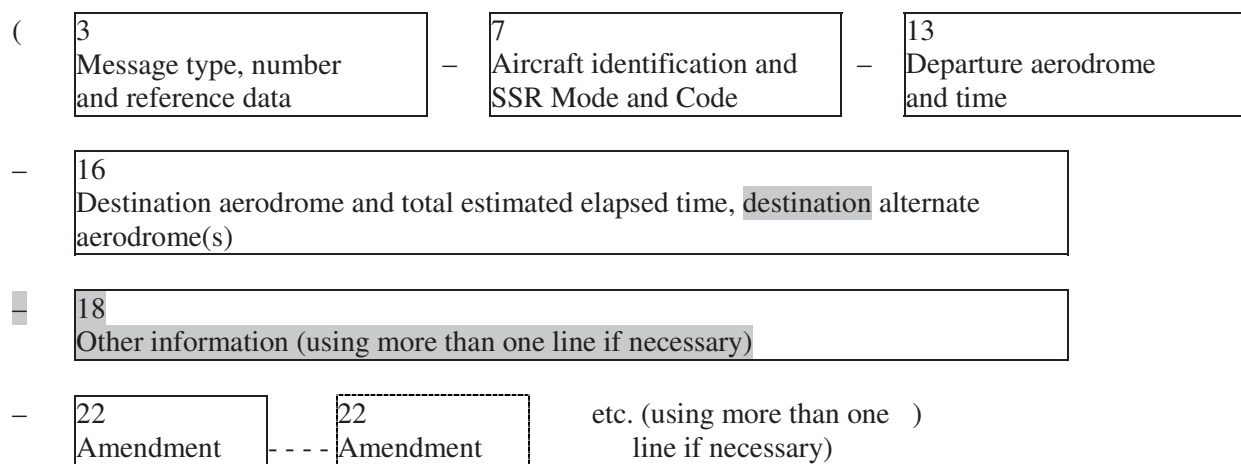
52N020W 52N030W 50N040W 49N050W  
 -CYQX0455 CYYR  
 -EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

### 2.3.1.2.1 Meaning

Filed flight plan message — aircraft identification ~~TPR~~ACA101 — IFR, scheduled flight — a Boeing 707, ~~medium~~777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, ~~Doppler~~, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ~~ADS capability~~ — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways ~~Green-1~~Lima 9 and Upper ~~Green-1~~Lima 9 to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper ~~Green-1~~Lima 9 to 52N15W LIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — ~~destination~~ alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

### 2.3.2 Modification (CHG) message

#### 2.3.2.1 Composition



#### 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)

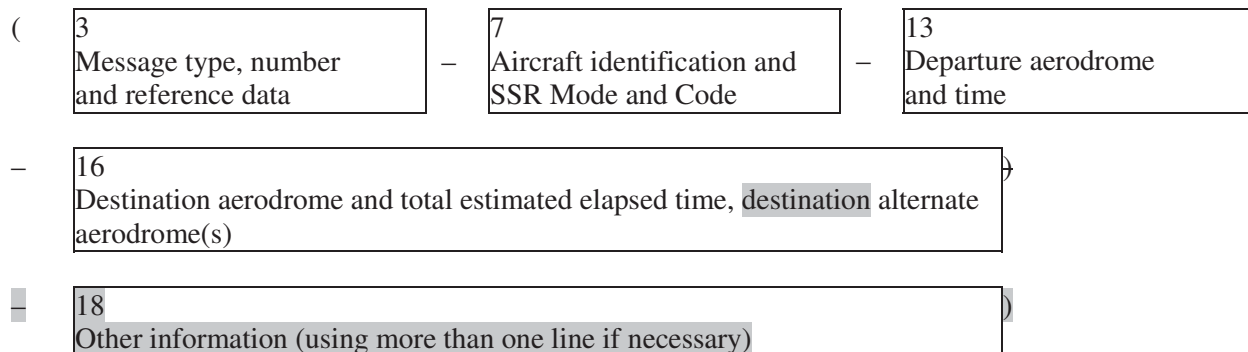
#### 2.3.2.2.1 Meaning

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-EDBB**0900**-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.

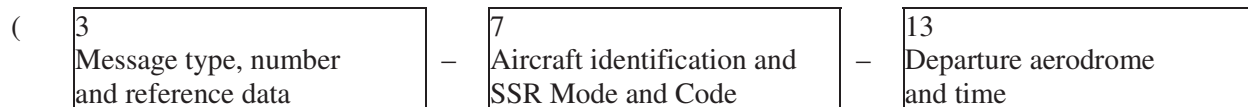
(CNLF/B127F/B055-BAW580-EDDF**1430**-EDDW-0)

##### 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



- 16  
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

- ( 3 – 7 – 13 )
- |  |   |  |   |                                    |
|--|---|--|---|------------------------------------|
| 3<br>Message type, number and reference data | – | 7<br>Aircraft identification and SSR Mode and Code | – | 13<br>Departure aerodrome and time |
|--|---|--|---|------------------------------------|
- 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.

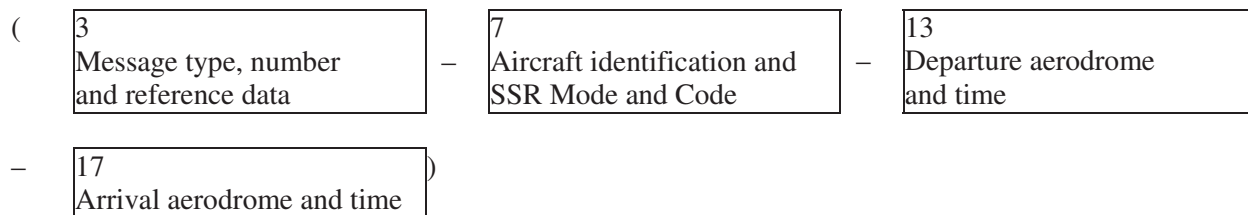
(DEP-CSA4311-EGPD1923-ENZV-0)

##### 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



#### 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/Ruzyně 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-~~HEL13~~HHE13-EHAM-1030 DEN HELDER)

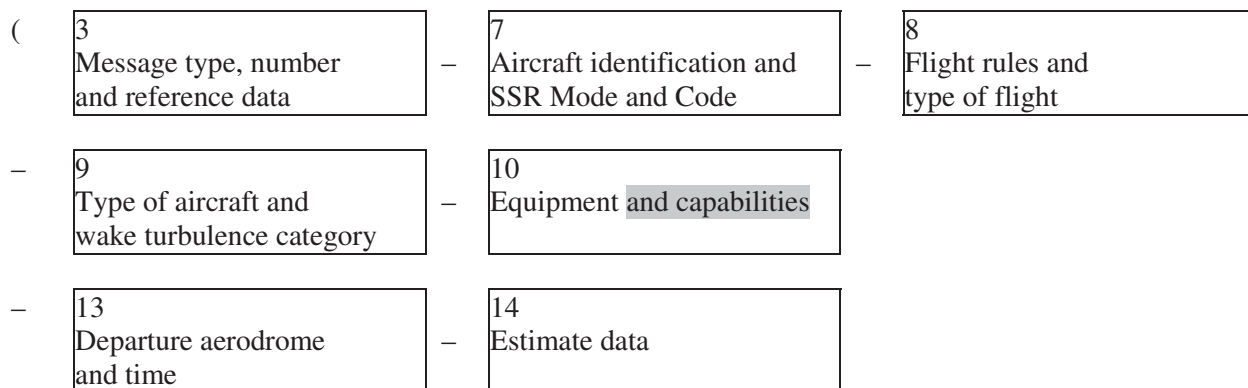
#### 2.3.6.3.1 Meaning

Arrival message aircraft identification ~~HEL13~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

## 2.4 Coordination messages

### 2.4.1 Current flight plan (CPL) message

#### 2.4.1.1 Composition



- 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.*

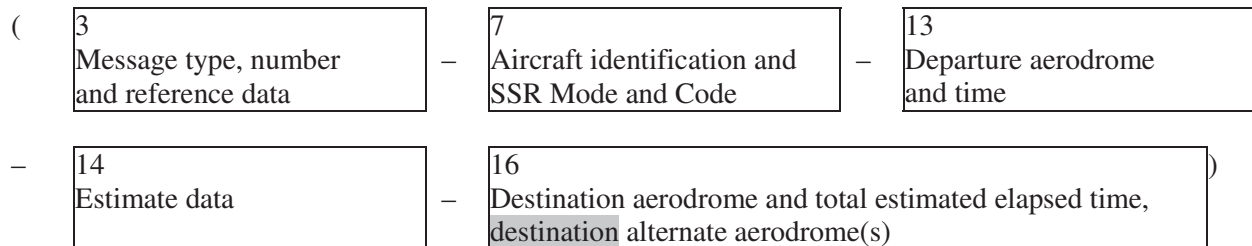
#### 2.4.1.4 Meaning

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

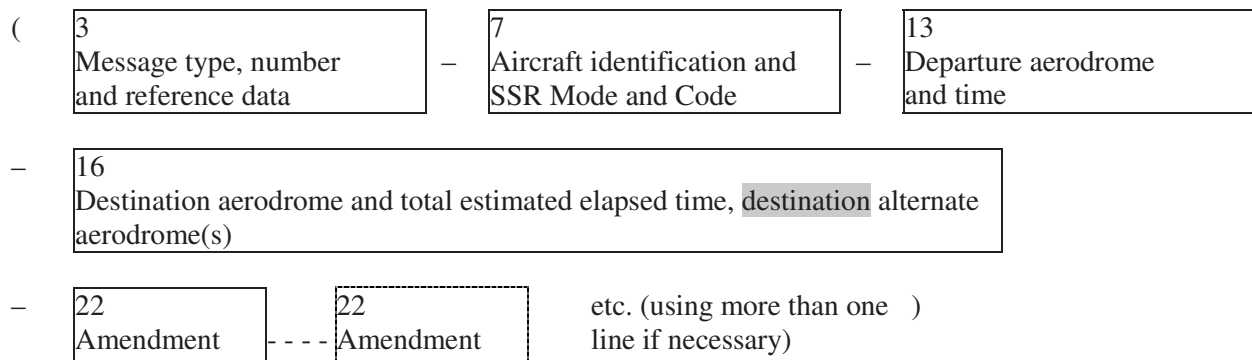
##### 2.4.2.1 Composition



...

#### 2.4.3 Coordination (CDN) message

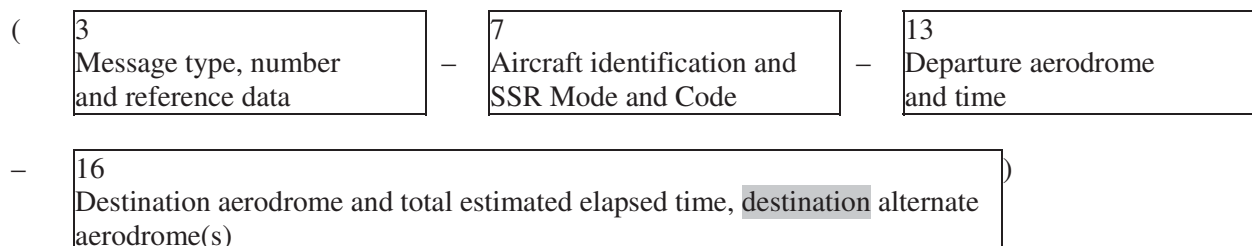
##### 2.4.3.1 Composition



...

#### 2.4.4 Acceptance (ACP) message

##### 2.4.4.1 Composition



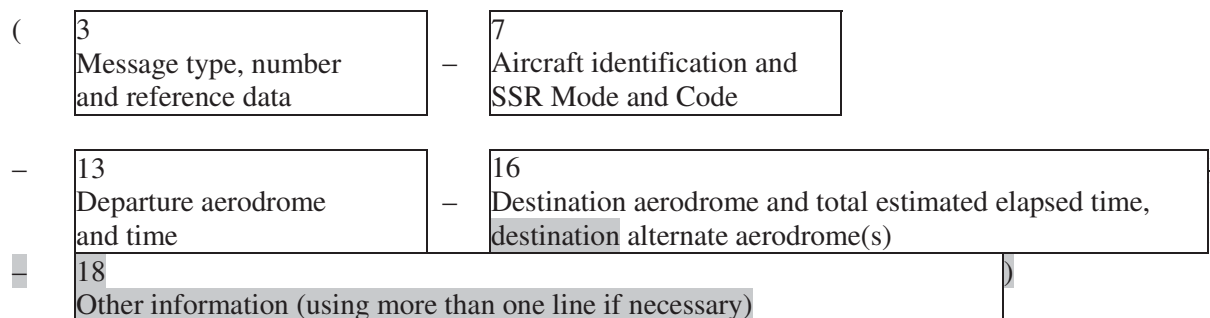
...



## 2.5 Supplementary messages

### 2.5.1 Request flight plan (RQP) message

#### 2.5.1.1 Composition



#### 2.5.1.2 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.

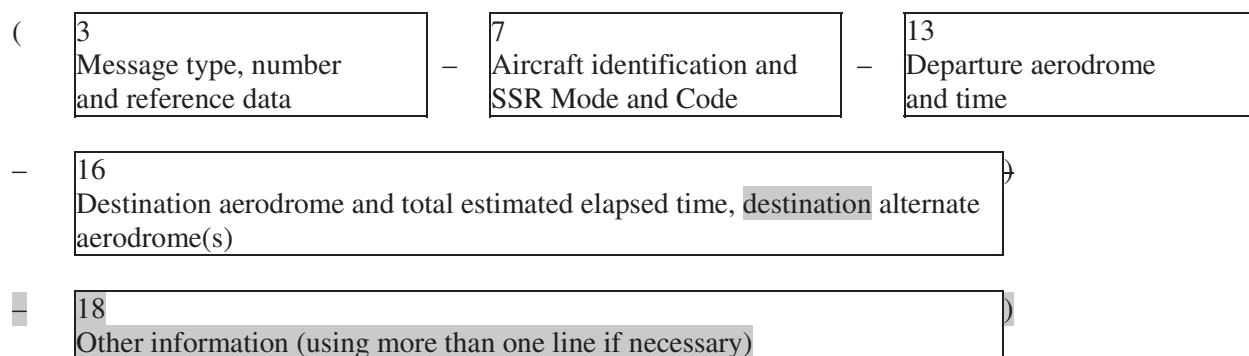
(RQP-PHOEN-EHRD-EDDL-0)

#### 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.

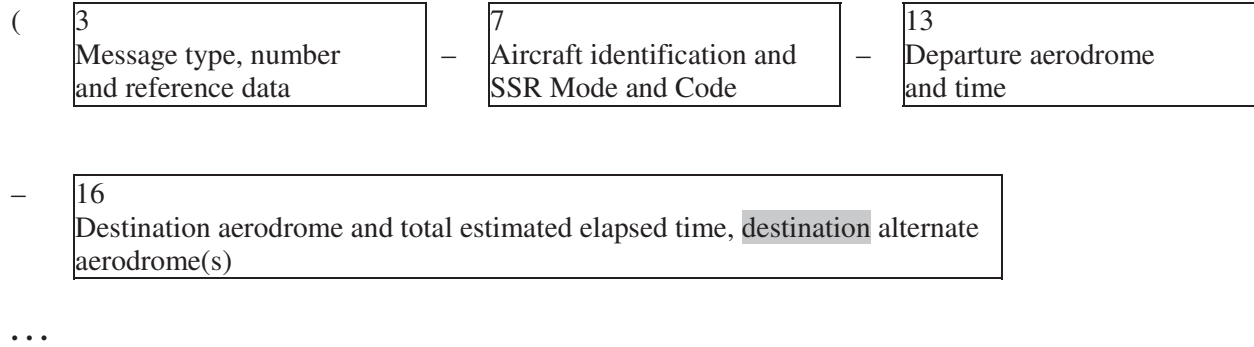
(RQS-KLM405/A4046-EHAM-CYMX-0)

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*



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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)

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

5.5. The present flight planning environment supports a variety of means of filing flight plans. For example flight plans can be filed directly by the airspace user to each ANSP individually or flight

plans can be filed by the airspace user at one location and then the ATM system distributes the flight plan. Amendment 1 does not specifically change these options; however the means of transitioning to Amendment 1 may impose some requirements during the transition.

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

## **6. IMPLEMENTATION GUIDELINES**

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

### **6.2. Guideline 1**

- a) As each ANSP transitions to NEW, it is essential that they also support PRESENT until the applicability date of 15 November 2012.
- b) There is no requirement for ANSPs to accept and process PRESENT after the applicability date, unless specified by the appropriate authority.
- c) This guideline relates to the situation when some ANSPs and/or airspace users do not implement the flight planning changes until the end of the transition period.

### **6.3. Guideline 2**

- a) PIRGs are encouraged to plan and publish regional implementations sufficiently in advance of the applicability date so that airspace users and ANSPs can respond to and resolve any unforeseen operational issues.
- b) It is anticipated that implementation will occur progressively as each PIRG works with their member States/international organizations and airspace users to coordinate a regional transition prior to 15 November 2012.
- c) Transition plans should encourage all ANSPs to transition to NEW a certain period of time prior to 15 November 2012 to allow airspace users a transition period to NEW before the applicability date.
- d) Transition plans should take into account that the airspace user may not be able to make use of the new opportunities provided by NEW until an ANSP has transitioned. Even then, use of NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned.

### **6.4. Guideline 3**

- a) During the transition period and after an ANSP has advised that they can accept NEW, the determination to file NEW or PRESENT with that ANSP is the choice of the airspace user.

- b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.
- c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

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

**6.5. Guideline 4**

- a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.
- b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).
- c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.
- d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

**6.6. Guideline 5**

- a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.
- b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.
- c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.



## 6.7.

**Guideline 6**

- a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.
- b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.
- c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.
- d) There is no intent for PRESENT to be converted to NEW during the transition period.

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

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

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.
- CAUTION: Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

Com-Nav	NEW data in these columns		Converts to PRESENT data in these columns	
	Item 10	Item 18	Item 10	Item 18
	N		N	
	S		VOL	
	SF		S	
	A		Z	NAV/GBAS
	B		Z	NAV/LPV
	C		C	
	D		D	
	E1		J	DAT/n
	E2		J	DAT/n
	E3		J	DAT/n
	F		F	
	G	NAV/nnnn	G	
	H		H	
	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
O		O	
P1-P9(Reserved)			
R	PBN/nn	Z	NAV/nnnn

Com-Nav	NEW data in these columns		Converts to PRESENT data in these columns	
	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	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

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**STATUS OF IMPLEMENTATION OF INFPL IN THE MID REGION**

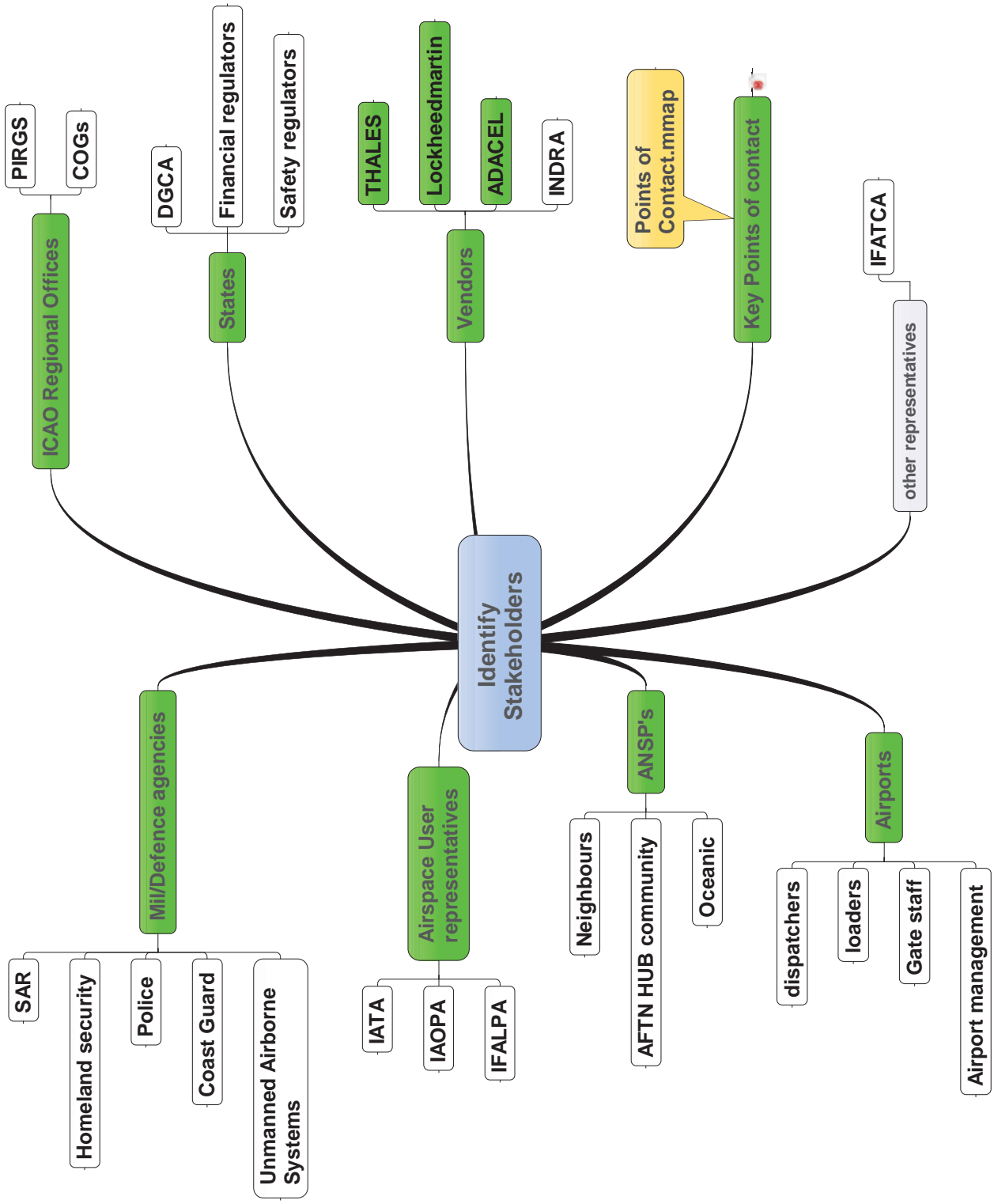
	<b>Focal point</b>	<b>Manf. cont / Budget</b>	<b>Milestone</b>	<b>Date of Acceptance of new format</b>	<b>Date of Submission of Implem. Plan</b>	<b>Vendors involved</b>	<b>Remarks</b>
<b>Bahrain</b>	√	√ / √	<b>5</b>	<b>1july2012</b>	1 Mar 2010	Avitech	
<b>Egypt</b>	√	√ / √	<b>4</b>			Comsoft Thales	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

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

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- 1. Need to identify Key Points of Contact for each Stakeholder
- 2. Need to send out kick off letter of introduction to all stakeholders



**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;
- 10) 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.

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## **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

<b>Environment</b>	<ul style="list-style-type: none"> <li>reductions in fuel consumption and CO<sub>2</sub> emission utilizing proper flight planning and aircraft capabilities are known in advance to ANSP</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>optimized demand and capacity balancing through the efficient exchange of information</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>enhance safety by use of modern capabilities onboard aircraft</li> </ul>
<b>KPI</b>	<ul style="list-style-type: none"> <li>status of implementation of ICAO new FPL provisions</li> <li>status of updates in the FITS</li> </ul>
<b>Proposed Metrics:</b>	<ul style="list-style-type: none"> <li>number of States meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>number of States providing the focal points and initiated impact studies</li> </ul>

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

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
<b>SDM</b>	<ul style="list-style-type: none"> <li>Planning and implementation of transition elements</li> </ul>	2009-2012	INFPL SG	valid
	<ul style="list-style-type: none"> <li>States to assign focal points and form and internal nucleus team</li> </ul>	2009 - 2010	States	valid
	<ul style="list-style-type: none"> <li>ensure that enabling regulatory (regulations procedures, AIP etc..) provisions are developed</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form</li> </ul>	2009 - 2012	States	valid
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009 – 2011	INFPL SG States	valid
	<ul style="list-style-type: none"> <li>ensure that there are no</li> </ul>	2009- 2012	States	valid

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

<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	individual State peculiarities or deviations from the flight plan provisions			
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009 – 2012	INFPL SG States	valid
	<ul style="list-style-type: none"> <li>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</li> </ul>	2009-2012	States INFPL SG	valid
	<ul style="list-style-type: none"> <li>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.</li> </ul>	2009- 2012	States	valid
	<ul style="list-style-type: none"> <li>internal testing</li> </ul>	2009 – June 2012	States	valid
	<ul style="list-style-type: none"> <li>external testing and transition into operation</li> </ul>	1 April to 30 June 2012	States	valid
	<ul style="list-style-type: none"> <li>airspace users validation and filling of NEW FPLs if appropriate</li> </ul>	1 July to 14 November 2012	States and users	valid
	<ul style="list-style-type: none"> <li>Plan and ensure the training of relevant stakeholders (air traffic controllers, etc)</li> </ul>	2009 - 2012	States	valid
	<ul style="list-style-type: none"> <li>develop and make available, guidance material for users, including but not limited to ANSP personnel</li> </ul>	2009 - 2011	INFPL SG	valid

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

<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	<ul style="list-style-type: none"> <li>• establish and enhance as appropriate a central depository (FITS) in order to track the implementation status</li> </ul>	Ongoing	ICAO	Completed
	<ul style="list-style-type: none"> <li>• inform the ICAO regional offices on an ongoing basis</li> </ul>	Ongoing- Dec 2012	States	Valid
<b>linkage to GPIs</b>	GPI/18 Aeronautical Information			

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## JORDAN INFPL Implementation PFF

<b>IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS</b>				
<b>BENEFITS</b>				
Environment	Reductions in fuel consumption.			
Safety	Enhance safety by use of modern capabilities on board aircraft			
Efficiency	<ul style="list-style-type: none"> <li>• Ability of air navigation services providers to make maximum use of aircraft capabilities.</li> <li>• Ability of aircraft to conduct flights more closely to their preferred destinations.</li> <li>• Facilitate utilization of advanced technologies.</li> </ul>			
Short term Strategy (2010-2012)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
	Take all necessary measures to implement the provisions of amendment 1 to the 15 <sup>th</sup> edition of the PANS-ATM Doc 4444 with applicability date 15 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:	<ul style="list-style-type: none"> <li>• Amendment 1 to 15<sup>th</sup> edition of PANS-ATM Doc 4444.</li> <li>• ICAO guidance material for implementation.</li> <li>• MID region-interim strategy for the implementation of INFPL format.</li> </ul>			

## OMAN INFPL Implementation PFF

<b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b>	
<b>Benefits</b>	
<b>Environment</b>	<ul style="list-style-type: none"><li>• reductions in fuel consumption and CO2 emission</li></ul>
<b>Efficiency</b>	<ul style="list-style-type: none"><li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li><li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li><li>• facilitate utilization of advanced technologies thereby increasing efficiency</li><li>• optimized demand and capacity balancing through the efficient exchange of information</li></ul>
<b>Safety</b>	<ul style="list-style-type: none"><li>• enhance safety by use of modern capabilities onboard aircraft</li></ul>
<b>KPI</b>	<ul style="list-style-type: none"><li>• status of implementation of ICAO new FPL provisions</li><li>• status of updates in the FITS</li></ul>
<b>Proposed Metrics:</b>	<ul style="list-style-type: none"><li>• number of States meeting the deadline for implementation of the ICAO new FPL provisions</li><li>• number of States providing the focal points and initiated impact studies</li></ul>



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	States	Valid
<b>linkage to GPIs</b>	GPI/18 Aeronautical Information, GPI/5 RNAV and RNP (Performance-based navigation), GPI/9 Situational Awareness			

## SAUDI ARABIA INFPL Implementation PFF

### SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE ATM PERFORMANCE OBJECTIVES

<b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b>				
<b>Benefits</b>				
<b>Environmental Efficiency</b>	<ul style="list-style-type: none"> <li>• reductions in fuel consumption</li> <li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li> </ul>			
	<ul style="list-style-type: none"> <li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>• facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>• optimized demand and capacity balancing through the efficient exchange of information</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>• enhance safety by use of modern capabilities onboard aircraft.</li> </ul>			
<b>KPI</b>	<ul style="list-style-type: none"> <li>• status of implementation of ICAO new FPL provisions</li> <li>• provision of updates for the FITS</li> </ul>			
<b>Proposed Metrics</b>	<ul style="list-style-type: none"> <li>• meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>• provision of a focal point and relevant update studies.</li> </ul>			
<b>Strategy</b>				
<b>Short Term (2008 - 2010)</b>				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
<b>ATM Systems</b>	(a) Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.	2010 – 2011	SED/ATM	<b>Ongoing</b>
	(b) Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP & RQS.	2010 – 2011	SED/ATM	<b>Ongoing</b>
	(c) Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.	2010 – 2011	SED/ATM	<b>Ongoing</b>
	(d) Dammam new APP Thales – as for	2010 – 2011	SED/ATM	<b>Ongoing</b>

	<p>Jeddah/Riyadh systems above.</p> <p><b>(e)</b> ) 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.</p> <p><b>(f)</b> Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.</p>	<p><b>DEC 2011</b></p>	<p><b>Performance Based IMPL. Group</b></p>	<p><b>Ongoing</b></p>
		<p><b>2010 – 2011</b></p>	<p><b>SED/ATM</b></p>	<p><b>Ongoing</b></p>
<p><b>2. Message Switching System</b></p>	<p><b>(a)</b> Jeddah, Riyadh &amp; 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.</p> <p><b>(b)</b> The AIT 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.</p>	<p><b>DEC 2011</b></p>	<p><b>SED/AT</b></p>	<p><b>Ongoing</b></p>
		<p><b>DEC 2011</b></p>	<p><b>SED/AT</b></p>	<p><b>Ongoing</b></p> <p><b>To change AIT terminals for CADAS</b></p>
<p><b>3. RSAF</b></p>	<p>Advise RSAF of the requirements of Amendment 1.</p>	<p><b>NOV 2010</b></p>	<p><b>ATM</b></p>	<p><b>Completed</b></p>

<b>4. Airline Operators</b>	(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. See Note 1 under Remarks.	<b>NOV 2011</b>	<b>SAUDIA/SED/AT</b>	<b>Ongoing</b>
	(b) Other airlines – no action required except for those who make use of the AIT application. See Note 2 under Remarks.	<b>MID 2011</b>	<b>Airline Ops/SED/AT</b>	<b>Ongoing</b> <b>Terminals to change to CADAS</b>
<b>5. Documentation</b>	(a) KSA AIP – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/AIS</b>	<b>Ongoing</b>
	(b) ATSP 7300.1.1 – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM</b>	<b>Ongoing</b>
	(c) ATSP 7300.1.2 (Centers) – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/ATS Centers</b>	<b>Ongoing</b>
	(d) ATSP 7300.1-3 – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>
	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	<b>DEC 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>

<b>6. Training</b>	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.	<b>2010 - 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>
<b>7. Testing</b>	(a) Internal Testing	<b>2010 – JUN 2012</b>	<b>ATM/AT/SED/ System Vendor</b>	<b>Ongoing</b>
	(b) External Testing	<b>1 APR – 30 JUN 2012</b>	<b>ATM/SED (System Vendor?)</b>	<b>Ongoing</b>
	(c) User Testing	<b>1 JUL – 14 NOV 2012</b>	<b>Airline Opr./ATM/ SED</b>	<b>Ongoing</b>
<b>8. KSA Contingency Plan (KSA INFPL Implementation Plan)</b>	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	<b>1 JUL – DEC 2010</b>	<b>KSA INFPL Group</b>	<b>Ongoing – Draft complete AUG 2010</b>

#### **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
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

- END -

**NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT**

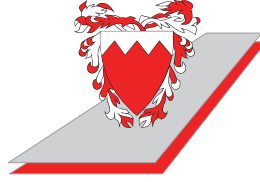
<b>STATE</b>	<b>NAME</b>	<b>TITLE</b>	<b>ADDRESS</b>	<b>EMAIL</b>	<b>FAX</b>	<b>TEL</b>	<b>MOBILE</b>
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Kingdom of Bahrain  
Civil Aviation Affairs  
Air Navigation Directorate



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

Prepared for:

### **Aeronautical Information Service**

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3	ICAO-MIDANPIRG	HQ	CAIRO
4	AIS/M Section	All staff	BCAA
5			
6			
7			
8			

# **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

Part Table of Contents	Page No.	Amendment No.	Date of Amendment



# Bahrain International Airport

## Contents

	<b>Title</b>	<b>Page</b>
1	Introduction	6
2	Terminology	7
3	Date Of Flight	7
4	Conversion from NEW format to PRESENT format	10
5	Differentiating between NEW format and PRESENT format	15
6	ATS Messages	16
7	Appendix 1 Status	19

## **INTRODUCTION**

### **MISSION**

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 15<sup>th</sup> 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, 15<sup>th</sup> Edition.

**NEW** format is defined as ICAO flight planning and ATS message formats specified in Amendment 1 to DOC 4444, 15<sup>th</sup> 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

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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 RTE, 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/ PBN/	One or more of the approved specified entries, separated by spaces 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.

<b>‘NEW’ Data Content</b>		<b>Conversion to ‘PRESENT’ Data Content</b>	
<b>Field 10a</b>	<b>Item 18</b>	<b>Field 10a</b>	<b>Item 18</b>
N		N	
S		V O L	
S F		S	
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
H		H	
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

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
O		O	
P1-P9		<i>Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).</i>	
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	P R	NAV/RNP1

'NEW' Data 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
T		T	
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

*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	
A		A	
C		C	
E		S	
H		S	
I		I	

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
L		S D	
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	

*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
<b>Item 18</b>	<b>Item 18</b>
STS/	STS/ copy text over Except change "ATFMX" to "ATFMEXEMPTAPPROVED"
SUR/	RMK/ SUR <text after SUR/>
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/>

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

- (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

#### Flight Plan Cancellation (CNL) Messages

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

#### Delay (DLA) Messages

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

#### Departure (DEP) Messages

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

#### 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)

#### Request Supplementary Flight Plan (RQS) Messages

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

#### Arrival (ARR) Messages

- (ARR-ABC123-NZAA-VTBS1315)
- (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 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 I/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**

<b>Comparison Table of the Current and New Flight Plan</b>				
	Present Flight Plan	New Flight Plan	status	Remark
	<p><b>4.4 FLIGHT PLAN</b></p> <p>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.</p> <p><i>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.</i></p>	<p><b>4.4.1 Flight plan form</b></p> <p><i>Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.</i></p> <p>...</p> <p>4.4.1.3 Operators and air traffic services units should comply with:</p> <p>a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; <b>and</b></p> <p><b>b) any constraints identified in relevant Aeronautical Information Publications (AIPs).</b></p> <p><i>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.</i></p> <p><i>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.</i></p>	closed	
	<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p>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.</p> <p>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.</p>	<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p><b>4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.</b></p> <p>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.</p> <p>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</p>	closed	

	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.		
<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p><b>11.4.2 Movement and control messages</b></p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>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.</p> <p>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.</p> <p><i>Note.— See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or</i></p>	<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p>...</p> <p><b>11.4.2 Movement and control messages</b></p> <p>...</p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>...</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>...</p> <p>11.4.2.2.2.5 FPL messages <b>should</b> be transmitted immediately after the filing of the flight plan., <b>If</b> a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, <b>that the date of the flight departure shall be inserted in Item 18 of the</b> flight plan.</p> <p>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. <b>Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.</b></p> <p><i>Note.— See 11.4.2.3.4 concerning notification of a change to coordination data contained in a previously transmitted current flight plan or</i></p>	closed	

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

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



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

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

<p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p>X Transponder — Mode S without both aircraft identification and pressure-altitude transmission</p> <p>P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressurealtitude transmission</p> <p>S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.</p> <p><i>ADS equipment</i></p> <p>D ADS capability</p>	<p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p><b><i>SSR Mode S</i></b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure altitude, but no aircraft identification capability</p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification capability</p> <p>X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability</p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p> <p><b><i>ADS- B</i></b></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADB-B with dedicated 1090 MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b></p> <p><b>U2 ADS-B “out” and “in” capability using UAT</b></p> <p><b>V1 ADS-B “out” capability using VDL Mode 4</b></p> <p><b>V2 ADS-B “out” and “in” capability using VDL Mode 4</b></p> <p><b><i>ADS-C</i></b></p>		
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	<p><b>D1 ADS-C with FANS 1/A capabilities</b>  <b>G1 ADS-C with ATN capabilities</b></p> <p>Alphanumeric characters not indicated above are reserved.  <b>Example: ADE3RV/HB2U2V2G1</b>  <i>Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .</i></p>		
<b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b>	<b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b>	closed	
<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome,</p> <p><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/ ,</p> <p><i>OR</i>, if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/ .</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time,</p> <p><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</p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i>, in Item 18, the name <b>and location</b> of the aerodrome preceded by DEP/ ,</p> <p><b><i>OR</i>, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,</b></p> <p><i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time <b>(EOBT)</b></p> <p>, <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.</p>	closed	
<b>ITEM 15: ROUTE</b>	<b>ITEM 15: ROUTE</b>	closed	
<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.  <i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.  <i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	closed	
(a) Cruising speed (maximum 5 characters)	(a) Cruising speed (maximum 5 characters)	closed	
<p><i>INSERT</i> the <i>True airspeed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour</i>, expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p> <p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p>	<p><i>INSERT</i> the <i>True Air Speed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour</i>, expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p> <p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p>		

<p><i>True Mach number</i>, 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).</p>	<p><i>True Mach number</i>, 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).</p>		
<p>(b) Cruising level (maximum 5 characters)</p>	<p>(b) Cruising level (maximum 5 characters)</p>	<p>closed</p>	
<p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p><i>*Standard metric level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR.</i></p>	<p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p><i>*Standard Metric Level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR</i></p> <p><i>*When so prescribed by the appropriate ATS authorities..</i></p>	<p>closed</p>	
<p>(c) Route (including changes of speed, level and/or flight rules)</p>	<p>(c) Route (including changes of speed, level and/or flight rules)</p>	<p>closed</p>	
<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT</i>, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</p> <p><i>OR</i>, 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.</p> <p>THEN</p> <p><i>INSERT</i> 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,</p> <p><i>* When so prescribed by the appropriate ATS authorities.</i></p> <p><i>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.</i></p> <p><i>FOLLOWED IN EACH CASE</i></p>	<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT</i>, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</p> <p><i>OR</i>, 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.</p> <p>THEN</p> <p><i>INSERT</i> each point at which either a change of speed <b>and/or</b> level is <b>planned to commence</b>, or a change of ATS route, and/or a change of flight rules is planned,</p> <p><i>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.</i></p> <p><i>FOLLOWED IN EACH CASE</i></p>	<p>closed</p>	

<p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space</p>	<p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space.</p>		
<p>(1) ATS route (2 to 7 characters)</p>	<p>(1) ATS route (2 to 7 characters)</p>	<p>closed</p>	
<p><i>The coded designator</i> 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).</p> <p><i>Note.— Provisions for the application of route</i></p>	<p><i>The coded designator</i> 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).</p> <p><i>Note.— Provisions for the application of route</i></p>	<p>closed</p>	



<p><i>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).</i></p>	<p><i>designators are contained in Annex 11, Appendix 1,</i></p>		
<p>(2) Significant point (2 to 11 characters)</p>	<p>(2) Significant point (2 to 11 characters)</p>	<p>closed</p>	
<p><i>The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>or, if no coded designator has been assigned, one of the following ways:</i></p> <p>— <i>Degrees only (7 characters):</i></p> <p>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.</p> <p>— <i>Degrees and minutes (11 characters):</i></p> <p>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.</p> <p>— <i>Bearing and distance from a navigation aid:</i></p> <p>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.</p>	<p><i>The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>Or, if no coded designator has been assigned, one of the following ways:</i></p> <p>— <i>Degrees only (7 characters):</i></p> <p>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.</p> <p>— <i>Degrees and minutes (11 characters):</i></p> <p>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.</p> <p>— <i>Bearing and distance from a significant point:</i></p> <p>The identification of the <b>significant point, followed by the bearing from the point</b> in the form of 3 figures giving degrees magnetic, <b>followed by the distance from the point</b> in the form of 3 figures expressing nautical miles. <b>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.</b> 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</p>	<p>closed</p>	
<p>(3) Change of speed or level (maximum 21 characters)</p>	<p>(3) Change of speed or level (maximum 21 characters)</p>	<p>closed</p>	
<p><i>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</i></p>	<p><i>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</i></p>	<p>closed</p>	

<p>exactly as in (a) and (b) above, without a space between them, <i>even when only one of these quantities will be changed.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>	<p><i>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.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>		
<p>(4) Change of flight rules (maximum 3 characters)</p>	<p>(4) Change of flight rules (maximum 3 characters)</p>	closed	
<p><i>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:</i></p> <p>VFR if from IFR to VFR IFR if from VFR to IFR</p> <p>Examples: LN VFR LN/N0284A050 IFR</p>	<p><i>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:</i></p> <p>VFR if from IFR to VFR IFR if from VFR to IFR</p> <p>Examples: LN VFR LN/N0284A050 IFR</p>		
<p>(5) Cruise climb (maximum 28 characters)</p>	<p>(5) Cruise climb (maximum 28 characters)</p>	closed	
<p><i>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.</i></p>	<p><i>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.</i></p>		
<p>Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620</p>	<p>Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620</p>	closed	
<p><b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b></p>	<p><b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b></p>	closed	
<p>Destination aerodrome and total estimated elapsed time (8 characters)</p>	<p>Destination aerodrome and total estimated elapsed time (8 characters)</p>	closed	
<p><i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT ZZZZ</i> followed, without a space, by the total estimated elapsed time, and <i>SPECIFY</i> in Item</p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome <b>as specified in Doc 7910, Location Indicators,</b></p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the aerodrome, preceded by DEST/</p>		



<p>18 the name of the aerodrome, preceded by DEST/.</p> <p><i>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.</i></p>	<p>.</p> <p><b>THEN WITHOUT A SPACE</b></p> <p><b>INSERT the total estimated elapsed time.</b></p> <p><i>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</i></p>		
<p>Alternate aerodrome(s) (4 characters)</p>	<p><b>Destination</b> alternate aerodrome(s)</p>	<p>closed</p>	
<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the alternate aerodrome,</p> <p><i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by ALTN/ .</p>	<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, <b>as specified in Doc 7910, Location Indicators</b>, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the <b>destination</b> alternate aerodrome(s),</p> <p><i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the <b>destination alternate</b> aerodrome(s), preceded by ALTN/.</p>		
<p><b>ITEM 18: OTHER INFORMATION</b></p>	<p><b>ITEM 18: OTHER INFORMATION</b></p>	<p>closed</p>	
<p><i>INSERT</i> 0 (zero) if no other information,</p> <p><i>OR</i>, 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:</p>	<p><i>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</i></p> <p><b>Hyphens or oblique strokes should only be used as prescribed below.</b></p> <p><i>INSERT</i> 0 (zero) if no other information,</p> <p><i>OR</i>, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined</b> hereunder followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</b></p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p> <p><b>HAZMAT: for a flight carrying hazardous material;</b></p>	<p>closed</p>	

		<p><b>HEAD:</b> a flight with Head of State status;  <b>HOSP:</b> for a medical flight declared by medical authorities;</p> <p><b>HUM:</b> for a flight operating on a humanitarian mission;</p> <p><b>MARSA:</b> for a flight for which a military entity assumes responsibility for separation of military aircraft;</p> <p><b>MEDEVAC:</b> for a life critical medical emergency evacuation;</p> <p><b>NONRVSM:</b> for a non-RVSM capable flight intending to operate in RVSM airspace;</p> <p><b>SAR:</b> for a flight engaged in a search and rescue mission; and</p> <p><b>STATE:</b> for a flight engaged in military, customs or police services.</p> <p>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</p> <p>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>																														
		<table border="1"> <tr> <td data-bbox="703 1157 768 1220"></td> <td data-bbox="768 1157 1190 1220"><b>RNAV SPECIFICATIONS</b></td> </tr> <tr> <td data-bbox="703 1220 768 1283">A1</td> <td data-bbox="768 1220 1190 1283">RNAV 10 (RNP 10)</td> </tr> <tr> <td data-bbox="703 1283 768 1346"></td> <td data-bbox="768 1283 1190 1346"></td> </tr> <tr> <td data-bbox="703 1346 768 1409">B1</td> <td data-bbox="768 1346 1190 1409">RNAV 5 all permitted sensors</td> </tr> <tr> <td data-bbox="703 1409 768 1472">B2</td> <td data-bbox="768 1409 1190 1472">RNAV 5 GNSS</td> </tr> <tr> <td data-bbox="703 1472 768 1535">B3</td> <td data-bbox="768 1472 1190 1535">RNAV 5 DME/DME</td> </tr> <tr> <td data-bbox="703 1535 768 1598">B4</td> <td data-bbox="768 1535 1190 1598">RNAV 5 VOR/DME</td> </tr> <tr> <td data-bbox="703 1598 768 1661">B5</td> <td data-bbox="768 1598 1190 1661">RNAV 5 INS or IRS</td> </tr> <tr> <td data-bbox="703 1661 768 1724">B6</td> <td data-bbox="768 1661 1190 1724">B6 RNAV 5 LORANC</td> </tr> <tr> <td data-bbox="703 1724 768 1787"></td> <td data-bbox="768 1724 1190 1787"></td> </tr> <tr> <td data-bbox="703 1787 768 1850">C1</td> <td data-bbox="768 1787 1190 1850">RNAV 2 all permitted sensors</td> </tr> <tr> <td data-bbox="703 1850 768 1913">C2</td> <td data-bbox="768 1850 1190 1913">RNAV 2 GNSS</td> </tr> <tr> <td data-bbox="703 1913 768 1976">C3</td> <td data-bbox="768 1913 1190 1976">RNAV 2 DME/DME</td> </tr> <tr> <td data-bbox="703 1976 768 2039">C4</td> <td data-bbox="768 1976 1190 2039">RNAV 2 DME/DME/IRU</td> </tr> </table>		<b>RNAV SPECIFICATIONS</b>	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	closed	
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C1	RNAV 2 all permitted sensors																															
C2	RNAV 2 GNSS																															
C3	RNAV 2 DME/DME																															
C4	RNAV 2 DME/DME/IRU																															

	<b>D1 RNAV 1 all permitted sensors</b>		
	<b>D2 RNAV 1 GNSS</b>		
	<b>D3 RNAV 1 DME/DME</b>		
	<b>D4 RNAV 1 DME/DME/IRU</b>		
	<b>RNP SPECIFICATIONS</b>		
	<b>L1 RNP 4</b>		
	<b>O1 Basic RNP 1 all permitted sensors</b>		
	<b>O2 Basic RNP 1 GNSS</b>		
	<b>O3 Basic RNP 1 DME/DME</b>		
	<b>O4 Basic RNP 1 DME/DME/IRU</b>		
	<b>S1 RNP APCH</b>		
	<b>S2 RNP APCH with BARO-VNAV</b>		
	<b>T1 RNP AR APCH with RF (special authorization required)</b>		
	<b>T2 RNP AR APCH without RF (special authorization required)</b>		
	<b>Combinations of alphanumeric characters not indicated above are reserved</b>	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.  Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH RIF/LEMD		closed	

<p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in 10a.</b></p> <p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>		
<p>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.</p>	<p>DEP/ Name <b>and location</b> 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. <b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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</b></p>	closed	

	<p>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).</p> <p><i>OR</i>, Bearing and distance from the nearest significant point, as follows:</p> <p>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.</p> <p><i>OR</i>, 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.</p>		
<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>DEST/ Name <b>and location</b> of destination aerodrome, if ZZZZ is inserted in Item 16. <b>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.</b></p> <p>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).</p> <p>REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</p> <p>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.</p> <p>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</p> <p>SEL/ SELCAL Code, for aircraft so equipped.</p>		

		<p><b>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.</b>  Example: TYP/2F15 5F5 3B2</p>		
	<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p> <p>RALT/ Name of en-route alternate aerodrome(s).</p> <p>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</p>	<p>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.</p> <p><b>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).</b></p> <p><b>Example: DLE/MDG0030</b></p> <p><b>OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</b></p> <p><b>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.</b></p> <p><i>Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.</i></p> <p><b>PER/ Aircraft performance data, indicated by a single letter as specified in the <i>Procedures for Air Navigation Services — Aircraft Operations (PANSOPS,Doc 8168), Volume I — Flight Procedures</i>, if so prescribed by the appropriate ATS authority.</b></p> <p><b>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.</b></p>	closed	

	<p><b>RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>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.</b></p> <p><b>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH</b></p>		
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	
<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>	<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>	closed	
<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	closed	
<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;≡ (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 )&lt;&lt;≡ 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;</p>	<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;_ (SPL: all symbols and data in the unshaded areas of boxes 7, <b>13</b>, 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 )&lt;&lt;_ 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;</p>		

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.			
<b>7. Instructions for the completion of the repetitive flight plan (RPL) listing form</b>		<b>7. Instructions for the completion of the repetitive flight plan (RPL) listing form</b>		closed	
7.4 Instructions for insertion of RPL data		7.4 Instructions for insertion of RPL data		closed	
<b>ITEM G: SUPPLEMENTARY DATA AT</b>		<b>ITEM G: SUPPLEMENTARY DATA AT</b>		closed	
<i>INSERT</i> name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay		<i>INSERT</i> name <b>and appropriate contact details of entity</b> where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay		closed	
<b>APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES</b>		<b>APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES</b>		closed	
<b>1. Message contents, formats and data conventions</b>		<b>1. Message contents, formats and data conventions</b>		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	
<i>Field type</i>	<i>Data</i>	<i>Field type</i>	<i>Data</i>	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		Equipment <b>and capabilities</b>		
13	Departure aerodrome and time		Departure aerodrome and time		
14	Estimate data		Estimate data		
15	Route		Route		
16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)		
17	Arrival aerodrome and time		Arrival aerodrome and time		
18	Other information		Other information		
19	Supplementary information		Supplementary information		
20	Alerting search and rescue information		Alerting search and rescue information		
21	Radio failure information		Radio failure information		
22	Amendment		Amendment		
				closed	
	1.6 Data conventions		1.6 Data conventions	closed	
	<p>1.6.3 <i>The expression of position or route</i> The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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”;</p> <p>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.</p>		<p>1.6.3 <i>The expression of position or route</i> The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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”;</p> <p>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.</p>	closed	

<p>“46N078W”;</p> <p>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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:—</p> <table border="1" data-bbox="289 709 427 762"> <tr> <td>a</td> <td>b</td> </tr> </table>	a	b	<p>“46N078W”;</p> <p>e) 2 <b>to 5</b> characters being the coded identification of <b>significant point</b>, 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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:—</p> <table border="1" data-bbox="873 709 1011 762"> <tr> <td>a</td> <td>b</td> </tr> </table>	a	b		
a	b						
a	b						
<p><b>SINGLE HYPHEN</b></p> <p>(a) <i>Flight rules</i></p> <p>1 LETTER as follows:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first</p> <p>Z if VFR first</p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	<p><b>SINGLE HYPHEN</b></p> <p>(a) <i>Flight Rules</i></p> <p>1 LETTER as follows:</p> <p><b>I if it is intended that the entire flight will be operated under the IFR</b></p> <p><b>V if it is intended that the entire flight will be operated under the VFR</b></p> <p><b>Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules</b></p> <p><b>Z if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules</b></p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	closed					
<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p>	<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p>	closed					

<p><i>Field Type 10 — Equipment</i></p> <p>Format:—</p> <div style="display: flex; align-items: center; gap: 20px;"> <div style="border: 1px solid black; width: 40px; height: 30px; display: flex; align-items: center; justify-content: center;">a</div> <span>/</span> <div style="border: 1px solid black; width: 40px; height: 30px; display: flex; align-items: center; justify-content: center;">b</div> </div> <p>SINGLE HYPHEN</p>	<p><i>Field Type 10 — Equipment and Capabilities</i></p> <p>Format:—</p> <div style="display: flex; align-items: center; gap: 20px;"> <div style="border: 1px solid black; width: 40px; height: 30px; display: flex; align-items: center; justify-content: center;">a</div> <span>/</span> <div style="border: 1px solid black; width: 40px; height: 30px; display: flex; align-items: center; justify-content: center;">b</div> </div> <p>SINGLE HYPHEN</p>		
<p><i>(a) Radio Communication, Navigation and Approach Aid Equipment</i></p> <p>1 LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable <i>(See Note 1)</i></p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment</p> <p>Serviceable</p> <p>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) <i>(See Note 3)</i> K (MLS) L ILS M Omega O VOR P (Not allocated) Q (Not allocated) R (Not allocated) RNP type Certification <i>(see Note 5)</i> T TACAN U UHF/RTF V VHF/RTF W when prescribed by ATS X when prescribed by ATS</p>	<p><i>(a) Radio Communication, Navigation and Approach Aid Equipment and Capabilities</i></p> <p>1 LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable <i>(See Note 1)</i></p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment</p> <p><b>and capabilities</b></p> <p><b>A GBAS landing System</b> <b>B LPV (APV with SBAS)</b> C LORANC D DME E1 <b>FMC WPR ACARS</b> E2 <b>D-FIS ACARS</b> E3 <b>PDC ACARS</b> F ADF G GNSS <i>(See Note 2)</i> H HF RTF I Inertial Navigation J1 <b>CPDLC ATN VDL Mode 2</b> <i>(See Note 3)</i> J2 <b>CPDLC FANS 1/A HFDL</b> J3 <b>CPDLC FANS 1/A VDL Mode A</b> J4 <b>CPDLC FANS 1/A VDL Mode 2</b> J5 <b>CPDLC FANS 1/A SATCOM (INMARSAT)</b> J6 <b>CPDLC FANS 1/A SATCOM (MTSAT)</b></p>	closed	

<p>Y when prescribed by ATS Z Other equipment carried (see Note 2)</p>	<p>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)</p>		
		closed	
<p>Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority</p>	<p>Note 1.— <b>If the letter S is used</b>, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</p> <p>Note 2.— <b>If the letter G is used</b>, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.</p>	closed	
<p>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.</p>	<p>Note 5.— If the letter Z is used, <b>specify in Item 18 the other</b> equipment carried or other capabilities preceded by COM/, NAV/ and/or DAT, as appropriate.</p>	closed	
<p>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.</p>	<p>Note 3.— <b>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.</b></p>	closed	
<p>Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes</p>	<p>Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.</p>	closed	
<p>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.</p>	<p>Note 4.— <b>If the letter R is used</b>, 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</p>	closed	

		<b>9613).</b>		
	OBLIQUE STROKE	OBLIQUE STROKE	closed	
	<p>(b) <i>Surveillance Equipment and capabilities</i></p> <p>ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried</p> <p>SSR equipment N Nil A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>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> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</p> <p>S Transponder — Mode S, including Both pressure altitude and aircraft identification transmission</p>	<p>(b) <i>Surveillance Equipment and capabilities</i></p> <p>ONE OR <b>MORE</b> of the <b>following descriptors, to a maximum of 20</b> characters, to describe the serviceable surveillance equipment <b>and/or capabilities on board:</b> <b>SSR Modes A and C</b></p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C <b>SSR Mode S</b> <b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification <b>capability</b></p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification <b>capability</b> <b>X Transponder — Mode S with neither aircraft identification nor pressure- altitude capability</b></p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p>	closed	

<p><i>ADS equipment</i> D ADS capability</p>	<p><b>ADS-B</b></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b> <b>U2 ADS-“out” and “in” capability using UAT</b></p> <p>V1 ADS-B “out” capability using VDL Mode 4 V2 ADS-B “out” and “in” capability using VDL Mode 4</p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b> <b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not indicated above are reserved.</b> <i>Note.— Additional surveillance application should be listed in item 18 following the indicator SUR/.</i></p>																
<p>Examples: –S/A –SCHJ/CD –SAFJ/SD</p> <p>Format:–</p> <table border="1" data-bbox="261 1222 537 1314"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">a</td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">b</td> <td style="width: 20px; height: 20px;"></td> </tr> </table> <p>SINGLE HYPHEN</p>		a				b		<p>Examples: –S/A –SCI/CB1 –SAFR/SV1</p> <p>Format:–</p> <table border="1" data-bbox="849 1222 1125 1314"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">a</td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">b</td> <td style="width: 20px; height: 20px;"></td> </tr> </table> <p>SINGLE HYPHEN</p>		a				b		closed	
	a				b												
	a				b												
<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the departure aerodrome, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (<i>see Note 2</i>).</p> <p><i>Note 1.— If ZZZZ is used, the name of the</i></p>	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (<i>see Note 2</i>).</p> <p><i>Note 1.— If ZZZZ is used, the name <b>and</b></i></p>	closed															

<p><i>departure aerodrome is to be shown in the Other Information Field (see Field Type18) if this Field Type is contained in the message.</i></p> <p><i>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).</i></p>	<p><i>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.</i></p> <p><i>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)</i></p>														
<p>* 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.</p>	<p>* This field shall be terminated here in message types CPL, EST, CDN <b>and</b> ACP . It shall be terminated here in message type RQP if the estimated off-block time is not known.</p>	closed													
<p>(b) <i>Time</i> 4 NUMERICS giving</p> <p>the estimated off-block time at the aerodrome in</p> <p>(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or</p> <p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>	<p>(b) <i>Time</i> 4 NUMERICS giving</p> <p>the estimated off-block time (<b>EOBT</b>) at the aerodrome in</p> <p>(a) in FPL, <b>ARR, CHG, CNL</b>, and DLA <b>and RQS</b> messages transmitted before departure and in RQP message, if known, or</p> <p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>	closed													
<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>	<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>	closed													
<table border="1" data-bbox="118 1686 630 1780"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e	<table border="1" data-bbox="704 1686 1175 1780"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e	closed	
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SINGLE HYPHEN	SINGLE HYPHEN														

<p><i>(a) Boundary Point (see Note 1)</i> 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).</p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	<p><i>(a) Boundary Point (see Note 1)</i> 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 <b>significant</b> point</p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	closed																																																																																					
<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</i></p> <p>Format:—</p> <table border="1" data-bbox="118 842 630 940"> <tr> <td>a</td> <td>b</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>See Note in margin on page A3-20.</p>	a	b	(sp)	c	<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</i></p> <p>Format:—</p> <table border="1" data-bbox="704 842 1216 940"> <tr> <td>a</td> <td>b</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>See Note in margin on page A3-21.</p>	a	b	(sp)	c	closed																																																																													
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<p>(a) <i>Destination Aerodrome</i></p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the destination aerodrome, or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— If ZZZZ is used, the name of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).</i></p>	<p>(a) <i>Destination Aerodrome</i></p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the destination aerodrome as <b>specified in Doc 7910, Location Indicators</b>, or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— If ZZZZ is used, the name <b>and location</b> of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18)</i></p>	closed									
<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>	<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>	closed									
<p>(c) <i>Destination Alternate Aerodrome(s)</i> .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— One further element of (c) should be added, as necessary, preceded by a space</i></p> <p><i>Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</i></p>	<p>(c) <i>Destination Alternate Aerodrome(s)</i> .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— One further element of (c) should be added, as necessary, preceded by a space</i></p> <p><i>Note.— If ZZZZ is used, the name <b>and location</b> of the <b>destination</b> alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</i></p>	closed									
<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p>	<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p>	closed									
<p>Format:–</p> <table border="1" data-bbox="116 1696 630 1797"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	<p>Format:–</p> <table border="1" data-bbox="704 1696 1185 1797"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	closed	
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<p>the ICAO four-letter location indicator allocated to the arrival aerodrome, or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p>	<p>the ICAO four-letter location indicator allocated to the arrival aerodrome as <b>specified in Doc 7910, Location Indicators</b>, or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>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).</i></p>		
<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>	<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>		
<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p>	<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p> <p><i>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</i></p> <p><b>Hyphens or oblique strokes should only be used as prescribed below.</b></p>	closed	
<p>Format:—</p> <p style="text-align: center;">A</p> <p>or</p> <p>□ (sp) □ (sp)*(sp) □</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>	<p>Format:—</p> <p style="text-align: center;">A</p> <p>or</p> <p>□ (sp) □ (sp)*(sp) □</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>	closed	
<p>(a) 0 (zero) if no other information,</p>	<p>(a) 0 (zero) if no other information,</p>	closed	
<p><b>OR,</b></p>	<p><b>OR,</b></p>	closed	
<p>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:</p>	<p>Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined hereunder</b> followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p>	closed	

		<p><b>ATFMX:</b> for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</p> <p><b>FFR:</b> fire-fighting;</p> <p><b>FLTCK:</b> flight check for calibration of nav aids;</p> <p><b>HAZMAT:</b> for a flight carrying hazardous material;</p> <p><b>HEAD:</b> a flight with Head of State status;</p> <p><b>HOSP:</b> for a medical flight declared by medical authorities;</p> <p><b>HUM:</b> for a flight operating on a humanitarian mission;</p> <p><b>MARSA:</b> for a flight for which a military entity assumes responsibility for separation of military aircraft;</p> <p><b>MEDEVAC:</b> for a life critical medical emergency evacuation;</p> <p><b>NONRVSM:</b> for a non-RVSM capable flight intending to operate in RVSM airspace;</p> <p><b>SAR:</b> for a flight engaged in a search and rescue mission; and</p> <p><b>STATE:</b> for a flight engaged in military, customs or police services.</p> <p>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</p> <p><b>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.</b></p>																
		<table border="1"> <tr> <td data-bbox="703 1570 771 1627"></td> <td data-bbox="771 1570 1190 1627"><b>RNAV SPECIFICATIONS</b></td> </tr> <tr> <td data-bbox="703 1627 771 1696"><b>A1</b></td> <td data-bbox="771 1627 1190 1696"><b>RNAV 10 (RNP 10)</b></td> </tr> <tr> <td data-bbox="703 1696 771 1728"></td> <td data-bbox="771 1696 1190 1728"></td> </tr> <tr> <td data-bbox="703 1728 771 1789"><b>B1</b></td> <td data-bbox="771 1728 1190 1789"><b>RNAV 5 all permitted sensors</b></td> </tr> <tr> <td data-bbox="703 1789 771 1850"><b>B2</b></td> <td data-bbox="771 1789 1190 1850"><b>RNAV 5 GNSS</b></td> </tr> <tr> <td data-bbox="703 1850 771 1919"><b>B3</b></td> <td data-bbox="771 1850 1190 1919"><b>RNAV 5 DME/DME</b></td> </tr> <tr> <td data-bbox="703 1919 771 1978"><b>B4</b></td> <td data-bbox="771 1919 1190 1978"><b>RNAV 5 VOR/DME</b></td> </tr> </table>		<b>RNAV SPECIFICATIONS</b>	<b>A1</b>	<b>RNAV 10 (RNP 10)</b>			<b>B1</b>	<b>RNAV 5 all permitted sensors</b>	<b>B2</b>	<b>RNAV 5 GNSS</b>	<b>B3</b>	<b>RNAV 5 DME/DME</b>	<b>B4</b>	<b>RNAV 5 VOR/DME</b>	closed	
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<b>B4</b>	<b>RNAV 5 VOR/DME</b>																	

	<b>B5 RNAV 5 INS or IRS</b>			
	<b>B6 RNAV 5 LORANC</b>			
	<b>C1 RNAV 2 all permitted sensors</b>			
	<b>C2 RNAV 2 GNSS</b>			
	<b>C3 RNAV 2 DME/DME</b>			
	<b>C4 RNAV 2 DME/DME/IRU</b>			
	<b>D1 RNAV 1 all permitted sensors</b>			
	<b>D2 RNAV 1 GNSS</b>			
	<b>D3 RNAV 1 DME/DME</b>			
	<b>D4 RNAV 1 DME/DME/IRU</b>			
	<b>RNP SPECIFICATIONS</b>			
	<b>L1 RNP 4</b>			
	<b>O1 Basic RNP 1 all permitted sensors</b>			
	<b>O2 Basic RNP 1 GNSS</b>			
	<b>O3 Basic RNP 1 DME/DME</b>			
	<b>O4 Basic RNP 1 DME/DME/IRU</b>			
	<b>S1 RNP APCH</b>			
	<b>S2 RNP APCH with BAR-VNAV</b>			
	<b>T1 RNP AR APCH with RF (special authorization required)</b>			
	<b>T2 RNP AR APCH without RF (special authorization required)</b>			
	<b>Combinations of alphanumeric characters not indicated above are reserved.</b>		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	

<p>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</p> <p>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.</p> <p>Examples: RIF/DTA HEC KLAX Examples: RIF/ESP G94 CLA YPPH Examples: RIF/LEMD</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment, as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in Item 10a.</b></p>		
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	<b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b>		
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	<p>DEP/ Name <b>and location</b> 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. <b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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).</b></p> <p><b>OR Bearing and distance from the nearest significant point, as follows:</b></p> <p><b>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.</b></p> <p><b>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.</b></p>	closed	
DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.	<p>DEST/ Name <b>and location</b> of destination aerodrome, if ZZZZ is inserted in Item 16. <b>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.</b></p> <p><b>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).</b></p> <p><b>REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</b></p>	closed	

		<p><b>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.</b></p> <p><b>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</b></p> <p><b>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.</b></p> <p><b>Example: –TYP/2F15, 5F5, 3B2</b></p>		
	<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p>		closed	
	<p>RALT/ Name of en-route alternate aerodrome(s).</p>		closed	
	<p>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.</p>	<p>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.</p> <p><b>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).</b></p> <p><b>Example: –DLE/MDG0030</b></p> <p><b>OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</b></p> <p><b>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.</b></p> <p><i>Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.</i></p> <p><b>PER/ Aircraft performance data, indicated by a single letter as specified in the <i>Procedures for Air Navigation Services — Aircraft Operations (PANSOPS, Doc 8168), Volume I — Flight Procedures</i>, if so prescribed by the appropriate ATS authority.</b></p>	closed	

				<p><b>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.</b></p> <p><b>RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>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.</b></p> <p><b>Examples:–RIF/DTA HEC KLAX –RIF/ESP G94 CLA YPPH</b></p>				
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	
Examples:–0 –EET/15W0315 20W0337 30W0420 40W0502 –STS/ONE ENG INOP –DAT/				Examples:–0 –STS/MEDEVAC –EET/015W0315 020W0337 030W0420 040W0502				
<i>Field Type 22 — Amendment</i>				<i>Field Type 22 — Amendment</i>			closed	
<b>FIELD TYPE 22</b>				<b>FIELD TYPE 22</b>				
<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>		<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>		
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	
<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)			<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)			closed	
... <b>STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>			... <b>STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>			closed	
MESSAGE TYPE	DESIGNATOR	Other information	DESIGNATOR	.	.	Other information	closed
Alerting	ALR	18	MESSAGE TYPE	.	.	18	
Radio communication failure	RCF		Alerting	ALR			
			Radio communication failure	RCF			
Filed flight plan	FPL	18					
Delay	DLA		Filed flight plan	FPL		18	
Modification	CHG		Delay	DLA		<b>18</b>	
Flight plan cancellation	CNL		Modification	CHG		<b>18</b>	
Departure	DEP		Flight plan cancellation	CNL		<b>18</b>	
Arrival	ARR		Departure	DEP		<b>18</b>	
			Arrival	ARR			
Current flight plan	CPL						
Estimate	EST		Current flight plan	CPL			
Coordination	CDN		Estimate	EST			
Acceptance	ACP		Coordination	CDN			
Logical acknowledgement message	LAM		Acceptance	ACP			
			Logical acknowledgement message	LAM			
Request flight plan	RQP						
Request supplementary flight plan	RQS		Request flight plan	RQP		<b>18</b>	
			Request supplementary flight plan	RQS		<b>18</b>	
			Supplementary flight	SPL			

			plan				
	Supplementary flight plan	SPL					
	<i>The expression of position or route</i>		<i>The expression of position or route</i>			closed	
	The following alternative data conventions shall be used for the expression of position or route:		The following alternative data conventions shall be used for the expression of position or route:			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 <b>5</b> characters being the coded identification of a <b>significant</b> 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”.				
	<b>2. Examples of ATS messages</b>		<b>2. Examples of ATS messages</b>			closed	
	2.2 Emergency messages 2.2.1 Alerting (ALR) message 2.2.1.1 Composition		2.2 Emergency messages 2.2.1 Alerting (ALR) message 2.2.1.1 Composition			closed	
	9 Type of aircraft and wake turbulence category	-	10 Equipment and capabilities	9 Type of aircraft and wake turbulence category	-	10 Equipment and capabilities	closed
	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		16 Destination aerodrome and total estimated elapsed time, <b>destination</b> 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  (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		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/C -LGAT1020 -N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF - <b>REG/A43213</b> EET/LYBE0020 EDMI0133			closed	

<p>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)</p>	<p>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)</p>		
<p>2.2.1.2.1 <i>Meaning</i></p>	<p>2.2.1.2.1 <i>Meaning</i></p>	<p>closed</p>	
<p>Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C — ADS capability — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — 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.</p>	<p>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 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 <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes  — <b>destination</b> alternate is Frankfurt — <b>aircraft registration A43213</b> — 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 approach control have alerted all ATS units within Athens FIR — no other pertinent information.</p>	<p>closed</p>	
<p>2.3 Filed flight plan and associated update messages</p>	<p>2.3 Filed flight plan and associated update messages</p>	<p>closed</p>	

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 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	8 Flight rules and type of flight	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	8 Flight rules and type of flight	closed	
9 Type of aircraft and wake turbulence category	-	10 Equipment	-	9 Type of aircraft and wake turbulence category	-	10 Equipment and capabilities	-	9 Type of aircraft and wake turbulence category	-	10 Equipment and capabilities	
13 Departure aerodrome and time				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)				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, <b>destination</b> alternate aerodrome(s)				16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)		closed	
18 Other information (using more than one line if necessary)				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							
<p>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.</p> <p>(FPL-TPR101-IS  -B707M-CHOPV/CD  -EGLL1400  -N0450F310 G1 UG1 STU285036/M082F310 UG152N015W 52N020W 52N030W 50N040W 49N050W</p>				<p>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.</p> <p>(FPL-ACA101-IS  -B773/H-CHOV/C  -EGLL1400  -N0450F310 <b>L9 UL9</b> STU285036/M082F310 <b>UL9 LIMRI</b> 52N020W 52N030W 50N040W 49N050W</p>							

<p>-CYQX0455 CYYR -EET/EINN0026 EGGX0111 20W0136 CYQX0228 40W0330 50W0415 SEL/FJEL)</p>	<p>-CYQX0455 CYYR -EET/EISN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)</p>								
<p>2.3.1.2.1 <i>Meaning</i></p>	<p>2.3.1.2.1 <i>Meaning</i></p>	<p>closed</p>							
<p>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 theShanwick 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.</p>	<p>Filed flight plan message — aircraft identification <b>ACA101</b> — IFR, scheduled flight — a Boeing <b>777-300, heavy</b> 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 <b>Lima 9</b> and Upper <b>Lima 9</b> 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 <b>Lima 9</b> to <b>LIMRI</b>; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — <b>destination</b> 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 theShanwick 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.</p>	<p>closed</p>							
<p>2.3.2 <i>Modification (CHG) message</i></p>	<p>2.3.2 <i>Modification (CHG) message</i></p>	<p>closed</p>							
<p>2.3.2.1 <i>Composition</i></p>	<p>2.3.2.1 <i>Composition</i></p>	<p>closed</p>							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; padding: 5px;">13 Departure aerodromeand time</td> </tr> </table>	3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodromeand time	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; padding: 5px;">13 Departure aerodromeand time</td> </tr> </table>	3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodromeand time	<p>closed</p>	
3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodromeand time							
3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodromeand time							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">16 Destination aerodrome and total estimated elapsed time,alternate aerodrome(s)</td> </tr> </table>	16 Destination aerodrome and total estimated elapsed time,alternate aerodrome(s)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</td> </tr> </table>	16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)	<p>closed</p>					
16 Destination aerodrome and total estimated elapsed time,alternate aerodrome(s)									
16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)									

			<b>18</b> <b>Other information (using more than one line if necessary)</b>	closed								
	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					
	<b>2.3.2.2 Example</b>			<b>2.3.2.2 Example</b>			closed					
	<p>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--8/I-16/EDDN)</p> <p><b>2.3.2.2.1 Meaning</b></p> <p>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</p>			<p>The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped. (CHGA/F016A/F014-GABWE/A2173-EHAM<b>0850</b>-EDDF-<b>DOF/080122</b>-8/I-16/EDDN)</p> <p><b>2.3.2.2.1 Meaning</b></p> <p>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</p>			closed					
	<p>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.</p>			<p>route from Amsterdam <b>EOBT0850</b> to Frankfurt <b>date of flight 22 Jan 2008</b> – 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.</p>			closed					
	<b>2.3.3 Flight plan cancellation (CNL) message</b>			<b>2.3.3 Flight plan cancellation (CNL) message</b>			closed					
	<b>2.3.3.1 Composition</b>			<b>2.3.3.1 Composition</b>			closed					
	3 Message type, number and reference data	-	7 Aircraft identification 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	

<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) </div>	<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s) </div>	closed	
	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary)</b> </div>	closed	
2.3.3.2 <i>Example 1</i>	2.3.3.2 <i>Example 1</i>	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 <b>0900</b> -LFPO- <b>0</b> )	closed	
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 – <b>no other information.</b>	closed	
2.3.3.3 <i>Example 2</i>	2.3.3.3 <i>Example 2</i>	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-EDDF <b>1430</b> -EDDW- <b>0</b> )	closed	
2.3.3.3.1 <i>Meaning</i>	2.3.3.3.1 <i>Meaning</i>	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 <b>EOBT1430</b> to Bremen – <b>no other information.</b>	closed	
2.3.4 <i>Delay (DLA) message</i>	2.3.4 <i>Delay (DLA) message</i>	closed	
2.3.4.1 <i>Composition</i>	2.3.4.1 <i>Composition</i>	closed	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>	closed	

<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) </div>	<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s) </div>	closed	
	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary)</b> </div>	closed	
2.3.4.2 <i>Example</i>	2.3.4.2 <i>Example</i>	closed	
<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik</p>	<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – <b>no other information.</b></p>	closed	
2.3.5 <i>Departure (DEP) message</i>	2.3.5 <i>Departure (DEP) message</i>	closed	
2.3.5.1 <i>Composition</i>	2.3.5.1 <i>Composition</i>	closed	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>	closed	
<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) </div>	<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s) </div>	closed	
	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary )</b> </div>	closed	
2.3.5.2 <i>Example</i>	2.3.5.2 <i>Example</i>	closed	
<p>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)</p>	<p>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)</p>	closed	
2.3.5.2.1 <i>Meaning</i>	2.3.5.2.1 <i>Meaning</i>	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	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – <b>no other information.</b>  2.3.6 Arrival (ARR) message  2.3.6.1 Composition	closed									
3 Message type, number and reference data	-	7 Aircraft identification 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	
17 Arrival aerodrome and time		17 Arrival aerodrome and time								closed	
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. (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/Ruzyně Airport at 0913 UTC		Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyně 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- <del>EHAM</del> -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 <b>HHE13</b> — 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  2.4.1.1 Composition		2.4.1 Current flight plan (CPL) message  2.4.1.1 Composition								closed	

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">8 Flight rules and type of flight</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">8 Flight rules and type of flight</div> </div>	closed	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 40%;">9 Type of aircraft and wake turbulence category</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 40%;">10 Equipment</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 40%;">9 Type of aircraft and wake turbulence category</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 40%;">10 Equipment and <b>capabilities</b></div> </div>	closed	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 40%;">13 Departure aerodrome and time</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 40%;">14 Estimate data</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 40%;">13 Departure aerodrome and time</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 40%;">14 Estimate data</div> </div>	closed	
<div style="border: 1px solid black; padding: 5px; width: 100%;">15 Route (using more than one line if necessary)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">15 Route (using more than one line if necessary)</div>	closed	
<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</div>	closed	
<div style="border: 1px solid black; padding: 5px; width: 100%;">18 Other information (using more than one line if necessary)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">18 Other information (using more than one line if necessary)</div>	closed	
<p>2.4.1.2 <i>Example 1</i></p> <p>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.</p> <p>(CPL-UAL621/A5120-IS -DC9/M-S/CD -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLGA -0)</p>	<p>2.4.1.2 <i>Example 1</i></p> <p>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.</p> <p>(CPL-UAL621/A5120-IS -<b>A320</b>/M-S/C -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLGA -0)</p>	closed	
<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p>	<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p>	closed	

(CPLBOS/LGA052-UAL621/A5120-IS –DC9/M-S/CD –KBOS-HFD/1341A220A200A –N0420A220 V3 AGL V445 –KLGA –0) <i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i>	(CPLBOS/LGA052-UAL621/A5120-IS – <b>A320</b> /M-S/C –KBOS-HFD/1341A220A200A –N0420A220 V3 AGL V445 –KLGA –0) <i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i>												
2.4.1.4 <i>Meaning</i>  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.	2.4.1.4 <i>Meaning</i>  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 <b>A320</b> , 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.	closed											
2.4.2 <i>Estimate (EST) message</i>  2.4.2.1 <i>Composition</i>	2.4.2 <i>Estimate (EST) message</i>  2.4.2.1 <i>Composition</i>	closed											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	closed	
3 Message type, number and reference data	-	7 Aircraft identification 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									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">14 Estimate data</td> <td style="width: 50%; text-align: center; padding: 5px;">-</td> <td style="padding: 5px;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</td> </tr> </table>	14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">14 Estimate data</td> <td style="width: 50%; text-align: center; padding: 5px;">-</td> <td style="padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</td> </tr> </table>	14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)	closed					
14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)											
14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)											
2.4.3 <i>Coordination (CDN) message</i>	2.4.3 <i>Coordination (CDN) message</i>	closed											

2.4.3.1 <i>Composition</i>			2.4.3.1 <i>Composition</i>								
3 Message type, number and reference data	-	7 Aircraft identification 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	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)							closed	
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	
2.4.4 <i>Acceptance (ACP) message</i>			2.4.4 <i>Acceptance (ACP) message</i>								
2.4.4.1 <i>Composition</i>			2.4.4.1 <i>Composition</i>								
3 Message type, number and reference data	-	7 Aircraft identification 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	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)							closed	
2.5 Supplementary messages			2.5 Supplementary messages							closed	
2.5.1 <i>Request flight plan (RQP) message</i>			2.5.1 <i>Request flight plan (RQP) message</i>							closed	
2.5.1.1 <i>Composition</i>			2.5.1.1 <i>Composition</i>								
3 Message type, number and reference data	-	7 Aircraft identification 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	

<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) </div>	<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s) </div>	closed	
	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary)</b> </div>	closed	
2.5.1.2 <i>Example</i>  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.	2.5.1.2 <i>Example</i>  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.	closed	
(RQP-PHOEN-EHRD-EDDL-)	(RQP-PHOEN-EHRD-EDDL-0)	closed	
2.5.1.2.1 <i>Meaning</i>  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.  2.5.2 <i>Request supplementary flight plan (RQS) message</i>  2.5.2.1 <i>Composition</i>	2.5.1.2.1 <i>Meaning</i>  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – <b>no other information.</b>  2.5.2 <i>Request supplementary flight plan (RQS) message</i>  2.5.2.1 <i>Composition</i>	closed	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>	closed	
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	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary)</b> </div>	closed	
2.5.2.2 <i>Example</i>  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	2.5.2.2 <i>Example</i>  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	closed	

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 – <b>no other information.</b>	closed													
2.5.3 <i>Supplementary flight plan (SPL) message</i>  2.5.3.1 <i>Composition</i>	2.5.3 <i>Supplementary flight plan (SPL) message</i>  2.5.3.1 <i>Composition</i>	closed													
<table border="1" style="display: inline-table; vertical-align: top; margin-right: 10px;"> <tr><td style="text-align: center;">3</td></tr> <tr><td>Message type, number and reference data</td></tr> </table> <span style="font-size: 24px; vertical-align: middle;">-</span> <table border="1" style="display: inline-table; vertical-align: top; margin-right: 10px;"> <tr><td style="text-align: center;">7</td></tr> <tr><td>Aircraft identification and SSR Mode and Code</td></tr> </table> <span style="font-size: 24px; vertical-align: middle;">-</span> <table border="1" style="display: inline-table; vertical-align: top;"> <tr><td style="text-align: center;">13</td></tr> <tr><td>Departure aerodrome and time</td></tr> </table>	3	Message type, number and reference data	7	Aircraft identification and SSR Mode and Code	13	Departure aerodrome and time	<table border="1" style="display: inline-table; vertical-align: top; margin-right: 10px;"> <tr><td style="text-align: center;">3</td></tr> <tr><td>Message type, number and reference data</td></tr> </table> <span style="font-size: 24px; vertical-align: middle;">-</span> <table border="1" style="display: inline-table; vertical-align: top; margin-right: 10px;"> <tr><td style="text-align: center;">7</td></tr> <tr><td>Aircraft identification and SSR Mode and Code</td></tr> </table> <span style="font-size: 24px; vertical-align: middle;">-</span> <table border="1" style="display: inline-table; vertical-align: top;"> <tr><td style="text-align: center;">13</td></tr> <tr><td>Departure aerodrome and time</td></tr> </table>	3	Message type, number and reference data	7	Aircraft identification and SSR Mode and Code	13	Departure aerodrome and time	closed	
3															
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**State of Qatar  
Civil Aviation Authority  
Air Navigation Directorate**

**State of Qatar**  
**Guidance Material for the Implementation of**  
*Amendment 1 to the 15<sup>th</sup> 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

No.	Page	Amendment Date	Incorporated by	Date



<b>LIST OF EFFECTIVE PAGES</b>			
<b>Part/Table of Contents</b>	<b>Page No.</b>	<b>Amendment No.</b>	<b>Date of Amendment</b>



## TABLE OF CONTENTS

CHAPTER	Title	Page
CHAPTER 1	Introduction	
CHAPTER 2	Terminology	
CHAPTER 3	Date of Flight	
CHAPTER 4	Conversion from NEW format to PRESENT	
CHAPTER 5	Comparison between NEW format and PRESENT	



## **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.



## **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).



## 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)



## 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.



### 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.





### 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.



- e) If C1, C4, D1, D4, O1, or O4 are filed then a D and an 'I' 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



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/	<p>A single letter The letter must be one of those specified in PANS-OPS (Doc 8168), as below:</p> <p><b>Category A:</b> less than 169 km/h (91 kt) indicated airspeed (IAS)</p> <p><b>Category B:</b> 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS</p> <p><b>Category C:</b> 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS</p> <p><b>Category D:</b> 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS</p> <p><b>Category E:</b> 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS</p> <p><b>Category H:</b> Specific procedures for Helicopters.</p>



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



## 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.



'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
N		N	
S		V O L	
S F		S	
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
H		H	
I		I	
J1		J	DAT/V
J2		J	DAT/H
J3		J	DAT/V
J4		J	DAT/V
J5		J	DAT/S



'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
J6		J	DAT/S
J7		J	DAT/S
K		K	
L		L	
M1		Z	COM/INMARSAT
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
O		O	
P1-P9		<i>Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).</i>	
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	



'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
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	P R	NAV/RNP1
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
T		T	
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





### 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	
A		A	
C		C	
E		S	
H		S	
I		I	
L		S D	
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	



#### 4.4 Conversion of Item 18

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

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



## 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.



## 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)



### 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.
2. 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*



- 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:

1. 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
2. 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:

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;



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.*



# Appendix 1

## *Status*





Comparison Table of the Current and New Flight Plan			
Present Flight Plan	New Flight Plan	status	Remark
<p><b>4.4 FLIGHT PLAN</b></p> <p>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.</p> <p><i>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.</i></p>	<p><b>4.4.1 Flight plan form</b></p> <p><i>Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.</i></p> <p>...</p> <p>4.4.1.3 Operators and air traffic services units should comply with:</p> <p>a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; <b>and</b></p> <p>b) <b>any constraints identified in relevant Aeronautical Information Publications (AIPs).</b></p> <p><b><i>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.</i></b></p> <p><i>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.</i></p>	closed	
<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p>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.</p>	<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p><b>4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.</b></p>	closed	



<p>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.</p>	<p>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.</p> <p>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.</p>		
<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p><b>11.4.2 Movement and control messages</b></p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p>	<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p>...</p> <p><b>11.4.2 Movement and control messages</b></p> <p>...</p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>...</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>...</p>	<p>closed</p>	



<p>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.</p> <p>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.</p> <p><i>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.</i></p>	<p>11.4.2.2.2.5 FPL messages <b>should</b> 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, <b>that the date of the flight departure shall be inserted in Item 18 of the flight plan.</b></p> <p>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. <b>Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.</b></p> <p><i>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.</i></p>		
<p><b>APPENDIX 2. FLIGHT PLAN</b> ... <b>2. Instructions for the completion of the flight plan form</b> ... 2.2 Instructions for insertion of ATS data</p>	<p><b>APPENDIX 2. FLIGHT PLAN</b> ... <b>2. Instructions for the completion of the flight plan form</b> ... 2.2 Instructions for insertion of ATS data</p>	closed	



<p>Complete Items 7 to 18 as indicated hereunder.</p> <p>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.</p> <p>Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</p>	<p>Complete Items 7 to 18 as indicated hereunder.</p> <p>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.</p> <p>Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</p> <p>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</p>		
<p><b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b></p>	<p><b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b></p>		
<p>INSERT one of the following aircraft identifications, not exceeding 7 characters:</p> <p>a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:</p> <p>b)</p> <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);</p>	<p>INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:</p> <p>b) the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:</p> <p>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);</p>	<p>closed</p>	



<p>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).</p> <p><i>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.</i></p>	<p>2) the aircraft is not equipped with radio; . <i>OR</i>  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). ;  <b>Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.</b></p> <p><i>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.</i></p>		
<p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p>	<p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p>		
<p>Flight rules</p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first) and specify in Item 15 the point or,</p> <p>Z if VFR first) points where a change of flight rules is planned.</p>	<p>Flight rules</p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p><b>I if it is intended that the entire flight will be operated under the IFR</b></p> <p><b>V if it is intended that the entire flight will be operated under the VFR</b></p> <p><b>Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules or,</b></p> <p><b>Z if the flight initially will be operated under the VFR), followed by one or more subsequent changes of flight rules</b></p>	<p>closed</p>	



<p><b>Type of flight</b>  <i>INSERT</i> 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.</p>	<p><b>Specify in Item 15 the point or points at which a change of flight rules is planned.</b></p> <p><b>Type of flight</b>  <i>INSERT</i> 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.</p> <p>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.</p>		
<b>ITEM 10: EQUIPMENT</b>	<b>ITEM 10: EQUIPMENT AND CAPABILITIES</b>	closed	
	<p>Capabilities comprise the following elements:</p> <p>a) presence of relevant serviceable equipment on board the aircraft;</p> <p>b) equipment and capabilities commensurate with flight crew qualifications; and</p> <p>c) where applicable, authorization from the appropriate authority.</p>	closed	
<p>Radio communication, navigation and approach aid equipment</p>	<p>Radio communication, navigation and approach aid equipment <b>and capabilities</b></p>	closed	
<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p>OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),</p>	<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p>OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),</p>	closed	



<p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the COM/NAV/ approach aid equipment available and serviceable:</p> <p>A (Not allocated) M Omega</p> <p>B (Not allocated) O VOR</p> <p>C LORAN C P (Not allocated)</p> <p>D DME Q (Not allocated)</p> <p>E (Not allocated) R RNP type certification</p> <p>F ADF (<i>see Note 5</i>)</p> <p>G (GNSS) T TACAN</p> <p>H HF RTF U UHF RTF</p> <p>I Inertial navigation V VHF RTF</p> <p>J (Data link) W} (<i>see Note 3</i>) X} When prescribed by ATS</p> <p>K (MLS) Y}</p> <p>L ILS Z Other equipment carried (<i>see Note 2</i>).</p> <p><i>Note 1.—Standard equipment is considered to be</i></p>	<p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the <b>serviceable</b> COM/NAV/approach aid equipment <b>and capabilities</b> available</p> <p><b>A GBAS J7 CPDLC FANS 1/A landing system SATCOM (Iridium)</b></p> <p><b>B LPV K MLS (APV with SBAS)</b></p> <p>C LORAN C L ILS</p> <p>D DME M1 ATC RTF <b>SATCOM (INMARSAT)</b></p> <p><b>E1 FMC M2 ATC RTF (MTSAT) WPR ACARS</b></p> <p><b>E2 D-FIS ACARS M3 ATC RTF (Iridium)</b></p> <p><b>E3 PDC ACARS O VOR</b></p> <p>F ADF <b>P1–P9 Reserved for RCP</b></p> <p>G (GNSS) (<b>See Note 2</b>)</p> <p>H HF RTF R</p> <p>PBN approved (<i>see Note 4</i>)</p> <p>I Inertial Navigation T TACAN</p> <p><b>J1 CPDLC ATN U UHF RTF VDL Mode 2(See Note 3)</b></p> <p><b>J2 CPDLC FANS 1/A HFDL V VHF RTF</b></p> <p><b>J3 CPDLC FANS 1/A VDL W RVSM approved Mode A</b></p> <p><b>J4 CPDLC FANS 1/A VDL X MNPS approved</b></p> <p><b>J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability</b></p> <p><b>J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (see Note 5)</b></p> <p><b>Any alphanumeric characters not indicated above are reserved.</b></p> <p><i>Note 1.— If the letter S is used, standard</i></p>		
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<p>VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</p> <p>Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/and/or NAV/, as appropriate.</p> <p>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.</p> <p>Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes.</p> <p>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</p>	<p>equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</p> <p><b>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.</b></p> <p>Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ <b>and/or DAT</b>, as appropriate.</p> <p>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.</p> <p>Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.</p> <p>Note 4.— <b>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).</b></p>	<p>closed</p>	
<p>Surveillance equipment</p>	<p>Surveillance equipment <b>and capabilities</b></p>	<p>closed</p>	
<p>INSERT one or two of the following letters to describe the serviceable surveillance equipment carried:</p>	<p><b>INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,</b></p>	<p>closed</p>	





<p><i>SSR equipment</i> N Nil</p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p>X Transponder — Mode S without both aircraft identification and pressure-altitude transmission</p> <p>P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</p>	<p><b>OR</b></p> <p><i>INSERT</i> one or more of the following <b>descriptors, to a maximum of 20 characters</b>, to describe the serviceable surveillance equipment and/or capabilities on board:</p> <p><b>SSR Modes A and C</b></p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p><b>SSR Mode S</b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure altitude, but no aircraft identification capability</p>		
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<p>S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.</p> <p><i>ADS equipment</i></p> <p>D ADS capability</p>	<p>S Transponder — Mode S, including both pressure altitude and aircraft identification capability</p> <p>X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability</p> <p><b>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</b></p> <p><b>ADS– B</b></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b></p> <p><b>U2 ADS-B “out” and “in” capability using UAT</b></p> <p><b>V1 ADS-B “out” capability using VDL Mode 4</b></p> <p><b>V2 ADS-B “out” and “in” capability using VDL Mode 4</b></p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b></p> <p><b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not indicated above are reserved.</b></p> <p><b>Example: ADE3RV/HB2U2V2G1</b></p> <p><b>Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/.</b></p>		
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<p><b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b></p>	<p><b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b></p>	<p>closed</p>	
<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome,</p> <p><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/ ,</p> <p><i>OR</i>, if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/ .</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time,</p> <p><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</p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i>, in Item 18, the name <b>and location</b> of the aerodrome preceded by DEP/ ,</p> <p><b><i>OR</i>, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,</b></p> <p><i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time <b>(EOBT)</b></p> <p><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.</p>	<p>closed</p>	
<p><b>ITEM 15: ROUTE</b></p>	<p><b>ITEM 15: ROUTE</b></p>	<p>closed</p>	
<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	<p>closed</p>	
<p>(a) Cruising speed (maximum 5 characters)</p>	<p>(a) Cruising speed (maximum 5 characters)</p>	<p>closed</p>	



<p><i>INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:</i></p> <p><i>Kilometers per hour, expressed as K followed by 4 figures (e.g. K0830), or</i></p> <p><i>Knots, expressed as N followed by 4 figures (e.g.N0485), or</i></p> <p><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).</i></p>	<p><i>INSERT the True Air Speed for the first or the whole cruising portion of the flight, in terms of:</i></p> <p><i>Kilometers per hour, expressed as K followed by 4 figures (e.g. K0830), or</i></p> <p><i>Knots, expressed as N followed by 4 figures (e.g.N0485), or</i></p> <p><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).</i></p>		
<p>(b) Cruising level (maximum 5 characters)</p>	<p>(b) Cruising level (maximum 5 characters)</p>	<p>closed</p>	
<p><i>INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</i></p> <p><i>Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or</i></p> <p><i>*Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or</i></p> <p><i>Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or</i></p> <p><i>Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR.</i></p>	<p><i>INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</i></p> <p><i>Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or</i></p> <p><i>*Standard Metric Level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or</i></p> <p><i>Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or</i></p> <p><i>Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR *When so prescribed by the appropriate ATS authorities..</i></p>	<p>closed</p>	
<p>(c) Route (including changes of speed, level and/or flight rules)</p>	<p>(c) Route (including changes of speed, level and/or flight rules)</p>	<p>closed</p>	
<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</i></p>	<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</i></p>	<p>closed</p>	



<p>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.</p> <p>THEN</p> <p><i>INSERT</i> 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,</p> <p>*When so prescribed by the appropriate ATS authorities.</p> <p><i>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.</i></p> <p><b>FOLLOWED IN EACH CASE</b></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority (ies),</p>	<p>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.</p> <p>THEN</p> <p><i>INSERT</i> each point at which either a change of speed <b>and/or</b> level is <b>planned to commence</b>, or a change of ATS route, and/or a change of flight rules is planned,</p> <p><i>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.</i></p> <p><b>FOLLOWED IN EACH CASE</b></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority (ies),</p>		
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<p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space</p>	<p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space.</p>		
<p>(1) ATS route (2 to 7 characters)</p>	<p>(1) ATS route (2 to 7 characters)</p>	<p>closed</p>	
<p><i>The coded designator</i> 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).</p>	<p><i>The coded designator</i> 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).</p>	<p>closed</p>	



<p><i>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).</i></p>	<p><i>Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1,</i></p>		
<p>(2) Significant point (2 to 11 characters)</p>	<p>(2) Significant point (2 to 11 characters)</p>	<p>closed</p>	
<p><i>The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>or, if no coded designator has been assigned, one of the following ways:— Degrees only (7 characters):</i></p> <p>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.</p> <p>— <i>Degrees and minutes (11 characters):</i></p> <p>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.</p>	<p><i>The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>Or, if no coded designator has been assigned, one of the following ways:— Degrees only (7 characters):</i></p> <p>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.</p> <p>— <i>Degrees and minutes (11 characters):</i></p> <p>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.</p>	<p>closed</p>	





<p>— <i>Bearing and distance from a navigation aid:</i></p> <p>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.</p>	<p>— <i>Bearing and distance from a significant point:</i></p> <p>The identification of the <b>significant point, followed by</b> the bearing from the <b>point</b> in the form of 3 figures giving degrees magnetic, <b>followed by</b> the distance from the <b>point</b> in the form of 3 figures expressing nautical miles. <b>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.</b> 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</p>		
<p>(3) Change of speed or level (maximum 21 characters)</p>	<p>(3) Change of speed or level (maximum 21 characters)</p>	<p>closed</p>	
<p><i>The point</i> 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, <i>even when only one of these quantities will be changed.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>	<p><i>The point</i> at which a change of speed (5% TAS or <i>The point</i> at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned <b>to commence</b>, 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, <i>even when only one of these quantities will be changed.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>	<p>closed</p>	
<p>(4) Change of flight rules (maximum 3 characters)</p>	<p>(4) Change of flight rules (maximum 3 characters)</p>	<p>closed</p>	
<p><i>The point</i> at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, <i>followed by a space and one of the following:</i></p>	<p><i>The point</i> at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, <i>followed by a space and one of the following:</i></p>		





VFR if from IFR to VFR IFR if from VFR to IFR  Examples: LN VFR LN/N0284A050 IFR	VFR if from IFR to VFR IFR if from VFR to IFR  Examples: LN VFR LN/N0284A050 IFR		
(5) Cruise climb (maximum 28 characters)	(5) Cruise climb (maximum 28 characters)	closed	
<i>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.</i>	<i>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.</i>		
Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	closed	
<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>	<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>	closed	
Destination aerodrome and total estimated elapsed time (8 characters)	Destination aerodrome and total estimated elapsed time (8 characters)	closed	
<i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,  <i>OR</i> , if no location indicator has been assigned, <i>INSERT ZZZZ</i> followed, without a space, by the total estimated elapsed time, and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by DEST/.	<i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome <b>as specified in Doc 7910, Location Indicators</b> ,  <i>OR</i> , if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the aerodrome, preceded by DEST/ .  <b>THEN WITHOUT A SPACE</b>  <b>INSERT</b> the total estimated elapsed time.		



<p><i>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.</i></p>	<p><i>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 <b>to the termination point of the flight plan</b></i></p>		
<p>Alternate aerodrome(s) (4 characters)</p>	<p><b>Destination</b> alternate aerodrome(s)</p>	<p>closed</p>	
<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the alternate aerodrome,</p> <p><i>INSERT</i> ZZZZ and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by ALTN/ .</p>	<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, <b>as specified in Doc 7910, Location Indicators</b>, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the <b>destination</b> alternate aerodrome(s),</p> <p><i>INSERT</i> ZZZZ and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the <b>destination alternate aerodrome(s)</b>, preceded by ALTN/.</p>		
<p><b>ITEM 18: OTHER INFORMATION</b></p>	<p><b>ITEM 18: OTHER INFORMATION</b></p>	<p>closed</p>	
<p><i>INSERT</i> 0 (zero) if no other information,</p> <p><i>OR</i>, 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:</p>	<p><i>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.</i></p> <p><i>INSERT</i> 0 (zero) if no other information,</p> <p><i>OR</i>, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined</b> hereunder followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</b></p>	<p>closed</p>	



	<p><b>FFR:</b> fire-fighting;</p> <p><b>FLTCK:</b> flight check for calibration of nav aids;</p> <p><b>HAZMAT:</b> for a flight carrying hazardous material;</p> <p><b>HEAD:</b> a flight with Head of State status;</p> <p><b>HOSP:</b> for a medical flight declared by medical authorities;</p> <p><b>HUM:</b> for a flight operating on a humanitarian mission;</p> <p><b>MARSA:</b> for a flight for which a military entity assumes responsibility for separation of military aircraft;</p> <p><b>MEDEVAC:</b> for a life critical medical emergency evacuation;</p> <p><b>NONRVSM:</b> for a non-RVSM capable flight intending to operate in RVSM airspace;</p> <p><b>SAR:</b> for a flight engaged in a search and rescue mission; and</p> <p><b>STATE:</b> for a flight engaged in military, customs or police services.</p> <p>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</p> <p><b>PBN/</b> 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>		
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		<b>RNAV SPECIFICATIONS</b>	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	
	D2	RNAV 1 GNSS	
	D3	RNAV 1 DME/DME	
	D4	RNAV 1 DME/DME/IRU	
		<b>RNP SPECIFICATIONS</b>	
	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)		
		<b>Combinations of alphanumeric characters not indicated above are reserved</b>		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.  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.			closed	



<p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in 10a.</b></p> <p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>		
<p>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.</p>	<p>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.</p> <p><b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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</b></p>	<p>closed</p>	



	<p>insertion of zeros, e.g. 4620N07805W (11 characters).</p> <p><b>OR, Bearing and distance from the nearest significant point, as follows:</b></p> <p>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.</p> <p><b>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.</b></p>		
<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16.</p> <p><b>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.</b></p> <p><b>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).</b></p>		



	<p><b>REG/</b> The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</p> <p><b>EET/</b> 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.</p> <p><b>Examples:</b> EET/CAP0745 XYZ0830 EET/EINN0204</p> <p><b>SEL/ SELCAL</b> Code, for aircraft so equipped.</p> <p><b>TYP/</b> 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.</p> <p><b>Example:</b> TYP/2F15 5F5 3B2</p>		
<p><b>ALTN/</b> Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p> <p><b>RALT/</b> Name of en-route alternate aerodrome(s).</p> <p><b>CODE/</b> 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.</p>	<p><b>CODE/</b> 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.</p> <p><b>DLE/</b> 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).</p>	closed	





	<p><b>Example: DLE/MDG0030</b></p> <p><b>OPR/</b> ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</p> <p><b>ORGN/</b> 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.</p> <p><i>Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.</i></p> <p><b>PER/</b> Aircraft performance data, indicated by a single letter as specified in the <i>Procedures for Air Navigation Services — Aircraft Operations (PANSOPS, Doc 8168), Volume I — Flight Procedures</i>, if so prescribed by the appropriate ATS authority.</p> <p><b>ALTN/</b> 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.</p> <p><b>RALT/</b> ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</p>		
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	<p>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p>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.</p> <p>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH</p>		
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	
<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>	<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>	closed	
<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	closed	
<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;≡ (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 )&lt;&lt;≡ 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</p>	<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;_ (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 )&lt;&lt;_ 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</p>		



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



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 <b>and capabilities</b>	
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, <b>destination</b> 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 Data conventions		1.6 Data conventions		closed
1.6.3 <i>The expression of position or route</i>		1.6.3 <i>The expression of position or route</i>		closed



<p>The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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";</p> <p>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";</p> <p>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".</p>	<p>The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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";</p> <p>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";</p> <p>e) 2 <b>to 5</b> characters being the coded identification of <b>significant point</b>, 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".</p>		
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<p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:–</p> <table border="1" style="margin-left: 100px;"> <tr> <td style="width: 20px; height: 15px;">a</td> <td style="width: 20px; height: 15px;">b</td> </tr> </table>	a	b	<p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:–</p> <table border="1" style="margin-left: 100px;"> <tr> <td style="width: 20px; height: 15px;">a</td> <td style="width: 20px; height: 15px;">b</td> </tr> </table>	a	b				
a	b								
a	b								
<p>SINGLE HYPHEN (a) <i>Flight rules</i></p> <p>1 LETTER as follows:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first</p> <p>Z if VFR first</p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	<p>SINGLE HYPHEN (a) <i>Flight Rules</i></p> <p>1 LETTER as follows:</p> <p><b>I if it is intended that the entire flight will be operated under the IFR</b></p> <p><b>V if it is intended that the entire flight will be operated under the VFR</b></p> <p><b>Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules</b></p> <p><b>Z if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules</b></p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	closed							
<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment</i></p> <p>Format:–</p> <table border="1" style="margin-left: 100px;"> <tr> <td style="width: 20px; height: 15px;">a</td> <td style="width: 20px; height: 15px;">/</td> <td style="width: 20px; height: 15px;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	/	b	<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment <b>and Capabilities</b></i></p> <p>Format:–</p> <table border="1" style="margin-left: 100px;"> <tr> <td style="width: 20px; height: 15px;">a</td> <td style="width: 20px; height: 15px;">/</td> <td style="width: 20px; height: 15px;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	/	b	closed	
a	/	b							
a	/	b							



<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment</i></p> <p>1 LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>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)</p> <p>F ADF G (GNSS) H HF RTF I Inertial Navigation J (Data link) (See Note 3)</p> <p>K (MLS) L ILS M Omega</p> <p>O VOR P (Not allocated) Q (Not allocated) R (Not allocated) RNP type Certification (see Note 5)</p>	<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment and Capabilities</i></p> <p>1 LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment <b>and capabilities</b> A <b>GBAS landing System</b> B <b>LPV (APV with SBAS)</b> C LORANC D DME E1 <b>FMC WPR ACARS</b> E2 <b>D-FIS ACARS</b> E3 <b>PDC ACARS</b> F ADFG GNSS (See Note 2) H HF RTF I Inertial Navigation J1 <b>CPDLC ATN VDL Mode 2</b> (See Note 3) J2 <b>CPDLC FANS 1/A HF DL</b> J3 <b>CPDLC FANS 1/A VDL Mode A</b> J4 <b>CPDLC FANS 1/A VDL Mode 2</b> J5 <b>CPDLC FANS 1/A SATCOM (INMARSAT)</b> J6 <b>CPDLC FANS 1/A SATCOM (MTSAT)</b> J7 <b>CPDLC FANS 1/A SATCOM (Iridium)</b> K MLS L ILS M1 <b>ATC RTF SATCOM (INMARSAT)</b> M2 <b>ATC RTF (MTSAT)</b> M3 <b>ATC RTF (Iridium)</b> O VOR <b>P1-P9 Reserved for RCP</b></p> <p>R <b>PBN approved</b> (see Note 4)</p>	<p>closed</p>	
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<p>T TACAN          U UHF/RTF          V VHF/RTF          W when prescribed by ATS          X when prescribed by ATS          Y when prescribed by ATS</p> <p>Z Other equipment carried          (see Note 2)</p>	<p>T TACAN          U UHF/RTF          V VHF/RTF          W <b>RVSM Approved</b>          X <b>MNPS approved</b>          Y <b>VHF with 8.33 kHz channel spacing capability</b>          Z Other equipment carried  <b>or other capabilities</b> (see Note 5)</p>		
<p>Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority</p>	<p>Note 1.— <b>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.</b></p> <p><b>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.</b></p>	closed	
<p>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.</p>	<p>Note 5.— If the letter Z is used, <b>specify in Item 18 the other equipment carried or other capabilities preceded by COM/ , NAV/ and/or DAT, as appropriate.</b></p>	closed	
<p>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.</p>	<p>Note 3.—<b>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.</b></p>	closed	
<p>Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes</p>	<p>Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.</p>	closed	
<p>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.</p>	<p>Note 4.— <b>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).</b></p>	closed	
<p>OBLIQUE STROKE</p>	<p>OBLIQUE STROKE</p>	closed	
<p>(b) Surveillance Equipment and capabilities</p>	<p>(b) Surveillance Equipment and capabilities</p>	closed	





<p>ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried</p> <p>SSR equipment N Nil A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>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> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</p> <p>S Transponder — Mode S, including Both pressure altitude and aircraft identification transmission</p>	<p>ONE OR <b>MORE</b> of the following <b>descriptors, to a maximum of 20</b> characters, to describe the serviceable surveillance equipment <b>and/or capabilities on board:</b> <b>SSR Modes A and C</b></p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and ModeC <b>SSR Mode S</b> <b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B)capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification <b>capability</b></p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification <b>capability</b></p> <p><b>X Transponder — Mode S with neither aircraft identification nor pressure- altitude capability</b></p> <p><b>Note.— Enhanced surveillance capability is the ability of the</b></p>		
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<p>ADS equipment D ADS capability</p>	<p><i>aircraft to down-link aircraft derived data via a Mode S transponder.</i></p> <p><b>ADS-B</b></p> <p><b>B1 ADS-B with dedicated 1090MHz ADS-B “out” capability</b></p> <p><b>B2 ADS-B with dedicated 1090MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT U2 ADS-“out” and “in” capability using UAT</b></p> <p>V1 ADS-B “out” capability using VDL Mode 4</p> <p>V2 ADS-B “out” and “in” capability using VDL Mode 4</p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b></p> <p><b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not indicated above are reserved.</b> <b>Note.– Additional surveillance application should be listed in item 18 following the indicator SUR/ .</b></p>														
<p>Examples: –S/A –SCHJ/CD –SAFJ/SD</p> <p>Format:–</p> <table border="1" data-bbox="391 1604 667 1696"> <tr> <td>a</td> <td></td> <td></td> <td></td> <td>b</td> <td></td> </tr> </table> <p>SINGLE HYPHEN</p>	a				b		<p>Examples: –S/A –SCI/CB1 –SAFR/SV1</p> <p>Format:–</p> <table border="1" data-bbox="878 1604 1154 1696"> <tr> <td>a</td> <td></td> <td></td> <td></td> <td>b</td> <td></td> </tr> </table> <p>SINGLE HYPHEN</p>	a				b		<p>closed</p>	
a				b											
a				b											
<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p>	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p>	<p>closed</p>													



<p>the ICAO four-letter location indicator allocated to the departure aerodrome, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (see Note 1) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (see Note 2).</p> <p><i>Note 1.— If ZZZZ is used, the name 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.</i></p> <p><i>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).</i></p>	<p>the ICAO four-letter location indicator allocated to the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (see Note 1) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (see Note 2).</p> <p><i>Note 1.— If ZZZZ is used, the name <b>and location</b> 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.</i></p> <p><i>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).</i></p>		
<p>* 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.</p>	<p>* This field shall be terminated here in message types CPL, EST, CDN <b>and</b> ACP . It shall be terminated here in message type RQP if the estimated off-block time is not known.</p>	closed	
<p>(b) <i>Time</i> 4 NUMERICS giving</p> <p>the estimated off-block time at the aerodrome in</p> <p>(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or</p>	<p>(b) <i>Time</i> 4 NUMERICS giving</p> <p>the estimated off-block time (<b>EOBT</b>) at the aerodrome in</p> <p>(a) in FPL, <b>ARR, CHG, CNL</b>, and <b>DLA and RQS</b> messages transmitted before departure and in RQP message, if known, or</p>	closed	



<p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>	<p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>														
<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>	<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>	closed													
<table border="1" data-bbox="245 821 711 915"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e	<table border="1" data-bbox="732 821 1208 915"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e	closed	
a	/	b	c	d	e										
a	/	b	c	d	e										
SINGLE HYPHEN	SINGLE HYPHEN														
<p>(a) <i>Boundary Point (see Note 1)</i> 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).</p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	<p>(a) <i>Boundary Point (see Note 1)</i> 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 <b>significant</b> point</p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	closed													
<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</i></p>	<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</i></p>	closed													



Format:–			Format:–				
a	b	(sp)	c	a	b	(sp)	c
See Note in margin on page A3-20.			See Note in margin on page A3-21.				
<b>FIELD TYPE 16</b>			<b>FIELD TYPE 16</b>			closed	
<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>	<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>	closed	
15	ALR	18	15	ALR	18		
15	FPL	18	15	FPL	18		
13	CHG	22	13	CHG	<b>18</b>		
13	CNL	)	13	CNL	<b>18</b>		
13	DLA	)	13	DLA	<b>18</b>		
13	DEP	)	13	DEP	<b>18</b>		
13	ARR***	17	13	ARR***	17		
15	CPL	18	15	CPL	18		
14	EST	)	14	EST	)		
13	CDN	22	13	CDN	22		
13	ACP	)	13	ACP	)		
13	RQS	)	13	RQS	<b>18</b>		
13	SPL	18	13	SPL	18		
*** Only in case of a diversionary landing			*** Only in case of a diversionary landing.			closed	
SINGLE HYPHEN			SINGLE HYPHEN			closed	
(a) <i>Destination Aerodrome</i>			(a) <i>Destination Aerodrome</i>			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 <b>as specified in Doc 7910, Location Indicators</b> , or				
ZZZZ if no ICAO location indicator has been allocated.			ZZZZ if no ICAO location indicator has been allocated.				



<p>Note.— If ZZZZ is used, the name of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18).</p>	<p>Note.— If ZZZZ is used, the name <b>and location</b> of the destination aerodrome is to be shown in the Other Information Field (see Field Type 18)</p>										
<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>	<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>	closed									
<p>(c) Destination Alternate Aerodrome(s) .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p>Note.— One further element of (c) should be added, as necessary, preceded by a space</p> <p>Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</p>	<p>(c) Destination Alternate Aerodrome(s) .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p>Note.— One further element of (c) should be added, as necessary, preceded by a space</p> <p>Note.— If ZZZZ is used, the name <b>and location</b> of the destination alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</p>	closed									
<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL Field Type 17 — Arrival aerodrome and time</p>	<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL Field Type 17 — Arrival aerodrome and time</p>	closed									
<p>Format:–</p> <table border="1" data-bbox="245 1577 703 1671"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	<p>Format:–</p> <table border="1" data-bbox="732 1577 1190 1671"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	closed	
a	B`	(sp)	c								
a	B`	(sp)	c								
<p>(a) Arrival Aerodrome 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the arrival aerodrome, or</p>	<p>(a) Arrival Aerodrome 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the arrival aerodrome <b>as</b></p>	closed									



<p>ZZZZ if no ICAO location indicator has been allocated.</p>	<p><b>specified in Doc 7910, Location Indicators, or</b></p> <p>ZZZZ if no ICAO location indicator has been allocated.  <b>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></p>		
<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>	<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>		
<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p>	<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p> <p><b>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</b></p> <p><b>Hyphens or oblique strokes should only be used as prescribed below.</b></p>	<p>closed</p>	
<p>Format:–</p> <p style="text-align: center;">A</p> <p>or</p> <p>[ ] (sp) [ ] (sp)*(sp) [ ]</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>	<p>Format:–</p> <p style="text-align: center;">A</p> <p>or</p> <p>[ ] (sp) [ ] (sp)*(sp) [ ]</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>	<p>closed</p>	
<p>(a) 0 (zero) if no other information,</p>	<p>(a) 0 (zero) if no other information,</p>	<p>closed</p>	
<p>OR,</p>	<p>OR,</p>	<p>closed</p>	
<p>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:</p>	<p>Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined hereunder</b> followed by an oblique stroke and the information to be</p>	<p>closed</p>	



	<p>recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV:</b> for a flight operated in accordance with an altitude reservation;</p> <p><b>ATFMX:</b> for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</p> <p><b>FFR:</b> fire-fighting;</p> <p><b>FLTCK:</b> flight check for calibration of nav aids;</p> <p><b>HAZMAT:</b> for a flight carrying hazardous material;</p> <p><b>HEAD:</b> a flight with Head of State status;</p> <p><b>HOSP:</b> for a medical flight declared by medical authorities;</p> <p><b>HUM:</b> for a flight operating on a humanitarian mission;</p> <p><b>MARSA:</b> for a flight for which a military entity assumes responsibility for separation of military aircraft;</p> <p><b>MEDEVAC:</b> for a life critical medical emergency evacuation;</p> <p><b>NONRVSM:</b> for a non-RVSM capable flight intending to operate in RVSM airspace;</p> <p><b>SAR:</b> for a flight engaged in a search and rescue mission; and</p> <p><b>STATE:</b> for a flight engaged in military, customs or police services.</p>		
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	<p>Other reasons for special handling by ATS shall be denoted under the designator RMK/  <b>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.</b></p>																																												
	<table border="1"> <tr> <td data-bbox="732 562 800 625"></td> <td data-bbox="800 562 1208 625"><b>RNAV SPECIFICATIONS</b></td> </tr> <tr> <td data-bbox="732 625 800 688">A1</td> <td data-bbox="800 625 1208 688">RNAV 10 (RNP 10)</td> </tr> <tr> <td data-bbox="732 688 800 720"></td> <td data-bbox="800 688 1208 720"></td> </tr> <tr> <td data-bbox="732 720 800 821">B1</td> <td data-bbox="800 720 1208 821">RNAV 5 all permitted sensors</td> </tr> <tr> <td data-bbox="732 821 800 884">B2</td> <td data-bbox="800 821 1208 884">RNAV 5 GNSS</td> </tr> <tr> <td data-bbox="732 884 800 947">B3</td> <td data-bbox="800 884 1208 947">RNAV 5 DME/DME</td> </tr> <tr> <td data-bbox="732 947 800 1010">B4</td> <td data-bbox="800 947 1208 1010">RNAV 5 VOR/DME</td> </tr> <tr> <td data-bbox="732 1010 800 1073">B5</td> <td data-bbox="800 1010 1208 1073">RNAV 5 INS or IRS</td> </tr> <tr> <td data-bbox="732 1073 800 1136">B6</td> <td data-bbox="800 1073 1208 1136">B6 RNAV 5 LORANC</td> </tr> <tr> <td data-bbox="732 1136 800 1167"></td> <td data-bbox="800 1136 1208 1167"></td> </tr> <tr> <td data-bbox="732 1167 800 1304">C1</td> <td data-bbox="800 1167 1208 1304">RNAV 2 all permitted sensors</td> </tr> <tr> <td data-bbox="732 1304 800 1367">C2</td> <td data-bbox="800 1304 1208 1367">RNAV 2 GNSS</td> </tr> <tr> <td data-bbox="732 1367 800 1430">C3</td> <td data-bbox="800 1367 1208 1430">RNAV 2 DME/DME</td> </tr> <tr> <td data-bbox="732 1430 800 1493">C4</td> <td data-bbox="800 1430 1208 1493">RNAV 2 DME/DME/IRU</td> </tr> <tr> <td data-bbox="732 1493 800 1524"></td> <td data-bbox="800 1493 1208 1524"></td> </tr> <tr> <td data-bbox="732 1524 800 1625">D1</td> <td data-bbox="800 1524 1208 1625">RNAV 1 all permitted sensors</td> </tr> <tr> <td data-bbox="732 1625 800 1688">D2</td> <td data-bbox="800 1625 1208 1688">RNAV 1 GNSS</td> </tr> <tr> <td data-bbox="732 1688 800 1751">D3</td> <td data-bbox="800 1688 1208 1751">RNAV 1 DME/DME</td> </tr> <tr> <td data-bbox="732 1751 800 1814">D4</td> <td data-bbox="800 1751 1208 1814">RNAV 1 DME/DME/IRU</td> </tr> <tr> <td data-bbox="732 1814 800 1845"></td> <td data-bbox="800 1814 1208 1845"></td> </tr> <tr> <td data-bbox="732 1845 800 1913"></td> <td data-bbox="800 1845 1208 1913"><b>RNP SPECIFICATIONS</b></td> </tr> </table>		<b>RNAV SPECIFICATIONS</b>	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	D2	RNAV 1 GNSS	D3	RNAV 1 DME/DME	D4	RNAV 1 DME/DME/IRU				<b>RNP SPECIFICATIONS</b>	closed	
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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.	closed																			
<p>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</p> <p>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</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p>		closed																			



<p>SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment, as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a. DAT/ Indicate data applications or capabilities not specified in Item 10a.</b></p>		
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	<p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>		
<p>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</p>	<p>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.</p> <p><b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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).</b></p> <p><b>OR Bearing and distance from the nearest significant point, as follows:</b></p> <p><b>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.</b></p>	<p>closed</p>	



	<p><b>OR</b> 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.</p>		
<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16.</p> <p><b>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.</b></p> <p><b>DOF/</b> 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).</p> <p><b>REG/</b> The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</p> <p><b>EET/</b> 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.</p> <p><b>Examples:</b> EET/CAP0745 XYZ0830 EET/EINN0204</p> <p><b>SEL/ SELCAL</b> Code, for aircraft so equipped.</p> <p><b>TYP/</b> 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.</p> <p><b>Example:</b> -TYP/2F15, 5F5, 3B2</p>	closed	
<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p>		closed	



<p>RALT/ Name of en-route alternate aerodrome(s).</p>		<p>closed</p>	
<p>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.</p>	<p>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.</p> <p><b>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</b></p> <p><b>OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</b></p> <p><b>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.</b></p> <p><i>Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.</i></p> <p><b>PER/ Aircraft performance data, indicated by a single letter as specified in the <i>Procedures for Air Navigation Services — Aircraft Operations (PANSOPS, Doc 8168), Volume I — Flight Procedures</i>, if so prescribed by the appropriate ATS authority.</b></p>	<p>closed</p>	



	<p><b>ALTN/</b> 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.</p> <p><b>RALT/</b> ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p><b>TALT/</b> ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p><b>RIF/</b> 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.</p> <p><b>Examples:--RIF/DTA HEC KLAX -RIF/ESP G94 CLA YPPH</b></p>		
<p><b>RMK/</b> Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.</p>	<p><b>RMK/</b> Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.</p>	<p>closed</p>	



Examples:-0 -EET/15W0315 20W0337 30W0420 40W0502 -STS/ONE ENG INOP -DAT/			Examples:-0 - <b>STS/MEDEVAC</b> -EET/ <b>0</b> 15W0315 <b>0</b> 20W0337 <b>0</b> 30W0420 <b>0</b> 40W0502				
<i>Field Type 22 — Amendment</i>			<i>Field Type 22 — Amendment</i>			closed	
<b>FIELD TYPE 22</b>			<b>FIELD TYPE 22</b>				
<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>	<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>		
16	CHG	*22 or)	<b>18</b>	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	
<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)			<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)			closed	
... <b>STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>			... <b>STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>			closed	
MESSAGE TYPE	DESIGNATOR	Other information	MESSAGE TYPE	DESIGNATOR	Other information	closed	
Alerting	ALR	18	Alerting	ALR			
Radio communication failure	RCF		Radio communication failure	RCF			
Filed flight plan	FPL	18	Filed flight plan	FPL	18		
Delay	DLA		Delay	DLA	<b>18</b>		
Modification	CHG		Modification	CHG	<b>18</b>		
Flight plan cancellation	CNL		Flight plan cancellation	CNL	<b>18</b>		
Departure	DEP		Departure	DEP	<b>18</b>		
Arrival	ARR		Arrival	ARR			
Current flight plan	CPL		Current flight plan	CPL			
Estimate	EST		Estimate	EST			





	Coordination	CDN		Coordination	CDN			
	Acceptance	ACP		Acceptance	ACP			
	Logical acknowledgement message	LAM		Logical acknowledgement message	LAM			
	Request flight plan	RQP		Request flight plan	RQP	18		
	Request Supplementary flight plan	RQS		Request supplementary flight plan	RQS	18		
	Supplementary flight plan	SPL		Supplementary flight plan	SPL			
	<i>The expression of position or route</i>			<i>The expression of position or route</i>			closed	
	The following alternative data conventions shall be used for the expression of position or route:			The following alternative data conventions shall be used for the expression of position or route:			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 <b>5</b> characters being the coded identification of a <b>significant</b> 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". \\				
	<b>2. Examples of ATS messages</b>			<b>2. Examples of ATS messages</b>			closed	
	2.2 Emergency messages			2.2 Emergency messages			closed	
	2.2.1 Alerting (ALR) message			2.2.1 Alerting (ALR) message				
	2.2.1.1 Composition			2.2.1.1 Composition				
	9 Type of aircraft and wake turbulence category	-	10 Equipment and	9 Type of aircraft and wake turbulence category	-	10 Equipment and <b>capabilities</b>	closed	



<p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	<p>closed</p>	
<p>2.2.1.2 Example</p>	<p>2.2.1.2 Example</p>	<p>closed</p>	
<p>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</p> <p>(ALR-INCERFA/LGGGZAZX /OVERDUE          –FOX236/A3624-IM          –C141/H-S/CD          –LGAT1020          –N0430F220 B9 3910N02230W /N0415F240 B9 IVA/N0415F180 B9          –EDDM0227 EDDF          –EET/LYBE0020 EDMIO133          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)</p>	<p>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.</p> <p>(ALR-INCERFA/LGGGZAZX /OVERDUE          –FOX236/A3624-IM          –C141/H-S/C          –LGAT1020          –N0430F220 B9 3910N02230W /N0415F240 B9 IVA/N0415F180 B9          –EDDM0227 EDDF          –<b>REG/A43213</b> EET/LYBE0020          EDMIO133 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)</p>	<p>closed</p>	
<p>2.2.1.2.1 Meaning</p>	<p>2.2.1.2.1 Meaning</p>	<p>closed</p>	
<p>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 —</p>	<p>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</p>	<p>closed</p>	



<p>ADS capability — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — 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 fluoresce in 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.</p>	<p>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 <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — <b>destination</b> alternate is Frankfurt — <b>aircraft registration A43213</b> — 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 approach control have alerted all ATS units within Athens FIR — no other pertinent information.</p>		
<p>2.3 Filed flight plan and associated update messages</p>	<p>2.3 Filed flight plan and associated update messages</p>	<p>closed</p>	



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 Message type, number and reference data	-	7 Aircraft Identification and SSR Mode and Code	-	8 Flight rules and type of flight	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	8 Flight rules and type of flight	closed	
9 Type of aircraft and wake turbulence category	-	10 Equipment		9 Type of aircraft and wake turbulence category	-	10 Equipment and <b>capabilities</b>					
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, <b>destination</b> 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.				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			



<p>(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)</p>	<p>(FPL-ACA101-IS          – B773/H-CHOV/C          –EGLL1400          –N0450F310 <b>L9 UL9</b> STU285036          /M082F310 <b>UL9 LIMRI</b> 52N020W          52N030W 50N040W 49N050W          –CYQX0455 CYYR          –EET/EISN0026 EGGX0111  <b>020W0136</b>          CYQX0228 <b>040W0330 050W0415</b>          SEL/FJEL)</p>		
<p>2.3.1.2.1 <i>Meaning</i></p>	<p>2.3.1.2.1 <i>Meaning</i></p>	<p>closed</p>	
<p>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.</p>	<p>Filed flight plan message — aircraft identification <b>ACA101</b> — IFR, scheduled flight — a Boeing <b>777-300</b>, <b>heavy</b> 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 <b>Lima 9</b> and Upper <b>Lima 9</b> 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 <b>Lima 9</b> to <b>LIMRI</b>; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — <b>destination</b> 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.</p>	<p>closed</p>	



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 Message type, number and reference data	-	7 Aircraft identification 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	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)			closed					
			<b>18 Other information (using more than one line if necessary)</b>			closed					
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					
<p>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.</p> <p>(CHGA/F016A/F014-GABWE/A2173-EHAMEDDF--8/I-16/EDDN)</p>			<p>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.</p> <p>(CHGA/F016A/F014-GABWE/A2173-EHAM<b>0850</b>-EDDF-<b>DOF/080122</b>-8/I-16/EDDN)</p>			closed					



<p>2.3.2.2.1 <i>Meaning</i></p> <p>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.</p>	<p>2.3.2.2.1 <i>Meaning</i></p> <p>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 <b>EOBT0850</b> to Frankfurt <b>date of flight 22 Jan 2008</b> – 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.</p>												
<p>2.3.3 <i>Flight plan cancellation (CNL) message</i></p>	<p>2.3.3 <i>Flight plan cancellation (CNL) message</i></p>	<p>closed</p>											
<p>2.3.3.1 <i>Composition</i></p>	<p>2.3.3.1 <i>Composition</i></p>	<p>closed</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 33%; text-align: center; padding: 5px;">-</td> <td style="width: 33%; padding: 5px;">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	<p>closed</p>	
3 Message type, number and reference data	-	7 Aircraft identification 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									
<p>16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	<p>closed</p>											
	<p><b>18</b> <b>Other information (using more than one line if necessary)</b></p>	<p>closed</p>											





2.3.3.2 Example 1	2.3.3.2 Example 1	closed	
<p>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.</p> <p>(CNL-DLH522-EDBB-LFPO-)</p>	<p>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.</p> <p>(CNL-DLH522-EDBB<b>0900</b>-LFPO-<b>0</b>)</p>	closed	
2.3.3.2.1 Meaning	2.3.3.2.1 Meaning	closed	
<p>Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris.</p>	<p>Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – <b>no other information.</b></p>		
2.3.3.3 Example 2	2.3.3.3 Example 2	closed	
<p>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.</p> <p>(CNLF/B127F/B055-BAW580-EDDF-EDDW)</p>	<p>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.</p> <p>(CNLF/B127F/B055-BAW580-EDDF<b>1430</b>-EDDW-<b>0</b>)</p>	closed	
2.3.3.3.1 Meaning	2.3.3.3.1 Meaning	closed	
<p>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.</p>	<p>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 <b>EOBT1430</b> to Bremen – <b>no other information.</b></p>	closed	





<p>2.3.4 <i>Delay (DLA) message</i></p> <p>2.3.4.1 <i>Composition</i></p>	<p>2.3.4 <i>Delay (DLA) message</i></p> <p>2.3.4.1 <i>Composition</i></p>	<p>closed</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Mess age type, numb er and refere nce data</td> <td style="width: 25%; text-align: center; padding: 5px;">-</td> <td style="width: 25%; padding: 5px;">7 Aircra ft identifi cation and SSR Mode and Code</td> <td style="width: 25%; text-align: center; padding: 5px;">-</td> <td style="width: 25%; padding: 5px;">13 Depar ture aerodr ome and time</td> </tr> </table>	3 Mess age type, numb er and refere nce data	-	7 Aircra ft identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Mess age type, numb er and refere nce data</td> <td style="width: 25%; text-align: center; padding: 5px;">-</td> <td style="width: 25%; padding: 5px;">7 Aircraf t identifi cation and SSR Mode and Code</td> <td style="width: 25%; text-align: center; padding: 5px;">-</td> <td style="width: 25%; padding: 5px;">13 Depar ture aerodr ome and time</td> </tr> </table>	3 Mess age type, numb er and refere nce data	-	7 Aircraf t identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time	<p>closed</p>	
3 Mess age type, numb er and refere nce data	-	7 Aircra ft identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time									
3 Mess age type, numb er and refere nce data	-	7 Aircraf t identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time									
<p>16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	<p>closed</p>											
	<p><b>18</b> <b>Other information (using more than one line if necessary)</b></p>	<p>closed</p>											
<p>2.3.4.2 <i>Example</i></p>	<p>2.3.4.2 <i>Example</i></p>	<p>closed</p>											
<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message –aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik</p>	<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – <b>no other information.</b></p>	<p>closed</p>											



2.3.5 Departure (DEP) message		2.3.5 Departure (DEP) message		closed	
2.3.5.1 Composition		2.3.5.1 Composition		closed	
3 Message type, number and reference data	-	7 Aircraft identification 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	
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)		16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> alternate aerodrome(s)		closed	
		<b>18 Other information (using more than one line if necessary )</b>		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.		Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – <b>no other information.</b>		closed	



2.3.6 Arrival (ARR) message		2.3.6 Arrival (ARR) message				
2.3.6.1 Composition		2.3.6.1 Composition				
3 Mess age type, numb er and refere nce data	-	7 Aircra ft identif icatio n and SSR Mode and Code	-	13 Depar ture aerodr ome and time	closed	
3 Mess age type, numb er and refere nce data	-	7 Aircraf t identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time	closed	
17 Arrival aerodrome and time		17 Arrival aerodrome and time		closed		
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.  (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- <del>EHAM</del> -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 <b>HHE13</b> — 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	closed	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">3 Message type, number and reference data</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">7 Aircraft identification and SSR Mode and Code</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">8 Flight rules and type of flight</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">3 Message type, number and reference data</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">7 Aircraft identification and SSR Mode and Code</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">8 Flight rules and type of flight</div> </div>	closed	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">9 Type of aircraft and wake turbulence category</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">10 Equipment</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">9 Type of aircraft and wake turbulence category</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">10 Equipment and <b>capabilities</b></div> </div>	closed	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">13 Departure aerodrome and time</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">14 Estimate data</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">13 Departure aerodrome and time</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">14 Estimate data</div> </div>	closed	
15 Route (using more than one line if necessary)	15 Route (using more than one line if necessary)	closed	
16 Destination aerodrome and total Estimated elapsed time, destination 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	



<p>2.4.1.2 <i>Example 1</i></p> <p>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.</p> <p>(CPL-UAL621/A5120-IS          –DC9/M-S/CD          –KBOS-HFD/1341A220A200A          –N0420A220 V3 AGL V445          –KLGA          –0)</p>	<p>2.4.1.2 <i>Example 1</i></p> <p>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.</p> <p>(CPL-UAL621/A5120-IS          –<b>A320</b>/M-S/C          –KBOS-HFD/1341A220A200A          –N0420A220 V3 AGL V445          –KLGA          –0)</p>	<p>closed</p>	
<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p> <p>(CPLBOS/LGA052-UAL621/A5120-IS          –DC9/M-S/CD          –KBOS-HFD/1341A220A200A          –N0420A220 V3 AGL V445          –KLGA          –0)</p> <p><i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>	<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p> <p>(CPLBOS/LGA052-UAL621/A5120-IS          –<b>A320</b>/M-S/C          –KBOS-HFD/1341A220A200A          –N0420A220 V3 AGL V445          –KLGA          –0)</p> <p><i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>	<p>closed</p>	
<p>2.4.1.4 <i>Meaning</i></p> <p>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</p>	<p>2.4.1.4 <i>Meaning</i></p> <p>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 <b>A320</b>, 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</p>	<p>closed</p>	



<p>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.</p>	<p>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.</p>												
<p>2.4.2 Estimate (EST) message 2.4.2.1 Composition</p>	<p>2.4.2 Estimate (EST) message 2.4.2.1 Composition</p>	<p>closed</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Mess age type, numb er and refere nce data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">7 Aircra ft identif icatio n and SSR Mode and Code</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">13 Depar ture aerodr ome and time</td> </tr> </table>	3 Mess age type, numb er and refere nce data	-	7 Aircra ft identif icatio n and SSR Mode and Code	-	13 Depar ture aerodr ome and time	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Mess age type, numb er and refere nce data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">7 Aircraf t identifi cation and SSR Mode and Code</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">13 Depar ture aerodr ome and time</td> </tr> </table>	3 Mess age type, numb er and refere nce data	-	7 Aircraf t identifi cation and SSR Mode and Code	-	13 Depar ture aerodr ome and time	<p>closed</p>	
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">14 Estimate data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 45%; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</td> </tr> </table>	14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">14 Estimate data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 45%; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</td> </tr> </table>	14 Estimate data	-	16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)	<p>closed</p>					
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<p>2.4.3 Coordination (CDN) message 2.4.3.1 Composition</p>	<p>2.4.3 Coordination (CDN) message 2.4.3.1 Composition</p>	<p>closed</p>											
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16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> alternate aerodrome(s)	closed	
22 Amendment ----- 22 Amendment	22 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 - 7 Aircraft identification 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	
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> 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	
3 Message type, number and reference data - 7 Aircraft identification 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	



16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> alternate aerodrome(s)	closed	
	<b>18</b> <b>Other information (using more than one line if necessary)</b>	closed	
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.	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.	closed	
(RQP-PHOEN-EHRD-EDDL-)	(RQP-PHOEN-EHRD-EDDL-0)	closed	
2.5.1.2.1 Meaning  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.	2.5.1.2.1 Meaning  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – <b>no other information.</b>	closed	
2.5.2 Request supplementary flight plan (RQS)message  2.5.2.1 Composition	2.5.2 Request supplementary flight plan (RQS)message  2.5.2.1 Composition		
3 Mess age type, numb er and refere nce data	7 Aircra ft identifi cation and SSR Mode and Code	13 Depar ture aerodr ome and time	3 Mess age type, numb er and refere nce data
3 Mess age type, numb er and refere nce data	7 Aircraf t identifi cation and SSR Mode and Code	13 Depar ture aerodr ome and time	3 Mess age type, numb er and refere nce data
16 Destination aerodrome and total Estimated elapsed time, alternate aerodrome(s)	16 Destination aerodrome and total Estimated elapsed time, <b>destination</b> alternate aerodrome(s)	closed	





		<b>18</b> <b>Other information (using more than one line if necessary)</b>	closed							
2.5.2.2 <i>Example</i>	2.5.2.2 <i>Example</i>	2.5.2.2 <i>Example</i>	closed							
<p>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.</p> <p>(RQS-KLM405/A4046-EHAM-CYMX)</p>	<p>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.</p> <p>(RQS-KLM405/A4046-EHAM-CYMX-0)</p>									
2.5.2.2.1 <i>Meaning</i>	2.5.2.2.1 <i>Meaning</i>	2.5.2.2.1 <i>Meaning</i>	closed							
<p>Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel.</p>	<p>Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – <b>no other information.</b></p>									
2.5.3 <i>Supplementary flight plan (SPL) message</i>	2.5.3 <i>Supplementary flight plan (SPL) message</i>	2.5.3 <i>Supplementary flight plan (SPL) message</i>	closed							
2.5.3.1 <i>Composition</i>	2.5.3.1 <i>Composition</i>	2.5.3.1 <i>Composition</i>	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 15<sup>th</sup> 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

## LIST OF EFFECTIVE PAGES



## Muscat International Airport

### Contents

	<b>Title</b>	<b>Page</b>
1	Introduction	5
2	Terminology	6
3	Date Of Flight	6
4	Conversion from NEW format to PRESENT format	9
5	Differentiating between NEW format and PRESENT format	14
6	ATS Messages	15
7	Appendix 1 Status	18
8	Appendix 2 Benefits & Reference Documents	71

## INTRODUCTION

## **MISSION**

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;

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., “DI” 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: <input type="checkbox"/> Category A: less than 169 km/h (91 kt) indicated airspeed (IAS) <input type="checkbox"/> Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS <input type="checkbox"/> Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS <input type="checkbox"/> Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS <input type="checkbox"/> Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS <input type="checkbox"/> 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 below: *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.

<b>‘NEW’ Data Content</b>		<b>Conversion to ‘PRESENT’ Data Content</b>	
<b>Field 10a</b>	<b>Item 18</b>	<b>Field 10a</b>	<b>Item 18</b>
N		N	
S		V O L	
S F		S	
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
H		H	
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

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
O		O	
P1-P9		<i>Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).</i>	
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	P R	NAV/RNP1

'NEW' Data 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
T		T	
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

*Conversion of Field 10b*

6.3 Table below: *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	
C		C	
E		S	
H		S	
I		I	

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10b	Item 18	Field 10b	Item 18
L		S D	
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	

*Conversion of Item 18*

Table below: *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 <input type="checkbox"/> Except change "ATFMX" to "ATFMEXEMPTAPPROVED"
SUR/	RMK/ SUR <text after SUR/>
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/>

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

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**

- (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

#### **Flight Plan Cancellation (CNL) Messages**

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

#### **Delay (DLA) Messages**

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

#### **Departure (DEP) Messages**

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

#### **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)

#### **Request Supplementary Flight Plan (RQS) Messages**

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

## Oman status

Comparison Table of the Current and New Flight Plan			
Present Flight Plan	New Flight Plan	status	Remark
<p><b>4.4 FLIGHT PLAN</b></p> <p>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.</p> <p><i>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.</i></p>	<p><b>4.4.1 Flight plan form</b></p> <p><i>Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.</i></p> <p>...</p> <p>4.4.1.3 Operators and air traffic services units should comply with:</p> <p>a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; <b>and</b></p> <p>b) <b>any constraints identified in relevant Aeronautical Information Publications (AIPs).</b></p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>In progress</p>	
<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p>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.</p> <p>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.</p>	<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p><b>4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.</b></p> <p>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.</p> <p>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.</p>	<p>In progress</p>	

<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p><b>11.4.2 Movement and control messages</b></p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>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.</p> <p>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.</p> <p><i>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.</i></p>	<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p>...</p> <p><b>11.4.2 Movement and control messages</b></p> <p>...</p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>...</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>...</p> <p>11.4.2.2.2.5 FPL messages <b>should</b> be transmitted immediately after the filing of the flight plan., <b>If</b> a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, <b>that the date of the flight departure shall be inserted in Item 18 of the</b> flight plan.</p> <p>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. <b>Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.</b></p> <p><i>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.</i></p>	<p>In progress</p>	
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<p style="text-align: center;"><b>APPENDIX 2. FLIGHT PLAN</b></p> <p>...</p> <p style="text-align: center;"><b>2. Instructions for the completion of the flight plan form</b></p> <p>2.2 Instructions for insertion of ATS data</p> <p><i>Complete Items 7 to 18 as indicated hereunder.</i></p> <p><i>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.</i></p> <p><i>Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</i></p>	<p style="text-align: center;"><b>APPENDIX 2. FLIGHT PLAN</b></p> <p>...</p> <p style="text-align: center;"><b>2. Instructions for the completion of the flight plan form</b></p> <p>...</p> <p>2.2 Instructions for insertion of ATS data</p> <p><i>Complete Items 7 to 18 as indicated hereunder.</i></p> <p><i>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.</i></p> <p><i>Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</i></p> <p><i>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</i></p>	<p>In progress</p>	
<p style="text-align: center;"><b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b></p>	<p style="text-align: center;"><b>ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)</b></p>		
<p><i>INSERT</i> one of the following aircraft identifications, not exceeding 7 characters:</p> <p>a) the registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:</p> <p>b)</p> <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);</p> <p>2) the aircraft is not equipped with radio;</p> <p><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).</p>	<p><i>INSERT</i> one of the following aircraft identifications, not exceeding 7 <b>alphanumeric</b> characters <b>and without hyphens or symbols</b>:</p> <p><b>b) the nationality or common mark and registration</b> marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:</p> <p>1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. <b>CGAJS</b>), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. <b>BLIZZARD CGAJS</b>);</p> <p>2) the aircraft is not equipped with radio; .</p> <p><i>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). ;</i></p> <p><i>Note 1.— Standards for nationality, common and registration marks to be used are contained in</i></p>	<p>In progress</p>	

<p><i>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</i></p>	<p><b>Annex 7, Chapter 2.</b></p> <p><i>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.</i></p>		
<p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p>	<p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p>		
<p><u>Flight rules</u></p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first) and specify in Item 15 the point or</p> <p>Z if VFR first) points where a change of flight rules is planned.</p> <p><u>Type of flight</u></p> <p><i>INSERT</i> one of the following letters to denote the type of flight when so required by the appropriate ATS authority:</p> <p>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.</p>	<p><u>Flight rules</u></p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p><b>I if it is intended that the entire flight will be operated under the IFR</b></p> <p><b>V if it is intended that the entire flight will be operated under the VFR</b></p> <p><b>Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules</b>  or  <b>Z if the flight initially will be operated under the VFR), followed by one or more subsequent changes of flight rules</b></p> <p><b>Specify in Item 15 the point or points at which a change of flight rules is planned.</b></p> <p><u>Type of flight</u></p> <p><i>INSERT</i> one of the following letters to denote the type of flight when so required by the appropriate ATS authority:</p> <p>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.</p> <p>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.</p>	<p>In progress</p>	

ITEM 10: EQUIPMENT	ITEM 10: EQUIPMENT AND CAPABILITIES		
	<p>Capabilities comprise the following elements:</p> <p>a) presence of relevant serviceable equipment on board the aircraft;</p> <p>b) equipment and capabilities commensurate with flight crew qualifications; and</p> <p>c) where applicable, authorization from the appropriate authority.</p>	In progress	
Radiocommunication, navigation and approach aid equipment	Radio communication, navigation and approach aid equipment <b>and capabilities</b>		
<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p><i>OR</i> S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (<i>see Note 1</i>),</p> <p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:</p> <p>A (Not allocated) M Omega</p> <p>B (Not allocated) O VOR</p> <p>C LORAN C P (Not allocated)</p> <p>D DME Q (Not allocated)</p> <p>E (Not allocated) R RNP type certification</p> <p>F ADF (<i>see Note 5</i>)</p> <p>G (GNSS) T TACAN</p> <p>H HF RTF U UHF RTF</p> <p>I Inertial navigation V VHF RTF</p> <p>J (Data link) W}</p> <p>(<i>see Note 3</i>) X} When prescribed by ATS</p> <p>K (MLS) Y}</p> <p>L ILS Z Other equipment carried</p> <p>(<i>see Note 2</i>).</p>	<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p><i>OR</i> S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (<i>see Note 1</i>),</p> <p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the <b>serviceable</b> COM/NAV/approach aid equipment <b>and capabilities</b> available</p> <p>A <b>GBAS J7 CPDLC FANS 1/A landing system SATCOM (Iridium)</b></p> <p>B LPV K MLS (APV with SBAS)</p> <p>C LORAN C L ILS</p> <p>D DME M1 ATC RTF SATCOM (INMARSAT)</p> <p>E1 FMC M2 ATC RTF (MTSAT)</p> <p>WPR ACARS</p> <p>E2 D-FIS ACARS M3 ATC RTF (Iridium)</p> <p>E3 PDC ACARS O VOR</p> <p>F ADF P1–P9</p> <p>Reserved for RCP</p> <p>G (GNSS) (<i>See Note 2</i>)</p> <p>H HF RTF R</p> <p>PBN approved (<i>see Note 4</i>)</p> <p>I Inertial Navigation T TACAN</p> <p>J1 CPDLC ATN U UHF RTF</p> <p>VDL Mode 2 (<i>See Note 3</i>)</p> <p>J2 CPDLC FANS 1/A HF DL V VHF RTF</p> <p>J3 CPDLC FANS 1/A VDL W RVSM approved Mode A</p> <p>J4 CPDLC FANS 1/A VDL X MNPS approved</p>		



<p><i>Note 1.—Standard equipment is considered to be</i></p>	<p><b>J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability</b>  <b>J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (see Note 5)</b>  <b>Any alphanumeric characters not indicated above are reserved.</b>  <i>Note 1.— If the letter S is used, standard</i></p>		
<p><i>VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</i></p> <p><i>Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/ ,as appropriate.</i></p> <p><i>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.</i></p> <p><i>Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes.</i></p> <p><i>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.</i></p> <p>Surveillance equipment</p>	<p><i>equipment is considered to be VHF RTF, , VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</i></p> <p><b><i>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.</i></b></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.</i></p> <p><b><i>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).</i></b></p>		
<p>Surveillance equipment</p>	<p>Surveillance equipment  <b>and capabilities</b></p>		
<p><i>INSERT</i> one or two of the following letters to describe the serviceable surveillance equipment carried:</p>	<p><b><i>INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,</i></b></p> <p><b><i>OR</i></b></p> <p><b><i>INSERT</i> one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment</b></p>		

<p><i>SSR equipment</i></p> <p>N Nil</p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p>X Transponder — Mode S without both aircraft identification and pressure-altitude transmission</p> <p>P Transponder — Mode S, including pressure altitude transmission, but no aircraft identification Transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure altitude transmission</p> <p>S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.</p> <p><i>ADS equipment</i></p> <p>D ADS capability</p>	<p>and/or capabilities on board:</p> <p><b><i>SSR Modes A and C</i></b></p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p><b><i>SSR Mode S</i></b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure altitude, but no aircraft identification capability</p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification capability</p> <p>X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability</p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p> <p><b>ADS- B</b></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADB-B with dedicated 1090 MHz ADS-B</b></p>		
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	<p>“out” and “in” capability  <b>U1 ADS-B “out” capability using UAT</b>  <b>U2 ADS-B “out” and “in” capability using UAT</b>  <b>V1 ADS-B “out” capability using VDL Mode 4</b>  <b>V2 ADS-B “out” and “in” capability using VDL Mode 4</b></p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b>  <b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not indicated above are reserved.</b>  <b>Example: ADE3RV/HB2U2V2G1</b>  <i>Note.— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .</i></p>		
<b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b>	<b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b>		
<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome,</p> <p><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/ ,</p> <p><i>OR</i>, if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/ .</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time,</p> <p><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</p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i>, in Item 18, the name <b>and location</b> of the aerodrome preceded by DEP/ ,</p> <p><b><i>OR</i>, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,</b></p> <p><i>OR</i> , if the flight plan is received from an aircraft in flight, <i>INSERT AFIL</i>, 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/</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time <b>(EOBT)</b></p> <p><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.</p>	In progress	
<b>ITEM 15: ROUTE</b>	<b>ITEM 15: ROUTE</b>		
<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	<p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN</i>, following the arrow, <i>INSERT</i> the route description as in (c).</p>	In progress	

(a) Cruising speed (maximum 5 characters)	(a) Cruising speed (maximum 5 characters)		
<p><i>INSERT</i> the <i>True airspeed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour</i>, expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p> <p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p> <p><i>True Mach number</i>, 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).</p>	<p><i>INSERT</i> the <i>True Air Speed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour</i>, expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p> <p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p> <p><i>True Mach number</i>, 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).</p>		
(b) Cruising level (maximum 5 characters)	(b) Cruising level (maximum 5 characters)		
<p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p><i>*Standard metric level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR.</i></p>	<p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p><i>*Standard Metric Level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR</i></p> <p><i>*When so prescribed by the appropriate ATS authorities..</i></p>		
(c) Route (including changes of speed, level and/or flight rules)	(c) Route (including changes of speed, level and/or flight rules)		
<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT</i>, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</p> <p><i>OR</i>, 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.</p> <p>THEN</p>	<p><i>Flights along designated ATS routes</i></p> <p><i>INSERT</i>, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,</p> <p><i>OR</i>, 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.</p> <p>THEN</p>		

<p><i>INSERT</i> 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,</p> <p>* When so prescribed by the appropriate ATS authorities.</p> <p><i>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.</i></p> <p><i>FOLLOWED IN EACH CASE</i></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless</p>	<p><i>INSERT</i> each point at which either a change of speed <b>and/or</b> level is <b>planned to commence</b>, or a change of ATS route, and/or a change of flight rules is planned,</p> <p><i>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.</i></p> <p><i>FOLLOWED IN EACH CASE</i></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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.</p> <p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates</p>		
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<p>both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space</p>	<p>or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space.</p>		
<p>(1) ATS route (2 to 7 characters)</p>	<p>(1) ATS route (2 to 7 characters)</p>		
<p><i>The coded designator</i> 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).</p> <p><i>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).</i></p>	<p><i>The coded designator</i> 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).</p> <p><i>Note.— Provisions for the application of route designators are contained in Annex 11, Appendix 1,</i></p>		
<p>(2) Significant point (2 to 11 characters)</p>	<p>(2) Significant point (2 to 11 characters)</p>		
<p><i>The coded designator</i> (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</p> <p><i>or</i>, if no coded designator has been assigned, one of the following ways:</p> <p>— <i>Degrees only</i> (7 characters):</p> <p>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.</p> <p>— <i>Degrees and minutes</i> (11 characters):</p> <p>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.</p> <p>— <i>Bearing and distance from a navigation aid:</i></p> <p>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</p>	<p><i>The coded designator</i> (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</p> <p><i>Or</i>, if no coded designator has been assigned, one of the following ways:</p> <p>— <i>Degrees only</i> (7 characters):</p> <p>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.</p> <p>— <i>Degrees and minutes</i> (11 characters):</p> <p>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.</p> <p>— <i>Bearing and distance from a significant point:</i></p> <p>The identification of the <b>significant point</b>, followed by the bearing from the <b>point</b> in the form of 3 figures giving degrees magnetic, <b>followed by</b> the distance from the <b>point</b> in the form of 3 figures</p>		



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. <b>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.</b> 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)		
<i>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.</i>  Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840	<i>The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned <b>to commence</b>, 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.</i>  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)		
<i>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:</i>  VFR if from IFR to VFR IFR if from VFR to IFR  Examples: LN VFR LN/N0284A050 IFR	<i>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:</i>  VFR if from IFR to VFR IFR if from VFR to IFR  Examples: LN VFR LN/N0284A050 IFR		
(5) Cruise climb (maximum 28 characters)	(5) Cruise climb (maximum 28 characters)		
<i>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</i>	<i>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</i>		

between them.	<i>letters PLUS</i> , 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		
<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>	<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>		
Destination aerodrome and total estimated elapsed time (8 characters)	Destination aerodrome and total estimated elapsed time (8 characters)	In progress	
<i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,  <i>OR</i> , if no location indicator has been assigned, <i>INSERT ZZZZ</i> followed, without a space, by the total estimated elapsed time, and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by DEST/.  <i>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.</i>	<i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome <b>as specified in Doc 7910, Location Indicators</b> ,  <i>OR</i> , if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the aerodrome, preceded by DEST/.  <b>THEN WITHOUT A SPACE</b>  <b>INSERT the total estimated elapsed time.</b>  <i>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</i>		
Alternate aerodrome(s) (4 characters)	<b>Destination</b> alternate aerodrome(s)		
<i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,  <i>OR</i> , if no location indicator has been assigned to the alternate aerodrome,  <i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by ALTN/ .	<i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, <b>as specified in Doc 7910, Location Indicators</b> , separated by a space,  <i>OR</i> , if no location indicator has been assigned to the <b>destination</b> alternate aerodrome(s),  <i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name <b>and location</b> of the <b>destination alternate</b> aerodrome(s), preceded by ALTN/.		
<b>ITEM 18: OTHER INFORMATION</b>	<b>ITEM 18: OTHER INFORMATION</b>		
<i>INSERT</i> 0 (zero) if no other information,  <i>OR</i> , any other necessary information in the preferred sequence shown hereunder, in the form	<i>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</i> <b>Hyphens or oblique strokes should only be used as prescribed below.</b>  <i>INSERT</i> 0 (zero) if no other information,  <i>OR</i> , any other necessary information in the sequence shown hereunder, in the form of	In progress	



<p>of the appropriate indicator followed by an oblique stroke and the information to be recorded:</p>	<p>the appropriate indicator <b>selected from those defined</b> hereunder followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</b></p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p> <p><b>HAZMAT: for a flight carrying hazardous material;</b></p> <p><b>HEAD: a flight with Head of State status;</b>  <b>HOSP: for a medical flight declared by medical authorities;</b></p> <p><b>HUM: for a flight operating on a humanitarian mission;</b></p> <p><b>MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;</b></p> <p><b>MEDEVAC: for a life critical medical emergency evacuation;</b></p> <p><b>NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;</b></p> <p><b>SAR: for a flight engaged in a search and rescue mission; and</b></p> <p><b>STATE: for a flight engaged in military, customs or police services.</b></p> <p><b>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</b></p> <p><b>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</b></p>		
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		<b>RNAV SPECIFICATIONS</b>		
<b>A1</b>		<b>RNAV 10 (RNP 10)</b>		
<b>B1</b>		<b>RNAV 5 all permitted sensors</b>		
<b>B2</b>		<b>RNAV 5 GNSS</b>		
<b>B3</b>		<b>RNAV 5 DME/DME</b>		
<b>B4</b>		<b>RNAV 5 VOR/DME</b>		
<b>B5</b>		<b>RNAV 5 INS or IRS</b>		
<b>B6</b>		<b>B6 RNAV 5 LORANC</b>		
<b>C1</b>		<b>RNAV 2 all permitted sensors</b>		
<b>C2</b>		<b>RNAV 2 GNSS</b>		
<b>C3</b>		<b>RNAV 2 DME/DME</b>		
<b>C4</b>		<b>RNAV 2 DME/DME/IRU</b>		
<b>D1</b>		<b>RNAV 1 all permitted sensors</b>		
<b>D2</b>		<b>RNAV 1 GNSS</b>		
<b>D3</b>		<b>RNAV 1 DME/DME</b>		
<b>D4</b>		<b>RNAV 1 DME/DME/IRU</b>		
		<b>RNP SPECIFICATIONS</b>		
<b>L1</b>		<b>RNP 4</b>		
<b>O1</b>		<b>Basic RNP 1 all permitted sensors</b>		
<b>O2</b>		<b>Basic RNP 1 GNSS</b>		
<b>O3</b>		<b>Basic RNP 1 DME/DME</b>		
<b>O4</b>		<b>Basic RNP 1 DME/DME/IRU</b>		
<b>S1</b>		<b>RNP APCH</b>		
<b>S2</b>		<b>RNP APCH with BARO-VNAV</b>		

	<b>T1</b>	<b>RNP AR APCH with RF (special authorization required)</b>		
	<b>T2</b>	<b>RNP AR APCH without RF (special authorization required)</b>		
	<b>Combinations of alphanumeric characters not indicated above are reserved</b>			
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				
<p>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.</p> <p>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH RIF/LEMD</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p>				

<p>NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in 10a.</b></p> <p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>		
<p>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.</p>	<p>DEP/ Name <b>and location</b> 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. <b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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).</b></p> <p><b>OR, Bearing and distance from the nearest significant point, as follows:</b></p> <p><b>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.</b></p> <p><b>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.</b></p>		

<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>DEST/ Name <b>and location</b> of destination aerodrome, if ZZZZ is inserted in Item 16. <b>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.</b></p> <p><b>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).</b></p> <p><b>REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</b></p> <p><b>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.</b></p> <p><b>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</b></p> <p><b>SEL/ SELCAL Code, for aircraft so equipped.</b></p> <p><b>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.</b> Example: TYP/2F15 5F5 3B2</p>		
<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p> <p>RALT/ Name of en-route alternate aerodrome(s).</p> <p>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</p>	<p>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.</p> <p><b>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).</b></p>		

**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-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.**

	<b>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH</b>		
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.		
<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>	<b>ITEM 19: SUPPLEMENTARY INFORMATION</b>		
<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	<b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b>	In progress	
<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;≡ (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 )&lt;&lt;≡ 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;</p> <p>c) the AFTN Ending, as described below: End-of-Text Signal</p> <p>a) one LETTER SHIFT</p> <p>b) two CARRIAGE RETURNS, one LINE FEED</p> <p>Page-feed Sequence</p> <p>Seven LINE FEEDS</p> <p>End-of-Message Signal</p> <p>Four of the letter N.</p>	<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;_, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;_ (SPL: all symbols and data in the unshaded areas of boxes 7, <b>13</b>, 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 )&lt;&lt;_ 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;</p> <p>c) the AFTN Ending, as described below: End-of-Text Signal</p> <p>a) one LETTER SHIFT</p> <p>b) two CARRIAGE RETURNS, one LINE FEED</p> <p>Page-feed Sequence</p> <p>Seven LINE FEEDS</p> <p>End-of-Message Signal</p> <p>Four of the letter N.</p>		
<b>7. Instructions for the completion of the repetitive flight plan (RPL) listing form</b>	<b>7. Instructions for the completion of the repetitive flight plan (RPL) listing form</b>		
7.4 Instructions for insertion of RPL data	7.4 Instructions for insertion of RPL data		
<b>ITEM G: SUPPLEMENTARY DATA AT</b>	<b>ITEM G: SUPPLEMENTARY DATA AT</b>		

<i>INSERT</i> name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay		<i>INSERT</i> name <b>and appropriate contact details of entity</b> where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay			
<b>APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES</b>		<b>APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES</b>			
<b>1. Message contents, formats and data conventions</b>		<b>1. Message contents, formats and data conventions</b>			
1.2 The standard types of field		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.		The standard fields of data permitted in ATS messages are as shown in the following table. The numbers in column 1 correspond with those in the reference table on page A3-30.			
<i>Field type</i>	<i>Data</i>	<i>Field type</i>	<i>Data</i>		
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 <b>and capabilities</b>		
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, <b>destination</b> 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 Data conventions		1.6 Data conventions							
<p>1.6.3 <i>The expression of position or route</i> The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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”;</p> <p>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”;</p> <p>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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:–</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; text-align: center;">a</td> <td style="width: 20px; text-align: center;">b</td> </tr> </table>		a	b	<p>1.6.3 <i>The expression of position or route</i> The following alternative data conventions shall be used for the expression of position or route:</p> <p>a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;</p> <p>b) from 2 to 5 characters, being the coded designator assigned to an en-route point;</p> <p>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”;</p> <p>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”;</p> <p>e) <b>2 to 5</b> characters being the coded identification of <b>significant point</b>, 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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p> <p>Format:–</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; text-align: center;">a</td> <td style="width: 20px; text-align: center;">b</td> </tr> </table>		a	b		
a	b								
a	b								

<p>SINGLE HYPHEN</p> <p>(a) <i>Flight rules</i></p> <p>1 LETTER as follows:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first</p> <p>Z if VFR first</p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	<p>SINGLE HYPHEN</p> <p>(a) <i>Flight Rules</i></p> <p>1 LETTER as follows:</p> <p><b>I if it is intended that the entire flight will be operated under the IFR</b></p> <p><b>V if it is intended that the entire flight will be operated under the VFR</b></p> <p><b>Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules</b></p> <p><b>Z if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules</b></p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>		
<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment</i></p> <p>Format:—</p> <p><input type="text" value="a"/> / <input type="text" value="b"/></p> <p>SINGLE HYPHEN</p>	<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment and Capabilities</i></p> <p>Format:—</p> <p><input type="text" value="a"/> / <input type="text" value="b"/></p> <p>SINGLE HYPHEN</p>		
<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment</i></p>	<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment and Capabilities</i></p>		

<p>I LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment</p> <p>Serviceable</p> <p>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)</p>	<p>I LETTER as follows: N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment</p> <p><b>and capabilities</b></p> <p><b>A GBAS landing System</b> <b>B LPV (APV with SBAS)</b> C LORANC D DME <b>E1 FMC WPR ACARS</b> <b>E2 D-FIS ACARS</b> <b>E3 PDC ACARS</b> F ADF G GNSS (See Note 2) H HF RTF I Inertial Navigation <b>J1 CPDLC ATN VDL Mode 2 (See Note 3)</b> <b>J2 CPDLC FANS 1/A HFDL</b> <b>J3 CPDLC FANS 1/A VDL Mode A</b> <b>J4 CPDLC FANS 1/A VDL Mode 2</b> <b>J5 CPDLC FANS 1/A SATCOM (INMARSAT)</b> <b>J6 CPDLC FANS 1/A SATCOM (MTSAT)</b> <b>J7 CPDLC FANS 1/A SATCOM (Iridium)</b> K MLS L ILS <b>M1 ATC RTF SATCOM (INMARSAT)</b> <b>M2 ATC RTF (MTSAT)</b> <b>M3 ATC RTF (Iridium)</b> O VOR <b>P1-P9 Reserved for RCP</b> <b>R PBN approved (see Note 4)</b> T TACAN U UHF/RTF</p>		
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		<p>V VHF/RTF  W RVSM Approved  X MNPS approved</p> <p>Y VHF  with 8.33 kHz channel spacing capability  Z Other equipment carried or other capabilities  (see Note 5)</p>			
	<p>Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority</p>	<p>Note 1.— <b>If the letter S is used</b>, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</p> <p>Note 2.— <b>If the letter G is used</b>, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ separated by a space.</p>			
	<p>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.</p>	<p>Note 5.— If the letter Z is used, <b>specify in Item 18 the other</b> equipment carried or other capabilities preceded by COM/, NAV/ <b>and/or DAT</b>, as appropriate.</p>			
	<p>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.</p>	<p>Note 3.— <b>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.</b></p>			
	<p>Note 4.— Information on navigation capability is provided to ATC for clearance and routing purposes</p>	<p>Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.</p>			
	<p>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.</p>	<p>Note 4.— <b>If the letter R is used</b>, 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).</p>			
	OBLIQUE STROKE	OBLIQUE STROKE			
	<p>(b) Surveillance Equipment and capabilities</p> <p>ONE OR TWO LETTERS to describe the serviceable surveillance equipment carried</p> <p>SSR equipment</p>	<p>(b) Surveillance Equipment and capabilities</p> <p>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</p>			

<p>N Nil</p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>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> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</p> <p>S Transponder — Mode S, including Both pressure altitude and aircraft identification transmission</p>	<p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C <b>SSR Mode S</b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure- altitude and extended squitter (ADS- B)capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure- altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure- altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification <b>capability</b></p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification <b>capability</b></p> <p><b>X Transponder — Mode S with neither aircraft identification nor pressure- altitude capability</b></p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p> <p><b>ADS-B</b></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b> <b>U2 ADS-“out” and “in” capability</b></p>		
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<p><i>ADS equipment</i> D ADS capability</p>	<p><b>using UAT</b></p> <p>V1 ADS-B “out” capability using VDL Mode 4 V2 ADS-B “out” and “in” capability using VDL Mode 4</p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b> <b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not indicated above are reserved.</b> <i>Note.— Additional surveillance application should be listed in item 18 following the indicator SUR/.</i></p>															
<p>Examples: –S/A –SCHJ/CD –SAFJ/SD</p> <p>Format:–</p> <table border="1" data-bbox="261 877 537 968"> <tr> <td></td> <td>a</td> <td></td> <td></td> <td>b</td> <td></td> </tr> </table> <p>SINGLE HYPHEN</p>		a			b		<p>Examples: –S/A –SCI/CB1 –SAFR/SV1</p> <p>Format:–</p> <table border="1" data-bbox="846 877 1122 968"> <tr> <td></td> <td>a</td> <td></td> <td></td> <td>b</td> <td></td> </tr> </table> <p>SINGLE HYPHEN</p>		a			b				
	a			b												
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<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the departure aerodrome, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (<i>see Note 2</i>).</p> <p><i>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.</i></p> <p><i>Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other</i></p>	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the departure aerodrome <b>as specified in Doc 7910, Location Indicators</b>, or</p> <p>ZZZZ if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or</p> <p>AFIL if the flight plan has been filed in the air (<i>see Note 2</i>).</p> <p><i>Note 1.— If ZZZZ is used, the name <b>and location</b> 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.</i></p> <p><i>Note 2.— If AFIL is used, the ATS unit from which supplementary flight data can be obtained is to be shown in the Other</i></p>															

	<i>Information Field (Field Type 18).</i>		<i>Information Field (Field Type 18)</i>														
	* 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 <b>and</b> 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  the estimated off-block time at the aerodrome in  (a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or  the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or  the actual or estimated time of departure from the first point shown in the Route Field (see Field Type 15) in FPL messages derived from flight plans filed in the air, as shown by the letters AFIL in (a).		(b) <i>Time</i> 4 NUMERICS giving  the estimated off-block time ( <b>EOBT</b> ) at the aerodrome in  (a) in FPL, <b>ARR, CHG, CNL</b> , and DLA <b>and RQS</b> 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  <i>Field Type 14 — Estimate data</i>  Format:–		Examples: –EHAM0730 –AFIL1625  <i>Field Type 14 — Estimate data</i>  Format:–														
	<table border="1"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e		<table border="1"> <tr> <td>a</td> <td>/</td> <td>b</td> <td>c</td> <td>d</td> <td>e</td> </tr> </table>	a	/	b	c	d	e	In progress	
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a	/	b	c	d	e												
	SINGLE HYPHEN		SINGLE HYPHEN														
	(a) <i>Boundary Point (see Note 1)</i> 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) <i>Boundary Point (see Note 1)</i> 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 <b>significant</b> point														

<p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	<p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>																																																																																								
<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</i></p> <p>Format:–</p> <table border="1" data-bbox="116 625 626 718"> <tr> <td>a</td> <td>b</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>See Note in margin on page A3-20.</p>	a	b	(sp)	c	<p><i>Field Type 16 — Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</i></p> <p>Format:–</p> <table border="1" data-bbox="701 625 1211 718"> <tr> <td>a</td> <td>b</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>See Note in margin on page A3-21.</p>	a	b	(sp)	c	In progress																																																																															
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<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>	<p>* This field is to be terminated here in all message types other than ALR, FPL and SPL.</p> <p>SPACE</p>											
<p>(c) <i>Destination Alternate Aerodrome(s)</i> .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— One further element of (c) should be added, as necessary, preceded by a space</i></p> <p><i>Note.— If ZZZZ is used, the name of the alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</i></p>	<p>(c) <i>Destination Alternate Aerodrome(s)</i> .</p> <p>4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to an alternate aerodrome, as specified in Doc 7910, <i>Location Indicators</i> or</p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><i>Note.— One further element of (c) should be added, as necessary, preceded by a space</i></p> <p><i>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).</i></p>											
<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p>	<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p>											
<p>Format:–</p> <table border="1" data-bbox="115 1541 626 1640"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	<p>Format:–</p> <table border="1" data-bbox="699 1541 1211 1640"> <tr> <td style="width: 40px; text-align: center;">a</td> <td style="width: 40px; text-align: center;">B`</td> <td style="width: 40px; text-align: center;">(sp)</td> <td style="width: 40px; text-align: center;">c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c		In progress	
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<p>(a) <i>Arrival Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the arrival aerodrome, or</p>	<p>(a) <i>Arrival Aerodrome</i> 4 LETTERS, being</p> <p>the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in Doc 7910, <i>Location</i></p>											

<p>ZZZZ if no ICAO location indicator has been allocated.</p>	<p><b>Indicators, or</b></p> <p>ZZZZ if no ICAO location indicator has been allocated.</p> <p><b>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></p>		
<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>	<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>		
<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p>	<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p> <p><b>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</b></p> <p><b>Hyphens or oblique strokes should only be used as prescribed below.</b></p>		
<p>Format:—</p> <p style="text-align: center;">A</p> <p>or</p> <p>□ (sp) □ (sp)*(sp) □</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>	<p>Format:—</p> <p style="text-align: center;">A</p> <p>or</p> <p>□ (sp) □ (sp)*(sp) □</p> <p>(* additional elements as necessary) SINGLE HYPHEN</p>		
<p>(a) 0 (zero) if no other information,</p>	<p>(a) 0 (zero) if no other information,</p>		
<p><b>OR,</b></p>	<p><b>OR,</b></p>		
<p>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:</p>	<p>Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined hereunder</b> followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption</b></p>		

	<p>from ATFM measures by the appropriate ATS authority;</p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p> <p><b>HAZMAT: for a flight carrying hazardous material;</b></p> <p><b>HEAD: a flight with Head of State status;</b></p> <p><b>HOSP: for a medical flight declared by medical authorities;</b></p> <p><b>HUM: for a flight operating on a humanitarian mission;</b></p> <p><b>MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;</b></p> <p><b>MEDEVAC: for a life critical medical emergency evacuation;</b></p> <p><b>NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;</b></p> <p><b>SAR: for a flight engaged in a search and rescue mission; and</b></p> <p><b>STATE: for a flight engaged in military, customs or police services.</b></p> <p><b>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</b></p> <p><b>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.</b></p>																
	<table border="1"> <tr> <td data-bbox="690 1528 766 1591"></td> <td data-bbox="766 1528 1291 1591"><b>RNAV SPECIFICATIONS</b></td> </tr> <tr> <td data-bbox="690 1591 766 1654"><b>A1</b></td> <td data-bbox="766 1591 1291 1654"><b>RNAV 10 (RNP 10)</b></td> </tr> <tr> <td data-bbox="690 1654 766 1696"></td> <td data-bbox="766 1654 1291 1696"></td> </tr> <tr> <td data-bbox="690 1696 766 1759"><b>B1</b></td> <td data-bbox="766 1696 1291 1759"><b>RNAV 5 all permitted sensors</b></td> </tr> <tr> <td data-bbox="690 1759 766 1822"><b>B2</b></td> <td data-bbox="766 1759 1291 1822"><b>RNAV 5 GNSS</b></td> </tr> <tr> <td data-bbox="690 1822 766 1885"><b>B3</b></td> <td data-bbox="766 1822 1291 1885"><b>RNAV 5 DME/DME</b></td> </tr> <tr> <td data-bbox="690 1885 766 1915"><b>B4</b></td> <td data-bbox="766 1885 1291 1915"><b>RNAV 5 VOR/DME</b></td> </tr> </table>		<b>RNAV SPECIFICATIONS</b>	<b>A1</b>	<b>RNAV 10 (RNP 10)</b>			<b>B1</b>	<b>RNAV 5 all permitted sensors</b>	<b>B2</b>	<b>RNAV 5 GNSS</b>	<b>B3</b>	<b>RNAV 5 DME/DME</b>	<b>B4</b>	<b>RNAV 5 VOR/DME</b>		
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<b>B2</b>	<b>RNAV 5 GNSS</b>																
<b>B3</b>	<b>RNAV 5 DME/DME</b>																
<b>B4</b>	<b>RNAV 5 VOR/DME</b>																

	<b>B5</b>	<b>RNAV 5 INS or IRS</b>		
	<b>B6</b>	<b>B6 RNAV 5 LORANC</b>		
	<b>C1</b>	<b>RNAV 2 all permitted sensors</b>		
	<b>C2</b>	<b>RNAV 2 GNSS</b>		
	<b>C3</b>	<b>RNAV 2 DME/DME</b>		
	<b>C4</b>	<b>RNAV 2 DME/DME/IRU</b>		
	<b>D1</b>	<b>RNAV 1 all permitted sensors</b>		
	<b>D2</b>	<b>RNAV 1 GNSS</b>		
	<b>D3</b>	<b>RNAV 1 DME/DME</b>		
	<b>D4</b>	<b>RNAV 1 DME/DME/IRU</b>		
		<b>RNP SPECIFICATIONS</b>		
	<b>L1</b>	<b>RNP 4</b>		
	<b>O1</b>	<b>Basic RNP 1 all permitted sensors</b>		
	<b>O2</b>	<b>Basic RNP 1 GNSS</b>		
	<b>O3</b>	<b>Basic RNP 1 DME/DME</b>		
	<b>O4</b>	<b>Basic RNP 1 DME/DME/IRU</b>		
	<b>S1</b>	<b>RNP APCH</b>		
	<b>S2</b>	<b>RNP APCH with BAR-VNAV</b>		
	<b>T1</b>	<b>RNP AR APCH with RF (special authorization required)</b>		
	<b>T2</b>	<b>RNP AR APCH without RF (special authorization required)</b>		
		<b>Combinations of alphanumeric characters not indicated above are reserved.</b>		
EET/ Significant points or FIR boundary designators and accumulated estimated elapsed				

<p>times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.</p> <p>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</p> <p>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.</p> <p>Examples: RIF/DTA HEC KLAX Examples: RIF/ESP G94 CLA YPPH Examples: RIF/LEMD</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment, as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or</b></p>		
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	<p>capabilities not specified in Item 10a.</p> <p>DAT/ Indicate data applications or capabilities not specified in Item 10a.</p> <p>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</p>		
<p>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.</p> <p>DEST</p>	<p>DEP/ Name <b>and location</b> 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. <b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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).</b></p> <p><b>OR Bearing and distance from the nearest significant point, as follows:</b></p> <p><b>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.</b></p> <p><b>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.</b></p>		
<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>DEST/ Name <b>and location</b> of destination aerodrome, if ZZZZ is inserted in Item 16. <b>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.</b></p> <p><b>DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year,</b></p>		

	<p><b>MM equals the month and DD equals the day).</b></p> <p><b>REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</b></p> <p><b>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.</b></p> <p><b>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</b></p> <p><b>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.</b></p> <p><b>Example: –TYP/2F15, 5F5, 3B2</b></p>		
<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p>			
<p>RALT/ Name of en-route alternate aerodrome(s).</p>			
<p>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.</p>	<p>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.</p> <p><b>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).</b></p> <p><b>Example: –DLE/MDG0030</b></p> <p><b>OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</b></p> <p><b>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.</b></p> <p><i>Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and</i></p>		

	<p><i>originator's AFTN address automatically.</i></p> <p><b>PER/ Aircraft performance data, indicated by a single letter as specified in the <i>Procedures for Air Navigation Services — Aircraft Operations (PANSOPS, Doc 8168), Volume I — Flight Procedures</i>, if so prescribed by the appropriate ATS authority.</b></p> <p><b>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.</b></p> <p><b>RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</b></p> <p><b>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.</b></p> <p><b>Examples:–RIF/DTA HEC KLAX –RIF/ESP G94 CLA YPPH</b></p>		
<p>RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.</p>	<p>RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.</p>		
<p>Examples:–0 –EET/15W0315 20W0337 30W0420 40W0502 –STS/ONE ENG INOP –DAT/</p>	<p>Examples:–0 –STS/MEDEVAC –EET/015W0315 020W0337 030W0420 040W0502</p>		



<i>Field Type 22 — Amendment</i>				<i>Field Type 22 — Amendment</i>				In progress	
<b>FIELD TYPE 22</b>				<b>FIELD TYPE 22</b>					
<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>		<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>			
16	CHG	*22 or)		<b>18</b>	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					
<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)				<b>RULES FOR THE COMPOSITION OF ATS MESSAGES</b>  (See Sections 1.3 to 1.8 of this Appendix)					
<b>... STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>				<b>... STANDARD ATS MESSAGES AND THEIR COMPOSITION</b>					
MESSAGE TYPE	DESIGNATOR	Other information		DESIGNATOR	.	.	Other information		
Alerting	ALR	18		MESSAGE TYPE	.	.	18		
Radio communication failure	RCF			Alerting	ALR				
				Radio communication failure	RCF				
Filed flight plan	FPL	18							
Delay	DLA			Filed flight plan	FPL		18		
Modification	CHG			Delay	DLA		<b>18</b>		
Flight plan cancellation	CNL			Modification	CHG		<b>18</b>		
Departure	DEP			Flight plan cancellation	CNL		<b>18</b>		
Arrival	ARR			Departure	DEP		<b>18</b>		
				Arrival	ARR				
Current flight plan	CPL								
Estimate	EST			Current flight plan	CPL				
Coordination	CDN			Estimate	EST				
				Coordination	CDN				

Acceptance	ACP		Acceptance	ACP	
Logical acknowledgement message	LAM		Logical acknowledgement message	LAM	
Request flight plan	RQP		Request flight plan	RQP	<b>18</b>
Request supplementary flight plan	RQS		Request supplementary flight plan	RQS	<b>18</b>
Supplementary flight plan	SPL		Supplementary flight plan	SPL	
<i>The expression of position or route</i>			<i>The expression of position or route</i>		
The following alternative data conventions shall be used for 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 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 <b>5</b> characters being the coded identification of a <b>significant</b> 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”.		
<b>2. Examples of ATS messages</b>			<b>2. Examples of ATS messages</b>		
2.2 Emergency messages 2.2.1 Alerting (ALR) message 2.2.1.1 Composition			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	9 Type of aircraft and wake turbulence category	-	10 Equipment and <b>capabilities</b>
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)		

2.2.1.2 <i>Example</i>	2.2.1.2 <i>Example</i>		
<p>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</p> <p>(ALR-INCERFA/LGGGZAZX/OVERDUE          –FOX236/A3624-IM          –C141/H-S/CD          –LGAT1020          –N0430F220 B9 3910N02230W/N0415F240 B9          IVA/N0415F180 B9          –EDDM0227 EDDF          –EET/LYBE0020 EDMIO133 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)</p>	<p>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.</p> <p>(ALR-INCERFA/LGGGZAZX/OVERDUE          –FOX236/A3624-IM          –C141/H-S/C          –LGAT1020          –N0430F220 B9 3910N02230W/N0415F240 B9          IVA/N0415F180 B9          –EDDM0227 EDDF          –<b>REG/A43213</b> EET/LYBE0020 EDMIO133          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)</p>		
2.2.1.2.1 <i>Meaning</i>	2.2.1.2.1 <i>Meaning</i>		
<p>Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C — ADS capability — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — 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</p>	<p>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 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 <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours and 27 minutes — <b>destination</b> alternate is Frankfurt — <b>aircraft registration A43213</b> — 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</p>		

<p>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</p> <p>— 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.</p>	<p>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.</p>																																										
<p>2.3 Filed flight plan and associated update messages</p>	<p>2.3 Filed flight plan and associated update messages</p>																																										
<p>2.3.1 Filed flight plan (FPL) message</p> <p>2.3.1.1 Composition</p>	<p>2.3.1 Filed flight plan (FPL) message</p> <p>2.3.1.1 Composition</p>																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">8 Flight rules and type of flight</td> </tr> <tr> <td style="padding: 5px;">9 Type of aircraft and wake turbulence category</td> <td style="text-align: center;">-</td> <td style="padding: 5px;">10 Equipment</td> <td style="text-align: center;">-</td> <td style="padding: 5px;">10 Equipment and <b>capabilities</b></td> </tr> <tr> <td colspan="5" style="padding: 5px;">13 Departure aerodrome and time</td> </tr> <tr> <td colspan="5" style="padding: 5px;">15 Route (using more than one line if necessary)</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	8 Flight rules and type of flight	9 Type of aircraft and wake turbulence category	-	10 Equipment	-	10 Equipment and <b>capabilities</b>	13 Departure aerodrome and time					15 Route (using more than one line if necessary)					<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">3 Message type, number and reference data</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">7 Aircraft identification and SSR Mode and Code</td> <td style="width: 5%; text-align: center;">-</td> <td style="width: 25%; padding: 5px;">8 Flight rules and type of flight</td> </tr> <tr> <td style="padding: 5px;">9 Type of aircraft and wake turbulence category</td> <td style="text-align: center;">-</td> <td style="padding: 5px;">10 Equipment and <b>capabilities</b></td> <td style="text-align: center;">-</td> <td style="padding: 5px;">10 Equipment and <b>capabilities</b></td> </tr> <tr> <td colspan="5" style="padding: 5px;">13 Departure aerodrome and time</td> </tr> <tr> <td colspan="5" style="padding: 5px;">15 Route (using more than one line if necessary)</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	8 Flight rules and type of flight	9 Type of aircraft and wake turbulence category	-	10 Equipment and <b>capabilities</b>	-	10 Equipment and <b>capabilities</b>	13 Departure aerodrome and time					15 Route (using more than one line if necessary)						
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9 Type of aircraft and wake turbulence category	-	10 Equipment	-	10 Equipment and <b>capabilities</b>																																							
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15 Route (using more than one line if necessary)																																											
<p>16 Destination aerodrome and total estimated</p>	<p>16 Destination aerodrome and total estimated</p>																																										

	elapsed time, alternate aerodrome(s)	elapsed time, <b>destination</b> alternate aerodrome(s)		
	18 Other information (using more than one line if necessary)	18 Other information (using more than one line if necessary)		
	2.3.1.2 <i>Example</i>	2.3.1.2 <i>Example</i>		
	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 <b>L9 UL9</b> STU285036/M082F310 <b>UL9 LIMRI</b> 52N020W 52N030W 50N040W 49N050W –CYQX0455 CYYR –EET/EISN0026 EGGX0111 <b>020W0136</b> CYQX0228 <b>040W0330 050W0415</b> 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 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 <b>ACA101</b> — IFR, scheduled flight — a Boeing <b>777-300</b> , <b>heavy</b> 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 <b>Lima 9</b> and Upper <b>Lima 9</b> 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 <b>Lima 9</b> to <b>LIMRI</b> ; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — <b>destination</b> 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 <i>Modification (CHG) message</i>		2.3.2 <i>Modification (CHG) message</i>			
2.3.2.1 <i>Composition</i>		2.3.2.1 <i>Composition</i>			
3 Message type, number and reference data	-	7 Aircraft identification 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	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)			
		18 <b>Other information (using more than one line if necessary)</b>			
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 <i>Example</i>		2.3.2.2 <i>Example</i>			
<p>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--8/I-16/EDDN)</p> <p>2.3.2.2.1 <i>Meaning</i></p> <p>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</p>		<p>The following is an example of a modification message sent by Amsterdam Centre to Frankfurt Centre correcting information previously sent to Frankfurt in a filed flight plan message. It is assumed that both centres are computer-equipped. (CHGA/F016A/F014-GABWE/A2173-EHAM<b>0850</b>-EDDF-<b>DOF/080122</b>-8/I-16/EDDN)</p> <p>2.3.2.2.1 <i>Meaning</i></p> <p>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 <b>EOBT0850</b> to Frankfurt <b>date of flight 22 Jan 2008</b> – 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.</p>			
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.		GABWE, SSR Code 2173 operating in Mode A, en route from Amsterdam <b>EOBT0850</b> to Frankfurt <b>date of flight 22 Jan 2008</b> – 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 <i>Flight plan cancellation (CNL) message</i>	2.3.3 <i>Flight plan cancellation (CNL) message</i>		
2.3.3.1 <i>Composition</i>	2.3.3.1 <i>Composition</i>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>		
<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div>		
	<div style="border: 1px solid black; padding: 5px;"><b>18</b> <b>Other information (using more than one line if necessary)</b></div>		
2.3.3.2 <i>Example 1</i>	2.3.3.2 <i>Example 1</i>		
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 <b>0900</b> -LFPO- <b>0</b> )		
2.3.3.2.1 <i>Meaning</i>	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.	Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – <b>no other information.</b>		
2.3.3.3 <i>Example 2</i>	2.3.3.3 <i>Example 2</i>		
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-EDDF <b>1430</b> -EDDW- <b>0</b> )		
2.3.3.3.1 <i>Meaning</i>	2.3.3.3.1 <i>Meaning</i>		
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 <b>EOBT1430</b> to Bremen – <b>no other information.</b>		
2.3.4 <i>Delay (DLA) message</i>	2.3.4 <i>Delay (DLA) message</i>		
2.3.4.1 <i>Composition</i>	2.3.4.1 <i>Composition</i>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>		
<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div>		
	<div style="border: 1px solid black; padding: 5px;"><b>18</b> <b>Other information (using more than one line if necessary)</b></div>		
2.3.4.2 <i>Example</i>	2.3.4.2 <i>Example</i>		
<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik</p>	<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p> <p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – <b>no other information.</b></p>		
2.3.5 <i>Departure (DEP) message</i>	2.3.5 <i>Departure (DEP) message</i>		
2.3.5.1 <i>Composition</i>	2.3.5.1 <i>Composition</i>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">3 Message type, number and reference data</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">7 Aircraft identification and SSR Mode and Code</div> <span>-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;">13 Departure aerodrome and time</div> </div>		



<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, alternate aerodrome(s) </div>	<div style="border: 1px solid black; padding: 5px;"> 16  Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s) </div>		
	<div style="border: 1px solid black; padding: 5px;"> <b>18</b>  <b>Other information (using more than one line if necessary )</b> </div>		
2.3.5.2 <i>Example</i>	2.3.5.2 <i>Example</i>		
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.		
(DEP-CSA4311-EGPD1923-ENZV)	(DEP-CSA4311-EGPD1923-ENZV-0)		
2.3.5.2.1 <i>Meaning</i>	2.3.5.2.1 <i>Meaning</i>		
Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC –destination Stavanger.  2.3.6 <i>Arrival (ARR) message</i>  2.3.6.1 <i>Composition</i>	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – <b>no other information.</b>  2.3.6 <i>Arrival (ARR) message</i>  2.3.6.1 <i>Composition</i>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span style="font-size: 2em;">-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span style="font-size: 2em;">-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 3  Message type, number and reference data </div> <span style="font-size: 2em;">-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 7  Aircraft identification and SSR Mode and Code </div> <span style="font-size: 2em;">-</span> <div style="border: 1px solid black; padding: 5px; text-align: center;"> 13  Departure aerodrome and time </div> </div>		
<div style="border: 1px solid black; padding: 5px;"> 17  Arrival aerodrome and time </div>	<div style="border: 1px solid black; padding: 5px;"> 17  Arrival aerodrome and time </div>		
2.3.6.2 <i>Example 1</i>	2.3.6.2 <i>Example 1</i>		
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		
2.3.6.2.1 <i>Meaning</i>	2.3.6.2.1 <i>Meaning</i>		
Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyně Airport at 0913 UTC	Arrival message — aircraft identification CSA406 — departed from Budapest/Ferihegy — landed at Prague/Ruzyně Airport at 0913 UTC.		
2.3.6.3 <i>Example 2</i>	2.3.6.3 <i>Example 2</i>		
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- <del>EHAM</del> -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.	Arrival message aircraft identification <b>HHE13</b> — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.		
2.4 Coordination messages	2.4 Coordination messages		
2.4.1 <i>Current flight plan (CPL) message</i>	2.4.1 <i>Current flight plan (CPL) message</i>		
2.4.1.1 <i>Composition</i>	2.4.1.1 <i>Composition</i>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">3 Message type, number and reference data</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">8 Flight rules and type of flight</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">3 Message type, number and reference data</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">8 Flight rules and type of flight</div> </div>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">9 Type of aircraft and wake turbulence category</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">10 Equipment</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">9 Type of aircraft and wake turbulence category</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">10 Equipment and <b>capabilities</b></div> </div>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">13 Departure aerodrome and time</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">14 Estimate data</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 15%;">13 Departure aerodrome and time</div> <div style="font-size: 2em;">-</div> <div style="border: 1px solid black; padding: 5px; width: 15%;">14 Estimate data</div> </div>		
<div style="border: 1px solid black; padding: 5px; width: 100%;">15 Route (using more than one line if necessary)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">15 Route (using more than one line if necessary)</div>		
<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</div>		
<div style="border: 1px solid black; padding: 5px; width: 100%;">18 Other information (using more than one line if necessary)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">18 Other information (using more than one line if necessary)</div>		
2.4.1.2 <i>Example 1</i>	2.4.1.2 <i>Example 1</i>		
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		

<p>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)</p>	<p>Centre on a flight which is en route from Boston to La Guardia Airport.  (CPL-UAL621/A5120-IS –<b>A320</b>/M-S/C –KBOS-HFD/1341A220A200A –N0420A220 V3 AGL V445 –KLGA –0)</p>		
<p>2.4.1.3 <i>Example 2</i></p> <p>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) <i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>	<p>2.4.1.3 <i>Example 2</i></p> <p>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 –<b>A320</b>/M-S/C –KBOS-HFD/1341A220A200A –N0420A220 V3 AGL V445 –KLGA –0) <i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>		
<p>2.4.1.4 <i>Meaning</i></p> <p>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.</p>	<p>2.4.1.4 <i>Meaning</i></p> <p>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 <b>A320</b>, 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.</p>		
<p>2.4.2 <i>Estimate (EST) message</i></p> <p>2.4.2.1 <i>Composition</i></p>	<p>2.4.2 <i>Estimate (EST) message</i></p> <p>2.4.2.1 <i>Composition</i></p>		

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 45%;">14 Estimate data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 50%;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 45%;">14 Estimate data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 50%;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div> </div>		
<p>2.4.3 <i>Coordination (CDN) message</i></p> <p>2.4.3.1 <i>Composition</i></p>	<p>2.4.3 <i>Coordination (CDN) message</i></p> <p>2.4.3.1 <i>Composition</i></p>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>		
<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px; width: 100%;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">22 Amendment</div> <div style="font-size: 24px;">-----</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">22 Amendment</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 20%;">22 Amendment</div> <div style="font-size: 24px;">-----</div> <div style="border: 1px solid black; padding: 5px; width: 20%;">22 Amendment</div> </div>		
<p>etc. (using more than one line if necessary)</p> <p>2.4.4 <i>Acceptance (ACP) message</i></p> <p>2.4.4.1 <i>Composition</i></p>	<p>etc. (using more than one line if necessary)</p> <p>2.4.4 <i>Acceptance (ACP) message</i></p> <p>2.4.4.1 <i>Composition</i></p>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 24px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>		

data			data				
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)				
2.5 Supplementary messages			2.5 Supplementary messages				
2.5.1 <i>Request flight plan (RQP) message</i>  2.5.1.1 <i>Composition</i>			2.5.1 <i>Request flight plan (RQP) message</i>  2.5.1.1 <i>Composition</i>				
3 Message type, number and reference data	- 7 Aircraft identification 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		
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)				
			18 <b>Other information (using more than one line if necessary)</b>				
2.5.1.2 <i>Example</i>  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.			2.5.1.2 <i>Example</i>  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- <b>0</b> )				
2.5.1.2.1 <i>Meaning</i>  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.  2.5.2 <i>Request supplementary flight plan (RQS) message</i>  2.5.2.1 <i>Composition</i>			2.5.1.2.1 <i>Meaning</i>  Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – <b>no other information.</b>  2.5.2 <i>Request supplementary flight plan (RQS) message</i>  2.5.2.1 <i>Composition</i>				

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>		
<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div>	<div style="border: 1px solid black; padding: 5px;">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div>		
	<div style="border: 1px solid black; padding: 5px;">18 <b>Other information (using more than one line if necessary)</b></div>		
<p><i>2.5.2.2 Example</i></p> <p>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)</p>	<p><i>2.5.2.2 Example</i></p> <p>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)</p>		
<p><i>2.5.2.2.1 Meaning</i></p> <p>Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel.</p>	<p><i>2.5.2.2.1 Meaning</i></p> <p>Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – <b>no other information.</b></p>		
<p><i>2.5.3 Supplementary flight plan (SPL) message</i></p> <p><i>2.5.3.1 Composition</i></p>	<p><i>2.5.3 Supplementary flight plan (SPL) message</i></p> <p><i>2.5.3.1 Composition</i></p>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 30%;">3 Message type, number and reference data</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">7 Aircraft identification and SSR Mode and Code</div> <div style="font-size: 20px;">-</div> <div style="border: 1px solid black; padding: 5px; width: 30%;">13 Departure aerodrome and time</div> </div>		

<div data-bbox="116 212 673 306" data-label="Text"> <p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p> </div>	<div data-bbox="703 212 1276 306" data-label="Text"> <p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p> </div>		
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# **Appendix 2**

## **Benefits & Reference Documents**



## IMPLEMENTATION OF THE NEW ICAO FPL FORM

### Benefits

#### Environment

- 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 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	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

<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	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
<b>linkage to GPIs</b>	GPI/18 Aeronautical Information, GPI/5 RNAV and RNP (Performance-based navigation), GPI/9 Situational Awareness			

## **REFERENCE DOCUMENTS:**

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

- a) ICAO PANS-ATM, 15<sup>th</sup> Edition (Doc. 4444)
- b) Amendment 1 to the 15<sup>th</sup> 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.

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End...

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



**PLANNING DOCUMENT**  
**FOR THE IMPLEMENTATION OF**  
**AMENDMENT 1 TO THE 15<sup>TH</sup> EDITION OF**  
**ICAO PANS-ATM (Doc 4444)**

## TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
DOCUMENT CHANGE HISTORY.....	4
1. OBJECTIVE.....	5
2. BACKGROUND.....	5
3. PRINCIPLES.....	6
4. STAKEHOLDERS.....	6
5. REFERENCE DOCUMENTS.....	6
6. AMENDMENT OVERVIEW.....	7
6.1 Flight Plan Content .....	7
6.2 ATS Messages .....	7
6.3 Implementation Directives.....	7
7. NEW FPL CHANGES IN DETAIL.....	9
7.1 Terminology .....	9
7.2 Applicability Date .....	9
7.3 Date of Flight - DOF/ - Five Day (120 hour) Advance FPL Lodgment.....	9
7.4 Software Coding Considerations .....	10
7.5 Conversion from NEW format to PRESENT format.....	14
7.6 Differentiating between NEW format and PRESENT format.....	19
7.7 ATS Messages .....	20
8. KSA EXISTING SYSTEM.....	22
8.1 Air Traffic Management Systems .....	22

<b>8.2 Message Handling System .....</b>	<b>22</b>
<b>8.3 AIS System .....</b>	<b>22</b>
<b>8.4 RSAF.....</b>	<b>22</b>
<b>8.5 Saudi Arabian Airlines (SAUDIA) .....</b>	<b>23</b>
<b>9. DOCUMENTATION AMENDMENT .....</b>	<b>23</b>
<b>9.1 KSA AIP.....</b>	<b>23</b>
<b>9.2 ATSPs (7300.1-1, 7300.1.2 &amp; 7300.1.3).....</b>	<b>23</b>
<b>9.3 International Flight Plan Form .....</b>	<b>23</b>
<b>10. IMPLEMENTATION OF PERFORMANCE BASED NAVIGATION (PBN) .....</b>	<b>24</b>
<b>11. TRAINING .....</b>	<b>24</b>
<b>12. FINANCIAL ASPECTS.....</b>	<b>24</b>
<b>13. ICAO PERFORMANCE FRAMEWORK FORM (PFF).....</b>	<b>24</b>
<b>MID REGIONAL PERFORMANCE OBJECTIVES TABLE.....</b>	<b>26</b>
<b>SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE .....</b>	<b>30</b>
<b>14. PRACTICAL EXAMPLES OF ATS MESSAGE CHANGES.....</b>	<b>35</b>
<b>14.1 Flight Plan - FPL.....</b>	<b>35</b>
<b>14.2 Other ATS Messages (See also Section 7.7).....</b>	<b>35</b>
<b>15. IMPLEMENTATION TIMELINE – PHASED TRANSITION.....</b>	<b>36</b>
<b>15.1 General.....</b>	<b>36</b>
<b>15.2 Actual Test &amp; Implementation Dates .....</b>	<b>36</b>
<b>15.3 Internal Testing.....</b>	<b>36</b>
<b>15.4 External Testing .....</b>	<b>36</b>
<b>15.5 Airspace Users Testing.....</b>	<b>36</b>
<b>16. CONTINGENCY PLAN .....</b>	<b>38</b>

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<b>16.1 General</b> .....	<b>38</b>
<b>16.2 Air Traffic Management Systems</b> .....	<b>38</b>
<b>16.3 Message Handling System</b> .....	<b>38</b>
<b>16.4 Other Systems</b> .....	<b>39</b>
<b>16.5 Specific Procedures</b> .....	<b>39</b>
<b>17. KSA INFPL COMPLIANCE MATRIX</b> .....	<b>41</b>
<b>18. COMPARISON TABLE BETWEEN PRESENT AND NEW FPL – KSA STATUS</b> .....	<b>45</b>
<b>APPENDIX ‘A’</b> .....	<b>147</b>
<b>Amendment 1 to ICAO Doc. 4444</b> .....	<b>147</b>
<b>APPENDIX ‘B’</b> .....	<b>194</b>
<b>Guidance to the Implementation of Amendment 1 to ICAO Doc. 4444</b> .....	<b>194</b>



## DOCUMENT CHANGE HISTORY

Version	Change	Date	Page(s)
1.0	Initial draft (Not released)	May/June 2010	All
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

## 1. Objective

The purpose of this document is to establish the KSA strategy for the implementation of Amendment 1 to the 15<sup>th</sup> Edition of the ICAO PANS-ATM (Doc. 4444)<sup>1</sup> 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)<sup>2</sup>.

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.

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<sup>1</sup> Refer Appendix ‘A’.

<sup>2</sup> Refer Appendix ‘B’

### 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, 15<sup>th</sup> Edition (Doc. 4444)
- b) Amendment 1 to the 15<sup>th</sup> 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.

## 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

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

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

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

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.



- 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.

<b>Indicator</b>	<b>Contents</b>
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: <ul style="list-style-type: none"> <li>❖ Category A: less than 169 km/h (91 kt) indicated airspeed (IAS)</li> <li>❖ Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS</li> <li>❖ Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS</li> <li>❖ Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS</li> <li>❖ Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS</li> <li>❖ Category H: Specific procedures for Helicopters.</li> </ul>
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

[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		V O L	
S F		S	
A		Z	NAV/GBAS
B		Z	NAV/LPV
C		C	
D		D	
E1		Z	COM/FMC WPR ACARS
E2		Z	COM/DFIS ACARS
E3		Z	COM/PDC ACARS
F		F	
G		G	
H		H	
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

'NEW' Data Content		Conversion to 'PRESENT' Data Content	
Field 10a	Item 18	Field 10a	Item 18
M2		Z	COM/MTSAT
M3		Z	COM/IRIDIUM
O		O	
P1-P9		<i>Reserved- should not be present. Remove items if present (i.e. do not make information part of the PRESENT format plan).</i>	
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	P R	NAV/RNP1

‘NEW’ Data 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
T		T	
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	
C		C	
E		S	

‘NEW’ Data Content		Conversion to ‘PRESENT’ Data Content	
Field 10b	Item 18	Field 10b	Item 18
H		S	
I		I	
L		S D	
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
<b>Item 18</b>	<b>Item 18</b>
STS/	<input type="checkbox"/> Except change “TFMX” to “TFMEXEMPTAPPROVED”
SUR/	RMK/ SUR <text after SUR/>
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
<b>Item 18</b>	<b>Item 18</b>
DAT/	COM/
DLE/	RMK/ DLE <text after DLE/>
ORGN/	RMK/ ORGN
TALT/	RMK/ TALT <text after TALT/>
PBN/	<i>See Table 5-1 above</i>
All other indicators copy over directly, with additions to NAV/, COM/, and DAT/ as specified in the Tables above.	

## 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.



(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:

**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) \*

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

**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:** 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 been 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

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.

**MID REGIONAL PERFORMANCE OBJECTIVES TABLE  
ATM PERFORMANCE OBJECTIVES**

<b>IMPLEMENTATION OF THE NEW ICAO FPL FORM</b>				
<b>Benefits</b>				
<b>Environmental Efficiency</b>	<ul style="list-style-type: none"> <li>• reductions in fuel consumption</li> <li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>• facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>• optimized demand and capacity balancing through the efficient exchange of information</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>• enhance safety by use of modern capabilities onboard aircraft.</li> </ul>			
<b>KPI</b>	<ul style="list-style-type: none"> <li>• status of implementation of ICAO new FPL provisions</li> <li>• status of updates in the FITS</li> </ul>			
<b>Proposed Metrics</b>	<ul style="list-style-type: none"> <li>• number of States meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>• number of States providing the focal points and initiated impact studies.</li> </ul>			
<b>Strategy Short Term (2008 - 2010)</b>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
	<ul style="list-style-type: none"> <li>•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.</li> </ul>	2009-2011	States INFPL SG	Valid
	<ul style="list-style-type: none"> <li>•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.</li> </ul>	2009-2012	States INFPL SG	Valid
	<ul style="list-style-type: none"> <li>• States to assign Focal Points and form an internal nucleus team.</li> </ul>	2009-2010	States	Valid
	<ul style="list-style-type: none"> <li>• Planning and implementation of transition strategy.</li> </ul>	2009-2010	INFPL SG	Valid

	<ul style="list-style-type: none"> <li>• Ensure that enabling regulatory (regulations, procedures, AIP etc) provisions are developed.</li> </ul>	2009-2012	States	Valid
	<ul style="list-style-type: none"> <li>• Develop Regional Contingency Plan.</li> </ul>	July 2010 – July 2011	INFPL SG	Valid
	<ul style="list-style-type: none"> <li>• Develop National Contingency Plans.</li> </ul>	July 2010 – July 2011	States	Valid
	<ul style="list-style-type: none"> <li>• Ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new Provisions.</li> </ul>	2009 – April 2012	States/Vendors	Valid
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	2009 – April 2012	States/Vendors	Valid
	<ul style="list-style-type: none"> <li>• Ensure that there are no individual State peculiarities or deviations from the flight plan provisions.</li> </ul>	2009 - 2012	INFPL SG States	Valid
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	2009 - 2012	INFPL SG States	Valid
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	2009 - 2012	States	Valid
	<ul style="list-style-type: none"> <li>• Internal Testing</li> </ul>	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
	• 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
<b>Linkage to GPIs</b>	GPI/18 Aeronautical Information, GPI/5 RNAV and RNP (Performance Based Navigation), GPI/9 Situational Awareness.			

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SAUDI ARABIAN PERFORMANCE OBJECTIVES TABLE  
ATM PERFORMANCE OBJECTIVES

IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
<b>Environmental Efficiency</b>	<ul style="list-style-type: none"> <li>• reductions in fuel consumption</li> <li>• ability of air navigation service providers to make maximum use of aircraft capabilities</li> <li>• ability of aircraft to conduct flights more closely to their preferred trajectories</li> <li>• facilitate utilization of advanced technologies thereby increasing efficiency</li> <li>• optimized demand and capacity balancing through the efficient exchange of information</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>• enhance safety by use of modern capabilities onboard aircraft.</li> </ul>			
<b>KPI</b>	<ul style="list-style-type: none"> <li>• status of implementation of ICAO new FPL provisions</li> <li>• provision of updates for the FITS</li> </ul>			
<b>Proposed Metrics</b>	<ul style="list-style-type: none"> <li>• meeting the deadline for implementation of the ICAO new FPL provisions</li> <li>• provision of a focal point and relevant update studies.</li> </ul>			
Strategy				
Short Term (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 & RQS.	2010 – 2011	SED/ATM	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.	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

	changes they require.  <b>(f)</b> Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.	<b>2010 – 2011</b>	<b>SED/ATM</b>	<b>Ongoing</b>
<b>2. Message Switching System</b>	<b>(a)</b> 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.	<b>DEC 2011</b>	<b>SED/AT</b>	<b>Ongoing</b>
	<b>(b)</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.	<b>DEC 2011</b>	<b>SED/AT</b>	<b>Ongoing</b>
<b>3. RSAF</b>	Advise RSAF of the requirements of Amendment 1.	<b>NOV 2010</b>	<b>ATM</b>	<b>Completed</b>
<b>4. Airline Operators</b>	<b>(a)</b> 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. See Note 1 under Remarks.	<b>NOV 2011</b>	<b>SAUDIA/SED/AT</b>	<b>Ongoing</b>
	<b>(b)</b> Other airlines – no action required except for those who make use of the AIT application. See Note 2 under Remarks.	<b>MID 2011</b>	<b>Airline Ops/SED/AT</b>	<b>Ongoing Terminals to change to AIT</b>
<b>5. Documentation</b>	<b>(a)</b> KSA AIP – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/AIS</b>	<b>Ongoing</b>
	<b>(b)</b> ATSP 7300.1.1 – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM</b>	<b>Ongoing</b>
	<b>(c)</b> ATSP 7300.1.2 (Centers) – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/ATS Centers</b>	<b>Ongoing</b>
	<b>(d)</b> ATSP 7300.1-3 – Check and confirm any changes.	<b>DEC 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>

	(e) Flight Plan Form – Pads printed by GACA Print Shop – Check Field/Item size and change if necessary.	<b>DEC 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>
<b>6. Training</b>	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.	<b>2010 - 2011</b>	<b>ATM/AT Section</b>	<b>Ongoing</b>
<b>7. Testing</b>	(a) Internal Testing	<b>2010 – JUN 2012</b>	<b>ATM/AT/SED/ System Vendor</b>	<b>Ongoing</b>
	(b) External Testing	<b>1 APR – 30 JUN 2012</b>	<b>ATM/SED (System Vendor?)</b>	<b>Ongoing</b>
	(c) User Testing	<b>1 JUL – 14 NOV 2012</b>	<b>Airline Opr./ATM/ SED</b>	<b>Ongoing</b>
<b>8. KSA Contingency Plan (KSA INFPL Implementation Plan)</b>	The Contingency Plan is incorporated in the KSA INFPL Implementation Plan document.	<b>1 JUL – DEC 2011</b>	<b>KSA INFPL Group</b>	<b>Completed</b>

**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

(FPL-SVA1109-IS  
 -B763/H-**E3J4M2**SRYWX/**HB2U2V2G1**  
 -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** MARS**A** FL**TCK** **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**)

Fields 10a & 10b contain figures

Field 10b up to 20 characters long

= New Field or Element

= New or modified content

### 14.2 Other ATS Messages (See also Section 7.7)

(CHG-SVA095-OERK**1200**-OEJN-**DOF/100622**-9/E346/H)

(CNL-SVA1120-OEDF**1200**-OERK-**DOF/100622**)

(CNL-SVA1120-OEDF**1200**-OERK-**0**)

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

(DEP- SVA1109 – OEJN0430-OERK-**0**)



## 15. Implementation Timeline – Phased Transition

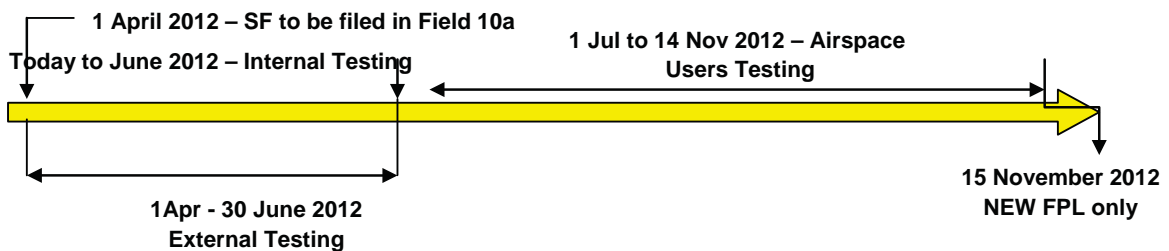
### 15.1 General

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 15<sup>th</sup> 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 15<sup>th</sup> 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

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
<p><b>1. ATM Systems:</b></p> <p><b>(a)</b> Jeddah/Riyadh Thales – FDP will accept additional data, characters and field lengths without rejecting to Message Correction.</p> <p><b>(b)</b> Jeddah/Riyadh Thales – Generation of NEW format for ATS message types: CHG, DEP, CNL, RQP &amp; RQS.</p> <p><b>(c)</b> Jeddah/Riyadh Thales – Generation of appropriate OLDI/ AIDC messages.</p> <p><b>(d)</b> Dammam new APP Thales – as for Jeddah/Riyadh systems above.</p>	SED	August 2011	TBA	Negotiations have not yet been completed with Thales, the ATM System provider, for the software change requirements for the implementation of the new FPL.
	SED	August 2011	TBA	
	SED	August 2011	TBA	
	SED	August 2011	TBA	



TASK	RESPONSIBLE DEPARTMENT or SECTION	EXPECTED COMPLETION PERIOD	ACTUAL COMPLETION and COMPLIANCE DATE	REMARKS
<p><b>(e)</b> 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.</p> <p><b>(f)</b> Jeddah, Riyadh, Madinah and Dammam MMI for electronic strips and printed strips have been modified to show additional characters in relevant boxes.</p>	<p>Performance Based Navigation (PBN) Implementation Group</p> <p>SED</p>	<p>December 2010</p> <p>May 2010</p>	<p>TBD</p> <p>TBA</p>	<p>Refer to remarks in 1.(a) to (d) above.</p>
<p><b>2. Message Switching System:</b></p> <p><b>(a)</b> Jeddah, Riyadh &amp; 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.</p> <p><b>(b)</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.</p>	<p>SED/AT</p> <p>SED/AT</p>	<p>December 2010</p> <p>June 2010</p>	<p>TBD</p> <p>MID 2011</p>	<p>The software changes necessary to implement AMD. 1 will be incorporated in a build scheduled to be uploaded in July 2011.</p> <p>Also included in this build will be the back-up for contingency purposes of software/hardware necessary to provide automatic conversion of ATS messages from the new to the present format.</p> <p>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.</p>

TASK	RESPONSIBLE DEPARTMENT or SECTION	EXPECTED COMPLETION PERIOD	ACTUAL COMPLETION and COMPLIANCE DATE	REMARKS
<b>3. RSAF:</b> <b>(a)</b> 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.
<b>4. Airline Operators:</b> <b>(a)</b> 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>(b)</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.
<b>5. Documentation:</b> <b>(a)</b> KSA AIP – Check and confirm any changes. <b>(b)</b> ATSP 7300.1.1 – Check and confirm any changes. <b>(c)</b> ATSP 7300.1.2 (Centers) – Check and confirm any changes. <b>(d)</b> ATSP 7300.1-3 – Check and confirm any changes.	ATM/AIS  ATM  ATM/ATS Centers  ATM/AT Section	December 2010  December 2010  December 2010  December 2010	TBD  TBD  TBD  December 2010	All documentation will be reviewed during the next amendment update – actual distribution of changes may not be until 2011.



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

## 18. Comparison Table between Present and New FPL – KSA Status

Comparison Table of the Current and New Flight Plan			
Present Flight Plan	New Flight Plan	status	Remark
<p><b>4.4 FLIGHT PLAN</b></p> <p>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.</p> <p><i>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.</i></p>	<p><b>4.4.1 Flight plan form</b></p> <p><i>Note.— Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.</i></p> <p>...</p> <p>4.4.1.3 Operators and air traffic services units should comply with:</p> <p>a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; <b>and</b></p> <p>b) <b>any constraints identified in relevant Aeronautical Information Publications (AIPs).</b></p> <p><i>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.</i></p> <p><i>Note 2.— The instructions for completing the flight plan form given in Appendix 2 may be conveniently printed on the inside cover of flight</i></p>		

<p><i>plan form pads, or posted in briefing rooms.</i></p>		
<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p>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.</p> <p>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.</p>	<p><b>4.4.2 Submission of a flight plan</b></p> <p>4.4.2.1 PRIOR TO DEPARTURE</p> <p>4.4.2.1.1 <b>Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.</b></p> <p>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.</p> <p>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</p>	

	plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.		
<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p>...</p> <p><b>11.4.2 Movement and control messages</b></p> <p>...</p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>...</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>...</p> <p>11.4.2.2.5 FPL messages <b>should</b> be transmitted immediately after the filing of the flight plan., <b>If</b> a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, <b>that the date of the flight departure shall be</b></p>	<p><b>CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES</b></p> <p><b>11.4 MESSAGE TYPES AND THEIR APPLICATION</b></p> <p>...</p> <p><b>11.4.2 Movement and control messages</b></p> <p>...</p> <p>11.4.2.2 MOVEMENT MESSAGES</p> <p>...</p> <p>11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES</p> <p><i>Note.— Instructions for the transmission of an FPL message are contained in Appendix 2.</i></p> <p>...</p> <p>11.4.2.2.5 FPL messages <b>should</b> be transmitted immediately after the filing of the flight plan., <b>If</b> a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, <b>that the date of the flight departure shall be</b></p>		

<p>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.</p> <p>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.</p> <p><i>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.</i></p>	<p>inserted in Item 18 of the flight plan.</p> <p>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. <b>Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.</b></p> <p><i>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.</i></p>	
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	APPENDIX 2. FLIGHT PLAN	APPENDIX 2. FLIGHT PLAN	
<p>...</p> <p><b>2. Instructions for the completion of the flight plan form</b></p> <p>2.2 Instructions for insertion of ATS data</p> <p><i>Complete Items 7 to 18 as indicated hereunder.</i></p> <p><i>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or otherwise deemed necessary.</i></p> <p><i>Note.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</i></p>		<p>...</p> <p><b>2. Instructions for the completion of the flight plan form</b></p> <p>2.2 Instructions for insertion of ATS data</p> <p><i>Complete Items 7 to 18 as indicated hereunder.</i></p> <p><i>Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or otherwise deemed necessary.</i></p> <p><i>Note 1.— Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.</i></p> <p><i>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</i></p>	
		<p><b>ITEM 7: AIRCRAFT IDENTIFICATION</b> <b>(MAXIMUM 7 CHARACTERS)</b></p>	



<p><i>INSERT</i> one of the following aircraft identifications, not exceeding 7 characters:</p> <p>a) the registration marking of the aircraft (e.g. EIAKO, 4XB CD, N2567GA), when:</p> <p>b)</p> <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);</p> <p>2) the aircraft is not equipped with radio;</p> <p><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).</p>	<p><i>INSERT</i> one of the following aircraft identifications, not exceeding 7 alphanumeric characters <b>and without hyphens or symbols</b>:</p> <p>b) the <b>nationality or common mark and</b> registration marking of the aircraft (e.g. EIAKO, 4XB CD, N2567GA), when:</p> <p>1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. <b>CGAJS</b>), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. <b>BLIZZARD CGAJS</b>);</p> <p>2) the aircraft is not equipped with radio; .</p> <p><i>OR</i> 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). ;</p> <p><i>Note 1.— Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.</i></p> <p><i>Note 2.— Provisions for the use of radiotelephony</i></p>	
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<p><i>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</i></p> <p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p> <p><u>Flight rules</u></p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first) and specify in Item 15 the point or</p>	<p><i>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.</i></p> <p><b>ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)</b></p> <p><u>Flight rules</u></p> <p><i>INSERT</i> one of the following letters to denote the category of flight rules with which the pilot intends to comply:</p> <p>I if it is intended that the entire flight will be operated under the IFR</p> <p>V if it is intended that the entire flight will be operated under the VFR</p> <p>Y if the flight initially will be operated under the IFR followed by one or more subsequent changes of flight rules or</p> <p>Z if the flight initially will be operated under the</p>		
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<p>Z if VFR first) points where a change of flight rules is planned.</p>	<p>VFR), followed by one or more subsequent changes of flight rules</p>		
<p><u>Type of flight</u></p> <p>INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:</p> <p>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.</p>	<p><u>Type of flight</u></p> <p>INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:</p> <p>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.</p> <p>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.</p>		
<p><b>ITEM 10: EQUIPMENT</b></p>	<p><b>ITEM 10: EQUIPMENT AND CAPABILITIES</b></p>		
	<p>Capabilities comprise the following elements:</p>		

		<p>a) presence of relevant serviceable equipment on board the aircraft;</p> <p>b) equipment and capabilities commensurate with flight crew qualifications; and</p> <p>c) where applicable, authorization from the appropriate authority.</p>	
	<p>Radiocommunication, navigation and approach aid equipment</p>	<p>Radio communication, navigation and approach aid equipment <b>and capabilities</b></p>	
	<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p>OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (<i>see Note 1</i>),</p> <p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:</p> <p>A (Not allocated) M Omega</p>	<p><i>INSERT</i> one letter as follows:</p> <p>N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p>OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (<i>see Note 1</i>),</p> <p>AND/OR</p> <p><i>INSERT</i> one or more of the following letters to indicate the <b>serviceable</b> COM/NAV/approach aid equipment <b>and capabilities</b> available</p> <p>A <b>GBAS J7 CPDLC FANS 1/A</b></p>	

<p>B (Not allocated) O VOR</p> <p>C LORAN C P (Not allocated)</p> <p>D DME Q (Not allocated)</p> <p>E (Not allocated) R RNP type certification</p> <p>F ADF (<i>see Note 5</i>)</p> <p>G (GNSS) T TACAN</p> <p>H HF RTF U UHF RTF</p> <p>I Inertial navigation V VHF RTF</p> <p>J (Data link) W}</p> <p>(<i>see Note 3</i>) X} When prescribed by ATS</p> <p>K (MLS) Y}</p> <p>L ILS Z Other equipment carried (<i>see Note 2</i>).</p>	<p>landing system SATCOM (Iridium)</p> <p>B LPV K MLS (APV with SBAS)</p> <p>C LORAN C L ILS</p> <p>D DME M1 ATC RTF</p> <p>SATCOM (INMARSAT)</p> <p>E1 FMC M2 ATC RTF (MTSAT)</p> <p>WPR ACARS</p> <p>E2 D-FIS ACARS M3 ATC RTF (Iridium)</p> <p>E3 PDC ACARS O VOR</p> <p>F ADF P1-P9</p> <p>Reserved for RCP</p> <p>G (GNSS) (<i>See Note 2</i>)</p> <p>H HF RTF R</p> <p>PBN approved (<i>see Note 4</i>)</p> <p>I Inertial Navigation T TACAN</p> <p>J1 CPDLC ATN U UHF RTF</p> <p>VDL Mode 2(<i>See Note 3</i>)</p> <p>J2 CPDLC FANS 1/A HFDL V VHF RTF</p> <p>J3 CPDLC FANS 1/A VDL W RVSM approved Mode A</p> <p>J4 CPDLC FANS 1/A VDL X MNPS approved</p> <p>J5 CPDLC FANS 1/A Y VHF with 8.33 kHz channel spacing capability</p> <p>J6 CPDLC FANS 1/A Z Other equipment SATCOM (MTSAT) carried or other capabilities (<i>see Note 5</i>)</p>	
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<p>Any alphanumeric characters not indicated above are reserved. <i>Note 1.— If the letter S is used, standard</i></p>		
<p><i>Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</i></p> <p><i>Note 2.— If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/ , as appropriate.</i></p>	<p><i>Note 1.— Standard equipment is considered to be VHF RTF, , VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	
<p><i>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.</i></p> <p><i>Note 4.— Information on navigation capability is</i></p>	<p><i>Note 6.— Information on navigation capability is</i></p>	

<p>provided to ATC for clearance and routing purposes.</p> <p><i>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.</i></p> <p>Surveillance equipment</p>	<p>provided to ATC for clearance and routing purposes.</p> <p><i>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).</i></p>	
<p>Surveillance equipment</p>	<p>Surveillance equipment and capabilities</p>	
<p><i>INSERT</i> one or two of the following letters to describe the serviceable surveillance equipment carried:</p> <p><i>SSR equipment</i></p>	<p><i>INSERT N</i> if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,</p> <p><b>OR</b></p> <p><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:</p> <p><b>SSR Modes A and C</b></p>	

<p>N Nil</p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p>X Transponder — Mode S without both aircraft identification and pressure-altitude transmission</p> <p>P Transponder — Mode S, including pressure altitude</p>	<p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p><b>SSR Mode S</b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability</b></p> <p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure altitude, but no aircraft identification capability</p>	
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<p>transmission, but no aircraft identification Transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure/altitude transmission</p> <p>S Transponder — Mode S, including both pressure-altitude and aircraft identification transmission.</p> <p><i>ADS equipment</i></p> <p>D ADS capability</p>	<p>S Transponder — Mode S, including both pressure altitude and aircraft identification capability</p> <p>X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability</p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p> <p><i>ADS– B</i></p> <p><b>B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability</b></p> <p><b>B2 ADB-B with dedicated 1090 MHz ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b></p> <p><b>U2 ADS-B “out” and “in” capability using UAT</b></p> <p><b>V1 ADS-B “out” capability using VDL Mode 4</b></p> <p><b>V2 ADS-B “out” and “in” capability using VDL Mode 4</b></p>		
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	<p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b> <b>G1 ADS-C with ATN capabilities</b></p> <p>Alphanumeric characters not indicated above are reserved. <b>Example: ADE3RV/HB2U2V2G1</b> <i>Note. — Additional surveillance application should be listed in Item 18 following the indicator SUR/.</i></p>	
	<p><b>ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)</b></p>	
	<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome as specified in <b>Doc 7910, Location Indicators,</b></p> <p><i>OR,</i> if no location indicator has been assigned, <i>INSERT</i> ZZZZ and <i>SPECIFY</i>, in Item 18, the name and location of the aerodrome preceded by DEP/ ,</p> <p><i>OR,</i> the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,</p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the departure aerodrome,</p> <p><i>OR,</i> if no location indicator has been assigned, <i>INSERT</i> ZZZZ and <i>SPECIFY</i>, in Item 18, the name of the aerodrome preceded by DEP/ ,</p> <p><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</p>





<p>ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/ .</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time,</p> <p><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</p>	<p>ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/</p> <p><i>THEN, WITHOUT A SPACE,</i></p> <p><i>INSERT</i> for a flight plan submitted before departure, the estimated off-block time (<b>EOBT</b>) , <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.</p>	
<p><b>ITEM 15: ROUTE</b></p> <p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN,</i> following the arrow, <i>INSERT</i> the route description as in (c).</p> <p>(a) Cruising speed (maximum 5 characters)</p> <p><i>INSERT</i> the <i>True airspeed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour,</i> expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p>	<p><b>ITEM 15: ROUTE</b></p> <p><i>INSERT</i> the <i>first cruising speed</i> as in (a) and the <i>first cruising level</i> as in (b), without a space between them.</p> <p><i>THEN,</i> following the arrow, <i>INSERT</i> the route description as in (c).</p> <p>(a) Cruising speed (maximum 5 characters)</p> <p><i>INSERT</i> the <i>True Air Speed</i> for the first or the whole cruising portion of the flight, in terms of:</p> <p><i>Kilometres per hour,</i> expressed as K followed by 4 figures (e.g. K0830), <i>or</i></p>	

<p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p> <p><i>True Mach number</i>, 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).</p>	<p><i>Knots</i>, expressed as N followed by 4 figures (e.g. N0485), <i>or</i></p> <p><i>True Mach number</i>, 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).</p>		
<p>(b) Cruising level (maximum 5 characters)</p> <p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p>*<i>Standard metric level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR.</i></p>	<p>(b) Cruising level (maximum 5 characters)</p> <p><i>INSERT</i> the planned cruising level for the first or the whole portion of the route to be flown, in terms of:</p> <p><i>Flight level</i>, expressed as F followed by 3 figures (e.g. F085; F330), <i>or</i></p> <p>*<i>Standard Metric Level in tens of metres</i>, expressed as S followed by 4 figures (e.g. S1130), <i>or</i></p> <p><i>Altitude in hundreds of feet</i>, expressed as A followed by 3 figures (e.g. A045; A100), <i>or</i></p> <p><i>Altitude in tens of metres</i>, expressed as M followed by 4 figures (e.g. M0840), <i>or</i></p> <p><i>for uncontrolled VFR flights, the letters VFR</i></p>		

		*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)		
<i>Flights along designated ATS routes</i>	<i>Flights along designated ATS routes</i>		
<i>INSERT</i> , if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,	<i>INSERT</i> , if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,		
<i>OR</i> , 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.	<i>OR</i> , 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		
<i>INSERT</i> 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,	<i>INSERT</i> each point at which either a change of speed <b>and/or</b> level is <b>planned to commence</b> , or a change of ATS route, and/or a change of flight rules is planned,		
* When so prescribed by the appropriate ATS authorities.			
<i>Note.— When a transition is planned between a lower and upper ATS route and the routes are</i>	<i>Note.— When a transition is planned between a</i>		

<p><i>oriented in the same direction, the point of transition need not be inserted.</i></p> <p><b>FOLLOWED IN EACH CASE</b></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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</p>	<p><i>lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.</i></p> <p><b>FOLLOWED IN EACH CASE</b></p> <p>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.</p> <p><i>Flights outside designated ATS routes</i></p> <p><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.</p> <p><i>OR</i>, when required by appropriate ATS authority(ies),</p> <p><i>DEFINE</i> 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</p>	
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<p>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.</p>	<p>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.</p>	
<p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space</p>	<p>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.</p> <p><i>INSERT</i> DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.</p> <p><i>USE ONLY</i> the conventions in (1) to (5) below and <i>SEPARATE</i> each sub-item by a space.</p>	
<p>(1) ATS route (2 to 7 characters)</p> <p><i>The coded designator</i> assigned to the route or</p>	<p>(1) ATS route (2 to 7 characters)</p> <p><i>The coded designator</i> assigned to the route or route</p>	

	<p>route segment including, where appropriate, the coded designer assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).</p> <p><i>Note.— Provisions for the application of route designers 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).</i></p>	<p>segment including, where appropriate, the coded designer assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).</p> <p><i>Note.— Provisions for the application of route designers are contained in Annex 11, Appendix 1,</i></p>	
<p>(2) Significant point (2 to 11 characters)</p>	<p><i>The coded designer (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>or, if no coded designer has been assigned, one of the following ways:</i></p> <p>— <i>Degrees only (7 characters):</i></p> <p>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.</p>	<p>(2) Significant point (2 to 11 characters)</p>	
<p>(2) Significant point (2 to 11 characters)</p>	<p><i>The coded designer (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>or, if no coded designer has been assigned, one of the following ways:</i></p> <p>— <i>Degrees only (7 characters):</i></p> <p>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.</p>	<p><i>The coded designer (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),</i></p> <p><i>Or, if no coded designer has been assigned, one of the following ways:</i></p> <p>— <i>Degrees only (7 characters):</i></p> <p>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.</p>	



<p>— <i>Degrees and minutes</i> (11 characters):</p> <p>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.</p> <p>— <i>Bearing and distance from a navigation aid:</i></p> <p>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.</p>	<p>— <i>Degrees and minutes</i> (11 characters):</p> <p>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.</p> <p>— <i>Bearing and distance from a significant point:</i></p> <p>The identification of the <b>significant point, followed</b> by the bearing from the <b>point</b> in the form of 3 figures giving degrees magnetic, <b>followed by</b> the distance from the <b>point</b> in the form of 3 figures expressing nautical miles. <b>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.</b> 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</p>	
<p>(3) Change of speed or level</p>	<p>(3) Change of speed or level</p>	



	(maximum 21 characters)		
	<p><i>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.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>	<p><i>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.</i></p> <p>Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F350 46N078W/M082F330 DUB180040/N0350M0840</p>	
	<p>(4) Change of flight rules (maximum 3 characters)</p>	<p>(4) Change of flight rules (maximum 3 characters)</p>	
	<p><i>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:</i></p> <p>VFR if from IFR to VFR</p>	<p><i>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:</i></p> <p>VFR if from IFR to VFR</p>	



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)		
<i>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.</i>	<i>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.</i>		
Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620	Examples: C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620		
<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>	<b>ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)</b>		
Destination aerodrome and total	Destination aerodrome and total		

estimated elapsed time (8 characters)	estimated elapsed time (8 characters)		
<p><i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT</i> ZZZZ followed, without a space, by the total estimated elapsed time, and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by DEST/.</p> <p><i>Note.</i>— <i>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.</i></p>	<p><i>INSERT</i> the ICAO four-letter location indicator of the destination aerodrome as <b>specified in Doc 7910, Location Indicators</b>,</p> <p><i>OR</i>, if no location indicator has been assigned, <i>INSERT</i> ZZZZ and <i>SPECIFY</i> in Item 18 the name and location of the aerodrome, preceded by DEST/ .</p> <p><b>THEN WITHOUT A SPACE</b></p> <p><b>INSERT the total estimated elapsed time.</b></p> <p><i>Note.</i>— <i>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</i></p>		
Alternate aerodrome(s) (4 characters)	Destination alternate aerodrome(s)		
<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the alternate aerodrome,</p>	<p><i>INSERT</i> the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as <b>specified in Doc 7910, Location Indicators</b>, separated by a space,</p> <p><i>OR</i>, if no location indicator has been assigned to the <b>destination</b> alternate aerodrome(s),</p>		

	<p><i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name of the aerodrome, preceded by ALTN/ .</p>	<p><i>INSERT ZZZZ</i> and <i>SPECIFY</i> in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.</p>	
	<p><b>ITEM 18: OTHER INFORMATION</b></p>	<p><b>ITEM 18: OTHER INFORMATION</b></p>	
	<p><i>INSERT 0</i> (zero) if no other information,  <i>OR</i>, 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:</p>	<p><i>Note.</i>— <i>Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</i> <b>Hyphens or oblique strokes should only be used as prescribed below.</b>  <i>INSERT 0</i> (zero) if no other information,  <i>OR</i>, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined</b> hereunder followed by an oblique stroke and the information to be recorded:  <b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b>  <b>ALTRV: for a flight operated in accordance with an altitude reservation;</b>  <b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS</b></p>	

	<p>authority;</p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p> <p><b>HAZMAT: for a flight carrying hazardous material;</b></p> <p><b>HEAD: a flight with Head of State status;</b></p> <p><b>HOSP: for a medical flight declared by medical authorities;</b></p> <p><b>HUM: for a flight operating on a humanitarian mission;</b></p> <p><b>MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;</b></p> <p><b>MEDEVAC: for a life critical medical emergency evacuation;</b></p> <p><b>NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;</b></p> <p><b>SAR: for a flight engaged in a search and rescue mission; and</b></p>		
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<p><b>STATE: for a flight engaged in military, customs or police services.</b></p> <p><b>Other reasons for special handling by ATS shall be denoted under the designator RMK/.</b></p> <p><b>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</b></p>																			
		<p><b>RNAV SPECIFICATIONS</b></p> <table border="1"> <tr> <td data-bbox="771 1081 852 1165"><b>A1</b></td> <td data-bbox="771 640 852 1081"><b>RNAV 10 (RNP 10)</b></td> </tr> <tr> <td data-bbox="852 1081 901 1165"></td> <td data-bbox="852 640 901 1081"></td> </tr> <tr> <td data-bbox="901 1081 982 1165"><b>B1</b></td> <td data-bbox="901 640 982 1081"><b>RNAV 5 all permitted sensors</b></td> </tr> <tr> <td data-bbox="982 1081 1063 1165"><b>B2</b></td> <td data-bbox="982 640 1063 1081"><b>RNAV 5 GNSS</b></td> </tr> <tr> <td data-bbox="1063 1081 1144 1165"><b>B3</b></td> <td data-bbox="1063 640 1144 1081"><b>RNAV 5 DME/DME</b></td> </tr> <tr> <td data-bbox="1144 1081 1226 1165"><b>B4</b></td> <td data-bbox="1144 640 1226 1081"><b>RNAV 5 VOR/DME</b></td> </tr> <tr> <td data-bbox="1226 1081 1307 1165"><b>B5</b></td> <td data-bbox="1226 640 1307 1081"><b>RNAV 5 INS or IRS</b></td> </tr> <tr> <td data-bbox="1307 1081 1412 1165"><b>B6</b></td> <td data-bbox="1307 640 1412 1081"><b>B6 RNAV 5 LORANC</b></td> </tr> </table>	<b>A1</b>	<b>RNAV 10 (RNP 10)</b>			<b>B1</b>	<b>RNAV 5 all permitted sensors</b>	<b>B2</b>	<b>RNAV 5 GNSS</b>	<b>B3</b>	<b>RNAV 5 DME/DME</b>	<b>B4</b>	<b>RNAV 5 VOR/DME</b>	<b>B5</b>	<b>RNAV 5 INS or IRS</b>	<b>B6</b>	<b>B6 RNAV 5 LORANC</b>	
<b>A1</b>	<b>RNAV 10 (RNP 10)</b>																		
<b>B1</b>	<b>RNAV 5 all permitted sensors</b>																		
<b>B2</b>	<b>RNAV 5 GNSS</b>																		
<b>B3</b>	<b>RNAV 5 DME/DME</b>																		
<b>B4</b>	<b>RNAV 5 VOR/DME</b>																		
<b>B5</b>	<b>RNAV 5 INS or IRS</b>																		
<b>B6</b>	<b>B6 RNAV 5 LORANC</b>																		

<b>C1</b>	<b>RNAV 2 all permitted sensors</b>				
<b>C2</b>	<b>RNAV 2 GNSS</b>				
<b>C3</b>	<b>RNAV 2 DME/DME</b>				
<b>C4</b>	<b>RNAV 2 DME/DME/IRU</b>				
<b>D1</b>	<b>RNAV 1 all permitted sensors</b>				
<b>D2</b>	<b>RNAV 1 GNSS</b>				
<b>D3</b>	<b>RNAV 1 DME/DME</b>				
<b>D4</b>	<b>RNAV 1 DME/DME/IRU</b>				
	<b>RNP SPECIFICATIONS</b>				
<b>L1</b>	<b>RNP 4</b>				
<b>O1</b>	<b>Basic RNP 1 all permitted sensors</b>				
<b>O2</b>	<b>Basic RNP 1 GNSS</b>				





<p>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</p>		
<p>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.</p> <p>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH RIF/LEMD</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed</p>		





<p>by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in 10a.</b></p> <p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>		
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<p>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.</p>	<p>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. <b>For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</b></p> <p><b>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).</b></p> <p><b>OR, Bearing and distance from the nearest significant point, as follows:</b></p> <p><b>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</b></p>	
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		<p>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.</p> <p><b>OR</b>, 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.</p>		
	<p>DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.</p>	<p>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.</p> <p>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).</p> <p>REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.</p> <p>EET/ Significant points or FIR boundary</p>		

	<p>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.</p> <p><b>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</b></p> <p><b>SEL/ SELCAL Code, for aircraft so equipped.</b></p> <p><b>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.</b> Example: TYP/2F15 5F5 3B2</p>		
<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p> <p>RALT/ Name of en-route alternate aerodrome(s).</p> <p>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.</p>	<p>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.</p>		

	<p><b>DLE/</b> 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).</p> <p><b>Example:</b> DLE/MDG0030</p> <p><b>OPR/</b> ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</p> <p><b>ORGN/</b> 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.</p> <p><i>Note.</i> — <i>In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.</i></p> <p><b>PER/</b> 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</p>		
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	<p>ATS authority.</p> <p>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.</p> <p>RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</p>		
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		above.	
		<p><b>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.</b></p> <p><b>Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH</b></p>	
	<p>RMK/ Any other plain-language remarks when required by the appropriate ATS authority or deemed necessary.</p>	<p>RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.</p>	
	<p><b>ITEM 19: SUPPLEMENTARY INFORMATION</b></p>	<p><b>ITEM 19: SUPPLEMENTARY INFORMATION</b></p>	
	<p><b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b></p>	<p><b>4. Instructions for the transmission of a supplementary flight plan (SPL) message</b></p>	
	<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;≡ (SPL: all symbols</p>	<p><i>Items to be transmitted</i> Transmit items as indicated hereunder, unless otherwise prescribed:</p> <p>a) AFTN Priority Indicator, Addressee Indicators &lt;&lt;, Filing Time, Originator Indicator &lt;&lt;_ and, if necessary, specific identification of addressees and/or originator;</p> <p>b) commencing with &lt;&lt;_ (SPL: all symbols and</p>	

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

reference data	reference data
5	Description of emergency
7	Aircraft identification and SSR Mode and Code
8	Flight rules and type of flight
9	Number and type of aircraft and wake turbulence category
10	Equipment and capabilities
13	Departure aerodrome and time
14	Estimate data
15	Route
16	Destination aerodrome and total estimated elapsed time, 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 Data conventions		1.6 Data conventions			
1.6.3 <i>The expression of position or route</i> 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		1.6.3 <i>The expression of position or route</i> 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			

<p>(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”;</p> <p>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”;</p> <p>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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p>	<p>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”;</p> <p>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”;</p> <p>e) 2 to 5 characters being the coded identification of <b>significant point</b>, 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”.</p> <p><i>Field Type 8 — Flight rules and type of flight</i></p>	
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<p>Format:—</p> <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto; display: flex; justify-content: space-around;"> <span style="width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;">a</span> <span style="width: 15px; height: 15px; border: 1px solid black;">b</span> </div>	<p>Format:—</p> <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto; display: flex; justify-content: space-around;"> <span style="width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;">a</span> <span style="width: 15px; height: 15px; border: 1px solid black;">b</span> </div>		
<p>SINGLE HYPHEN</p> <p>(a) <i>Flight rules</i></p> <p>1 LETTER as follows:</p> <p>I if IFR</p> <p>V if VFR</p> <p>Y if IFR first</p> <p>Z if VFR first</p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>	<p>SINGLE HYPHEN</p> <p>(a) <i>Flight Rules</i></p> <p>1 LETTER as follows:</p> <p>I if it is intended that the entire flight will be operated under the IFR</p> <p>V if it is intended that the entire flight will be operated under the VFR</p> <p>Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules</p> <p>Z if the flight initially will be operated under the VFR, followed by one or more subsequent</p>		

	<p><b>changes of flight rules</b></p> <p><i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>					
	<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment and Capabilities</i></p> <p>Format:—</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;">a</td> <td style="padding: 0 10px;">/</td> <td style="border: 1px solid black; padding: 5px; text-align: center;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	/	b		
a	/	b				
	<p>* This field shall be terminated here unless indication of the type of flight is required by the appropriate ATS authority.</p> <p><i>Field Type 10 — Equipment</i></p> <p>Format:—</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;">a</td> <td style="padding: 0 10px;">/</td> <td style="border: 1px solid black; padding: 5px; text-align: center;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	/	b		
a	/	b				

<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment</i></p> <p>1 LETTER as follows:</p> <p>N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment Serviceable</p> <p>A (Not allocated) B (Not allocated) C LORANC D DME E1 (Not allocated) F ADF G (GNSS)</p>	<p>(a) <i>Radio Communication, Navigation and Approach Aid Equipment and Capabilities</i></p> <p>1 LETTER as follows:</p> <p>N no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable</p> <p>OR S Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (See Note 1)</p> <p>AND/OR ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment <b>and capabilities</b></p> <p>A <b>GBAS landing System</b> B <b>LPV (APV with SBAS)</b> C LORANC D DME E1 <b>FMC WPR</b> ACARS</p>		
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<p>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)</p>	<p>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</p>		
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				<p>R <b>PBN approved</b> <i>(see Note 4)</i></p> <p>T TACAN</p> <p>U UHF/RTF</p> <p>V VHF/RTF</p> <p>W <b>RVSM Approved</b></p> <p>X <b>MNPS approved</b></p> <p>Y <b>VHF</b></p> <p><b>with 8.33 kHz channel spacing capability</b></p> <p>Z Other equipment carried <b>or other capabilities</b> <i>(see Note 5)</i></p>		
				<p><i>Note 1.— Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority</i></p>		
				<p><i>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.</i></p> <p><i>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.</i></p>		
				<p><i>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</i></p>		



	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 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.— 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 ONE OR TWO LETTERS to describe the	(b) Surveillance Equipment and capabilities ONE OR MORE of the following descriptors, to a		



<p>serviceable surveillance equipment carried</p> <p>SSR equipment</p> <p>N Nil</p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C</p> <p>X Transponder — Mode S without both aircraft identification and pressure altitude transmission</p>	<p>maximum of 20 characters, to describe the serviceable surveillance equipment <b>and/or capabilities on board:</b></p> <p><b>SSR Modes A and C</b></p> <p>A Transponder — Mode A (4 digits — 4 096 codes)</p> <p>C Transponder — Mode A (4 digits — 4 096 codes) and Mode C <b>SSR Mode S</b></p> <p><b>E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability</b></p> <p><b>H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability</b></p> <p><b>I Transponder — Mode S, including aircraft identification, but no pressure altitude capability</b></p>		
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<p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification transmission</p> <p>I Transponder — Mode S, including aircraft identification transmission, but no pressure-altitude transmission</p> <p>S Transponder — Mode S, including Both pressure altitude and aircraft identification transmission</p>		<p><b>L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability</b></p> <p>P Transponder — Mode S, including pressure-altitude, but no aircraft identification <b>capability</b></p> <p>S Transponder — Mode S, including both pressure altitude and aircraft identification <b>capability</b></p> <p><b>X Transponder — Mode S with neither aircraft identification nor pressure- altitude capability</b></p> <p><i>Note.— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p>			
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<p><i>ADS equipment</i></p> <p>D ADS capability</p>	<p><b>ADS-B</b></p> <p><b>B1 ADS-B with dedicated 1090 MHz</b> <b>ADS-B “out” capability</b></p> <p><b>B2 ADS-B with dedicated 1090 MHz</b> <b>ADS-B “out” and “in” capability</b></p> <p><b>U1 ADS-B “out” capability using UAT</b></p> <p><b>U2 ADS-“out” and “in” capability using UAT</b></p> <p><b>V1 ADS-B “out” capability using VDL Mode 4</b></p> <p><b>V2 ADS-B “out” and “in” capability using VDL Mode 4</b></p> <p><b>ADS-C</b></p> <p><b>D1 ADS-C with FANS 1/A capabilities</b></p> <p><b>G1 ADS-C with ATN capabilities</b></p> <p><b>Alphanumeric characters not</b></p>			
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	<p>indicated above are reserved. <i>Note.</i> – <i>Additional surveillance application should be listed in item 18 following the indicator SUR/.</i></p> <p>Examples: –S/A –SCI/CB1 –SAFR/SV1</p> <p>Format:–</p> <table border="1" data-bbox="604 709 699 999"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">a</td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>		a				b		
	a				b				
<p>Examples: –S/A –SCHJ/CD –SAFJ/SD</p> <p>Format:–</p> <table border="1" data-bbox="604 1430 699 1719"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">a</td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px; text-align: center;">b</td> </tr> </table> <p>SINGLE HYPHEN</p>		a				b	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being the ICAO four-letter location indicator allocated to the departure aerodrome, or <b>ZZZZ</b> 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</p>	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being the ICAO four-letter location indicator allocated to the departure aerodrome, or <b>ZZZZ</b> 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</p>	
	a				b				
	<p>(a) <i>Departure Aerodrome</i> 4 LETTERS, being the ICAO four-letter location indicator allocated to the departure aerodrome as specified in <b>Doc 7910, Location Indicators</b>, or <b>ZZZZ</b> if no ICAO location indicator has been allocated (<i>see Note 1</i>) or if the departure aerodrome is not known, or</p>								



<p>the air (see Note 2).</p> <p><i>Note 1.— If ZZZZ is used, the name 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.</i></p> <p><i>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).</i></p>	<p>AFIL if the flight plan has been filed in the air (see Note 2).</p> <p><i>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.</i></p> <p><i>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)</i></p>		
<p>* 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.</p> <p>(b) Time 4 NUMERICS giving the estimated off-block time at the</p>	<p>* 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.</p> <p>(b) Time 4 NUMERICS giving the estimated off-block time (EOBT)</p>		



<p>aerodrome in</p> <p>(a) in FPL, and DLA messages transmitted before departure and in RQP message, if known, or</p> <p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>	<p>at the aerodrome in</p> <p>(a) in FPL, <b>ARR, CHG, CNL</b>, and <b>DLA and RQS</b> messages transmitted before departure and in RQP message, if known, or</p> <p>the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or</p> <p>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).</p>		
<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>	<p>Examples: –EHAM0730 –AFIL1625</p> <p><i>Field Type 14 — Estimate data</i></p> <p>Format:–</p>		





<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 20%;">a</td> <td style="width: 20%;">/</td> <td style="width: 20%;">b</td> <td style="width: 20%;">c</td> <td style="width: 20%;">d</td> <td style="width: 20%;">e</td> </tr> </table>	a	/	b	c	d	e			
a	/	b	c	d	e				
SINGLE HYPHEN	SINGLE HYPHEN								
<p><i>(a) Boundary Point (see Note 1)</i></p> <p>The <b>BOUNDARY POINT</b> 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 <b>significant point</b></p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>	<p><i>(a) Boundary Point (see Note 1)</i></p> <p>The <b>BOUNDARY POINT</b> 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).</p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>		<p><i>(a) Boundary Point (see Note 1)</i></p> <p>The <b>BOUNDARY POINT</b> 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 <b>significant point</b></p> <p><i>Note 1.— This point may be an agreed point located close to, rather than on, the FIR boundary.</i></p> <p><i>Note 2.— See 1.6 for data conventions.</i></p>						
Field Type 16 — Destination aerodrome and total estimated elapsed time, <b>alternate</b> aerodrome(s)	Field Type 16 — Destination aerodrome and total estimated elapsed time, <b>destination alternate</b>								



<p><i>aerodrome(s)</i></p> <p>Format:—</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">a</td> <td style="text-align: center;">b</td> <td style="text-align: center;">(sp)</td> <td style="text-align: center;">c</td> </tr> </table> <p>See Note in margin on page A3-21.</p>	a	b	(sp)	c	<p>Format:—</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">a</td> <td style="text-align: center;">b</td> <td style="text-align: center;">(sp)</td> <td style="text-align: center;">c</td> </tr> </table> <p>See Note in margin on page A3-20.</p>	a	b	(sp)	c																																								
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<p><b>FIELD TYPE 16</b></p>	<p><b>FIELD TYPE 16</b></p>																																																
<table border="1"> <thead> <tr> <th><i>Previous type of field or symbol</i></th> <th><i>This type of field is used in</i></th> <th><i>Next type of field or symbol</i></th> </tr> </thead> <tbody> <tr> <td>15</td> <td>ALR</td> <td>18</td> </tr> <tr> <td>15</td> <td>FPL</td> <td>18</td> </tr> <tr> <td>13</td> <td>CHG</td> <td><b>18</b></td> </tr> <tr> <td>13</td> <td>CNL</td> <td><b>18</b></td> </tr> <tr> <td>13</td> <td>DLA</td> <td><b>18</b></td> </tr> <tr> <td>13</td> <td>DEP</td> <td><b>18</b></td> </tr> <tr> <td>13</td> <td>ARR***</td> <td>17</td> </tr> </tbody> </table>	<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>	15	ALR	18	15	FPL	18	13	CHG	<b>18</b>	13	CNL	<b>18</b>	13	DLA	<b>18</b>	13	DEP	<b>18</b>	13	ARR***	17	<table border="1"> <thead> <tr> <th><i>Previous type of field or symbol</i></th> <th><i>This type of field is used in</i></th> <th><i>Next type of field or symbol</i></th> </tr> </thead> <tbody> <tr> <td>15</td> <td>ALR</td> <td>18</td> </tr> <tr> <td>15</td> <td>FPL</td> <td>18</td> </tr> <tr> <td>13</td> <td>CHG</td> <td>22</td> </tr> <tr> <td>13</td> <td>CNL</td> <td>)</td> </tr> <tr> <td>13</td> <td>DLA</td> <td>)</td> </tr> <tr> <td>13</td> <td>DEP</td> <td>)</td> </tr> <tr> <td>13</td> <td>ARR***</td> <td>17</td> </tr> </tbody> </table>	<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>	15	ALR	18	15	FPL	18	13	CHG	22	13	CNL	)	13	DLA	)	13	DEP	)	13	ARR***	17
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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	<b>18</b> 18				
			*** Only in case of a diversionary landing.						
	SINGLE HYPHEN								
	<i>(a) Destination Aerodrome</i>			<i>(a) Destination Aerodrome</i>					
4 LETTERS, being the ICAO four-letter location indicator allocated to the destination aerodrome, or ZZZZ if no ICAO location indicator has been allocated.			4 LETTERS, being the ICAO four-letter location indicator allocated to the destination aerodrome, <b>Location Indicators</b> , or ZZZZ if no ICAO location indicator has been allocated.						
<i>Note.— If ZZZZ is used, the name of the destination aerodrome is to be shown in</i>			<i>Note.— If ZZZZ is used, the name and location of the destination aerodrome is to be shown in the</i>						



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

	<p><i>the Other Information Field (see Field Type 18).</i></p>	<p><i>alternate aerodrome is to be shown in the Other Information Field (see Field Type 18).</i></p>										
<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p>	<p>Format:–</p> <table border="1" data-bbox="625 1333 738 1890"> <tr> <td>a</td> <td>B`</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c	<p>Examples: –EINN0630 –EHAM0645 EBBR –EHAM0645 EBBR EDDL <i>Field Type 17 — Arrival aerodrome and time</i></p> <p>Format:–</p> <table border="1" data-bbox="625 640 738 1333"> <tr> <td>a</td> <td>B`</td> <td>(sp)</td> <td>c</td> </tr> </table> <p>SINGLE HYPHEN</p>	a	B`	(sp)	c		
a	B`	(sp)	c									
a	B`	(sp)	c									
<p>(a) <i>Arrival Aerodrome</i> 4 LETTERS, being the ICAO four-letter location indicator allocated to the arrival aerodrome, or  ZZZZ if no ICAO location indicator has been allocated.</p>		<p>(a) <i>Arrival Aerodrome</i> 4 LETTERS, being the ICAO four-letter location indicator allocated to the arrival aerodrome as specified in <b>Doc 7910, Location Indicators</b>, or  ZZZZ if no ICAO location indicator has been allocated. <b>Note. — If ZZZZ is used, the name or location of the arrival aerodrome is to be shown in the Other</b></p>										

	<p><i>Information Field (see Field Type 18).</i></p>		
<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>	<p>(b) <i>Time of Arrival</i> 4 NUMERICS, giving the actual time of arrival.</p>		
<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p>	<p>* This field is to be terminated here if an ICAO location indicator has been allocated to the arrival aerodrome.</p> <p><i>Field Type 18 — Other information</i></p>	<p><i>Note.— Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.</i></p> <p><b>Hyphens or oblique strokes should only be used as prescribed below.</b></p>	
<p>Format:— <input type="text" value="A"/></p> <p>or <input type="text"/> (sp) <input type="text"/> (sp)*(sp) <input type="text"/></p>	<p>Format:— <input type="text" value="A"/></p> <p>or <input type="text"/> (sp) <input type="text"/> (sp)*(sp) <input type="text"/></p>		



	<p>(* additional elements as necessary) SINGLE HYPHEN</p>	<p>(* additional elements as necessary) SINGLE HYPHEN</p>	
	<p>(a) 0 (zero) if no other information, <i>OR,</i></p>	<p>(a) 0 (zero) if no other information, <i>OR,</i></p>	
	<p>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:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</b></p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p>	<p>Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator <b>selected from those defined hereunder</b> followed by an oblique stroke and the information to be recorded:</p> <p><b>STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:</b></p> <p><b>ALTRV: for a flight operated in accordance with an altitude reservation;</b></p> <p><b>ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;</b></p> <p><b>FFR: fire-fighting;</b></p> <p><b>FLTCK: flight check for calibration of nav aids;</b></p>	

	<p><b>HAZMAT:</b> for a flight carrying hazardous material;</p> <p><b>HEAD:</b> a flight with Head of State status;</p> <p><b>HOSP:</b> for a medical flight declared by medical authorities;</p> <p><b>HUM:</b> for a flight operating on a humanitarian mission;</p> <p><b>MARSA:</b> for a flight for which a military entity assumes responsibility for separation of military aircraft;</p> <p><b>MEDEVAC:</b> for a life critical medical emergency evacuation;</p> <p><b>NONRVSM:</b> for a non-RVSM capable flight intending to operate in RVSM airspace;</p> <p><b>SAR:</b> for a flight engaged in a search and rescue mission; and</p> <p><b>STATE:</b> for a flight engaged in military, customs or police services.</p> <p><b>Other reasons for special handling by ATS shall be</b></p>		
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		denoted under the designator RMK/.	
		<b>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.</b>	
		<b>RNAV SPECIFICATIONS</b>	
		<b>A1 RNAV 10 (RNP 10)</b>	
		<b>B1 RNAV 5 all permitted sensors</b>	
		<b>B2 RNAV 5 GNSS</b>	
		<b>B3 RNAV 5 DME/DME</b>	
		<b>B4 RNAV 5 VOR/DME</b>	
		<b>B5 RNAV 5 INS or IRS</b>	
		<b>B6 B6 RNAV 5 LORANC</b>	
		<b>C1 RNAV 2 all permitted sensors</b>	
		<b>C2 RNAV 2 GNSS</b>	

<b>C3</b>	<b>RNAV 2 DME/DME</b>		
<b>C4</b>	<b>RNAV 2 DME/DME/IRU</b>		
<b>D1</b>	<b>RNAV 1 all permitted sensors</b>		
<b>D2</b>	<b>RNAV 1 GNSS</b>		
<b>D3</b>	<b>RNAV 1 DME/DME</b>		
<b>D4</b>	<b>RNAV 1 DME/DME/IRU</b>		
	<b>RNP SPECIFICATIONS</b>		
<b>L1</b>	<b>RNP 4</b>		
<b>O1</b>	<b>Basic RNP 1 all permitted sensors</b>		
<b>O2</b>	<b>Basic RNP 1 GNSS</b>		
<b>O3</b>	<b>Basic RNP 1 DME/DME</b>		
<b>O4</b>	<b>Basic RNP 1 DME/DME/IRU</b>		



<b>S1</b>	<b>RNP APCH</b>			
<b>S2</b>	<b>RNP APCH with BAR-VNAV</b>			
<b>T1</b>	<b>RNP AR APCH with RF (special authorization required)</b>			
<b>T2</b>	<b>RNP AR APCH without RF (special authorization required)</b>			
		<b>Combinations of alphanumeric characters not indicated above are reserved.</b>		
<p>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.</p> <p>Examples: EET/CAP0745 XYZ0830 EET/EINN0204</p> <p>RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised</p>				



<p>route is subject to re-clearance in flight.</p> <p>Examples: RIF/DTA HEC KLAX          Examples: RIF/ESP G94 CLA YPPH          Examples: RIF/LEMD</p> <p>REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.</p> <p>SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.</p> <p>OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.</p> <p>STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.</p> <p>TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.</p> <p>PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.</p> <p>COM/ Significant data related to communication equipment as required by the appropriate ATS</p>			
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<p>authority, e.g. COM/UHF only.</p> <p>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.</p> <p>NAV/ Significant data related to navigation equipment, as required by the appropriate ATS authority.</p>	<p>NAV/ Significant data related to navigation equipment, <b>other than specified in PBN/</b>, as required by the appropriate ATS authority. <b>Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.</b></p> <p><b>COM/ Indicate communications applications or capabilities not specified in Item 10a.</b></p> <p><b>DAT/ Indicate data applications or capabilities not specified in Item 10a.</b></p> <p><b>SUR/ Include surveillance applications or capabilities not specified in Item 10b.</b></p>	
<p>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</p>	<p>DEP/ Name <b>and location</b> of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be</p>	



<p>from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. DEST</p>	<p>obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:</p> <p>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).</p> <p><i>OR</i> Bearing and distance from the nearest significant point, as follows:</p> <p>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”</p>	
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	should be expressed as DUB180040.  <b>OR</b> 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.  <b>DOF/</b> 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).  <b>REG/</b> The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.  <b>EET/</b> Significant points or FIR boundary designators and accumulated 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.		

		<p><b>Examples: EET/CAP0745 XYZ0830</b> <b>EET/EINN0204</b></p> <p><b>SEL/ SELCAL Code, for aircraft so equipped.</b> <b>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.</b></p> <p><b>Example: –TYP/2F15, 5F5, 3B2</b></p>		
	<p>ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.</p>			
	<p>RALT/ Name of en-route alternate aerodrome(s).</p>			
	<p>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.</p>	<p>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.</p> <p><b>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</b></p>		



	<p>(hhmm).</p> <p><b>Example:</b> –DLE/MDG0030</p> <p><b>OPR/</b> ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.</p> <p><b>ORGN/</b> 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.</p> <p><i>Note.</i> — <i>In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.</i></p> <p><b>PER/</b> 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.</p> <p><b>ALTN/</b> 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</p>		
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	<p>LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.</p> <p>RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p>TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, <i>Location Indicators</i>, 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.</p> <p>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.</p>		
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RULES FOR THE COMPOSITION OF ATS MESSAGES		RULES FOR THE COMPOSITION OF ATS MESSAGES	
(See Sections 1.3 to 1.8 of this Appendix)		(See Sections 1.3 to 1.8 of this Appendix)	
... STANDARD ATS MESSAGES AND THEIR COMPOSITION		... STANDARD ATS MESSAGES AND THEIR COMPOSITION	
MESSAGE TYPE	DESIGNATOR	DESIGNATOR	Other information
Alerting	ALR		18
Radio communication failure	RCF	ALR	
Filed flight plan	FPL	RCF	
Delay	DLA		18
Modification	CHG	FPL	18
Flight plan cancellation	CNL	DLA	18
		CHG	18
		CNL	18



	flight plan			



	<p>9 Type of aircraft and wake turbulence category</p>	<p>10 Equipment and capabilities</p>	<p>9 Type of aircraft and wake turbulence category</p>	<p>10 Equipment and capabilities</p>	
<p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>				
<p>2.2.1.2 Example</p>	<p>2.2.1.2 Example</p>	<p>2.2.1.2 Example</p>	<p>2.2.1.2 Example</p>		
<p>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</p> <p>(ALR-INCERFA/LGGGZAZX/OVERDUE -FOX236/A3624-IM -C141/H-S/CD -LGAT1020 -N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -EET/LYBE0020 EDM10133 REG/A43213 OPR/USAF RMK/NO POSITION REPORT</p>	<p>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</p> <p>(ALR-INCERFA/LGGGZAZX/OVERDUE -FOX236/A3624-IM -C141/H-S/C -LGAT1020 -N0430F220 B9 3910N02230W/N0415F240 B9 IVA/N0415F180 B9 -EDDM0227 EDDF -REG/A43213 EET/LYBE0020 EDM10133 OPR/USAF RMK/NO POSITION</p>				



<p>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)</p>	<p>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)</p>	
<p>2.2.1.2.1 <i>Meaning</i></p>	<p>2.2.1.2.1 <i>Meaning</i></p>	
<p>Alerting message — uncertainty phase declared by Athens due no position reports and no radio contact since two minutes after departure — aircraft identification FOX236 — IFR, military flight — Starlifter, heavy wake turbulence category, equipped with standard communications, navigation and approach aid equipment for the route, SSR transponder with Modes A (4 096 code capability) and C — ADS capability — last assigned Code 3624 — departed Athens 1020 UTC — cruising speed for first portion of route 430 knots, first requested cruising level FL 220 — proceeding on airway Blue 9 to 3910N2230W where TAS would be changed to 415 knots — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots — proceeding on airway Blue 9 to Munich, total estimated elapsed time 2 hours</p>	<p>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 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 <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to Ivanic Grad VOR where FL 180 would be requested, maintaining TAS of 415 knots <b>and FL240 would be requested</b> — proceeding on airway Blue 9 to</p>	



<p>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.</p>	<p>Munich, total estimated elapsed time 2 hours and 27 minutes — <b>destination</b> alternate is Frankfurt — <b>aircraft registration A43213</b> — 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 approach control have alerted all ATS units within Athens FIR — no other pertinent information.</p>	
<p>2.3 Filed flight plan and associated update messages</p>	<p>2.3 Filed flight plan and associated update messages</p>	



	<p>2.3.1 Filed flight plan (FPL) message</p> <p>2.3.1.1 Composition</p>	<p>2.3.1 Filed flight plan (FPL) message</p> <p>2.3.1.1 Composition</p>	
<p>3 Message type, number and reference data</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	
<p>8 Flight rules and type of flight</p>	<p>8 Flight rules and type of flight</p>	<p>8 Flight rules and type of flight</p>	
<p>9 Type of aircraft and wake turbulence category</p>	<p>9 Type of aircraft and wake turbulence category</p>	<p>9 Type of aircraft and wake turbulence category</p>	
<p>10 Equipment and capabilities</p>	<p>10 Equipment and capabilities</p>	<p>10 Equipment</p>	
<p>13 Departure aerodrome and time</p>	<p>13 Departure aerodrome and time</p>	<p>13 Departure aerodrome and time</p>	



<p>13 Departure aerodrome and time</p>			
<p>15 Route (using more than one line if necessary)</p>		<p>15 Route (using more than one line if necessary)</p>	
<p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p>		<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	
<p>18 Other information (using more than one line if necessary)</p>		<p>18 Other information (using more than one line if necessary)</p>	
<p>2.3.1.2 <i>Example</i></p>		<p>2.3.1.2 <i>Example</i></p>	
<p>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</p>		<p>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</p>	



<p>-EGLL1400 -N0450F310 G1 UG1 STU285036/M082F310 UG152N015W 52N020W 52N030W 50N040W 49N050W -CYQX0455 CYYR -EET/EINN0026 EGGX0111 20W0136 CYQX0228 40W0330 50W0415 SEL/FJEL)</p>	<p>-EGLL1400 -N0450F310 L9 UL9 STU285036/M082F310 UL9 LIMRI 52N020W 52N030W 50N040W 49N050W -CYQX0455 CYYR -EET/EISN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)</p>	
<p>2.3.1.2.1 <i>Meaning</i></p>	<p>2.3.1.2.1 <i>Meaning</i></p>	
<p>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</p>	<p>Filed flight plan message — aircraft identification <b>ACA101</b> — IFR, scheduled flight — a Boeing <b>777-300</b>, 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 <b>Lima 9</b> and Upper <b>Lima 9</b> 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 <b>Lima</b> <b>9</b> to <b>LIMRI</b>; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination</p>	



<p>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.</p>	<p>Gander, total estimated elapsed time 4 hours and 55 minutes — <b>destination</b> 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.</p>											
<p>2.3.2 <i>Modification (CHG) message</i></p>	<p>2.3.2 <i>Modification (CHG) message</i></p>											
<p>2.3.2.1 <i>Composition</i></p>	<p>2.3.2.1 <i>Composition</i></p>											
<table border="1" data-bbox="922 1728 1263 1877"> <tr> <td data-bbox="922 1728 1263 1877">3 Message type, number and reference data</td> <td data-bbox="922 1461 1263 1661">-</td> <td data-bbox="922 1461 1263 1661">7 Aircraft identification and SSR Mode and Code</td> <td data-bbox="922 1178 1263 1398">-</td> <td data-bbox="922 1178 1263 1398">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	<table border="1" data-bbox="922 741 1263 940"> <tr> <td data-bbox="922 741 1263 940">3 Message type, number and reference data</td> <td data-bbox="922 474 1263 674">-</td> <td data-bbox="922 474 1263 674">7 Aircraft identification and SSR Mode and Code</td> <td data-bbox="922 474 1263 674">-</td> <td data-bbox="922 474 1263 674">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification 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								
3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time								
<table border="1" data-bbox="1307 1283 1422 1877"> <tr> <td data-bbox="1307 1283 1422 1877">16 Destination aerodrome and total estimated</td> </tr> </table>	16 Destination aerodrome and total estimated	<table border="1" data-bbox="1307 541 1422 1150"> <tr> <td data-bbox="1307 541 1422 1150">16 Destination aerodrome and total estimated</td> </tr> </table>	16 Destination aerodrome and total estimated									
16 Destination aerodrome and total estimated												
16 Destination aerodrome and total estimated												



	elapsed time,alternate aerodrome(s)	elapsed time, destination alternate aerodrome(s)							
		<b>18</b> Other information (using more than one line if necessary)							
	<table border="1"> <tr> <td>22 Amendment</td> <td>-----</td> <td>22 Amendment</td> </tr> </table> <p>etc. (using more than one line if necessary)</p>	22 Amendment	-----	22 Amendment	<table border="1"> <tr> <td>22 Amendment</td> <td>-----</td> <td>22 Amendment</td> </tr> </table> <p>etc. (using more than one line if necessary)</p>	22 Amendment	-----	22 Amendment	
22 Amendment	-----	22 Amendment							
22 Amendment	-----	22 Amendment							
	<b>2.3.2.2 Example</b>	<b>2.3.2.2 Example</b>							
	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-8/I-16/EDDN)	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)							
	<b>2.3.2.2.1 Meaning</b>	<b>2.3.2.2.1 Meaning</b>							



<p>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</p>	<p>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 <b>EOBT0850</b> to Frankfurt <b>date of flight 22 Jan 2008</b> – 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.</p>											
<p>2.3.3 <i>Flight plan cancellation (CNL) message</i></p>	<p>2.3.3 <i>Flight plan cancellation (CNL) message</i></p>											
<p>2.3.3.1 <i>Composition</i></p>	<p>2.3.3.1 <i>Composition</i></p>											
<table border="1" data-bbox="987 1730 1321 1877"> <tr> <td data-bbox="987 1730 1159 1877">3 Message type, number and reference data</td> <td data-bbox="987 1440 1321 1640">-</td> <td data-bbox="987 1440 1321 1640">7 Aircraft identification and SSR Mode and Code</td> <td data-bbox="987 1182 1321 1352">-</td> <td data-bbox="987 1182 1321 1352">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time	<table border="1" data-bbox="987 722 1321 921"> <tr> <td data-bbox="987 1005 1321 1155">3 Message type, number and reference data</td> <td data-bbox="987 953 1321 1005">-</td> <td data-bbox="987 722 1321 921">7 Aircraft identification and SSR Mode and Code</td> <td data-bbox="987 669 1321 722">-</td> <td data-bbox="987 470 1321 640">13 Departure aerodrome and time</td> </tr> </table>	3 Message type, number and reference data	-	7 Aircraft identification 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								
3 Message type, number and reference data	-	7 Aircraft identification and SSR Mode and Code	-	13 Departure aerodrome and time								





16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	16	Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)		
		18	<b>Other information (using more than one line if necessary)</b>		
	2.3.3.2 <i>Example 1</i>		2.3.3.2 <i>Example 1</i>		
	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 <i>Meaning</i>		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.		Flight plan cancellation message – cancel the flight plan of aircraft identification DLH522 – flight planned from Berlin EOBT0900 to Paris – <b>no other information.</b>		
	2.3.3.3 <i>Example 2</i>		2.3.3.3 <i>Example 2</i>		
	The following is an example of a flight plan cancellation message sent by a centre to an		The following is an example of a flight plan cancellation message sent by a centre to an adjacent		



	<p>centre. It is assumed that both centres are equipped with ATC computers. (CNLF/B127F/B055-BAW580-EDDF-EDDW)</p>	<p>adjacent centre. It is assumed that both centres are equipped with ATC computers. (CNLF/B127F/B055-BAW580-EDDF-EDDW)</p>	
	<p>2.3.3.3.1 <i>Meaning</i></p>	<p>2.3.3.3.1 <i>Meaning</i></p>	
	<p>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.</p>	<p>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 – cancel the flight plan of aircraft identification BAW580 – flight planned from Frankfurt to Bremen.</p>	
	<p>2.3.4 <i>Delay (DLA) message</i></p>	<p>2.3.4 <i>Delay (DLA) message</i></p>	
	<p>2.3.4.1 <i>Composition</i></p>	<p>2.3.4.1 <i>Composition</i></p>	
	<p>3 Message type, number and reference data</p>	<p>3 Message type, number and reference data</p>	
	<p>7 Aircraft identification and SSR Mode and Code</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	
	<p>-</p>	<p>-</p>	
	<p>13 Departure aerodrome and time</p>	<p>13 Departure aerodrome and time</p>	
	<p>7 Aircraft identification and SSR Mode and Code</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	
	<p>-</p>	<p>-</p>	
	<p>13 Departure aerodrome and time</p>	<p>13 Departure aerodrome and time</p>	



	<p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	
	<p>18 <b>Other information (using more than one line if necessary)</b></p>	<p>18 <b>Other information (using more than one line if necessary)</b></p>	
	<p>2.3.4.2 <i>Example</i></p>	<p>2.3.4.2 <i>Example</i></p>	
	<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p>	<p>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)</p> <p>2.3.4.2.1 <i>Meaning</i></p>	
	<p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik</p> <p>2.3.5 <i>Departure (DEP) message</i></p> <p>2.3.5.1 <i>Composition</i></p>	<p>Delay message – aircraft identification KLM671 – revised estimated off-block time Fiumicino 0900 UTC destination Dubrovnik – <b>no other information.</b></p> <p>2.3.5 <i>Departure (DEP) message</i></p> <p>2.3.5.1 <i>Composition</i></p>	

	<div data-bbox="267 1732 604 1879">3 Message type, number and reference data</div> <div data-bbox="267 1438 604 1638">7 Aircraft identification and SSR Mode and Code</div> <div data-bbox="267 1186 604 1354">13 Departure aerodrome and time</div>	<div data-bbox="604 1008 820 1155">3 Message type, number and reference data</div> <div data-bbox="604 724 820 913">7 Aircraft identification and SSR Mode and Code</div> <div data-bbox="604 462 820 630">13 Departure aerodrome and time</div>	
	<div data-bbox="267 1281 604 1879">16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</div>	<div data-bbox="604 1281 820 1879">16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</div>	
		<div data-bbox="604 1113 820 1155"><b>18</b></div> <div data-bbox="604 567 820 1102"><b>Other information (using more than one line if necessary )</b></div>	<div data-bbox="820 567 1036 1155"><b>18</b> <b>Other information (using more than one line if necessary )</b></div>
	<div data-bbox="267 1176 604 1929">2.3.5.2 <i>Example</i></div>	<div data-bbox="604 945 820 1929">2.3.5.2 <i>Example</i></div>	<div data-bbox="820 945 1036 1929">2.3.5.2 <i>Example</i></div>
	<div data-bbox="267 1249 604 1929">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)</div>	<div data-bbox="604 1249 820 1929">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)</div>	<div data-bbox="820 1249 1036 1929">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)</div>

	2.3.5.2.1 <i>Meaning</i>	
	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – <b>no other information.</b>  2.3.6 <i>Arrival (ARR) message</i>  2.3.6.1 <i>Composition</i>	Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – <b>no other information.</b>  2.3.6 <i>Arrival (ARR) message</i>  2.3.6.1 <i>Composition</i>
	3 Message type, number and reference data	3 Message type, number and reference data
	7 Aircraft identification and SSR Mode and Code	7 Aircraft identification and SSR Mode and Code
	13 Departure aerodrome and time	13 Departure aerodrome and time
	17 Arrival aerodrome and time	17 Arrival aerodrome and time
	2.3.6.2 <i>Example 1</i>	2.3.6.2 <i>Example 1</i>
	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 <i>Meaning</i>	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 <i>Meaning</i>



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.		
2.3.6.3 <i>Example 2</i>	2.3.6.3 <i>Example 2</i>		
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)		
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.	Arrival message aircraft identification <b>HHE13</b> — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.		
2.4 Coordination messages	2.4 Coordination messages		
2.4.1 <i>Current flight plan (CPL) message</i>	2.4.1 <i>Current flight plan (CPL) message</i>		
2.4.1.1 <i>Composition</i>	2.4.1.1 <i>Composition</i>		



	<div data-bbox="267 1728 604 1875">3 Message type, number and reference data</div> <div data-bbox="267 1415 604 1614">7 Aircraft identification and SSR Mode and Code</div> <div data-bbox="267 1182 604 1299">8 Flight rules and type of flight</div>	<div data-bbox="267 1005 604 1155">3 Message type, number and reference data</div> <div data-bbox="267 695 604 894">7 Aircraft identification and SSR Mode and Code</div> <div data-bbox="267 464 604 581">8 Flight rules and type of flight</div>	<div data-bbox="943 1728 1245 1875">13 Departure aerodrome and time</div> <div data-bbox="943 1283 1245 1518">14 Estimate data</div> <div data-bbox="943 1167 1245 1167">15 Route (using more than one line if necessary)</div>	<div data-bbox="943 911 1245 1155">13 Departure aerodrome and time</div> <div data-bbox="943 541 1245 774">14 Estimate data</div>		<div data-bbox="1245 1728 1412 1875">15 Route (using more than one line if necessary)</div>			



	<p>16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)</p>	
	<p>18 Other information (using more than one line if necessary)</p>	<p>18 Other information (using more than one line if necessary)</p>	
	<p>2.4.1.2 <i>Example 1</i></p> <p>The following is an example of a current flight plan message sent from Boston Centre to New York</p> <p>Centre on a flight which is en route from Boston to La Guardia Airport.</p> <p>(CPL-UAL621/A5120-IS -DC9/M-S/CD -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLG -0)</p>	<p>2.4.1.2 <i>Example 1</i></p> <p>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.</p> <p>(CPL-UAL621/A5120-IS -A320/M-S/C -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLG -0)</p>	
	<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p>	<p>2.4.1.3 <i>Example 2</i></p> <p>The following is an example of the same current flight plan message, but in this case the message is exchanged between ATC computers.</p>	





<p>(CPLBOS/LGA052-UAL621/A5120-IS -DC9/M-S/CD -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLG A -0)</p> <p><i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>	<p>(CPLBOS/LGA052-UAL621/A5120-IS -A320/M-S/C -KBOS-HFD/1341A220A200A -N0420A220 V3 AGL V445 -KLG A -0)</p> <p><i>Note.— The messages in Examples 1 and 2 are identical except that the Message Number of Example 2 does not appear in Example 1.</i></p>	
<p>2.4.1.4 Meaning</p> <p>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</p>	<p>2.4.1.4 Meaning</p> <p>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</p>	



	000 feet — the flight will proceed on airway V3 to information.	000 feet — the flight will proceed on airway V3 to information.																		
	2.4.2 <i>Estimate (EST) message</i>	2.4.2 <i>Estimate (EST) message</i>																		
	2.4.2.1 <i>Composition</i>	2.4.2.1 <i>Composition</i>																		
	<table border="1"> <tr> <td>3</td> <td>Message type, number and reference data</td> <td>-</td> <td>7</td> <td>Aircraft identification and SSR Mode and Code</td> <td>-</td> <td>13</td> <td>Departure aerodrome and time</td> </tr> </table>	3	Message type, number and reference data	-	7	Aircraft identification and SSR Mode and Code	-	13	Departure aerodrome and time	<table border="1"> <tr> <td>3</td> <td>Message type, number and reference data</td> <td>-</td> <td>7</td> <td>Aircraft identification and SSR Mode and Code</td> <td>-</td> <td>13</td> <td>Departure aerodrome and time</td> </tr> </table>	3	Message type, number and reference data	-	7	Aircraft identification 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													
3	Message type, number and reference data	-	7	Aircraft identification and SSR Mode and Code	-	13	Departure aerodrome and time													
	<table border="1"> <tr> <td>14</td> <td>Estimate data</td> <td>-</td> <td>16</td> <td>Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</td> </tr> </table>	14	Estimate data	-	16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	<table border="1"> <tr> <td>14</td> <td>Estimate data</td> <td>-</td> <td>16</td> <td>Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</td> </tr> </table>	14	Estimate data	-	16	Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)								
14	Estimate data	-	16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)																
14	Estimate data	-	16	Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)																
	2.4.3 <i>Coordination (CDN) message</i>	2.4.3 <i>Coordination (CDN) message</i>																		
	2.4.3.1 <i>Composition</i>	2.4.3.1 <i>Composition</i>																		



3	Message type, number and reference data	-	7	Aircraft identification 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
16	Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)							16	Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)						
22	Amendment	-----	22	Amendment	-----	22	Amendment	22	Amendment	-----	22	Amendment			
	etc. (using more than one line if necessary)								etc. (using more than one line if necessary)						
	2.4.4 Acceptance (ACP) message								2.4.4 Acceptance (ACP) message						
	2.4.4.1 Composition								2.4.4.1 Composition						
3	Message type, number	-	7	Aircraft identification and	-	13	Departure aerodrome and time	3	Message type, number	-	7	Aircraft identification and	-	13	Departure aerodrome and time

and reference data	SSR Mode and Code		and reference data	SSR Mode and Code	
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)		
2.5 Supplementary messages			2.5 Supplementary messages		
2.5.1 <i>Request flight plan (RQP) message</i>			2.5.1 <i>Request flight plan (RQP) message</i>		
2.5.1.1 <i>Composition</i>			2.5.1.1 <i>Composition</i>		
3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	-	3 Message type, number and reference data	7 Aircraft identification and SSR Mode and Code	13 Departure aerodrome and time
16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)			16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)		

	<p style="text-align: center;"><b>18</b> <b>Other information (using more than one line if necessary)</b></p>	
<p>2.5.1.2 <i>Example</i></p> <p>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.</p> <p>(RQP-PHOEN-EHRD-EDDL-)</p>	<p>2.5.1.2 <i>Example</i></p> <p>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.</p> <p>(RQP-PHOEN-EHRD-EDDL-0)</p>	
<p>2.5.1.2.1 <i>Meaning</i></p> <p>Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf.</p> <p>2.5.2 <i>Request supplementary flight plan (RQS) message</i></p> <p>2.5.2.1 <i>Composition</i></p>	<p>2.5.1.2.1 <i>Meaning</i></p> <p>Request flight plan message – aircraft identification PHOEN departed from Rotterdam – destination Düsseldorf – <b>no other information.</b></p> <p>2.5.2 <i>Request supplementary flight plan (RQS) message</i></p> <p>2.5.2.1 <i>Composition</i></p>	



	<p>3 Message type, number and reference data</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	<p>13 Departure aerodrome and time</p>	<p>3 Message type, number and reference data</p>	<p>7 Aircraft identification and SSR Mode and Code</p>	<p>13 Departure aerodrome and time</p>
	<p>16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)</p>			<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>		
	<p>18 Other information (using more than one line if necessary)</p>			<p>18 Other information (using more than one line if necessary)</p>		
	<p>2.5.2.2 Example</p> <p>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)</p>	<p>2.5.2.2 Example</p> <p>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)</p>		<p>2.5.2.2 Example</p> <p>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)</p>		

	<p>2.5.2.2.1 <i>Meaning</i></p> <p>Request supplementary flight plan message – aircraft identification KLM405/SSR Code 4046 operating in Mode A – departure aerodrome is Amsterdam – destination aerodrome is Mirabel – <b>no other information.</b></p>		
	<p>2.5.3 <i>Supplementary flight plan (SPL) message</i></p> <p>2.5.3.1 <i>Composition</i></p>	<p>3 Message type, number and reference data</p> <p>-</p> <p>7 Aircraft identification and SSR Mode and Code</p> <p>-</p> <p>13 Departure aerodrome and time</p>	
	<p>2.5.3 <i>Supplementary flight plan (SPL) message</i></p> <p>2.5.3.1 <i>Composition</i></p>	<p>3 Message type, number and reference data</p> <p>-</p> <p>7 Aircraft identification and SSR Mode and Code</p> <p>-</p> <p>13 Departure aerodrome and time</p>	
	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	<p>16 Destination aerodrome and total estimated elapsed time, <b>destination</b> alternate aerodrome(s)</p>	

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**APPENDIX 'A'**

**Amendment 1 to ICAO Doc. 4444**





International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-6711

25 June 2008

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/icao/net](http://www.icao.int/icao/net)). 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.



– 2 –

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](http://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:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Approved Applicable</i>
1	Flight Plan Study Group (FPLSG)	Update the ICAO model flight plan form.	27 May 2008 15 November 2012

— END —

AMENDMENT NO. 1

TO THE

PROCEDURES  
FOR  
AIR NAVIGATION SERVICES

**AIR TRAFFIC MANAGEMENT**

(Doc 4444)

INTERIM EDITION

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

MAY 2008

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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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
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





2

*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.*

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4.4.1.3 Operators and air traffic services units should comply with:

- a) the instructions for completion of the flight plan form and the repetitive flight plan listing form given in Appendix 2; and
- b) any constraints identified in relevant Aeronautical Information Publications (AIPs).

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

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

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**4.4.2 Submission of a flight plan**

**4.4.2.1 PRIOR TO DEPARTURE**

4.4.2.1.1 Flight plans shall not be submitted more than 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

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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.*

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11.4.2.2.2.5 FPL messages ~~shall normally~~ **should** be transmitted immediately after the filing of the flight plan. ~~However, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that~~ the date of the flight departure shall be inserted in Item 18 of the flight plan. ~~In addition, if a flight plan is filed early and the provisions of 11.4.2.2.2.2 b) or e) or 11.4.2.2.2.3 apply, transmission of the FPL message may be withheld until one hour before the estimated off block time, provided that this will permit each air traffic services unit concerned to receive the information at least 30 minutes before the time at which the aircraft is estimated to enter its area of responsibility.~~

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11.4.2.2.4 MODIFICATION (CHG) MESSAGES

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

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

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4

## APPENDIX 2. FLIGHT PLAN

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2. Instructions for the completion of  
the flight plan form

...

2.2 Instructions for insertion  
of ATS data

Complete Items 7 to 18 as indicated hereunder.

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

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

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

**ITEM 7: AIRCRAFT IDENTIFICATION  
(MAXIMUM 7 CHARACTERS)**

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

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

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

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

*Note 2.*— Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.



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

Flight rules

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

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

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

Type of flight

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

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

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

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**ITEM 10: EQUIPMENT AND CAPABILITIES**

Capabilities comprise the following elements:

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



6

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	<del>(Not allocated)</del> GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	<del>(Not allocated)</del> LPV (APV with SBAS)	K	<del>(MLS)</del>
C	LORAN C	L	ILS
D	DME	M1	<del>Omega</del> ATC RTF SATCOM (INMARSAT)
E1	<del>(Not allocated)</del> FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	PP1-P9	<del>(Not allocated)</del> Reserved for RCP
G	<del>(GNSS)</del> (See Note 2)	Q	<del>(Not allocated)</del>
H	HF RTF	R	<del>RNP type certification</del> PBN approved (see Note 54)
I	Inertial Navigation	T	TACAN
J1	<del>(Data Link)</del> CPDLC ATN VDL Mode 2 (See Note 3)	U	UHF RTF
J2	CPDLC FANS 1/A HF DL	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	<del>when prescribed by ATIS</del> VHF 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.



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

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

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

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

Note 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 route 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





8

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



10

*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*

*OR* 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, B1, R14, UB10, KODAP2A).

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





(2) Significant point (2 to 11 characters)

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

— Degrees only (7 characters):

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

— Degrees and minutes (11 characters):

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

— Bearing and distance from a ~~navigation aid~~ significant point:

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

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

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

Examples: LN/N0284A045  
MAY/N0305F180  
HADDY/N0420F330  
4602N07805W/N0500F350  
46N078W/M082F330  
DUB180040/N0350M0840

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

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



12

VFR if from IFR to VFR  
IFR if from VFR to IFRExamples: 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 ~~a~~ Alternate aerodrome(s) (4 characters)

*INSERT* the ICAO four-letter location indicator(s) of not more than two ~~destination~~ alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space.

*OR* , if no location indicator has been assigned to the ~~destination~~ alternate aerodrome(s),





INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/ .

**ITEM 18: OTHER INFORMATION**

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

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

INSERT 0 (zero) if no other information,

OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

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

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

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

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

	<b>RNAV SPECIFICATIONS</b>
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



14

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
<b>RNP SPECIFICATIONS</b>	
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.
- 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.





16

**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 alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

**DLE/** Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

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

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

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

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

**ALTN/** Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**RALT/** ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**TALT/** ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes

not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

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

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

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

**ITEM 19: SUPPLEMENTARY  
INFORMATION**

...

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

*Items to be transmitted*

Transmit items as indicated hereunder, unless otherwise prescribed:

- a) AFTN Priority Indicator, Addressee Indicators <<=, Filing Time, Originator Indicator <<= and, if necessary, specific identification of addressees and/or originator;
- b) commencing with <<= (SPL:

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

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

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

- c) the AFTN Ending, as described below:

End-of-Text Signal

- a) one LETTER SHIFT
- b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal



18

Four of the letter N.

...

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

...

7.4 Instructions for insertion of RPL data

...

**ITEM G: SUPPLEMENTARY DATA AT**

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

...

APPENDIX 3. AIR TRAFFIC SERVICES MESSAGES

1. Message contents, formats and data conventions

...

1.2 The standard types of field

...

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

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

...

1.6 Data conventions

...

1.6.3 The expression of position or route

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

- a) from 2 to 7 characters, being the coded designator assigned to an ATS route to be flown;
- b) from 2 to 5 characters, being the coded designator assigned to an en-route point;





20

- 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:— <sup>\*</sup>  

a	b
---	---

SINGLE HYPHEN

<p>(a) <i>Flight Rules</i>          1 LETTER as follows:          I if <del>IFR</del> it is intended that the entire flight will be operated under the IFR          V if <del>VFR</del> it is intended that the entire flight will be operated under the VFR          Y if <del>IFR first</del> the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules          Z if <del>VFR first</del> the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules  <i>Note.— If the letter Y or Z is used, the point or points at which a change of flight rules is planned is to be shown as indicated in Field Type 15.</i></p>
--

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

...

Field Type 10 — Equipment and Capabilities

Format:— 

a
---

 / 

b
---





SINGLE HYPHEN

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

1 LETTER as follows:

OR

AND/OR

N	no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable
S	Standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable ( <i>See Note 1</i> )
ONE OR MORE OF THE FOLLOWING LETTERS to indicate the serviceable COM/NAV/approach aid equipment serviceable and capabilities	
A	<del>(Not allocated)</del> GBAS landing system J7 CPDLC FANS 1/A SATCOM (Iridium)
B	<del>(Not allocated)</del> LPV (APV with SBAS) K <del>(MLS)</del> L ILS
C	LORAN C M1 <del>Omega</del> ATC RTF SATCOM
D	DME (INMARSAT)
E1	<del>(Not allocated)</del> FMC WPR M2 ATC RTF (MTSAT)
	ACARS M3 ATC RTF (Iridium)
E2	D-FIS ACARS O VOR
E3	PDC ACARS P1-P9 <del>(Not allocated)</del> Reserved for RCP
F	ADF Q
G	<del>(GNSS)</del> ( <i>See Note 2</i> ) R <del>(Not allocated)</del>
H	HF RTF RNP type certification PBN approved
I	Inertial Navigation ( <i>see Note 5-4</i> )
J1	<del>(Data link)</del> CPDLC ATN VDL Mode 2 ( <i>see Note 3</i> ) T TACAN
J2	CPDLC FANS 1/A HFDL U UHF RTF
J3	CPDLC FANS 1/A VDL Mode A V VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2 W RVSM approved
J5	CPDLC FANS 1/A SATCOM X MNPS approved
J6	CPDLC FANS 1/A SATCOM (MTSAT) Y when prescribed by ATSVHF with 8.33 kHz channel spacing capability
	Z Other equipment carried or other capabilities ( <i>see Note 25</i> )

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

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

Note 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 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 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

<i>(b) Surveillance Equipment and capabilities</i>	
ONE OR <del>TWO LETTERS</del> MORE of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment <del>carried</del> and/or capabilities on board:	
SSR equipment Modes A and C	
<del>N</del>	<del>Nil</del>
A	Transponder — Mode A (4 digits — 4 096 codes)
C	Transponder — Mode A (4 digits — 4 096 codes) and Mode C
<i>SSR Mode S</i>	
<del>X</del>	<del>Transponder — Mode S without both aircraft identification and pressure altitude transmission</del>
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 <del>transmission</del> capability
<del>I</del>	<del>Transponder — Mode S, including aircraft identification transmission, but no pressure altitude transmission</del>
S	Transponder — Mode S, including both pressure altitude and aircraft identification <del>transmission</del> capability
X	Transponder — Mode S with neither aircraft identification nor pressure-altitude capability
<i>Note.</i> — <del>Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</del>	
<i>ADS-B</i>	
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~~

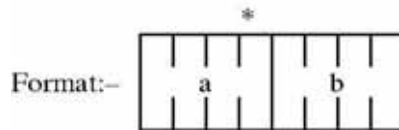
Alphanumeric characters not indicated above are reserved.

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

- Examples: -S/A  
 -SCHH/CDB1  
 -SAFRR/SBV1

...

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

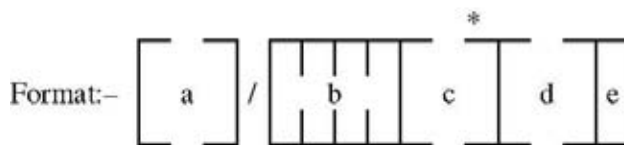
the actual time of departure from the aerodrome in (a) in ALR, DEP and SPL messages, or

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 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

$$- \overset{or}{\left[ \quad \right]} (sp) \left[ \quad \right] (sp) * (sp) \left[ \quad \right]$$
 (\* 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 nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

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

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

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





<b>RNAV SPECIFICATIONS</b>	
A1	RNAV10 (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
<b>RNP SPECIFICATIONS</b>	
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 reclearance in flight.

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





- ~~REG/~~ The registration markings of the aircraft, if different from the aircraft identification in Item 7.
- ~~SEL/~~ SELCAL Code, if so prescribed by the appropriate ATS authority.
- ~~OPR/~~ Name of the operator, if not obvious from the aircraft identification in Item 7.
- ~~STS/~~ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.
- ~~TYP/~~ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.
- ~~PER/~~ Aircraft performance data, if so prescribed by the appropriate ATS authority.
- ~~COM/~~ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.
- ~~DAT/~~ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.
- NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.
- COM/ Indicate communications applications or capabilities not specified in Item 10a.
- DAT/ Indicate data applications or capabilities not specified in Item 10a.
- SUR/ Include surveillance applications or capabilities not specified in Item 10b.
- DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:
- With 4 figures describing latitude in degrees and tens 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.



30

**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 alphanumeric 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**

<i>Previous type of field or symbol</i>	<i>This type of field is used in</i>	<i>Next type of field or symbol</i>
4618	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**

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".

...



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/CØ  
 -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



34

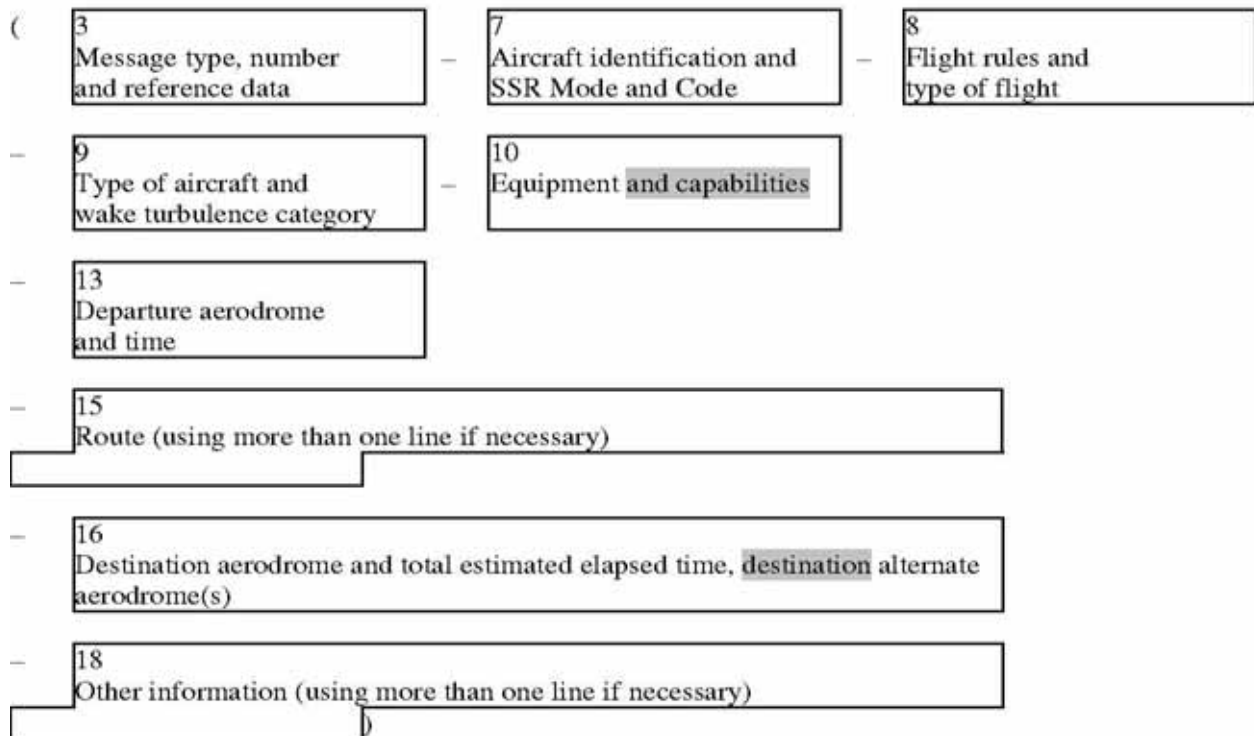
times at the Belgrade and Munich FIR boundaries 20 minutes and 1 hour and 33 minutes respectively — ~~aircraft registration A43213~~ — the aircraft is operated by the USAF — no position report has been received since 2 minutes after departure — endurance 7 hours and 20 minutes after take-off — 12 persons 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 52N015W LIMRI





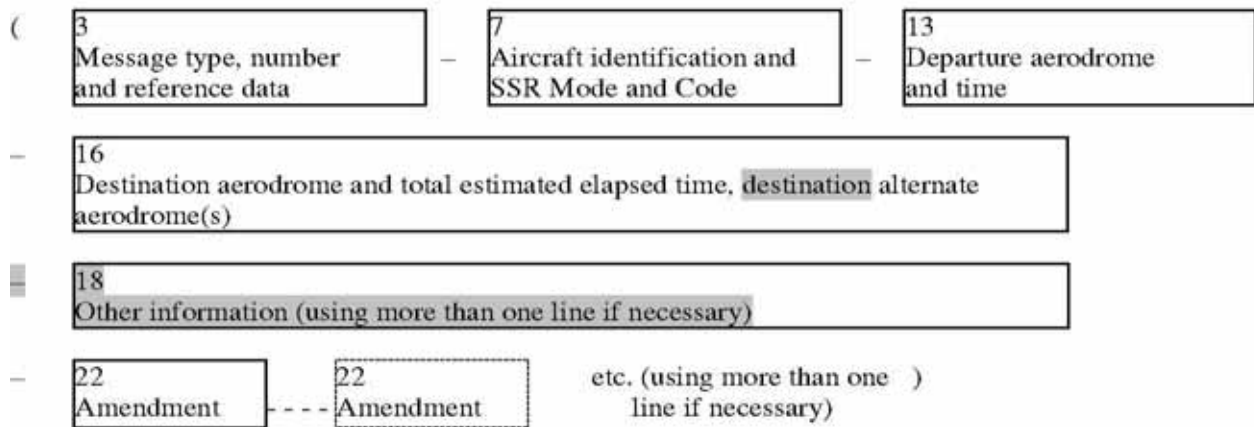
52N020W 52N030W 50N040W 49N050W  
-CYQX0455 CYYR  
-EET/EISNN0026 EGGX0111 020W0136 CYQX0228 040W0330 050W0415 SEL/FJEL)

2.3.1.2.1 *Meaning*

Filed flight plan message — aircraft identification ~~TPRACA~~101 — IFR, scheduled flight — a Boeing 707, ~~medium~~777-300, heavy wake turbulence category equipped with Loran C, HF RTF, VOR, ~~Doppler~~, VHF RTF and SSR transponder with Modes A (4 096 code capability) and C — ~~ADS capability~~ — departure aerodrome is London, estimated off-block time 1400 UTC — cruising speed and requested flight level for the first portion of the route are 450 knots and FL 310 — the flight will proceed on Airways ~~Green+Lima 9~~ and Upper ~~Green+Lima 9~~ to a point bearing 285 degrees magnetic and 36 NM from the Strumble VOR. From this point the flight will fly at a constant Mach number of .82, proceeding on Upper ~~Green+Lima 9~~ to ~~52N15W~~LIMRI; then to 52N20W; to 52N30W; to 50N40W; to 49N50W; to destination Gander, total estimated elapsed time 4 hours and 55 minutes — ~~destination~~ alternate is Goose Bay — captain has notified accumulated estimated elapsed times at significant points along the route, they are at the Shannon FIR boundary 26 minutes, at the Shanwick Oceanic FIR boundary 1 hour and 11 minutes, at 20W 1 hour and 36 minutes, at the Gander Oceanic FIR boundary 2 hours and 28 minutes, at 40W 3 hours and 30 minutes and at 50W 4 hours and 15 minutes — SELCAL code is FJEL.

2.3.2 *Modification (CHG) message*

2.3.2.1 *Composition*



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

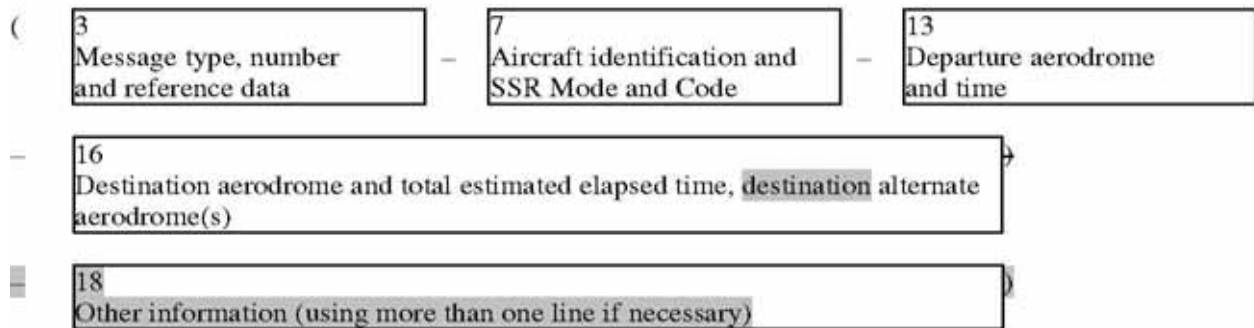


36

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-EDBB**0900**-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.

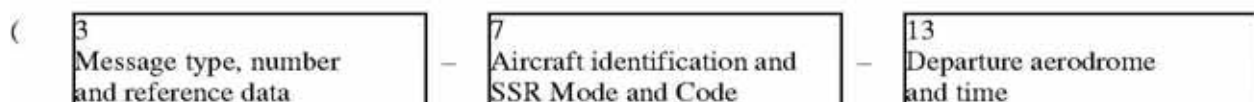
(CNLF/B127F/B055-BAW580-EDDF**1430**-EDDW-0)

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*







- 16  
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

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

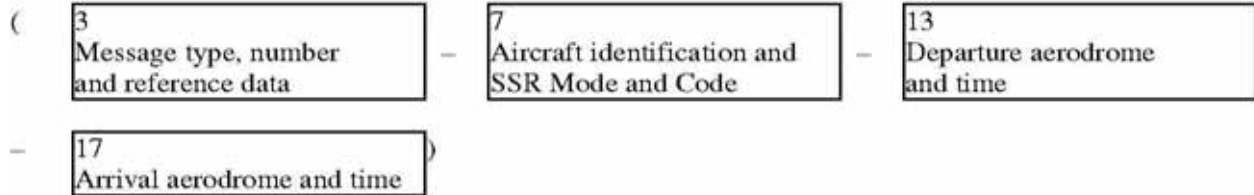
Departure message – aircraft identification CSA4311 – departed from Aberdeen at 1923 UTC – destination Stavanger – no other information.



38

2.3.6 Arrival (ARR) message

2.3.6.1 Composition



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/Ruzyně 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-~~HEL13~~HHE13-EHAM-1030 DEN HELDER)

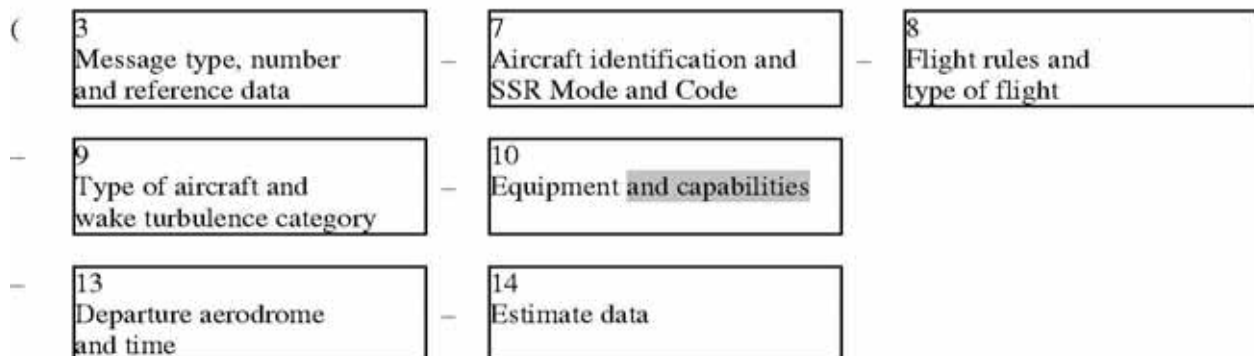
2.3.6.3.1 Meaning

Arrival message aircraft identification ~~HEL13~~HHE13 — departed from Amsterdam — landed at Den Helder heliport at 1030 UTC.

2.4 Coordination messages

2.4.1 Current flight plan (CPL) message

2.4.1.1 Composition





- 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/CØ
-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/CØ
-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

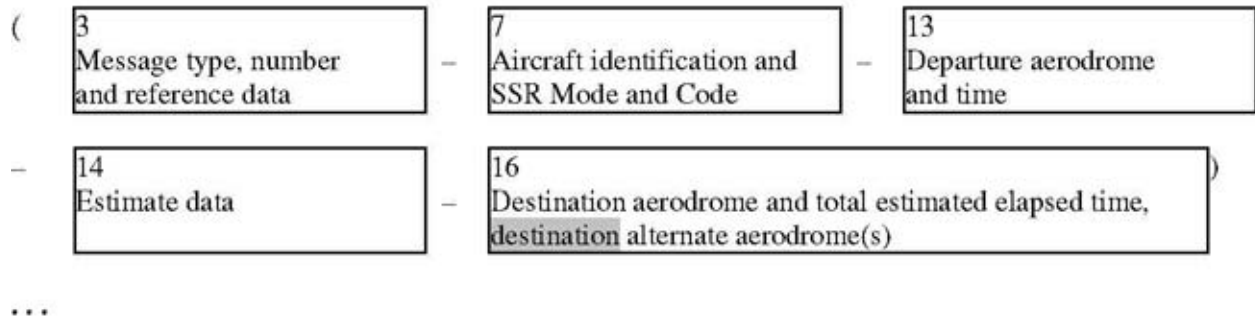


40

reporting point AGL thence on airway V445 — destination is La Guardia Airport — no other information.

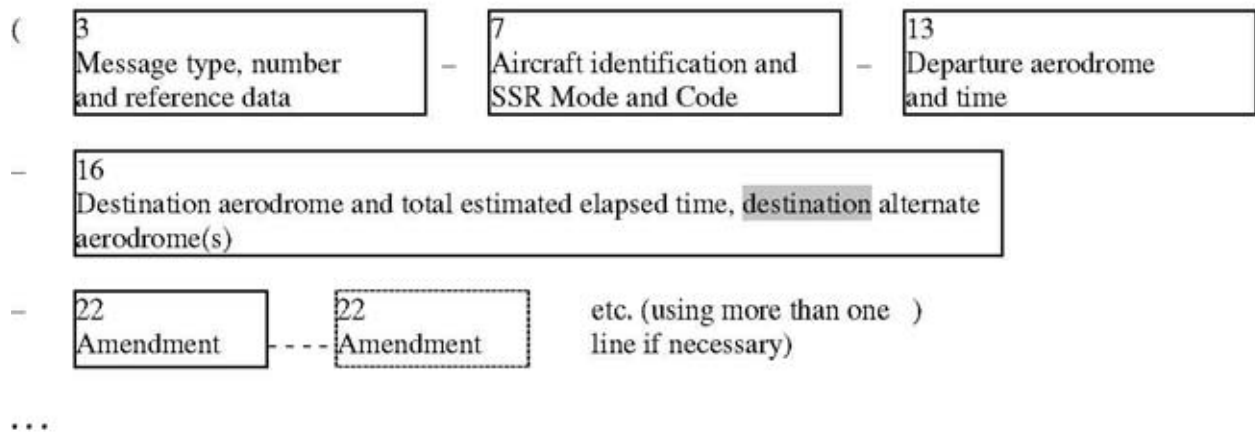
2.4.2 Estimate (EST) message

2.4.2.1 Composition



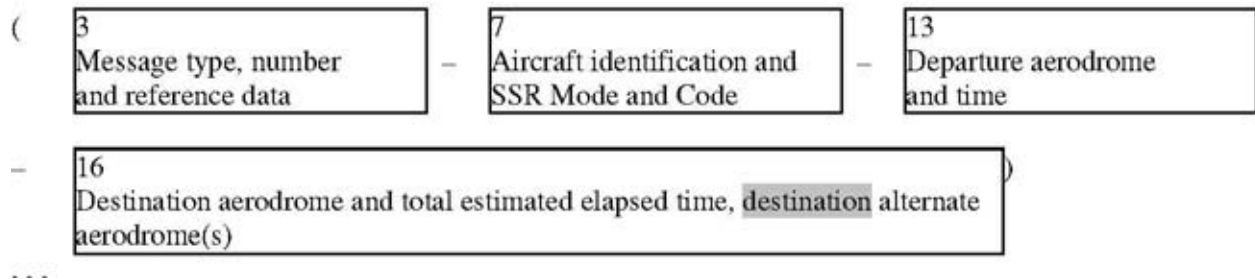
2.4.3 Coordination (CDN) message

2.4.3.1 Composition



2.4.4 Acceptance (ACP) message

2.4.4.1 Composition

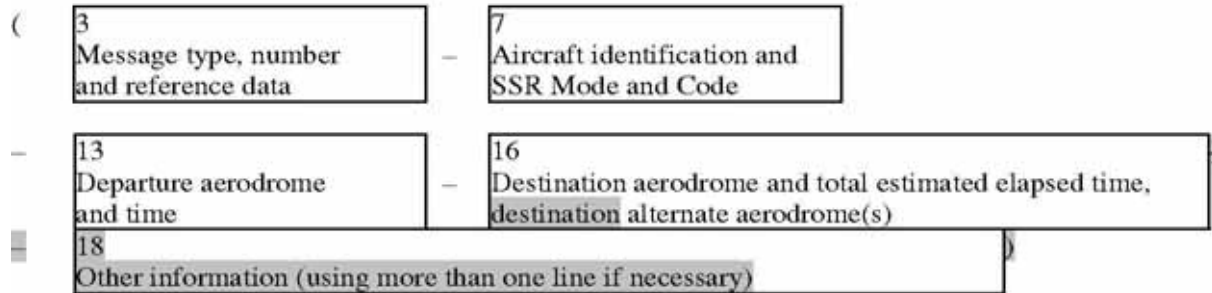




2.5 Supplementary messages

2.5.1 Request flight plan (RQP) message

2.5.1.1 Composition



2.5.1.2 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.

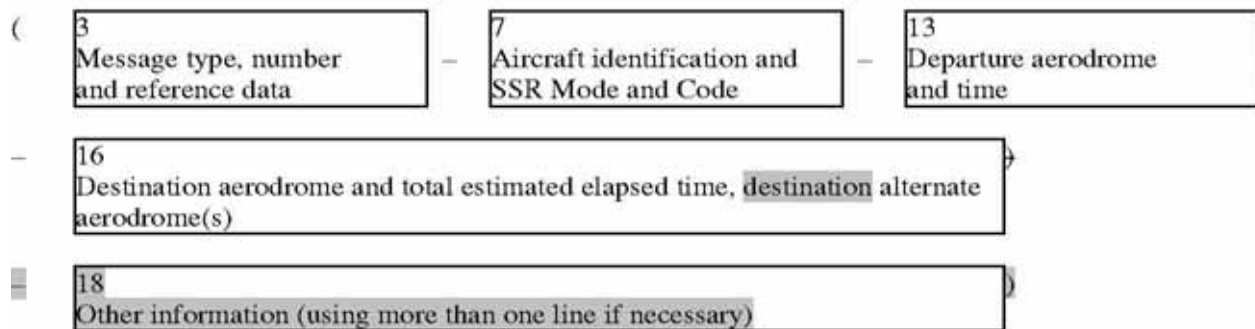
(RQP-PHOEN-EHRD-EDDL-0)

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.

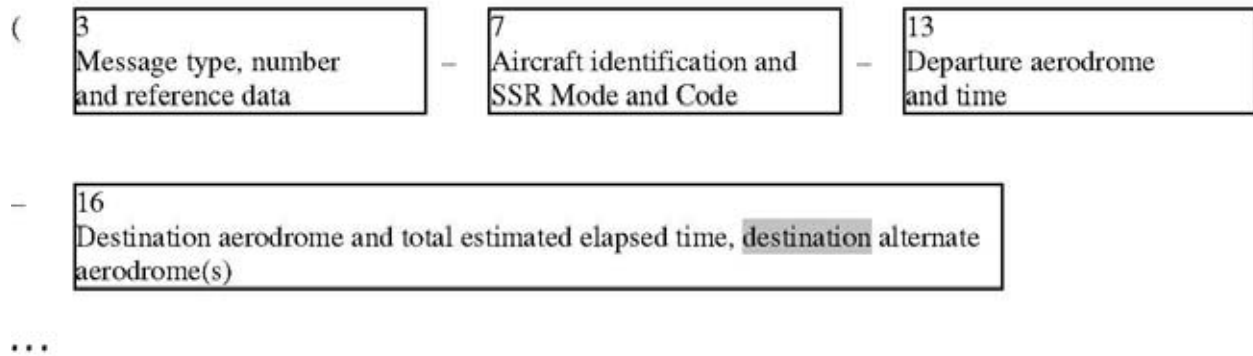
(RQS-KLM405/A4046-EHAM-CYMX-0)



42

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*

## 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  
гражданской  
авиации

منظمة الطيران  
المدني 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,

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.





- 2 -

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 – 09/9

**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.

## 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 equipment 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





## A-3

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.



## A-4

- b) It is expected that airspace users will make the decision on what format to file based on performance gains which may be achieved through capability information in Items 10 and/or 18 of NEW.
- c) It is intended that all airspace users will file NEW from the applicability date forward, as using PRESENT is not assured after that date.

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

**6.5. Guideline 4**

- a) During the transition period when not all ANSPs affected by a flight have transitioned to NEW, the airspace user must ensure that PRESENT is filed with ANSPs who have not yet transitioned.
- b) This can be achieved by the airspace user filing only PRESENT with all ANSPs (as ANSPs supporting NEW will also support PRESENT during transition).
- c) ANSPs using PRESENT may misinterpret, and may reject, flight plan information that is filed more than 24 hours in advance of flight. Filing more than 24 hours in advance of flight cannot be used if one or more ANSPs affected by a flight have not transitioned (unless those ANSPs already support filing more than 24 hours in advance of flight). Although ANSPs using NEW could accept the flight plan they may not be able to pass essential coordination to ANSPs using PRESENT.
- d) The airspace user may choose to file NEW to ANSPs that have transitioned and PRESENT to ANSPs that have not transitioned. However, without special transitional procedures, a situation can occur where the NEW would only be useable until the first ANSP along route of flight using PRESENT. This is because the ANSP using NEW will not be able to coordinate NEW with ANSPs using PRESENT.

**6.6. Guideline 5**

- a) To facilitate user decisions on whether to file PRESENT, NEW or a combination of PRESENT and NEW, ICAO will maintain a website listing each ANSP's ability to accept PRESENT or NEW.
- b) This information which will be publicly available is in addition to the normal methods of communication between an ANSP and its airspace users.
- c) Each ANSP will communicate, via State and ICAO Regional Offices, their ability to accept NEW to ICAO as soon as possible so that ICAO can ensure that complete and updated information is posted on the website. An ANSP advising of having completed transition to NEW is also indicating that they can coordinate with other ANSPs who have transitioned to NEW.



6.7. **Guideline 6**

- a) During the transition period, ANSPs who accept NEW may need to convert flight information to PRESENT for coordination with adjacent ANSPs who have not yet transitioned.
- b) It is strongly recommended for consistency that all ANSPs utilize the conversion table provided below so that airspace users and ANSPs have a common understanding of how NEW will be converted to PRESENT.
- c) PIRGs, States and ANSPs should be aware that valuable planning information may be lost during the conversion process, as shown in the conversion table.
- d) There is no intent for PRESENT to be converted to NEW during the transition period.

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

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

- Different agreements may be worked out between ANSPs for Item 18 information if the conversion would cause the message to be rejected by an ANSP which only accepts PRESENT.
- **CAUTION:** Some information will be lost from NEW during conversion, including certain information about capabilities, and information held in Item 18 indicators which do not exist in PRESENT such as DOF, DLE and TALT. As a partial mitigation, any information which would otherwise be lost from NEW may be translated into a single free text following RMK/ in Item 18 of PRESENT.

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





A-6

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
O		O	
P1-P9(Reserved)			
R	PBN/nn	Z	NAV/nnnn

	NEW data in these columns		Converts to PRESENT 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	
	C		C	
	E		S	
	H		S	
	I		I	
	L		S	
	P		P	
	S		S	
	X		X	
	B1			
	B2			
	U1			
	U2			
	V1			
	V2			
	D1		D	
	G1		D	

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

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**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.

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## **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/YMMDD (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.

INFPL SG/3  
Report on Agenda Item 5

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**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.

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INFPL SG/3  
Appendix 5A to the Report on Agenda Item 5

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**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
- l) 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.

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INFPL SG/3  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS**

6.1            Nothing has been discussed under this Agenda Item.

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INFPL SG/3  
Attachment A to the Report

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