

# Flight Plan 2012

## Background

The Air Navigation Commission, acting under delegated authority, at the first and second meetings of its 177th Session, on 22 and 24 January 2008, approved Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) for applicability on **15 November 2012**. The amendment was approved on 27 May 2008 by the President of the Council on behalf of the Council in accordance with established procedure.

Amendment 1 stems from the work of the Flight Plan Study Group (FPLSG). The nature and scope of the amendment is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems.

The replacement pages will be distributed in October 2012. In the meantime, the changes are reproduced here for training purposes to meet the new requirements which will be applicable in November 2012.

## CHAPTER 4. GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

### 4.4 FLIGHT PLAN

#### 4.4.1 Flight plan form

*Note.*— *Procedures for the use of repetitive flight plans are contained in Chapter 16, Section 16.4.*

4.4.1.3 Operators and air traffic services units should comply with:

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

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

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

#### 4.4.2 Submission of a flight plan

##### 4.4.2.1 PRIOR TO DEPARTURE

4.4.2.1.1 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

4.4.2.1.12 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan submitted prior to departure should be submitted to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted to the unit serving or designated to serve the departure aerodrome.

4.4.2.1.23 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

## CHAPTER 11. AIR TRAFFIC SERVICES MESSAGES

### 11.4 MESSAGE TYPES AND THEIR APPLICATION

#### 11.4.2 Movement and control messages

##### 11.4.2.2 MOVEMENT MESSAGES

###### 11.4.2.2.2 FILED FLIGHT PLAN (FPL) MESSAGES

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

11.4.2.2.2.5 FPL messages should be transmitted immediately after the filing of the flight plan. However, if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, **the date of the flight departure shall be inserted in Item 18 of the flight plan.**

###### 11.4.2.2.4 MODIFICATION (CHG) MESSAGES

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

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

## APPENDIX 2. FLIGHT PLAN

### 2. Instructions for the completion of the flight plan form

#### 2.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

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

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

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

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

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

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

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

2) the aircraft is not equipped with radio;.

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

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

*Note 2.— Provisions for the use of radiotelephony 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 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

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

Radio communication, navigation and approach aid equipment **and capabilities**

*INSERT* one letter as follows:

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

*OR* S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

AND/OR

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

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

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

Note 3.— 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 6.— Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 4.— If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

Surveillance equipment  
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 1090 MHz ADS-B “out” capability
- B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability
- U1 ADS-B “out” capability using UAT
- U2 ADS-B “out” and “in” capability using UAT
- V1 ADS-B “out” capability using VDL Mode 4
- V2 ADS-B “out” and “in” capability using VDL Mode 4

#### ADS-C

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

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

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

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

*INSERT* the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators*,

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

*INSERT* ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/ ,

*OR*, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

*OR*, if the flight plan is received from an aircraft in flight,

*INSERT* AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/ .

*THEN, WITHOUT A SPACE,*

*INSERT* for a flight plan submitted before departure, the estimated off-block time **(EOBT)**,

*OR,* for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

#### **ITEM 15: ROUTE**

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

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

(a) Cruising speed (maximum 5 characters)

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

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

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

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

(b) Cruising level (maximum 5 characters)

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

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

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

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

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

*for uncontrolled VFR flights, the letters VFR.*

\*When so prescribed by the appropriate ATS authorities.

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

*Flights along designated ATS routes*

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

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

THEN

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

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

*FOLLOWED IN EACH CASE*

by the designator of the next ATS route segment, even if the same as the previous one,

*OR* by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

*Flights outside designated ATS routes*

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

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

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

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

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

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

(1) ATS route (2 to 7 characters)

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

*Note.*— *Provisions for the application of route designators are contained in Annex 11, Appendix 1*

(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 significant point*:

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

(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) (4 characters)

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

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

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

## ITEM 18: OTHER INFORMATION

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

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

INSERT 0 (zero) if no other information,

OR, any other necessary information in the 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 the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	<b>RNAV SPECIFICATIONS</b>
<b>A1</b>	RNAV 10 (RNP 10)
<b>B1</b>	RNAV 5 all permitted sensors
<b>B2</b>	RNAV 5 GNSS
<b>B3</b>	RNAV 5 DME/DME
<b>B4</b>	RNAV 5 VOR/DME
<b>B5</b>	RNAV 5 INS or IRS
<b>B6</b>	RNAV 5 LORANC
<b>C1</b>	RNAV 2 all permitted sensors
<b>C2</b>	RNAV 2 GNSS
<b>C3</b>	RNAV 2 DME/DME
<b>C4</b>	RNAV 2 DME/DME/IRU

D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	<b>RNP SPECIFICATIONS</b>
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

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

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

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

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

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the 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, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

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

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

## ITEM 19: SUPPLEMENTARY INFORMATION

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

#### *Items to be transmitted*

Transmit items as indicated hereunder, unless otherwise prescribed:

- a) AFTN Priority Indicator, Addressee Indicators <<Ξ, Filing Time, Originator Indicator <<Ξ and, if necessary, specific identification of addressees and/or originator;
- b) commencing with << Ξ (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 )<< Ξ of box 19,

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

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

c) the AFTN Ending, as described below:

End-of-Text Signal

a) one LETTER SHIFT

b) two CARRIAGE RETURNS, one LINE FEED

Page-feed Sequence

Seven LINE FEEDS

End-of-Message Signal

Four of the letter N.

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

7.4 Instructions for insertion of RPL data

**ITEM G: SUPPLEMENTARY DATA AT**

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