
ENR 1.10 Flight Planning

1 CIVIL

1.1 Requirement to Submit a Flight Plan (SERA.4001)

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan. A flight plan shall be submitted prior to operating:

- a. any IFR flight;
- b. any flight or portion thereof to be provided with ATC service;
- c. any flight above FL660;
- d. any flight at night, if leaving the vicinity of an aerodrome;
- e. any flight across international borders. VFR flights remaining within the Schengen Area do not need a flight plan as far as the Belgian part of the Brussels FIR is concerned (for requirements applicable in other Schengen States, please consult the relevant AIP).

It is advisable to file a flight plan:

- a. when flying over sparsely populated areas, where SAR operations would be difficult;
- b. if the aircraft is not equipped with radio.

A flight plan may be filed for any flight in order to facilitate the provision of SAR services.

Note: A pilot who has submitted a flight plan for a flight departing from a private aerodrome is responsible for the forwarding of the associated messages either by TEL or by radio to the ATS unit to which the flight plan was sent.

1.2 Categories of Flight Plan

A distinction is made between three different categories of flight plan:

- **Full flight plan submitted prior departure**
A flight plan in line with the formatting requirements of § 1.4 below, submitted prior departure in accordance with the procedures specified in § 1.3.4 below.
- **Full flight plan submitted during flight (AFIL)**
A flight plan in line with the formatting requirements of § 1.4 below, submitted to an ATS unit during flight in accordance with the procedures specified in § 1.3.5 below.
- **Abbreviated flight plan**
Limited information provided to an ATS unit with the purpose to obtain a clearance for a minor portion of a VFR flight, such as to cross a CTR, to take-off from or land at a controlled aerodrome. When transmitted in the air, it contains as a minimum:
 - call sign;
 - type of aircraft;
 - point of entry;
 - point of exit;
 - level.

1.3 Submission of a Flight Plan

A flight plan form based on the model shown in § 3 below shall be used by operators and ATS units for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special flight plan model shall be used. This form can be obtained from EBBR or ELLX ARO (see GEN 3.3. § 6).

1.3.1 IFR Flight Plan

Except for RPLs, a full flight plan shall be submitted for IFR flights prior to departure either to the IFPS or to an ARO, or during flight to an appropriate ATS unit.

The IFPS is the responsible unit for accepting IFR/GAT flight plans, for flights conducted within the IFPS Zone. Unless a flight plan has been received and accepted by the IFPS (i.e. an ACK message has been received), the requirement to submit a flight plan for an IFR/GAT flight intending to operate into the IFPS-Zone will not have been satisfied and no ATC clearance will be issued for such a flight.

Aircraft operators shall file their flight plans and associated messages for IFR/GAT flights directly with the IFPS, whenever possible, or they can use the intermediate of a local ARO. The IFPS will send back "Operational Reply Messages" to the message originator (aircraft operator or ARO), indicating the status of processing of his flight plan or associated message:

- an acknowledge message (ACK) will indicate the successful processing of the message;
- a reject message (REJ) indicates that the submitted message could not be processed and that the message originator should file a new corrected message;

- a manual message (MAN) means that the message contains errors and that it will be presented to an IFPS operator for manual processing. A MAN message will be followed either by an ACK message, if the message has been corrected successfully by the IFPS operator, or by a REJ message, if the error(s) could not be solved.

Detailed information on flight plan filing procedures with IFPS is published in the *IFPS Users Manual* (see [ENR 1.9. § 3](#)).

1.3.2 VFR Flight Plan

Flight plans shall be submitted for VFR flights as required in § 1.1 above. A full flight plan can be submitted for VFR flights prior to departure to an ARO. A full flight plan or abbreviated flight plan may also be submitted in flight. A full flight plan must be filed if the pilot requires his destination aerodrome to be notified of the flight.

1.3.3 Adherence to Airspace Utilisation Rules and Availability

No flight plans shall be filed via the Brussels FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for the Brussels FIR/UIR and any reference to them shall be made via:

URL: www.nm.eurocontrol.int/RAD/index.html

1.3.4 Procedures for Submitting Flight Plans Prior to Departure

1.3.4.1 Flight Plans Submitted via AFTN and SITA

1.3.4.1.1 IFR/GAT flights conducted in the IFPS Zone

Such flight plans shall be submitted to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP, or
- SITA to BRUEP7X and PAREP7X.

1.3.4.1.2 IFR/GAT flights leaving the IFPS Zone and/or mixed rules flight plans

Message originators able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight should only file to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP;
- SITA to BRUEP7X and PAREP7X.

Such message originators shall fill in the non-IFPS addresses or the VFR addresses in AFTN-format below the date/time/originator line - using the re-addressing procedure - as specified in the *IFPS Users Manual*. (see [ENR 1.9. § 3](#)).

Message originators not able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight shall file to the ARO via AFTN to EBBRZPZX (departure from Belgium) or ELLXZPZX (departure from Luxembourg).

The ARO will address the IFR or mixed rules flight plan to both IFPS units in accordance with the re-addressing procedure.

Note 1: Aircraft Operators filing via an ARO shall never submit the same flight plan simultaneously to the IFPS.

Note 2: If a REJ message is received from the IFPS, the ARO will transmit this REJ message to the message originator's AFS address for corrective action.

1.3.4.1.3 VFR Flight Plans

VFR flight plans shall be transmitted to the responsible ARO for distribution. This shall be done via AFTN to EBBRZPZX for departures from Belgium, or to ELLXZPZX for departures from Luxembourg.

1.3.4.2 Flight Plans Submitted by FAX, TEL or in Person

Regardless the flight rules, flight plans can be submitted by FAX, TEL or in person at the ARO of EBBR and ELLX. ELLX ARO also accepts flight plans via email. Such flight plans cannot be submitted directly with IFPS.

Note: All flight plan forms sent by FAX should be filled out in capital letters using a black ballpoint.

It is the aircraft operator's responsibility to ensure himself of the correct reception of his FAX flight plan at the appropriate ARO.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall indicate a (mobile) telephone number in item 19 under "N/(remarks)" on which they can be contacted in case the originally filed IFR or mixed rules flight plan would be changed by the IFPS (especially when in item 18 "RMK/IFPSRA" has been included) or if there are problems with the flight plan that prevent the processing.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall in any case contact the appropriate ARO, (preferably 15 MIN after filing) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

EBBR ARO can be contacted at:

TEL: +32 (0) 2 206 25 40 or 41

FAX: +32 (0) 2 206 25 39

ELLX ARO can be contacted at:

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: ais@airport.etat.lu

1.3.4.3 **Flight Plans Submitted via Dedicated Workstations or via the Internet**

Flight plans can be submitted to Brussels ARO via dedicated workstations or via the Internet. Dedicated workstations for filing of flight plans are installed at EBAW, EBCI, EBLG and EBOS.

Aircraft Operators intending to use the Internet for the submission of their flight plan, shall exclusively use the electronic flight plan form made available on the operational website of skeyes.

URL: ops.skeyes.be

It is the aircraft operator's responsibility to ensure himself of the correct reception of his internet flight plan at the Brussels ARO.

Operators of IFR/GAT flights filing their flight plan via either a dedicated workstation or via the Internet shall in any case contact Brussels ARO (preferably 15MIN after filing) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

Operators of IFR/GAT flights filing their flight plan either via a dedicated workstation or via the Internet shall leave a (mobile) telephone number at the ARO, where they can be contacted in case the originally filed flight plan would be changed by the IFPS (especially when in Item 18 "RMK/IFPSRA" has been included).

1.3.4.4 **Submission Time**

Flight plans for flights planned to operate across international borders or to be provided with ATC or air traffic advisory service shall be submitted at least 1 HR before the EOBT. See [ENR 1.9](#) for ATFM purposes.

A flight plan shall not be submitted more than 120HR (5 days) prior to the EOBT.

In the event of a delay of 15MIN in excess of the EOBT for a controlled flight or a delay of 60MIN for a non-controlled flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted and the old one should be cancelled.

1.3.5 **Procedures for Submitting Flight Plans during Flight (AFIL)**

A flight plan submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or control area in which the aircraft is flying in, or through which the aircraft wishes to fly.

In case of an AFIL, the ATS unit receiving the flight plan will be responsible for addressing the flight plan message in accordance with the procedures described above.

An AFIL for a flight to be provided with ATC service shall be submitted at a time that will ensure its receipt by the appropriate ATS unit at least 10MIN before the aircraft is estimated to reach:

- the intended point of entry into a control area;
- the point of crossing an airway.

Note: If the flight plan is submitted for the purpose of obtaining ATC service, the aircraft is required to wait for an ATC clearance prior to proceed under the conditions requiring compliance with ATC procedures.

1.4 **Completion of a Full Flight Plan (SERA.4010)**

1.4.1 **General**

A form based of the model shown in [§ 3](#) below shall be used for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special model shall be used. This model can be obtained from EBBR or ELLX ARO.

Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on the items listed up to [§ 1.4.9](#) below, regarding the whole route or the portion thereof for which the flight plan is submitted. It shall contain in addition, as applicable, information as listed in [§ 1.4.10](#) below, when submitted to facilitate the provision of alerting and SAR services or prior to departure for an IFR flight.

When filling in a flight plan, pilots shall:

- 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 (HR and MIN);
- 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 respond to Field Type numbers in ATS messages.

Note 2: The fields preceding item 3 are to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated

1.4.2 Item 7: Aircraft Identification (MAX 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. "BEL511", "NGA213"), when in RTF the call sign of the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. "BEELINE 511", "NIGERIA 213",...). In this case, the registration marking of the aircraft shall be specified in Item 18, preceded by "REG";
- b. the nationality or common mark and the registration mark of the aircraft (e.g. "EIAKO", "4XBCD", "OOSDE", "N2567GA"), when:
 - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. "OOSDE"), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. "BEELINE OOSDE"). in this case the name of the operator shall be specified in item 18, preceded by "OPR";
 - the aircraft is not equipped with radio.

Note: Provisions for the use of RTF call signs are contained in chapter 5 of ICAO Annex 10, Volume II. ICAO designators for aircraft operating agencies are contained in ICAO Doc 8585.

1.4.3 Item 8: Flight Rules and Type of Flight (1 or 2 characters)

1.4.3.1 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 IFR
V	if it is intended that the entire flight will be operated under VFR
Y	if the flight initially will be operated under IFR, followed by one or more subsequent changes of flight rules
Z	if the flight initially will be operated under VFR followed by one or more subsequent changes of flight rules

Note: Specify the point(s) where a change of flight rules is planned in item 15.

1.4.3.2 Type of Flight

Insert one of the following letters to denote the type of flight:

S	scheduled air service
N	non-scheduled air transport operation
G	general aviation
M	military (see note 1)
X	other than any of the categories defined above (see note 2)

Note 1: In addition to MIL operations, operators of customs or police aircraft shall insert the letter "M" in item 8.

Note 2: If "X" is used, the status of the flight shall be indicated in item 18, preceded by the indicator "STS/", or when necessary to denote other reasons for specific handling by ATS, the reason shall be indicated, preceded by the indicator "RMK/".

1.4.4 Item 9: Number and Type of Aircraft and Wake Turbulence Category

1.4.4.1 Number of aircraft (1 or 2 characters)

Insert the number of aircraft, if more than one.

1.4.4.2 Type of aircraft (2 or 4 characters)

Insert the appropriate designator as specified in ICAO Doc 8643. If no such designator has been assigned, or in case of formation flights comprising more than one type, insert "ZZZZ" and specify the (numbers and) type(s) of aircraft in item 18, preceded by "TYP".

1.4.4.3 Wake Turbulence Category (1 character)

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 with a MTOW of 136000KG or more
M	MEDIUM, to indicate an aircraft with a MTOW of less than 136000KG, but more than 7000KG
L	LIGHT, to indicate an aircraft with a MTOW of 7000KG or less

1.4.5 Item 10: Equipment and Capabilities

Capabilities comprise the following elements:

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

1.4.5.1 ITEM 10a: Radio Communication, Navigation and Approach Aid Equipment

The letter "N" shall be inserted if no COM/NAV/APCH aid equipment for the route to be flown is carried, or the equipment is unserviceable.

Otherwise, any or more of the following letters shall be inserted:

S	If standard COM/NAV/APCH aid equipment for the route to be flown is carried and serviceable (see note 1). If this equipment is required, the inclusion of letter S must be the first one in item 10a.	J6	CPDLC FANS 1/A SATCOM (MTSAT)
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 RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	GNSS. If any portion of the flight is planned to be conducted under IFR it refers to GNSS receivers that comply with the requirements of <i>ICAO Annex 10, Volume I</i> (see note 2)	R	PBN approved (see note 4)
H	HF RTF	T	TACAN
I	Inertial navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2(see note 3)	V	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33KHZ channel spacing capability (see note 1)
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (see note 5)

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. 8.33 KHZ channel spacing capability of VHF equipment shall be indicated separately by adding the letter Y.

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 shall be 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 (ICAO Doc 9613).

Note 5: If the letter Z is used, the other equipment carried or other capabilities shall be specified in item 18, preceded by "COM/", "NAV/" and/or "DAT/", as appropriate. Exemptions for RNAV, CPDLC and 8.33KHZ are to be indicated by inserting the letter Z in item 10a and then inserting the appropriate descriptors in the following indicators in item 18 ("NAV/RNAVX", "NAV/RNAVINOP", "DAT/CPDLCX" or "COM/EXM833").

Note 6: Operators of aircraft approved for P-RNAV, relying solely on VOR/DME for determination of position, shall insert the letter Z in item 10a and the descriptor "NAV/EURPRNAV" in item 18.

Note 7: Information on navigation capability is provided to ATC for clearance and routing purposes.

1.4.5.2 ITEM 10b: Surveillance Equipment and Capabilities

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

Equipment	Letter	Significance
SSR equipment	A	Transponder - Mode A (4 digits - 4096 codes)
	C	Transponder - Mode A (4 digits - 4096 codes) and Mode C
	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 equipment	B1	ADS-B with dedicated 1090MHZ ADS-B "out" capability
	B2	ADS-B with dedicated 1090MHZ ADS-B "out" and "in" capability
	U1	ADS-B "out" capability using UAT
	U2	ADS-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
	D1	ADS-C with FANS 1/A capabilities
	G1	ADS-C with ATN capabilities

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

Note: Additional surveillance applications and capabilities should be listed in Item 18 following the indicator "SUR".

1.4.6 Item 13: Departure Aerodrome and Time (8 characters)

Insert the ICAO location indicator of the departure aerodrome. If no location indicator has been assigned, insert "ZZZZ" and specify the name and location of the aerodrome in item 18, preceded by "DEP".

If the aircraft has not taken off from an aerodrome, insert "ZZZZ" and specify the first point of the route or the marker beacon in item 18, preceded by "DEP".

If the flight plan is received from an aircraft in flight, insert "AFIL" and specify the ICAO location indicator of the ATS unit from which supplementary flight plan data can be obtained in item 18, preceded by "DEP".

Then, without a space, insert for a flight plan submitted before departure, the 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.

1.4.7 Item 15: Route

Insert the first cruising speed as in § 1.4.7.1 and the first cruising level as in § 1.4.7.2, without a space between them. Then, following the arrow, insert the route description as in § 1.4.7.3.

1.4.7.1 Cruising Speed (MAX 5 characters)

Insert the TAS 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");
- knots, expressed as "N" followed by 4 figures (e.g. "N0485");
- Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of Mach, expressed as "M" followed by 3 figures (e.g. "M082").

1.4.7.2 Cruising Level (MAX 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");
- Standard Metric Level in tens of meters, expressed as "S" followed by 4 figures (e.g. "S1130"), when so prescribed by the appropriate ATS authorities;
- Altitude in hundreds of feet, expressed as "A" followed by 3 figures (e.g. "A045", "A100");
- Altitude in tens of metres, expressed as "M" followed by 4 figures (e.g. "M0840");

- for uncontrolled VFR flights, the letters “VFR”.

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

1.4.7.3.1 Flights along designated ATS routes or direct routes (DCT)

Insert, if the departure aerodrome is located on or connected to the ATS route or direct route, the significant point at the end of the SID. If the departure aerodrome is not on or connected to the ATS route or direct route, insert the letters “DCT” followed by the point of joining the first ATS route or direct route, followed by the designator of the ATS route or the direct route.

Then, insert each point at which either a change of speed or and/or level is planned to commence, or a change of ATS route or direct route, and/or a change of flight rules is planned. Followed 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 co-ordinates.

For flights operating within free route airspace, FRA entry/exit points and other significant points shall be described using the standard ICAO format. Route segments between waypoints shall be indicated by means of DCT and shall not be planned closer than 2.5 NM to the MUAC FRA lateral border. Any published FRA significant point may be used for indicating changes of level and speed.

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.

If a STAR is prescribed for the aerodrome of destination, the last point of the route shall be the first point of a STAR.

1.4.7.3.2 Flights outside designated ATS routes

Insert points normally not more than 30MIN flying time or 200NM 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 authorities, 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 ten 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 twenty degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour 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 five degrees.

Insert “DCT” between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

1.4.7.3.3 Coding conventions

Use only the following conventions and separate each sub-time by a space:

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 appendix 1 of ICAO Annex 11, whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in ICAO Doc 9613.

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): two figures describing latitude in degrees, followed by “N” (north) or “S” (south), followed by three 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): four figures describing latitude in degrees and tens and units of minutes, followed by “N” (north) or “S” (south), followed by five figures describing longitude in degrees and tens and units of minutes, followed by “E” (east) or “W” (west). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. “4620N07805W”);
- Bearing and distance from a significant point: The identification of the significant point followed by the bearing from the point in the form three figures giving degrees (MAG), then the distance from the point in the form of three figures expressing nautical miles. Make up the correct number of figures, where necessary, by insertion of zeros (e.g. a point 180° MAG at a distance of 40NM from VOR “DUB” should be expressed as “DUB180040”).

Change of speed or level (MAX 21 characters)

The significant point at which a change of speed (5% TAS or M0.01, or more) or a change of level is planned to commence, followed by an oblique stroke and both the cruising speed and the cruising level, without a space between them, even when only one of these quantities will be changed.

Examples:

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

Change of flight rules (MAX 3 characters)

The significant point at which the change of flight rules is planned, 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"

Cruise climb (MAX 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"

En-route special activities (MAX 10 characters)

Flights that are conducted entirely within the IFPS zone and that encounter time delays on their route due to special en-route activities (e.g. training activities, photographic missions or air-to-air refuelling), may indicate such time delay by adding a STAY indicator between the entry and the exit point of the area of activity. The STAY indicator shall consist of the letters "STAY", followed by a sequence number of one digit, an oblique stroke and then four numbers indicating the duration of the time delay in hours and minutes.

Examples:

- "SOG STAY1/0100 DUB"
- "SOG STAY1/0050 SOG"
- "SOG STAY1/0100 DUB DCT WAL STAY2/0030 DCS"

1.4.7.3.4 RVSM airspace

Operators of RVSM approved aircraft and non-RVSM approved state aircraft intending to operate within EUR RVSM airspace shall include the following in item 15:

- the entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point;
- the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point. When the RVSM exit point is situated in the planned final descent trajectory, the requirement to include a requested flight level is withdrawn. Where appropriate, a co-located STAR may be included after the RVSM exit point.

1.4.8 Item 16: Destination Aerodrome, Total Estimated Elapsed Time and Alternate Destination Aerodrome(s)

1.4.8.1 Destination Aerodrome and Total Estimated Elapsed Time (8 characters)

Insert the ICAO location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time, or, if no location indicator has been assigned, insert "ZZZZ" followed, without a space, by the total estimated elapsed time, and specify the name and location of the aerodrome in item 18, as indicated below (§ 1.4.9).

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.

1.4.8.2 Alternate Destination Aerodrome(s) (4 characters)

Insert the ICAO location indicator(s) of not more than two alternate destination aerodromes, separated by a space, or, if no location indicator has been assigned to the alternate aerodrome, insert "ZZZZ" and specify the name and location of the alternate aerodrome in item 18, as indicated below (§ 1.4.9).

1.4.9 Item 18: Other Information

Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

Only indicators described in the provisions may be used, and they must be inserted in the order shown. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

Note 4: According to ICAO Annex 11, an ATS unit will, when practicable, inform the aircraft operator when an alerting service is provided to an aircraft. In order to facilitate quick and effective coordination, it is advisable to provide in the flight plan (item 18 'Other information') information sufficient to enable the ATS unit to contact the on-duty staff of the aircraft operator if such information has not been provided to the ATS unit by other means.

STS/

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

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

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

Note 1: Operators of aircraft approved for B-RNAV shall indicate the availability of capabilities relevant to RNAV 5. It is not necessary to insert additional information to indicate the aircraft is approved for B-RNAV.

Note 2: Operators of aircraft approved for P-RNAV, not relying solely on VOR/DME for determination of position, shall indicate the availability of capabilities relevant to RNAV 1. It is not necessary to insert additional information to indicate the aircraft is approved for P-RNAV.

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". If appropriate, insert "RNAVX" or "RNAVINOP" as described in the *IFPS Users Manual*, or "EURPRNAV" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

COM/

Indicate communications applications or capabilities not specified in item 10a. If appropriate, insert "EXM833" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

DAT/

Indicate data applications or capabilities not specified in item 10a. If appropriate, insert "CPDLCX" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

SUR/

Include surveillance applications or capabilities not specified by item 10b.

DEP/

Name and location of departure aerodrome, if "ZZZZ" is inserted in item 13, or the ICAO 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 AIP, indicate location in any of the following ways:

- With four figures describing latitude in degrees and tens and units of minutes, followed by "N" (north) or "S" (south), followed by five 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" (11characters);
- 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 three figures giving degrees (MAG), then the distance from the point in the form of three 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° MAG at a distance of 40 NM from VOR "DUB" should be expressed as "DUB180040");
- 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 AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under "DEP/" above.

DOF/

Date of flight departure in a six figure format (YYMMDD where: YY = year; MM = month; DD = 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 (e.g. "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 (e.g. "TYP/2F15 5F5 3B2").

CODE/

Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority (e.g. "F00001" is the lowest aircraft address contained in the specific block administered by ICAO).

RVR/

The minimum RVR requirement of the flight, as detailed in the EUR SUPPS, *ICAO Doc 7030*.

DLE/

In case of 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) (e.g. "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 eight 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 *ICAO Doc 8168, Volume I*, if so prescribed by the appropriate ATS authority.

ALTN/

Name of destination alternate aerodrome(s), if "ZZZZ" is inserted in item 16. For aerodromes not listed in the relevant AIP, 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 *ICAO Doc 7910*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant AIP, 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 *ICAO Doc 7910*, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant AIP, 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 re-clearance in flight (e.g. "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.

RFP/

Q followed by a digit to indicate the sequence of the replacement flight plan being submitted, see [ENR 1.9, § 5.3](#).

STAYINFO/

Indication of the reason for the insertion of a STAY indicator in item 15 (see [§ 1.4.7](#) above). Insert "STAYINFO" followed by the sequence number of the STAY indicator, an oblique stroke and an explanation in free text (e.g. "STAYINFO1/CALIBRATION OF SOG").

1.4.10 Item 19: Supplementary Information

Note: In the paper flight plan form, an indicator is crossed out to denote that it is not available, in the digital flight plan form however, a mark is placed at the emergency and survival equipment that is available.

1.4.10.1 Endurance

After "E/" insert a 4-figure group giving the fuel endurance in HR and MIN.

1.4.10.2 Persons on Board

After "P/" insert the total number of persons (passengers and crew) on board.

insert "TBN" (to be notified) if the total number of persons is not known at the time of filing.

1.4.10.3 Emergency and Survival Equipment**"R/" (RADIO)**

- cross out "U" if UHF on FREQ 243.000MHZ is not available;
- cross out "V" if VHF on FREQ 121.500MHZ is not available;
- cross out "E" if emergency location beacon-aircraft (ELBA) is not available.

"S/" (SURVIVAL EQUIPMENT)

- cross out "P" if polar survival equipment is not carried;
- cross out "D" if desert survival equipment is not carried;
- cross out "M" if maritime survival equipment is not carried;
- cross out "J" if jungle survival equipment is not carried.

"J/" (JACKETS)

- cross out "J" if life jackets are not carried;
- cross out "L" if life jackets are not equipped with lights;
- cross out "F" if life jackets are not equipped with fluorescein;
- cross out "U" or "V" or both as in "R/" above to indicate radio capability of jackets, if any.

"D/" (DINGHIES)

- (Number): cross out "D" and "C" if no dinghies are carried, or insert number of dinghies carried;
- (Capacity): insert total capacity, in persons, of all dinghies carried;
- (Cover): cross out "C" if dinghies are not covered;
- (Colour): insert colour of dinghies if carried.

"A/" (AIRCRAFT COLOUR AND MARKINGS)

- insert colour of aircraft and significant markings.

"N/" (REMARKS)

- cross out "N" if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.

"C/" (PILOT)

- insert name of pilot-in-command.

"Filed by": insert the name of the unit, agency or person filing the flight plan.

1.5 Changes to a Flight Plan (SERA.4015)

Except for the provisions described in [ENR 1.1, § 1.10.2.2](#), all changes to a flight plan submitted for an IFR flight and/or a mixed flight rules flight shall be reported as soon as practicable to IFPS (either directly via AFTN or SITA, or through the intermediate of a local ARO).

All changes to VFR flight plans shall be reported as soon as practicable to the responsible ARO or to the appropriate ATS unit.

Note 1: Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and must be reported.

Note 2: Changes to the route of a flight plan affecting the AFS addresses, involve the cancellation of the flight plan and subsequent submission of a new flight plan, except for IFR flights remaining within the IFPS zone.

1.6 Closing a Full Flight Plan (SERA.4020)

A report of arrival shall be made either in person or by radio at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted.

When no ATS unit exists at the arrival aerodrome, the pilot of a flight for which a flight plan has been submitted shall ensure that the arrival report is made immediately after landing to Brussels ARO or to Brussels FIC or, if this is not possible, to any other ATS unit with the request to inform Brussels FIC.

Note: A flight plan and its associated messages submitted for a VFR flight to be conducted wholly within Brussels FIR will not be sent to the destination aerodrome if the latter is a private aerodrome. This flight will nevertheless be provided with alerting service in so far as it is known or believed to be in a state of emergency. As a consequence, the pilot shall ensure that an arrival message is forwarded immediately after landing to the departure aerodrome or, if this is not possible, to Brussels FIC or Brussels ATC with the request to inform the aerodrome. Any failure to meet this obligation may cause unnecessary and expensive SAR operations.

Arrival reports made by the pilots shall contain the following information:

- aircraft identification;
- departure aerodrome;
- destination aerodrome (in case of diversion only);
- arrival aerodrome;
- time of arrival.

1.7 Repetitive Flight Plans (RPL)

1.7.1 General

RPL shall not be used for flights other than IFR flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions or every day over a period of at least ten consecutive days. The elements of each flight plan shall have a high degree of stability.

RPL shall cover the entire flight from the departure aerodrome to the destination aerodrome. RPL procedures shall be applied only when all ATS authorities concerned with the flights have agreed to accept RPL.

The use by States of RPL for international flight shall be subject to the provision that the affected adjacent States either already use RPL or will use them at the same time. The procedures for use between States shall be the subject of bilateral, multilateral or regional air navigation agreement as appropriate.

Conditions governing submission, notification of changes, or cancellation of RPL shall be the subject of appropriate arrangements between operators and the ATS authority concerned or of regional air navigation agreements.

An RPL shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- validity period of the flight plan;
- days of operation;
- aircraft identification;
- aircraft type and wake turbulence category;
- departure aerodrome;
- EOBT;
- cruising speed(s);
- cruising level(s);
- route to be followed;
- destination aerodrome;
- total estimated elapsed time;
- indication of the location where the following information may be obtained immediately upon request:
 - alternate aerodromes;
 - fuel endurance;
 - total number of persons on board;

- emergency equipment;
- other information.

In order to avoid a disproportionate workload on ATS units, RPL will not be accepted for any flight conducted on 25 DEC. On this day, individual flight plans shall be filed for all flights.

1.7.2 Submission of RPL Data

Eurocontrol NM assumes the full responsibility for the reception, processing and distribution of RPL data within the Brussels FIR/UIR.

Operators shall submit RPL data to:

Post: EUROCONTROL NM
FDO / RPL Team
Rue de la Fusée / Raketstraat 96
1130 Brussels
BELGIUM

TEL: +32 (0) 2 729 98 47

FAX: +32 (0) 2 729 90 42

SITA: BRUER7X

Note: For flights conducted partially outside the IFPS Zone and for which an RPL is filed, the RPL data shall additionally be forwarded to the RPL offices of the States concerned outside the IFPS-Zone, using the appropriate form.

Details of the IFPS RPL format and submission notes may be found in the *IFPS Users Manual* (see [ENR 1.9. § 3](#)).

2 MILITARY

2.1 Requirement to submit a Flight Plan

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

Traffic that intends to file an OAT flight plan outside the published OPS HR of Steenokkerzeel ATCC has to obtain prior permission from COMOPSAIR (PPR 72HR). The request shall be sent to the FI MDC, FAX + 32 (0) 2 206 27 99. The permission will only be granted under exceptional circumstances when the ATS provided by a civil agency would not be possible or would not be desirable (e.g. sensitive military flight). If permission has been granted, Steenokkerzeel ATCC will provide ATS only to that traffic for which the permission has been obtained.

Compliance with diplomatic rules as published by the foreign authorities is compulsory.

A flight plan shall be submitted prior to every flight, with exemption of a QRA(I) or SAR mission.

2.2 Submission of a Flight Plan

A flight plan form based on the model shown hereafter shall be provided and shall be used by AIS and ATS units for the purpose of completing flight plans.

A flight plan is submitted by the local AIS section using the standard ICAO format. The addressing of the flight plan has to be in accordance with [ENR 1.11](#).

A flight plan submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or control area in which the aircraft is flying in, or through which the aircraft wishes to fly.

In case of an AFIL, the ATS unit receiving the flight plan will be responsible for addressing the flight plan message in accordance with the procedures described above.

An AFIL for a flight to be provided with ATC service shall be submitted at a time which will ensure its receipt by the appropriate ATS unit at least 10MIN before the aircraft is estimated to reach:

- the intended point of entry into a control area;
- the point of crossing an airway.

Note: If the flight plan is submitted for the purpose of obtaining ATC service, the aircraft is required to wait for an ATC clearance prior to proceed under the conditions requiring compliance with ATC procedures.

2.2.1 Delay of Flight Plan Submission

- GAT or mixed OAT/GAT (subject to ATFM measures): at least 3HR before EOBT/ETD;
- Other flights (except night flights): at least 60MIN prior ETD;
- OAT night flights conducted entirely or partially in class G airspace: before 1100 of the same day;
- OAT night flights conducted entirely in controlled airspace (class C and D): at least 60MIN prior ETD;
- Flights to foreign FIR/UIR: according to foreign national regulations.

Note: Reservation of airspace by foreign Mil aircraft: see [ENR 5.2. § 1.3](#)

In the event of a delay of 30MIN in excess of the EOBT for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan should be submitted and the old one should be cancelled. See [ENR 1.9, § 5.2](#) for the specifications in reference to FPL which are subject to ATFM measures.

2.3 Completion of a Flight Plan

See [§ 1.4](#) for the general instructions concerning completion of a flight plan. The term “aerodrome” where used in a flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters and balloons.

2.3.1 Insertion of ATS Data

Complete items 7 to 19 as indicated hereunder. Item numbers on the form are not consecutive, as they respond to Field Type numbers in ATS messages.

If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24HR in advance of the EOBT, it is mandatory to provide the date of the flight. This information will be indicated in the item 18 of the flight plan in the form of a 3-letter indicator (DOF) followed by an oblique stroke and the date of the flight in a 6-figure group format: DOF/YYMMDD (YY = year; MM = month; DD = day). These flight plans shall be processed and transmitted without being held in abeyance.

Note: 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.

2.3.1.1 Item 7: Aircraft Identification (MAX 7 or 13 characters)

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

- a. the registration marking of the aircraft (e.g. “CH11”, “OOSDE”), when:
 - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. “CH11”), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. “Belgian Air Force CH11”);
 - the aircraft is not equipped with radio;
- b. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. “BAF105”) when in RTF 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. “Belgian Air Force 105”);
- c. The SSR mode A and code may be included. It shall consist of the letter A and it shall be followed by four numerics between the values of 0 and 7 and shall be separated from the aircraft identification by a slash ‘/’. The maximum number of characters, including the ‘/’, shall be 13 (e.g. ABC567C/A4510).

Note1: What is entered at item 7 before the slash “/” (aircraft identifications) shall match exactly what is entered in the Mode S aircraft identification (also known as flight ID) input device in the cockpit. If it does not, then the aircraft will not be correlated with its stored flight plan and delays will ensue.

Note2: No spaces between the designator letters and flight number, nor any zeros preceding the flight number are allowed.

2.3.1.2 Item 8: Flight Rules and Type of Flight (1 or 2 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;
- Z - if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules.

Note: Specify the point(s) where a change of flight rules is planned in item 15.

TYPE OF FLIGHT

Insert one of the following letters to denote the type of flight:

- S - Scheduled air service;
- N - Non-scheduled air transport operation;
- G - General aviation;
- M - Military;
- X - other than any of the categories defined above (see note).

Note: 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.

2.3.1.3 Item 9: Number and Type of Aircraft and Wake Turbulence Category

See [§ 1.4.4](#).

2.3.1.4 Item 10: Equipment

Capabilities comprise the following elements:

- Presence of relevant serviceable equipment on board the aircraft;

- Equipment and capabilities commensurate with flight crew qualifications;
- Where applicable, authorization from the appropriate authority.

Note: Compliance with constraints identified in the EUROCONTROL Basic CFMU Handbook – IFPS Manual applicable to equipment, capabilities and surveillance is compulsory (e.g. IFPS Manual §48,-49,82).

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT AND CAPABILITIES

Insert the letter as follows:

- N - if no COM/NAV/APCH aid equipment for the route to be flown is carried, or the equipment is unserviceable,

or

- S - if standard COM/NAV/APCH aid equipment for the route to be flown is carried and serviceable (see note 2 hereafter).

and/or

Insert one or more of the following letters to indicate the serviceable COM/NAV/APCH aid equipment and capabilities available:

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 RTF SATCOM(INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	GNSS (See Note 3)		
H	HF RTF	R	PBN approved (See Note 5)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2 (See Note 4)	U	UHF RTF
J2	CPDLC FANS 1/A VDL HF DL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved (See Note 8)
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33kHz channel spacing capability (See Note 9)
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (See Note 6)

Operators of aircraft approved for basic area navigation (B-RNAV / RNAV5) operations shall insert the designator 'R' in Item 10a of the flight plan and PBN/ in Item 18 followed by the appropriate capability of that flight.

The PBN descriptors for B-RNAV are: B1, B2, B3, B4, and B5.

Operations of aircraft approved for precision area navigation (P-RNAV) operations shall, in addition to the designator 'R' in Item 10a, also insert PBN/ in Item 18 followed by the appropriate capability of that flight.

The PBN descriptors for RNAV1 are: O1, O2, O3, O4, D1, D2, D3, and D4. It is also possible to indicate the RNAV1 capability by inserting 'Z' in Item 10a and NAV/RNAV1 in Item 18.

Operators of State aircraft not equipped with RNAV shall not insert the designators 'S' or 'R' in Item 10 of the flight plan. Instead, the letter 'Z' shall be inserted in Item 10a and NAV/NONRNAV shall be inserted in Item 18 of the flight plan.

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert the designators 'S' or 'R' in Item 10a of the flight plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAV1NOP.

Note1: Any alphanumeric characters not indicated above are reserved.

Note2: 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.

Note3: 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.

Note4: See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROO 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.

Note5: If the letter 'R' is used, the performance based navigation levels that can be met shall be 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).

Note6: 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.

Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter 'Z' in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18:

- Insert COM/EXM833
- Insert NAV/RNAVX or NAV/RNAVINOP as appropriate;
- Insert DAT/CPDLCX

Note7: Information on navigation capability is provided to ATC for clearance and routing purposes.

Note8: RVSM approved aircraft are required to indicate the approval status by inserting the letter 'W', regardless of the requested FL. Formation FLT shall NOT insert 'W', regardless of the RVSM approval status of the individual aircraft. Formation FLT of state aircraft in RVSM airspace shall include STS/NONRVSM in Item 18 of the FPL. Operators of non-RVSM approved state aircraft with a requested FL of 290 or above shall insert STS/NONRVSM in Item 18.

Note9: In addition to the letter 'S' and/or any other letters, as appropriate, the letter 'Y' shall be inserted in Item 10a of the FPL, for aircraft equipped with 8.33kHz channel spacing capable radio equipment. aircraft normally capable of operating above FL 195, but planning to fly below these levels, shall include the letter 'Y' as specified above.

If the aircraft is not equipped with 8.33kHz radios but is exempted from the carriage of the 8.33kHz radios, the letter 'Z' shall be inserted in Item 10a instead of 'Y', and COM/EXM833 shall be inserted in the Item 18 of the FPL.

Only those State aircraft that are not equipped with 8.33kHz capable radios but are equipped with UHF, shall be permitted to fly in 8.33kHz airspace where UHF coverage is provided or special procedures are implemented. To indicate such, the letter 'M' shall be inserted in Item 8: Flight Type; both letters 'U' and 'Z' shall be inserted in Item 10a and 'COM/EXM833' shall be inserted in Item 18 of the FPL.

2.3.1.5 Item 10B: Surveillance Equipment

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 Mode A and C:

- A - Transponder - Mode A (4digits - 4096 codes)
- C - Transponder - Mode A (4digits - 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 - 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 1090MHz ADS-B "out" capability
- B2 - ADS-B with dedicated 1090MHz ADS-B "out" and "in" capability
- U1 - ADS-B "out" capability using UAT
- U2 - ADS-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-Cwith 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/.

Remarks:

What is entered at Item 7 before the slash '/' (aircraft identifications) match exactly what is entered in the Mode S aircraft Identification (also known as Flight ID) input device in the cockpit. If it does not, then the aircraft will not be correlated with its stored FPL and delays will ensue.

There must be no spaces between the designator letters and flight number, nor any zeros preceding the flight number.

2.3.1.6 Item 13: Departure Aerodrome and Time (8 characters)

See § 1.4.6.

2.3.1.7 Item 15: Route

See § 1.4.7.

When applicable, military users shall insert information concerning the change of type of flight (OAT/GAT). An OAT route section is used to mean any portion of the route of a flight which is conducted outside civil controlled airspace and which is operating in accordance with military air traffic services procedures and which as a result does not require systematic addressing to civilian ATS units.

IFPS uses the indicators "/OAT" and "/GAT" to indicate a change from GAT to OAT or vice versa. The indicator shall be inserted after the appropriate significant point in the route.

Examples:

"N0400F280 ... NTM/OAT TB6 ..."

"N0400F280 ... NTM/N0300F250/OAT TB6 ..."

Note: The significant point must be a published "civil" point.

IFPS always assumes that all flight plans begin GAT, unless it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

Note: Compliance with constraints identified in the EUROCONTROL Basic CFMU Handbook – IFPS Manual applicable to MIL/OAT flights is compulsory (e.g. IFPS Manual §36-42 and 50).

In case of training activity taking place in an area listed in the table hereunder, the corresponding coordinates have to be used as point before and after the "STAY" indicator:

Name of Zone	Coordinates	Name of Zone	Coordinates
EBR03 - DIEST	5100N00504E	TRA/TSA S1/S2/S3/S4 - NAMUR BEAURAING GIVET CHARLEROI AREA	5012N00440E
EBR04 – ELSNBORN 01	5103N00615E	TRA/TSA S5 – NEUFCHATEAU AREA	4947N00515E
EBR05A(BCD) - HELCHTEREN	5103N00528E	TRA/TSA S2/S3/S5 – BEAURAING GIVET NEUFCHATEAU AREA	4950N00453E
EBR05E – HELCHTEREN MEDIUM LEVEL	5104N00518E	TRA/TSA S1/S2 – NAMUR BEAURAING	5015N00459E
EBR21 – NORTH SEA	5125N00211E	TRA/TSA S3/S4 – CHARLEROI GIVET	5010N00428E
EBD26 – ARDENNES 05	5011N00451E	TRA/TSA S6 – DURBUY AREA	5020N00530E
EBD29 – ARDENNES 07	5011N00528E	TRA S1/S4/TSA25A(B) - NAMUR CHARLEROI ARDENNES 03A (B)	5012N00440E
EBD32 – BERTRIX AREA	4953N00514E	TRA/TSA11 – URSEL	5109N00329E
EBD33 – REMAGNE AREA	4959N00529E	TSA13A – CHANNEL A	5124N00218E
EBD34 – TENNEVILLE AREA	5010N00532E	TSA13B – CHANNEL B	5124N00240E
EBD35 – MARCHE AREA	5009N00518E	TSA13C – CHANNEL C	5122N00303E
EBD36 – SANKT VITH AREA	5024N00614E	TSA13D – CHANNEL D	5121N00316E
EBD37 – AEROBATIC SECTOR	5040N00508E	TSA24 – ARDENNES 02	5019N00500E
HTA01-LFA01 – ARDENNES 01	5015N00512E	TSA25A – ARDENNES 03A	5007N00442E
HTA02-LFA02 – ARDENNES 02	5015N00541E	TSA25AB – ARDENNES 03AB	4950N00453E
HTA03-LFA03 – ARDENNES 03	5020N00604E	TSA26A(B)(D26) – ARDENNES 01 (04) (05)	5011N00451E
HTA04-LFA04 - ARDENNES 04	5000N00508E	TSA27A - LEGLISE	4949N00521E
HTA05-LFA05 - ARDENNES 05	5005N00530E	TSA27B - RONCHAMP	5005N00523E
HTA06-LFA06 – ARDENNES 06	4945N00527E	TSA27AB – LEGLISE RONCHAMP	4955N00521E
HTA07-LFA07 – ARDENNES 07	4950N00504E	TSA27C - HOTTON	5017N00527E

Name of Zone	Coordinates	Name of Zone	Coordinates
HTA08	5041N00506E	TSA27BC – RONCHAMP HOTTON	5014N00523E
HTA10 – COASTAL HELICOPTER TRAINING AREA	5101N00320E	TSA27ABC – LEGLISE RONCHAMP HOTTON	5003N00535E
HTA12	5052N00516E	TSA27D - GEDINNE	5007N005002E
HTA13	5104N00456E	TSA27AD – LEGLISE GEDINNE	4951N0459E
HTA14	5116N00458E	TSA27E - COUVIN	5000N00425E
LFA11 – KOKSIJDE TRAINING AREA	5120N00228E	TSA28A – ELSENBORN02	5033N00606E
LFA01/04/06LFA - LOW FLYING AREA ARDENNES WEST	5000N00507E	TSA28B – ELSENBORN03	5018N00608E
LFA02/03/05/07 – LOW FLYING AREA ARDENNES EAST	5015N00541E	TSA29A - ARDENNES 06	5011N00514E
LFA01/02/03 - LOW FLYING AREA ARDENNES NORTH	5015N00541E	TSA29B - ARDENNES 07	5020N00552E
LFA 04/05/06/07 - LOW FLYING AREA ARDENNES SOUTH	4955N00524E	TSA29C - LUXEMBOURG	5006N00600E
TRA WA(BC) – TRA WEST ALPHA (BRAVO CHARLIE)	5051N00300E	TSA27A - LEGLISE	4949N00521E
TRA W D – TRA WEST DELTA	5118N00245E	TSA27B - RONCHAMP	5005N00523E
TRA14 – KOKSIJDE AREA	5019N00238E	TSA27AB – LEGLISE RONCHAMP	4955N00521E
TRA23 – TIENEN AREA	5027N00505E	TSA27C - HOTTON	5017N00527E
TRA/TSA15 LO-RENINGE RPAS AREA	5052N00247E	TSA27BC – RONCHAMP HOTTON	5014N00523E
TRA/TSA22 – BERTRIX-JEHONVILLE	4954N00513E	TSA27ABC – LEGLISE RONCHAMP HOTTON	5003N00535E
TRA/TSA N1 – BRUSSELS AREA	5104N00449E	TSA27D - GEDINNE	5007N005002E
TRA/TSA N2 – BALEN AREA	5118N00456E	TSA27AD – LEGLISE GEDINNE	4951N0459E
TRA/TSA N3 – MEEUWEN AREA	5107N00516E	TSA27E - COUVIN	5000N00425E
TRA/TSA N2/N3 – BALEN MEEUWEN AREA	5113N00512E	LF-CBA1C – CROSS BORDER AREA ONE CHARLIE	5051N00300E
TRA/TSA N1/N2/N3 – BRUSSELS BALEN MEEUWEN AREA	5103N00500E	LF-CBA1ABC - CROSS BORDER AREA ONE ALPHA BRAVO CHARLIE	5051N00259E
TRA/TSA S1 - NAMUR AREA	5025N00450E	EBZR	5116N00445E
TRA/TSA S4 – CHARLEROI AREA	5023N00421E	EBWE	5124N00458E
TRA/TSA S1/S4 – NAMUR CHARLEROI AREA	5025N00435E	EBSP	5029N00555E
TRA/TSA S2 – BEAURAING AREA	5005N00505E	EBSU/EBSH	5002N00526E
TRA/TSA S3 – GIVET AREA	5000N00430E	EBKT	5049N00312E
TRA/TSA S2/S3 - BEAURAING GIVET AREA	5007N00442E	EBBX	4954N00513E

Examples:

- “5100N00504E STAY1/0100 5100N00504E”: staying 1 hour in EBR03
- “5100N00504E STAY1/0050 5100N00504E”: staying 50 minutes in EBR03
- “5100N00504E STAY1/0100 5100N00504E DCT 5103N00528E STAY2/0030 5103N00528E”: staying 1 hour in EBR03 then direct to EBR05A and staying 30 minutes there

2.3.1.8 Item 16: Destination Aerodrome, Total Estimated Elapsed Time and Alternate Aerodrome(s)

See § 1.4.8.

2.3.1.9 Item 18: Other Information

See § 1.4.9.

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 - 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;
- MARS - For a flight for which a military entity assumes responsibility for separation of MIL 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.

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 LORAN C
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 VOR/DME
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.

If any of the indicators B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a 'G' must be present in Field 10a.

If any of the indicators B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a 'D' must be present in Field 10a.

If either of the indicators B1 or B4 is filed, then either an 'O' or 'S' must be present and a 'D' must also be present in Field 10a.

If any of the indicators B1, B5, C1, C4, D1, D4, O1 or O4 are filed, then an 'I' must be present in Field 10a.

If any of the indicators C1, C4, D1, D4, O1 or O4 are filed, then a 'D' must be present in Field 10a.

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 Field 10a.

Example:

“COM/EXM833”

DAT/

Indicate data applications or capabilities not specified in Field 10a.

Example:

“DAT/CPDLCX”

SUR/

Include surveillance applications or capabilities not specified in Field 10b.

DEP/

Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be 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 (50 characters maximum).

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

Note 2: Check the EUROCONTROL Basic CFMU Handbook – IFPS Manual for further instructions.

PER/

Aircraft performance data, indicated by a single letter (A, B, C, D, E or H) 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 re-clearance in flight.

Examples:

"RIF/DTA HEC KLAX"

"RIF/ESP G94 CLA YPPH"

RMK/

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

Note: RMK/IFPSRA (IFPS reroute accepted) is used where route definition help is sought. Check the EUROCONTROL Basic CFMU Handbook – IFPS Manual for further instructions.

STAYINFO/

It shall be possible to indicate the reason for the STAY in the item 15 of the flight plan; for this purpose the sub-field heading 'STAYINFO' shall be used, immediately followed by a '/', then free alphanumeric text.

Example:

"Item 15: Route ...WAL STAY1/0100 WAL...."

"Item 18: Other Information STAYINFO1/CALIBRATION OF WAL"

2.3.1.10 Item 19: Supplementary Information

See [§ 1.4.10](#).

2.3.2 Acceptance of the Flight Plan

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

2.3.3 Insertion of Data

Complete the FPL form.

Complete Item 19 (Supplementary information (not to be transmitted in FPL messages)) only when necessary; in accordance with the provisions in *PANS-ATM, chapter 11, 11.2.1.2*, unless ATS prescribes otherwise.

2.4 Transmission of a Filed Flight Plan**2.4.1 Correction**

Unless otherwise prescribed, correct obvious format errors and/or omissions (i.e. oblique strokes) to ensure adherence as specified in [§ 2.3](#).

2.4.2 Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

1. The items in the shaded lines, above item 3
2. Starting with "<<=" (FPL" in item 3:
 - all symbols and data in the unshaded boxes down to ") <<=" 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 pre-printed on the form) as necessary
3. 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

3 ICAO FLIGHT PLAN FORM

FLIGHT PLAN VLIEGPLAN PLAN DE VOL			
ADDRESSEE(S) / Geadresseerde(n) / Destinataire(s)			
Priority Prioriteit Priorité	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>		
<<≡ FF →			
FILING TIME Uur van indiening Heure de dépôt	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>		<<≡
ORIGINATOR / Verzender / Expéditeur			
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>			
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR Juiste identificatie van de bestemming(en) en / of verzender Identification précise du (des) destinataire(s) et / ou de l'expéditeur			
3 MESSAGE TYPE Berichttype Type de message	7 AIRCRAFT IDENTIFICATION Identificatie van het luchtvaartuig Identification de l'aéronef	8 FLIGHT RULES Vliegeregels Règles de vol	TYPE OF FLIGHT Aard van de vlucht Type de vol
<<≡ (FPL	—	—	—
9 NUMBER Aantal Nombre	TYPE OF AIRCRAFT Type van luchtvaartuig Type d'aéronef	WAKE TURBULENCE CATEGORY Zogturbulentie categorie Catégorie de turbulence de sillage	10 EQUIPMENT Uitrusting Équipement
—	—	—	—
13 DEPARTURE AERODROME Vliegveld van vertrek Aérodrome de départ		TIME Uur Heure	
—		—	
15 CRUISING SPEED Kruissnelheid Vitesse croisière		LEVEL Niveau Niveau	ROUTE Route Route
—		—	—
<<≡			
16 DESTINATION AERODROME Vliegveld van bestemming Aérodrome de destination		TOTAL EET Totaal geschat tijdsverloop Durée totale estimée HR MIN	ALTN AERODROME Uitwijkhaven Aérodrome de dégagement
—		—	—
<<≡			
18 OTHER INFORMATION Andere inlichtingen Renseignements divers			
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>			
) <<≡			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Aanvullende inlichtingen (niet door te seinen in FPL berichten) Renseignements complémentaires (à ne pas transmettre dans les messages de plan de vol déposé)			
19 ENDURANCE Vliegbereik Autonomie HR MIN		PERSONS ON BOARD Personen aan boord Personnes à bord	PORTABLE EMERGENCY RADIO Draagbare noodradio Radio de secours portatif UHF VHF ELBA
— E /		— P /	— R /
SURVIVAL EQUIPMENT / Overlevingsuitrusting / Equipement de survie		JACKETS / Reddingsvesten / Gilets de sauvetage	
POLAR DESERT MARITIME JUNGLE Polair Woestijn Maritiem Jungle Polaire Désert Maritime Jungle		LIGHT FLUORES UHF VHF Verlicht Fluorescent UHF VHF Lampes Fluores Fluores	
→ S / P D M J		→ J / L F U V	
DINGHIES / Vlotten / Canots			
NUMBER Aantal Nombre	CAPACITY Capaciteit Capacité	COVER Overdekt Couverture	COLOUR Kleur Couleur
→ D /	→	→ C →	—
<<≡			
AIRCRAFT COLOUR AND MARKINGS / Vliegtuigkleur en kentekens / Couleur et marques de l'aéronef			
A /			
REMARKS / Opmerkingen / Remarques			
N /			
<<≡			
PILOT-IN-COMMAND / Gezagvoerder / Pilote Commandant de bord			FILED BY / Ingevuld door / Déposé par
C /			—
) <<≡			
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Ruimte voorbehouden voor verdere doeleinden Espace réservé à des fins supplémentaires			

THIS PAGE INTENTIONALLY LEFT BLANK