

ENR 1.10 FLIGHT PLANNING**1.10.1 Procedures for the submission of flight plan****1.10.1.1 General**

- Adhere closely to the prescribed formats and manner of specifying data.
- Commence inserting data in the first space provided. Where excess space is available leave unused spaces blank.
- Insert all clock times in 4 figures UTC.
- Insert all estimated elapsed times in 4 figures (hours and minutes).
- Shaded area preceding Item 3 - to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

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

1.10.1.2 Special Procedures

1.10.1.2.1 When areas LED122, LED128 and LED129 are active together, the traffic planning to route via A/UN857 shall reroute via: SVL (R/UR47) - [MINTA](#)(DCT) - [AMSEL](#)(R/UR72) - ABODA (A/UN857). Replacement/new flight plan is required.

1.10.1.2.2 Flights crossing Lisboa/Santa Maria FIR/UIR boundaries in any directions, must include in the flight plan the designated five letter code names along the above mentioned common boundaries. Flight plans filed outside these points will be rejected by the system.

1.10.1.2.3 East or Westbound flights crossing Lisboa FIR/UIR South of "[SGR](#)" VOR/DME must include the point "[SONAP](#)" in their flight plan.

1.10.1.2.4 North or Southbound flights along 010W, via "[ORTOP](#)", must include the point "[SONAP](#)" in their flight plan as a turning point and "[XERES](#)" as entering /exit point.

1.10.1.2.5 Traffic departing [LPPT AD](#) :

- a. Traffic departing [LPPT AD](#) and airfields around planning via ZMR/NTS and beyond, shall be routed via [NSA](#) / [RIVRO](#)
- b. Traffic departing [LPPT AD](#) and airfields around planning via PPN and beyond, shall be routed via [PORLI](#)/ [RAKOD](#)/ [RBO](#)
- c. Traffic departing [LPPT AD](#) and airfields around planning via STG and beyond, shall be routed via [XAMAX](#)/ [PRT](#)
- d. Traffic departing [LPPT AD](#) and airfields around planning destination MADRID, shall be routed via [PORLI](#)/ [RAKOD](#)/ [TLD](#)

1.10.1.3 When planning flights via [UL14](#), and [UN873](#), see restrictions on respective route remarks

1.10.1.4 Instructions for insertion of ATS data

1.10.1.4.1 The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan are contained in the ICAO EUR Regional Supplementary Procedures (Doc. 7030 / 4 - EUR).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures (Doc. 7030 / 4 - EUR):

"in addition to military operations, operators of customs or police aircraft shall insert the letter "M " in item 8 of the ICAO Flight Plan Form "

Complete Item 7 to 18 and Item 19 as indicated hereunder.

NOTE: Item numbers on the form are not consecutive, as they correspond Field Type numbers in ATS messages.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 characters:

- a. the registration marking of the aircraft (e.g. EIAKO, 4XBCD, 2567GA), when:

1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEK);
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, NIGERIA213, HERBIE25).

NOTE: Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

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 IFR
- V if VFR
- Y if IFR first, and specify in Item 15 the point or points where a change of flight rules is planned.
- Z if VFR first

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, operators of Customs or police
- X - if Other than any of the defined categories above.

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

NUMBER OF AIRCRAFT (1 OR 2 CHARACTERS)

INSERT the number of aircraft, if more than one.

TYPE OF AIRCRAFT (2 TO 4 CHARACTERS)

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

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

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

WAKE TURBULENCE CATEGORY (1 CHARACTER)

INSERT a slash followed by one of the following letters to indicate the wake turbulence category of the aircraft;

- H - HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136000 Kg or more;
- M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136000 Kg but more than 7 000 Kg;
- L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 Kg or less.

ITEM 10: EQUIPMENT**RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT**

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 COM/NAV/Approach aid equipment available and serviceable:

A	Not allocated	M	Omega
B	Not allocated	O	VOR
C	LORAN C	P	Not allocated
D	DME	Q	Not allocated
E	Not allocated	R	RNP Type Certification (see note 5)
F	ADF	T	TACAN
G	GNSS	U	UHF RTF
H	HF RTF	V	VHF RTF
I	Inertial Navigation	W	RVSM Certified
J	Data Link (see note 3)	X	MNPS Certified
K	MLS	Y	8.33KHZ channel spacing radio equipment
L	ILS	Z	Other equipment carried (see Note 2).

Note 1. Standard equipment is considered to be VHF, RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2. If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and /or NAV/ as appropriate.

Note 3. If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.

Note 4. Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 5. Inclusion of letter R indicate that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.

SURVEILLANCE EQUIPMENT

INSERT one of the following to describe the serviceable SSR equipment carried:

SSR EQUIPMENT

N	Nil
A	Transponder-Mode A (4digits-4096 codes)
C	Transponder-Mode A (4digits-4096 codes) and mode
X	Transponder - Mode S without both aircraft identification and pressure-altitude transmission
P	Transponder-Mode S, including pressure-altitude transmission, but no aircraft identification transmission
I	Transponder - Mode S, including aircraft identification transmission, but no pressure altitude transmission
S	Transponder - Mode S, including both pressure-altitude and aircraft identification transmission.

ADS EQUIPMENT

D - ADS capability

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome,

OR, if no location indicator has been assigned,

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

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,

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.

NOTE: The term "Estimated off-block time" is defined as: the estimated time at which the aircraft will commence movement associated with departure.

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 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. Sll30),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.

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 or level, 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 to 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

*.When so prescribed by the appropriate ATS Authorities

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 the 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 intersection of parallels of latitude with meridians normally spaced at 20degrees 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 co-ordinates 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.

NOTE: Specification of last significant point of the standard departure and first significant point of the standard arrival is required for electronic data processing

Example: BEJ2V BEJ UR725 FTM UG4I VISEU W12 PAIVA PAIVA2A

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

2) SIGNIFICANT POINT (2 TO 11 CHARACTERS)

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

- Degree only (7 characters):
2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W
- Degrees and minutes (11 characters):
4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.
- Bearing and distance from a navigation aid:
The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, THEN the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles.
Make up the correct number of figures, where necessary, by insertion of zeros e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040

(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, 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 the 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, ALTERNATE AERODROME(S)

DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time, or

if no location indicator has been assigned,

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

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.

ALTERNATE AERODROME(s) (4 CHARACTERS)

INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space, or

if no location indicator has been assigned to the alternate aerodrome,

INSERT ZZZZ and SPECIFY in Item 18 the name of the aerodrome, preceded by ALTN/ -

ITEM 18: OTHER INFORMATION

INSERT 0 (zero) if no other information, or

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

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries

EXAMPLES:
EET/CAP0745 XYZ0830
EET/EINN0204

NOTE: Specification of FIR Boundary Designators and related accumulated elapsed times is required for Electronic Data Processing.

EXAMPLES:
EET/[RIVRO](#)0953
EET/[LPPC](#)0246

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

EXAMPLES:
RIF/DTA HEC KLAX

RIF/ESP G94 CLA APPH
RIF/LEMD

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

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

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

STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, aircraft not equipped with 8.33KHZ channel spacing radio equipment but which have been granted exemption from the mandatory carriage requirement, e.g. STS/HOSP, STS/ONE ENG INOP, STS/EXM833, STS/RNAVINOP

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

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

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

DAT/ Significant data related to Data Link Capability, using one or more of the letters: S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR mode S data link.

NAV/ Significant data related to navigation equipment as required by the appropriate ATS Authority, e.g. NAV/INS.

DEP/ Name of departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.

DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.

RALT/ Name of en-route alternate aerodrome(s).

CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS Authority, e.g. F0001 is the lowest aircraft address contained in the specific block administered by ICAO.

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

ITEM 19: SUPPLEMENTARY INFORMATION

ENDURANCE

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

PERSONS ON BOARD

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

EMERGENCY AND SURVIVAL EQUIPMENT

R/ (RADIO)

CROSSOUT U if UHF on frequency 243.0 MHZ is not available.

CROSS OUT V if VHF on frequency 121.5 MHZ is not available.

CROSS OUT E if the emergency location beacon - aircraft (ELBA) is not available.

S/ (SURVIVAL EQUIPMENT)

CROSS OUT all indicators if survival equipment is not carried.

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 all indicators 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 indicators D and C if no dinghies are carried, or
INSERT number of dinghies carried; and

(CAPACITY)
INSERT total capacity, in persons, of all dinghies carried; and

(COVER)
CROSS OUT indicator C if dinghies are not covered; and

(COLOUR)
INSERT colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS)
INSERT colour of the aircraft and significant markings

N/ (REMARKS)
CROSS OUT indicator 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.

1.10.1.5 Filed by
INSERT The name of unit, agency or person filing the flight plan.

1.10.1.6 Acceptance of the Flight Plan
Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

1.10.1.7 Instructions for insertion of COM data
Items to be completed

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provision in ICAO Doc. 4444 - Chapter 11 - Paragraph 11.2.1.2 unless ATS prescribes otherwise.

1.10.2	Repetitive flight plan system
---------------	--------------------------------------

1.10.2.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform with the Procedures for Air Navigation Services-Rules of the Air and ICAO DOC 4444- Chapter 16 - Paragraph 16.4 and Appendix 2; and the Regional Supplementary Procedures (DOC 7030) EUR, Part 1, Paragraph 2.1.

These procedures are applicable to flights in and overflying the Lisboa FIR; for flights concerning Santa Maria Oceanic FIR Repetitive Flight Plans are only accepted:

- i. Within Santa Maria OCA FIR and TMA.
- ii. Between Santa Maria TMA and Lisboa FIR.

Five copies of RPL listings shall be submitted, at least two weeks in advance, to the following address:

Flights concerning Lisboa FIR

Post: Centro de Control de Tráfego Aéreo
Rua C, Edifício 118
Aeroporto de Lisboa
1700 - 007 LISBOA

Phone: +351.21. 8553321

Fax: +351.21. 8553392

AFS: LPPCZBZX

Telex: 63635 ACCLCO P

One copy of RPL listing shall be submitted to CFMU (see AIC nº 20/03)

Five copies of RPL listing shall be submitted, at least two weeks in advance, to the following address:

Post: Flights concerning Santa Maria OCA FIR

Post: Direcção de Operações da Região Atlântica
Apartado 47
9580-909 VILA DO PORTO (AÇORES)

Phone: +351.296.820400

Fax: +351.296.886116

AFS: LPPOZBZX

1.10.2.2 Notification of delays, cancellations and estimates

1.10.2.2.1 Flights concerning LISBOA FIR

Notification of delays is only necessary if a specific flight is likely to encounter a delay of six hours or more in excess of the departure time stated in the flight plan.

Delay and cancellation information shall be passed to the Lisboa ATS Reporting Office for onward transmission.

1.10.2.2.2 Flights concerning SANTA MARIA OCA FIR

For flight plans wholly within Santa Maria FIR notification of delay is only necessary if a specific flight is likely to encounter a delay of six hours or more in excess of the departure time stated in the flight plan.

Delay and cancellation information shall be passed to the Santa Maria ACC.

Flights to enter or leave Santa Maria Oceanic FIR shall provide information on FIR boundary estimates and primary alternate aerodrome.

1.10.2.3 Notification of FIR boundary estimates and significant points of SID and STAR

Specification in item "O" of RPL listing form of last significant point of the SID and first significant point of the STAR is required for electronic data processing.

Specification in item "Q" of RPL listing form of FIR boundary designators and related accumulated elapsed times is required for electronic data processing.

1.10.2.4 Instructions for the completion of the Repetitive Flight Plan (RPL) listing form

1.10.2.4.1 General

List only flight plans that will operate in accordance with IFR.

It is assumed that all aircraft are operating as scheduled flights (Type of flight S in FPL format), otherwise notify in Q (Remarks).

It is assumed that all aircraft operating on RPL's are equipped with 4 096 code transponders with modes A and C. Otherwise notify in Q (Remarks).

List flight plans in alphabetical order of the location indicator of the departure aerodrome.

List flight plans for each departure aerodrome in chronological order of estimated off-block times.

Insert all clock times in 4 figures UTC.

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

Insert data on a separate line for each segment of operations with one or more stops; i.e., from any departure aerodrome to the next destination aerodrome even though call sign of flight number is the same for the multiple segments.

Clearly identify additions and deletions in accordance with Item H at 4. Subsequent listings shall list the corrected and added data, and deleted flight plans shall be omitted.

Number pages by indicating number of page and total number of pages in submission.

Use more than one line for any RPL where the space provided for Items O and Q on one line is not sufficient.

1.10.2.4.2 A flight shall be cancelled as follows:

1. Indicate a minus sign in Item H followed by all other Items of the cancelled flight;
2. Insert a subsequent entry denoted by a plus sign in Item H and the date of the last flight in Item J, with all other Items of the cancelled flight unchanged.

1.10.2.4.3 Modification to a flight shall be made as follows:

1. carry out the cancellation as indicated in [1.10.2.4.2](#); and
2. insert a third entry giving the new flight plan(s) with the appropriate Items modified as necessary, including the new validity dates in Items I and J.

NOTE: All entries related to the same flight will be inserted in succession in the order specified above.

1.10.2.4.4 Instructions for insertion of RPL data

Complete Items A to Q as indicated hereunder.

ITEM A: Operator

INSERT Name of operator.

ITEM B: ADDRESSEE(S)

INSERT Name of agency(ies) designated by States to administer RPLs for FIRs or areas of responsibility concerned with the route of flight.

ITEM C: DEPARTURE AERODROME(S)

INSERT Location indicator(s) of departure aerodrome(s).

ITEM D: DATE

INSERT on each page of submission the date (year, month, day) in a six figure group that the listing was submitted.

ITEM E: SERIAL NR.

INSERT serial number of submission (2 numerics) indicating last two digits of year, a dash, and the sequential nr. of the submission for the year indicated (start with numerical 1 each new year).

ITEM F: PAGE OF

INSERT Page number and total number of pages submitted.

ITEM G: SUPPLEMENTARY DATA AT

INSERT Name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

ITEM H: ENTRY TYPE

INSERT A minus sign (-) for each flight plan that is to be deleted from the listing.

INSERT A plus sign (+) for each initial listing and, in the case of subsequent submissions, for each flight plan not listed in the previous submission.

NOTE: No information is required under this item for any flight plan which is unchanged from the previous submission.

ITEM I: VALID FROM

INSERT First date (year, month, day) upon which the flight is scheduled to operate.

ITEM J: VALID UNTIL

INSERT Last date (year, month, day) upon which the flight is scheduled to operate as listed, or UFN if the duration is unknown.

ITEM K: DAYS OF OPERATION

INSERT Number corresponding to the day of the week in the appropriate column Monday=1 through Sunday=7.

INSERT 0 for each day of non-operation in the appropriate column.

ITEM L: AIRCRAFT IDENTIFICATION

(Item 7 of the ICAO flight plan)

INSERT Aircraft identification to be used for the flight.

ITEM M: TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

(Item 9 of the ICAO flight plan)

INSERT Appropriate ICAO designator as specified in ICAO DOC 8643 - Aircraft Type Designators.

INSERT H, M or L indicator as appropriate:

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

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

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

ITEM N: DEPARTURE AERODROME AND TIME

(Item 13 of the ICAO flight plan)

INSERT Location indicator of the departure aerodrome.

INSERT The off-block time, i.e. the estimated time that the aircraft will commence movement associated with departure.

ITEM O: ROUTE

(Item 15 of the ICAO flight plan)

(a) CRUISING SPEED

INSERT the true airspeed for the first or whole cruising portion of the flight in accordance with item 15 (a) of the ICAO flight plan.

(b) CRUISING LEVEL

INSERT the planned cruising level for the first or whole portion of the route in accordance with Item 15 (b) of the ICAO flight plan.

(c) ROUTE

INSERT the entire route in accordance with Item 15 (c) of the ICAO flight plan.

ITEM P: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME

(Item 16 of the ICAO flight plan)

INSERT location indicator of the destination aerodrome.

INSERT the total estimated elapsed time.

ITEM Q: REMARKS

INSERT Items of information as required by the appropriate ATS authority, Items normally notified in Item 18 of the ICAO flight plan and any other information pertinent to the flight of concern to ATS.

1.10.3 Changes to the submitted flight plan

Reference ICAO Doc 4444.

For changes to the Repetitive Flight Plan, refer to paragraphs [1.10.2.4.2](#) and [1.10.2.4.3](#) above.

For flight plans subject to ATFM measures, refer to [ENR 1.9](#).

Figure 1. Flight Plan Form



FLIGHT PLAN
PLANO DE VOO

PRIORITY Prioridade << ≡ FF	ADDRESSEE(S) Destinatário(s) <div style="border: 1px solid black; height: 20px; width: 100%;"></div>		
FILING TIME Hora de depósito	ORIGINATOR Expedidor <div style="border: 1px solid black; height: 20px; width: 100%;"></div>		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR Identificação específica do(s) destinatário(s) e / ou do expedidor			
AD :			
3 MESSAGE TYPE Tipo de mensagem << ≡ (FPL)	7 AIRCRAFT IDENTIFICATION Identificação da aeronave _____	8 FLIGHT RULES Regras de voo _____	TYPE OF FLIGHT Tipo de voo _____
9 NUMBER Número _____	TYPE OF AIRCRAFT Tipo de aeronave _____	WAKE TURBULENCE CATEGORY Categoria de rasto aerodinâmico _____ / _____	10 EQUIPMENT Equipamento _____ / _____
13 DEPARTURE AERODROME Aérodromo de partida _____		TIME Hora _____	
15 CRUISING SPEED Velocidade de cruzeiro _____	LEVEL Nível _____	ROUTE Rota _____	
16 DESTINATION AERODROME Aérodromo de destino _____			
TOTAL EET Duração total estimada HR _____ MIN _____		ALTN AERODROME Aérodromo alternante _____	2nd ALTN AERODROME 2º aérodromo alternante _____
18 OTHER INFORMATION Outras informações _____			
) << ≡			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Informações suplementares (não é transmitido nas mensagens de plano de voo)			
19 ENDURANCE Autonomia HR _____ MIN _____	PERSONS ON BOARD Pessoas a bordo → P / _____		EMERGENCY RADIO Radio de emergência → R / UHF [U] VHF [V] ELBA [E]
SURVIVAL EQUIPMENT / Equipamento de sobrevivência POLAR [S] / DESERT [D] MARITIME [M] JUNGLE [J]			
JACKETS / Coletes de salvação LIGHT [J] / FLUORES [F] UHF [U] VHF [V]			
DINGHIES / Barcos → D / NUMBER [] CAPACITY [] COVER [C] COLOUR []			
AIRCRAFT COLOUR AND MARKING Cór e marcas da aeronave A / _____			
REMARKS Observações N / _____			
PILOT-IN-COMMAND Piloto Comandante C / _____			
FILED BY / Depositado por : Telf.: _____ Fax: _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Espaço reservado a outras informações	
ACCEPTED BY Aceite por			