

Appendix 2

FLIGHT PLAN

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1. ICAO model flight plan form

FLIGHT PLAN PLAN DE VOL			
PRIORITY Priorité <<< FF >>>	ADDRESSEE(S) Destinataire(s)		
FILING TIME Heure de dépôt		ORIGINATOR Expéditeur	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR Identification précise du(des) destinataire(s) et/ou de l'expéditeur			
3 MESSAGE TYPE Type de message <<< (FPL	7 AIRCRAFT IDENTIFICATION Identification de l'aéronef	8 FLIGHT RULES Règles de vol	TYPE OF FLIGHT Type de vol
9 NUMBER Nombre	TYPE OF AIRCRAFT Type d'aéronef	WAKE TURBULENCE CAT. Cat. de turbulence de sillage	10 EQUIPMENT Équipement
13 DEPARTURE AERODROME Aérodrome de départ		TIME Heure	
15 CRUISING SPEED Vitesse croisière	LEVEL Niveau	ROUTE Route	
16 DESTINATION AERODROME Aérodrome de destination		TOTAL EET Durée totale estimée HR MIN	ALTN AERODROME Aérodrome de dégagement
18 OTHER INFORMATION Renseignements divers		2ND ALTN AERODROME 2 ^e aérodrome de dégagement	
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)			
19 ENDURANCE Autonomie E / HR MIN	PERSONS ON BOARD Personnes à bord P /	EMERGENCY RADIO Radio de secours R / UHF U VHF V ELT E	
SURVIVAL EQUIPMENT/Équipement de survie S / P		JACKETS/Gilets de sauvetage J / L	
DINGHIES/Canots D /		FLUORES Fluores F / UHF U VHF V	
NUMBER Nombre	CAPACITY Capacité	COVER Couverture	COLOUR Couleur
AIRCRAFT COLOUR AND MARKINGS Couleur et marques de l'aéronef			
REMARKS Remarques			
PILOT-IN-COMMAND Pilote commandant de bord			
FILED BY / Déposé par			
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Espace réservé à des fins supplémentaires			

2. Instructions for the completion of the flight plan form

2.1 General

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

Shaded area preceding Item 3 — to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

Note.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

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 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);

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

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

- 2) the aircraft is not equipped with radio.

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

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

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 9: NUMBER AND TYPE OF AIRCRAFT
AND WAKE TURBULENCE CATEGORY**

Number of aircraft (1 or 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, *Aircraft Type Designators*,

OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and *SPECIFY* in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/ .

Wake turbulence category (1 character)
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INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H — HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;

M — MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;

L — LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ITEM 10: EQUIPMENT AND CAPABILITIES
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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.

Radiocommunication, navigation and approach aid equipment and capabilities
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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:

A	GBAS landing system	J6	CPDLC FANS 1/A
B	LPV (APV with SBAS)		SATCOM (MTSAT)
C	LORAN C	J7	CPDLC FANS 1/A SATCOM
D	DME		(Iridium)
E1	FMC WPR ACARS	K	MLS
E2	D-FIS ACARS	L	ILS
E3	PDC ACARS	M1	ATC RTF SATCOM (INMARSAT)
F	ADF	M2	ATC RTF (MTSAT)
G	GNSS (<i>See Note 2</i>)	M3	ATC RTF (Iridium)
H	HF RTF	O	VOR
I	Inertial Navigation	P1–P9	Reserved for RCP
J1	CPDLC ATN VDL	R	PBN approved (<i>See Note 4</i>)
	Mode 2 (<i>See Note 3</i>)	T	TACAN
J2	CPDLC FANS 1/A	U	UHF RTF
	HFDL	V	VHF RTF
J3	CPDLC FANS 1/A	W	RVSM approved
	VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A	Y	VHF with 8.33 kHz channel spacing capability
	VDL Mode 2		
J5	CPDLC FANS 1/A	Z	Other equipment carried or other capabilities (<i>See Note 5</i>)
	SATCOM (INMARSAT)		

Any alphanumeric characters not indicated above are reserved.

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

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

Note 3.— See RTCA/EUROCAE Interoperability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4.— 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 (PBN) Manual (Doc 9613).

Note 5.— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ , NAV/ and/or DAT, as appropriate.

Note 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

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

SSR Modes A and C

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

SSR Mode S

- E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
- L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P Transponder — Mode S, including pressure-altitude, but no aircraft identification capability
- S Transponder — Mode S, including both pressure altitude and aircraft identification capability
- X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

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

ADS-B

- B1 ADS-B with dedicated 1 090 MHz ADS-B “out” capability
- B2 ADS-B with dedicated 1 090 MHz ADS-B “out” and “in” capability
- U1 ADS-B “out” capability using UAT
- U2 ADS-B “out” and “in” capability using UAT
- V1 ADS-B “out” capability using VDL Mode 4
- V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

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

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 airspeed* 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

* When so prescribed by the appropriate ATS authorities.

*Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
for uncontrolled VFR flights, the letters VFR.*

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

Flights along designated ATS routes

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

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

- (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 reference point:*

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

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

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 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 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)

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 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.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

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 10 a).

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

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

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

With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E”

(East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

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

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

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

DEST/ Name 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

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

ITEM 19: SUPPLEMENTARY INFORMATION

Endurance

After E/ *INSERT* a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After P/ *INSERT* the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. *INSERT* TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO) *CROSS OUT* U if UHF on frequency 243.0 MHz is not available. *CROSS OUT* V if VHF on frequency 121.5 MHz is not available. *CROSS OUT* E if emergency locator transmitter (ELT) is not available.

S/ (SURVIVAL EQUIPMENT)	<i>CROSS OUT</i> all indicators if survival equipment is not carried. <i>CROSS OUT P</i> if polar survival equipment is not carried. <i>CROSS OUT D</i> if desert survival equipment is not carried. <i>CROSS OUT M</i> if maritime survival equipment is not carried. <i>CROSS OUT J</i> if jungle survival equipment is not carried.
J/ (JACKETS)	<i>CROSS OUT</i> all indicators if life jackets are not carried. <i>CROSS OUT L</i> if life jackets are not equipped with lights. <i>CROSS OUT F</i> if life jackets are not equipped with fluorescein. <i>CROSS OUT U</i> or <i>V</i> or both as in R/ above to indicate radio capability of jackets, if any.
D/ (DINGHIES) (NUMBER)	<i>CROSS OUT</i> indicators D and C if no dinghies are carried, or <i>INSERT</i> number of dinghies carried; and
(CAPACITY)	<i>INSERT</i> total capacity, in persons, of all dinghies carried; and
(COVER)	<i>CROSS OUT</i> indicator C if dinghies are not covered; and
(COLOUR)	<i>INSERT</i> colour of dinghies if carried.
A/ (AIRCRAFT COLOUR AND MARKINGS)	<i>INSERT</i> colour of aircraft and significant markings.
N/ (REMARKS)	<i>CROSS OUT</i> indicator N if no remarks, or <i>INDICATE</i> any other survival equipment carried and any other remarks regarding survival equipment.
C/ (PILOT)	<i>INSERT</i> name of pilot-in-command.

2.3 Filed by

INSERT the name of the unit, agency or person filing the flight plan.

2.4 Acceptance of the flight plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

2.5 Instructions for insertion of COM data

Items to be completed

COMPLETE the top two shaded lines of the form, and *COMPLETE* the third shaded line only when necessary, in accordance with the provisions in PANS-ATM, Chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

3. Instructions for the transmission of a filed flight plan (FPL) message

Correction of obvious errors

Unless otherwise prescribed, *CORRECT* obvious format errors and/or omissions (i.e. oblique strokes) to ensure adherence as specified in Section 2.

Items to be transmitted

TRANSMIT items as indicated hereunder, unless otherwise prescribed:

- a) the items in the shaded lines, above Item 3;
- b) commencing with <<≡ (FPL of Item 3:

all symbols and data in the unshaded boxes down to the)<<≡ at the end of Item 18,

additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of Items 15 or 18. 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;

- 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.

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 preprinted 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.

5. Example of a completed flight plan form

FLIGHT PLAN PLAN DE VOL			
PRIORITY Priorité <<< FF >>>	ADDRESSEE(S) Destinataire(s) EHAA ZQZX EBURZQZX EDDYZQZX LFFFZQZX LFRR ZQZX LFBZQZX LECMZQZX LPPCZQZX		
FILING TIME Heure de dépôt 1,9 0,8 3,6	ORIGINATOR Expéditeur E, H, A, M, Z, P, Z, X		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR Identification précise du(des) destinataire(s) et/ou de l'expéditeur			
3 MESSAGE TYPE Type de message <<< (FPL) >>>	7 AIRCRAFT IDENTIFICATION Identification de l'aéronef — A C F 4 0 2	8 FLIGHT RULES Règles de vol — I	TYPE OF FLIGHT Type de vol N <<<
9 NUMBER Nombre —	TYPE OF AIRCRAFT Type d'aéronef E, A, 3, 0	WAKE TURBULENCE CAT. Cat. de turbulence de sillage / H	10 EQUIPMENT Équipement — S / C <<<
13 DEPARTURE AERODROME Aérodrome de départ — E, H, A, M		TIME Heure 0,9 4,0 <<<	
15 CRUISING SPEED Vitesse croisière — K, 0, 8, 3, 0			
LEVEL Niveau F, 2, 9, 0		ROUTE Route LEK2B LEK UA6 XMM/MO78 F330	
UA6 PON URION CHW UA5 NTS DCT 4611N00412W DCT STG UA5 FTM FATIM1A			
<<<<<			
16 DESTINATION AERODROME Aérodrome de destination — L, P, P, T		TOTAL EET Durée totale estimée HR MIN 0,2 3,0	ALTN AERODROME Aérodrome de dégagement — L, P, P, R
18 OTHER INFORMATION Renseignements divers — REG / FBVGA SEL / EJFL EET / LPPCO158			
) <<<<<			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)			
19 ENDURANCE Autonomie — E / 0,3 4,5	PERSONS ON BOARD Personnes à bord — P / 3,0 0	EMERGENCY RADIO Radio de secours — R / U V E	
SURVIVAL EQUIPMENT/Équipement de survie — S / R D M J		JACKETS/Gilets de sauvetage — J / L F U V	
NUMBER Nombre — D / 1,1	CAPACITY Capacité — 3,3 0	COVER Couverture — C	COLOUR Couleur — YELLOW
AIRCRAFT COLOUR AND MARKINGS Couleur et marques de l'aéronef A / WHITE			
REMARKS Remarques — N			
PILOT-IN-COMMAND Pilote commandant de bord C / DENKE) <<<<<	
FILED BY / Déposé par		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Espace réservé à des fins supplémentaires	
AIR CHARTER INT.			