ICAO FLIGHT PLAN MODIFICATIONS 2012

1 — INTRODUCTION

The International Civil Aviation Organization (ICAO) has agreed to make changes to the content and format of the ICAO flight plan form (FPL). These changes become globally applicable on 15 November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes ATC the Netherlands is amending its flight planning requirements.

PRESENT refers to the current ICAO flight planning provisions, which will no longer be applicable after 15 November 2012.

NEW refers to the ICAO flight planning provisions, as detailed in Amendment 1 to the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) 15th Edition. These provisions become globally applicable from 15 November 2012.

2 — REQUIREMENT

For flights operating within the Amsterdam FIR airspace the following shall apply.

Beginning 12 November 2012 at 0000 UTC, all flight plans for instrument flight rules (IFR) flights, or for flights where a portion of the flight will be completed under IFR, should be filed using the NEW content and format. Please note that ATC the Netherlands uses the Integrated Initial Flight Plan Processing System (IFPS) service, therefore flight plans for IFR flights, or flights operating as partial IFR, and intending to operate within Amsterdam FIR are to be filed using IFPS.

Beginning 12 November 2012 at 0000 UTC, all flight plans for visual flight rules (VFR) flights should be filed using the NEW content and format.

Flight plans filed using the PRESENT content and format will continue to be accepted until 0000 UTC on 15 November 2012.

IFR or VFR flight plans using the PRESENT content and format, which are filed after 15 November 2012 0000 UTC, will not be accepted.

As of 15 November 2012 at 0000 UTC, ATC the Netherlands will accept VFR flight plans filed up to 120 hours in advance of the estimated off-block time (EOBT). It is mandatory to include the date of flight (DOF) in item 18 of the flight plan.

3 — FLIGHT PLAN FILING AND TRANSITION GUIDANCE

If any portion of a flight is planned to take place, or may possibly take place, after 15 November 2012 0000 UTC, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

Repetitive flight plans (RPLs) for the 2012/2013 winter season should be submitted using the NEW content and format. An RPL with a validity period that extends beyond 15 November 2012 will not be accepted in PRESENT format.

3.1 Operator responsibility

During the transition period (prior to 15 November 2012) operators are responsible for transmitting the appropriate flight plan content and format accepted by the air navigation services providers (ANSP) that will provide services in the airspace where the flight will take place. To obtain this information reference may be made to the ICAO flight plan implementation tracking system (FITS), see the website http://www2.icao.int/en/FITS/Pages/home.aspx. The applicable aeronautical information publications (AIP) should be consulted for the official notifications provided by States.

3.2 Flight plan validity testing

Operators are encouraged to use the IFPS validation application (IFPUV) provided by EUROCONTROL to test the validity of their flight plans well in advance of 15 November 2012 (see Attachment B).

3.3 Transition within the IFPS area

Amsterdam FIR is within the IFPS area. All flight plans for IFR flights, or where a portion of the flight will be carried out under IFR, are to be submitted to IFPS. The following schedule is applicable to the IFPS transition from PRESENT to NEW flight plans:

- As of today, IFPS accepts IFR flight plans (or portions thereof) filed in NEW format.
- As of 15 November 2012 0000 UTC, IFPS will no longer accept flight plans filed in PRESENT format.
- Flights with a date of flight between 12 and 16 November 2012 cannot be submitted more than 24 hours in advance of the estimated off-block time (EOBT).
- As of 15 November 2012 0000 UTC, IFPS will resume accepting flight plans filed more than 24 hours in advance of the EOBT. Please note that flight plans filed more than 120 hours in advance of the EOBT will not be accepted.
Operators are reminded that IFPS cannot be used to submit flight plans operated entirely as VFR within the Amsterdam FIR. Reference should be made to the IFPS user manual for all details concerning IFPS operational procedures and processes. The manual is available via the CFMU website http://www.cfmu.eurocontrol.int/cfmu/public/subsite_homepage/homepage.html using the link: Library.

3.4 Include DOF in item 18
Operators are strongly encouraged to always include the date of flight (DOF) in item 18 of the flight plan. It is mandatory to include the DOF if the flight plan is filed more than 24 hours in advance of the EOBT.

3.5 Changed intention item 10
Operators should note the changed intention of item 10 of the flight plan. Under the NEW provisions, item 10 indicates equipment and capabilities. Capability is comprised of three elements:

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

Attachment C to this AIC-A describes the changes to the ICAO FPL content and format in detail.

4 — REFERENCE INFORMATION

The amendment to the ICAO flight planning provisions is available on the ICAO European and North Atlantic website www.paris.icao.int by following the links: Other Meetings, Seminars & Workshops > FPL 2012 ICAO EUR Region Plan > Documentation related to FPL 2012 Amendment.

All documentation related to the IFPS implementation of these changes is available on the CFMU website www.cfmu.eurocontrol.int by following the link: Focus > ICAO 2012 FPL.

The ICAO-EUROCONTROL FPL 2012 Task Force has developed guidance material to assist those who provide flight plans or flight data to States in the ICAO European (EUR) Region. This guidance relates to indicating communications, navigation and surveillance (CNS) capabilities in the flight plan. It is available on both the ICAO and CFMU websites mentioned above.

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A flight plan is deemed to be PRESENT format if it contains any of the following indications:

a. In item 10a: J, M;

b. In item 10b: D;

c. In item 18: STS/ ATFMEXEMPTAPPROVED, free text i.e. any indication other than those specified;

d. In item 18: PER/ indications other than A, B, C, D, E, H.

A flight plan is deemed to be NEW format if it contains any of the following indications:

a. In item 10a: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7, P8, P9;

b. In item 10b: E, H, L, B1, B2, U1, U2, V1, V2, D1, G1;

c. In item 18: STS/ ATFMX;

d. In item 18: PBN/, SUR/, DLE/, TALT/, EUR/PROTECTED;

Note: EUR/PROTECTED is to be used only within the IFPS zone.

e. In item 18: DAT/ characters other than S, H, V, M;

f. CHG, CNL, DLA, DEP messages containing item 18 with more than just DOF/.

If a flight plan contains none of the indications above it qualifies as both NEW and PRESENT and will be treated accordingly.

The IFPUV application will detect whether a test flight plan contains NEW content and format and will highlight any syntax errors which are detected. It is important to note that the IFPUV application can be used to syntax check any flight plan, whether or not any portion of the route is within the IFPS zone (IFPZ). The IFPUV application can also be used to syntax check flight plans for VFR flights.

The IFPUV application will first check the syntax of the flight plan, and will then check whether the flight plan is entirely VFR and whether any portion of the route is within the IFPS. If the entire flight plan is VFR or if no part of the route is within the IFPZ, the following error message will be sent in return: FLIGHT NOT APPLICABLE TO IFPS.

If this is the only error message sent in return, the IFPUV application has not detected any syntax errors.

If a syntax error is detected, the specific flight plan item or items will be highlighted and a detailed description of the error or errors will be provided.

The IFPUV application is available on the EUROCONTROL Central Flow Management Unit (CFMU) website www.cfmu.eurocontrol.int via the link: CFMU NOP – Public. After ensuring that the tab “Tactical” is selected, users should select the links under “Flight Planning”. Test flight plans can be checked by using the Flight Planning Tool: “Free Text Editor”. Test flight plans are input and submitted one at a time.
The ICAO provisions have been amended to specify that flight plans may not be filed more than 120 hours in advance of the estimated off-block time (EOBT).

When it is necessary to delay a flight over the midnight period, thereby changing the date of flight (DOF), it is recommended to use a CHG message indicating the modification to both item 13 (including EOBT) and item 18 (including DOF). It should be noted that when modifying a flight plan item, the data for the complete item must be provided and not just the modified elements, this is particularly significant for modifications to item 18.

Air traffic services (ATS) data systems may impose constraints on information in flight plans. Significant constraints shall be notified in aeronautical information publications (AIP).

The changes made to specific flight plan items are as follows:

**Item 7: aircraft identification**

The explanation of this provision has been clarified to specify that the aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols. No other changes have been made to the provision.

**Item 8: flight rules and type of flight**

The explanation of the provision related to indicating flight rules has been clarified. It has also been clarified that it must be specified in item 15 (route) the point or points at which a change in flight rules is planned. Additional text has been added to highlight that the status of the flight is to be denoted in item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS shall be denoted in item 18 following the RMK indicator. No other changes have been made to the provision.

**Item 10: equipment and capabilities**

Numerous changes have been made to this provision. It is important to note that item 10 now also indicates capabilities, which consists of three elements: presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with flight crew qualifications; and, where applicable, authorisation from the appropriate authority.

The following provisions are applicable to item 10a (radio communication, navigation and approach aid equipment and capabilities).

Insert one letter as follows:

- If no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, or
- 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:

<table>
<thead>
<tr>
<th>Letter</th>
<th>Equipment Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>GBAS landing system</td>
</tr>
<tr>
<td>B</td>
<td>LPV (APV with SBAS)</td>
</tr>
<tr>
<td>C</td>
<td>LORAN C</td>
</tr>
<tr>
<td>D</td>
<td>DME</td>
</tr>
<tr>
<td>E1</td>
<td>FMC WPR ACARS</td>
</tr>
<tr>
<td>E2</td>
<td>D-FIS ACARS</td>
</tr>
<tr>
<td>E3</td>
<td>PDC ACARS</td>
</tr>
<tr>
<td>F</td>
<td>ADF</td>
</tr>
<tr>
<td>G</td>
<td>GNSS (see Note 2)</td>
</tr>
<tr>
<td>H</td>
<td>HF RTF</td>
</tr>
<tr>
<td>I</td>
<td>Inertial navigation</td>
</tr>
<tr>
<td>J1</td>
<td>CPDLC ATN VDL Mode 2 (see Note 3)</td>
</tr>
<tr>
<td>J2</td>
<td>CPDLC FANS 1/A HDL</td>
</tr>
<tr>
<td>J3</td>
<td>CPDLC FANS 1/A VDL Mode 4</td>
</tr>
<tr>
<td>J4</td>
<td>CPDLC FANS 1/A VDL Mode 2</td>
</tr>
<tr>
<td>J7</td>
<td>CPDLC FANS 1/A SATCOM (Iridium)</td>
</tr>
<tr>
<td>K</td>
<td>MLS</td>
</tr>
<tr>
<td>L</td>
<td>ILS</td>
</tr>
<tr>
<td>M1</td>
<td>ATC RTF SATCOM (INMARSAT)</td>
</tr>
<tr>
<td>M2</td>
<td>ATC RTF (MTSAT)</td>
</tr>
<tr>
<td>M3</td>
<td>ATC RTF (Iridium)</td>
</tr>
<tr>
<td>O</td>
<td>VOR</td>
</tr>
<tr>
<td>P1-P9</td>
<td>Reserved for RCP</td>
</tr>
<tr>
<td>R</td>
<td>PBN approved (see Note 4)</td>
</tr>
<tr>
<td>T</td>
<td>TACAN</td>
</tr>
<tr>
<td>U</td>
<td>UHF RTF</td>
</tr>
<tr>
<td>V</td>
<td>VHF RTF</td>
</tr>
<tr>
<td>W</td>
<td>RVSM approved</td>
</tr>
<tr>
<td>X</td>
<td>MNPS approved</td>
</tr>
<tr>
<td>Y</td>
<td>VHF with 8.33 kHz channel spacing capability</td>
</tr>
</tbody>
</table>

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.
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.
3) See the 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.
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 (Doc 9613).
5) If the letter Z is used, specify in item 18 the other equipment carried or other capabilities, preceded by NAV, COM, and/or DAT/ as appropriate. Exemptions for RNAV, 8.33 kHz, and CPDLC are to be indicated by inserting the letter Z in item 10a and then inserting the appropriate descriptors in item 18 as detailed in the IFPS Users Manual:
   a. insert RNAVX or RNAVINOP as appropriate following NAV/;
   b. insert EXM833 following COM/;
   c. insert CPDLCX following DAT/.

Information on navigation capability is provided to ATC for clearance and routing purposes.
Any alphanumeric characters not indicated above are reserved.

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.

2) If the letter G is used, the types of external GNSS augmentation, if any, are specified in item 18 following the indicator NAV/.

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.

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 (Doc 9613).

5) If the letter Z is used, specify in item 18 the other equipment carried or other capabilities, preceded by NAV/, COM/, and/or DAT/ as appropriate. Exemptions for RNAV, 8.33 kHz, and CPDLC are to be indicated by inserting the letter Z in item 18 and then inserting the appropriate descriptors in item 18 as detailed in the IFPS Users Manual:
   a. insert RNAVX or RNAVINOP as appropriate following NAV/;
   b. insert EXM833 following COM/;
   c. insert CPDLCX following DAT/.

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

The following provisions are applicable to item 10b (surveillance equipment and capabilities). Insert the following letters:

N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, or 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 — 4096 codes)
C Transponder — Mode A (4 digits — 4096 codes) and Mode C

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

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

ADS-B
B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2 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

Any 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

Some clarifications have been made and additional provisions included regarding how to indicate departure aerodromes which have not been assigned an ICAO four-letter designator. The following provisions are applicable to item 13:

- 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/.
- If 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 15c: route (including changes of speed, level and/or flight rules)

An editorial change has been made to clarify that it is possible to indicate, at a single point, where it is planned that a change of speed or level or both is planned to commence, or a change of ATS route and/or a change of flight rules.

The provision has been expanded to include the possibility of describing a significant point in the route as a bearing or distance from a reference point, rather than only from a navigational aid, as follows:

**Bearing and distance from a reference point:**

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

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

The title of item 16 has been clarified to specify that the alternate aerodrome(s) being referred to is (are) the destination alternate aerodrome(s). Additionally, the provision related to estimated elapsed time has been clarified, along with the descriptions of how to indicate the locations.

**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 of the flight plan to the termination point of the flight plan.

**Destination alternate aerodrome(s)**

- Insert the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910 Location Indicators, separated by a space; or
- if no location indicator has been assigned to the destination alternate aerodrome(s), insert ZZZZ and specify in item 18 the name and location of the destination alternate aerodrome(s) preceded by ALTN/.

Item 18: other Information

Significant changes have been made to these provisions. Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

The provision has been clarified to indicate that hyphens "-" or oblique strokes "/" should only be used as described.

The provision has been amended such that 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 shall be inserted, if used:

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

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

**PBN/**

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

**RNAV SPECIFICATIONS**

- A1 RNAV 10 (RNP 10)
- B1 RNAV 5 all permitted sensors
- B2 RNAV 5 GNSS
- B3 RNAV 5 DME/DME
- B4 RNAV 5 VOR/DME
- B5 RNAV 5 INS or IRS
- B6 RNAV 5 LORANC
- C1 RNAV 2 all permitted sensors
- C2 RNAV 2 GNSS
- C3 RNAV 2 DME/DME
C4  RNAV 2 DME/DME/IRU
D1  RNAV 1 all permitted sensors
D2  RNAV 1 GNSS
D3  RNAV 1 DME/DME
D4  RNAV 1 DME/DME/IRU

**RNAV 1 GNSS**

**RNAV 1 DME/DME**

**RNAV 1 DME/DME/IRU**

**RNP SPECIFICATIONS**

<table>
<thead>
<tr>
<th>L1</th>
<th>RNP 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>Basic RNP 1 all permitted sensors</td>
</tr>
<tr>
<td>O2</td>
<td>Basic RNP 1 GNSS</td>
</tr>
<tr>
<td>O3</td>
<td>Basic RNP 1 DME/DME</td>
</tr>
<tr>
<td>O4</td>
<td>Basic RNP 1 DME/DME/IRU</td>
</tr>
<tr>
<td>S1</td>
<td>RNP APCH</td>
</tr>
<tr>
<td>S2</td>
<td>RNP APCH with BARO-VNAV</td>
</tr>
<tr>
<td>T1</td>
<td>RNP AR APCH with RF (special authorisation required)</td>
</tr>
<tr>
<td>T2</td>
<td>RNP AR APCH without RF (special authorisation required)</td>
</tr>
</tbody>
</table>

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. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual.

**COM/**

Indicate communications applications or capabilities not specified in item 10a. If appropriate, insert EXMB33 as detailed in the IFPS User Manual.

**DAT/**

Indicate data applications or capabilities not specified in item 10a. If appropriate, insert CPDLCX, as detailed in the IFPS User Manual.

**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 AIP, indicate location using one of the following options:

- 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).
- 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.
- 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 using one of the following options:

- The date of flight departure in a 6 figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).
- The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in item 7.
- 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

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

**RVR/**

The minimum RVR requirement of the flight. **Note:** This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

**DLE/**

En route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using 4 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.
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.

**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 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 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 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 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, 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.

**Note:** This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.