

## ENR 1.10 FLIGHT PLANNING

### 1 FLIGHT PLANS (SERA.4001 AND NETWORK OPERATIONS HANDBOOK - IFPS USERS MANUAL)

Failure to comply with the following provisions may cause serious disruption in the air traffic services and may incur great expense in carrying out unnecessary search and rescue operations.

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

A flight plan shall contain information in accordance with the flight plan form and the instructions for the completions of the flight plan form as stated in paragraph 3.

**Note:** the term *aerodrome*, when used in the flight plan, also covers sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

**Note:** the term *flight plan* is used in the following paragraphs to denote the filed flight plan and update messages.

**Note:** all information inserted into a flight plan may be used by LVNL for internal accident and incident investigation following the LVNL safety management system (Regulation (EU) 2017/373).

#### 1.1 Submission of a flight plan (SERA.4001)

##### 1.1.1 Requirements to submit a flight plan

A flight plan shall be submitted prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. any IFR flight;
3. any flight or portion thereof operating in the North Sea area Amsterdam and North Sea area V (see ENR 2.2 paragraph 3 and chart ENR 6-3.1);
4. any VFR flight operated in airspace class A, under special conditions (see ENR 1.2 paragraph 3.2).
5. any flight across the Amsterdam FIR boundary;
6. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

A flight plan can be transmitted during flight by radio if the flight plan covers only part of the flight. This does not apply to flights of which parts are executed:

- a. within the Schiphol CTR;
- b. in controlled airspace class A;
- c. in controlled airspace class B, except if the flight is carried out with a glider;
- d. in controlled airspace class C, above FL 195.

##### 1.1.2 Procedures for the submission of a flight plan (ICAO Doc 4444, Appendix 2 and Network Operations Handbook - IFPS Users Manual)

###### 1.1.2.1 Operational air traffic (OAT) / general air traffic (GAT)

An OAT route section is used to denote any portion of the route of a flight which is operating in accordance with military air traffic services procedures and which as a result does not require systematic addressing to civilian ATS units. IFPS uses the indicators *OAT* and *GAT* to indicate, in the route field of item 15, a change from *GAT* to *OAT* or vice versa.

###### 1.1.2.2 Time of submission

(ICAO) flight plans shall be submitted at least 60 minutes prior to departure, except when air traffic flow management (ATFCM) regulations are in force along the route to be flown; in that case flight plans shall be submitted to the IFPS units at least 3 hours before estimated off-block time (EOBT). A flight plan should not be submitted earlier than 5 days (120 HR) before EOBT.

**Note:** when the flight plan for a controlled flight only covers part of the flight and will be transmitted by radio during flight to the appropriate air traffic services unit, it shall be done in good time, so that this flight plan has been received at least 10 minutes before the expected time of entering the relevant control areas.

###### 1.1.2.3 Place of submission

###### 1.1.2.3.1 IFR or IFR/VFR flight plan

Holders of an air operator certificate (AOC) shall file their *GAT* IFR or IFR/VFR flight plan with IFPS using their own AFTN or SITA access point. Flight plans can also be filed via the internet using the Amsterdam Integrated Briefing system (AIB) (see GEN 3.1 paragraph 3.10.3). If those means are not available, a flight plan may be communicated to the ARO serving the aerodrome of departure (see paragraph 1.1.2.4), using a phone. AFTN or SITA shall not be used by other parties for filing flight plans, these flight plans or flight plan related messages will be rejected.

IFPS addresses IFR flight plans. In case of a IFR/VFR flight plan, IFPS addresses only the IFR part of the flight plan automatically to the ATC units concerned in the IFPS zone. In case of a *OAT*/*GAT* flight plan, IFPS addresses only the *GAT* part of the flight plan automatically to the ATC units concerned in the IFPS zone.

The message originator is always responsible for ensuring the addressing of all appropriate messages to those ATS addresses concerned with VFR or *OAT* route portions and the addressing outside the IFPS zone. For more information see the IFPS users manual, section "Re-addressing".

Extra addresses may be included in extra address line(s) in any flight plan. Each extra address line must begin with the designator "AD". The IFPS will store the extra addresses and will automatically include them in all associated messages concerning the flight. Therefore, having sent the extra addresses in the flight plan, it is not necessary to repeat them in all associated messages (CHG, DLA, etc.).

Second stage flight plans for flights departing within the Amsterdam FIR shall be sent to the IFPS.

### 1.1.2.3.2 VFR flight plan

A VFR flight plan (including second stage flight plans) shall be submitted to the ARO serving the aerodrome of departure (see paragraph 1.1.2.4). Furthermore, VFR flight plans with DEST/ZZZZ shall also be addressed to EHAAZZXX. Flight plans can be filed via the internet using the Amsterdam Integrated Briefing (AIB) system (see GEN 3.1 paragraph 3.10.3). If AIB is not available, a flight plan may be communicated to the ARO serving the aerodrome of departure using a phone. AFTN or SITA shall not be used for submission of flight plans and or flight plan related messages (except messages from other AROs). VFR flight plans will be addressed by the ARO.

The United Kingdom does not support the process for second stage flight plans. Regarding **second stage flight plans of flights departing from within the United Kingdom** filed at ARO Schiphol, ARO Schiphol is **unable** to address these flight plans to the subsequent ARO in the United Kingdom. The responsibility for ensuring that the second stage flight plans are correctly filed and addressed, and that supplementary information is kept up to date, lies with the pilot. ARO Schiphol is willing to assist pilots by fully addressing these flight plans (workload permitting) if the correct EET for FIR boundaries are inserted in item 18, however, ARO Schiphol cannot be held responsible for any failures that might occur.

### 1.1.2.3.3 Filing flight plan by telephone

If a flight plan or flight plan related message is filed by telephone, the phone number of the pilot is required. Failure to comply with this procedure may result in a rejection of the flight plan. Rejected flight plans or flight plan related messages are not sent to the ATC units concerned.

The pilot is responsible for checking with ARO Schiphol whether a flight plan or flight plan related message filed by telephone is accepted.

### 1.1.2.4 ARO service

- a. For all civil aerodromes and civil flights to uncontrolled operating sites in the Amsterdam FIR, the Amsterdam Flight Service Centre (FSC) has been designated as the responsible ARO. Contact information ARO Schiphol:  
Tel: +31 (0)20 406 2315
- b. For the military aerodromes BERGEN OP ZOOM/Woensdrecht, BREDA/Gilze-Rijen, DEN HELDER/De Kooy, EINDHOVEN/Eindhoven, LEEUWARDEN/Leeuwarden, UDEN/Volkel and military flights to uncontrolled operating sites in the Amsterdam FIR, the flight data and NOTAM office (MIL FDNO EHMC) at MILATCC Schiphol is the responsible ARO. Contact information MIL FDNO EHMC:  
Tel: +31 (0)20 406 2840  
Email: aocs.fdns@mindef.nl

### 1.1.2.5 Acceptance of flight plans filed via an electronic system

Upon filing a flight plan the following operational reply messages (ORMs) are sent to the message originator and/or aircraft operator (AO) to indicate the processing status of a message:

- a. IFPS sends ACK, MAN, and REJ messages.
- b. ARO Schiphol accepts or rejects VFR flight plans.

**Note:** if the flight plan is filed via the internet, using the Amsterdam Integrated Briefing (AIB) system, the status of the flight plan is shown in AIB.

If no ACK message is returned by IFPS or, in case of a VFR flight plan ARO Schiphol rejects the VFR flight plan, the flight plan is not sent to the concerned ATC units. This may result in significant delays.

### 1.1.2.6 Alerting service for VFR flight (SERA.10001)

Alerting service will be provided to flights for which a flight plan has been submitted. In order to facilitate provision of alerting service including search and rescue, insertion of the phone number of the pilot in the flight plan (item 19) is strongly advised.

For national VFR flights between uncontrolled aerodromes there is no requirement for submission of a flight plan (except as provided in paragraph 1.1.1). For such flights the pilot may request alerting service by submitting a flight notification (see paragraph 1.3), at the airport office of the departure aerodrome and the aerodrome of destination prior to departure.

The aerodrome of destination keeps watch over the reported flight and will initiate alerting action if the flight has not landed within 30 minutes after the estimated time of arrival.

This watch is only effective if every pilot adheres strictly to paragraph 1.4 "Changes to a flight plan" and paragraph 1.5 "Arrival report".

## 1.2 Contents and form of a flight plan (SERA.4005 and ICAO Doc 4444)

- a. ICAO flight plan forms (electronic or paper) are available at
  - an ARO;
  - the airport office of an uncontrolled aerodrome;
  - the Flight Service Centre (FSC) website (<https://www.homebriefing.nl>).

Please comply with the instructions for completing these forms.

- b. Flight plans concerning IFR flights along ATS routes need not include FIR boundary estimates. Inclusion of FIR boundary estimates is however required for off-route IFR flights.
- c. A flight plan for an international VFR flight shall include estimates for FIR boundaries.

## 1.3 Contents of a flight notification (see paragraph 1.1.2.6)

- a. Aircraft identification, type of aircraft.
- b. Departure aerodrome, expected time of departure.
- c. Destination aerodrome, expected time of arrival.
- d. Endurance.
- e. Persons on board.
- f. Pilot in command and phone number.

## 1.4 Changes to a flight plan or flight notification (SERA.4015 and Network Operations Handbook - IFPS Users Manual)

All changes to a flight plan shall be reported as soon as possible to the appropriate ATS unit, subject to the provisions below. All significant changes to a flight notification shall be reported as soon as possible to the aerodrome of destination, subject to the provisions below.

- a. In the event of a delay (see note) in departure of more than 15 minutes for IFR flights (30 minutes for VFR flights) for which a flight plan or a flight notification has been submitted, the flight plan or the flight notification shall be amended, or cancelled and resubmitted.
- b. Whenever a flight for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately. Whenever a flight for which a flight notification has been submitted, is cancelled, the aerodrome of destination shall be informed immediately.
- c. Changes to a current flight plan for a controlled flight during flight shall be reported or requested subject to the provisions in SERA.8020 (Adherence to flight plan).
- d. Certain key items within a flight plan cannot be modified by a CHG message within IFPS as they are used for message association. These non-changeable items are: ARCID, ADEP, ADES, EOBD. To change one of the above items it will be necessary to cancel the original flight plan and to refile a flight plan containing the corrected data. The replacement flight plan (RFP) procedure shall not be used for such changes; see (paragraph 1.7).
- e. To indicate a delay to a flight, a DLA or a CHG message may be used depending on the circumstances.
  - To amend the EOBT to a later time, a DLA shall be sent to IFPS. Please note that the IFPS does not accept:
    - A negative delay i.e. a new EOBT which is earlier than the existing EOBT in the flight plan. Should the EOBT of a flight need to be changed to an earlier time, that flight must be cancelled and re-filed with the earlier EOBT.
    - A new EOBT which is more than 20 hours in the future compared to existing EOBT in the flight plan.
    - A new EOBT which is in the past compared to the current IFPS system time at the moment the DLA or CHG message is processed plus 5 minutes.

The existing EOBT of the flight is the original EOBT given in the flight plan including all the subsequent updates.

- It is recommended to wait until the ACK for the CNL message has been received before sending the new flight plan.
- f. DLA or CHG messages should not be sent to IFPS to indicate a delay caused by the reception of a slot allocation message (SAM). ATS units concerned with the flight are also sent the SAM and therefore do not require the information.

**Note:** if a delay in departure (or cancellation) is not properly reported, alerting or search and rescue action may be unnecessarily initiated, when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA (NB: the current ETA is the ETA updated after departure).

## 1.5 Arrival report (Closing a flight plan, SERA.4020)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan or flight notification has been submitted, except when the arrival has been acknowledged by the local ATC unit.

After landing at an aerodrome which is not the destination aerodrome (diversionary landing) the local ATC unit or the airport office at the arrival aerodrome shall be specifically informed accordingly. When a flight notification has been submitted, the pilot is, in addition to the paragraph above, also responsible for passing the arrival report to the destination aerodrome. In the absence of a local ATC unit or an airport office at the arrival aerodrome or operating site, the pilot shall inform the responsible ARO as soon as possible.

Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome or operating site
- time of arrival

In the case of diversion insert between "destination aerodrome" and "time of arrival":

- arrival aerodrome.

## 1.6 Repetitive flight plans

LVNL and the EUROCONTROL network manager (NM) do not process repetitive flight plans (RPLs).

## 1.7 Replacement flight plans (RFP) (Network Operations Handbook - IFPS Users Manual)

When a flight plan (FPL) has been filed, and, in the pre-flight stage (i.e. within 4 hours of EOBT), an alternative routing is selected between the same aerodromes of departure and destination, the operator or pilot shall follow the present procedures ensuring that:

- a. the original flight plan is cancelled by submitting a CNL message using the DD priority indicator.
- b. the replacement flight plan<sup>1)</sup> shall contain amongst others the original identification (ACFT identification), the complete new route in item 15 of the flight plan and the indication RFP/Qn in item 18, where:
  - "RFP" signifies a replacement flight plan and;
  - "n" corresponds to the sequence number of flight plan replacement for that particular flight.

<sup>1)</sup> It is recommended to wait until the ACK for the CNL message has been received before sending the replacement flight plan.

## 2 FLIGHT PLANNING

### 2.1 Adherence to airspace utilization rules and route availability

- No flight plans shall be filed for routes deviating from the published ATS route structure, unless prior permission has been obtained from the Netherlands ATC authorities.
- No flight plans shall be filed via the Amsterdam FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for the Amsterdam FIR/UIR and any reference to them shall be made via <https://www.nm.eurocontrol.int/RAD/index.html>.

## 2.1.1 Authorisation for incidental flights

Incidental flights of a specific character such as survey flights, scientific research flights etc. May be exempted from the restriction specified in paragraph 2.1. Requests for exemptions are available at the Operational Helpdesk:

Post: LVNL  
Operational Helpdesk  
P.O. Box 75200  
1117 ZT Schiphol Airport  
Tel: +31 (0)20 406 2201 (OPR HR: 0600-1600 (0500-1500))  
Email: ops\_helpdesk@lvnl.nl  
URL: <https://en.lvnl.nl/services>

## 2.2 Airspeed restriction (SERA.6001)

IFR flights below FL 100 in airspace classes D, E, F, G and VFR flights below FL 100 in airspace classes C, D, E, F, G shall not be operated in level cruising flight at an airspeed exceeding 250 KIAS, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

## 2.3 Level assignment

### 2.3.1 Minimum flight levels

The minimum IFR flight level for:

- pressurised ACFT overflying Amsterdam FIR is MNM FL 150/160.
- flights crossing Schiphol TMA is MNM FL 100.
- flights inbound AMSTERDAM/Schiphol airport is MNM FL 070 at the Schiphol TMA boundary.

### 2.3.2 Maximum cruising levels for short-range flights

IFPS checks the compliance of the filed route as provided in the Route Availability Document (RAD). In the RAD maximum cruising levels are listed in annex 2A. The RAD is available via the website <https://www.nm.eurocontrol.int/RAD/index.html>.

Due to the upper-lower structure in the Amsterdam FIR, FL 250 is not available as cruising level to overfly the Amsterdam FIR.

## 2.4 RVSM airspace

Except for operations within the EUR RVSM transition airspace, operators of non-RVSM approved aircraft shall flight plan to operate outside the EUR RVSM airspace.

## 2.5 Flight planning buffer zone (FBZ)

For some reserved/restricted areas, a FBZ is created (see ENR 5.1). The FBZ is the associated airspace which may be applied to a reserved/restricted area defining the lateral and vertical limits for the purpose of submitting a valid IFR FPL when such areas are active or planned to be active.

For the submission of a valid flight plan (for an aircraft not engaged in an activity contained in the reserved/restricted airspace) the FBZ together with the reserved/restricted area represent the totality of airspace to be avoided for flight planning purposes. The FBZ ensures that a planned flight path does not run through, or too close to, a restricted area. Based on that information IFPS will accept or decline a proposed flight plan.

- Flight plans can be filed up to the boundary of the FBZ when active.
- The route described in Item 15, shall consider the nominal track between two points according to the great circle shortest route.
- Reserved/restricted airspace and the FBZ are notified when active as indicated in ENR 5.1.

## 3 INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

+	Requirements of the appropriate ATS authority in the Amsterdam FIR.
++	Difference from or addition to PANS-RAC-provisions.
x	When so prescribed by the appropriate ATS authority.

The expression "appropriate ATS authority" relates to the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned. The requirements of the appropriate ATS authority may differ from FIR to FIR along the route of the flight.

For more details on instructions for the completion of the flight plan form please consult ICAO Doc 4444 and the Network Operations Handbook - IFPS Users Manual.

### 3.1 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).

### 3.2 Instructions for insertion of ATS data

Complete items 7 up to and including 19 as indicated below<sup>†</sup>.

**Note:** item numbers on the form are not consecutive as they correspond to field type numbers in ATS messages.

**3.2.1 ITEM 7: aircraft identification (maximum 7 characters)**

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

- a. The 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. PHTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. KLM PHTEK);
  2. The aircraft is not equipped with radio; **and**  
Specify in item 18 the name of the operator (OPR/)\*\*; **or**
- b. 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. KLM 511, NIGERIA 213, HERBIE 25); **and**  
Specify in item 18 the registration marks of the aircraft (REG/)\*\*; **or**
- c. *For military aircraft only:*  
The mission number or other appropriate indication of the radiotelephony call sign to be used by the aircraft (e.g. M6147 for Mission 6147, REDSBLU for Redskin-Blue or RESCU17 for Rescue 17) and specify in item 18 the name of the operator (OPR/) and, if so required, the registration marking of the aircraft (REG/).

**Note:** provisions for the use of radiotelephony call signs are contained in Annex 10, volume II, chapter 5. ICAO designators for aircraft operating agencies are contained in Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

**Note:** the aircraft operator is responsible for the exact match between what is entered at item 7 and the Mode S aircraft identification (also known as Flight ID). In order to be interpreted properly, there must be no spaces between the designator letters and flight number, nor any additional/superfluous zeros preceding the flight number.

**Note:** In case the aircraft ID (Flight ID) can be entered manually, entry should be part of the start-up procedures.

**3.2.2 ITEM 8: flight rules and type of flight (1 or 2 characters)****3.2.2.1 Flight rules**

Insert one of the following letters to denote the category of flight rules with which the pilot intends to comply:

- |          |  |
|----------|--|
| <b>I</b> | if IFR   |
| <b>V</b> | if VFR   |
| <b>Y</b> | if IFR first (and specify in item 15 the point or points where a change of flight rules is planned.) |
| <b>Z</b> | if VFR first (and specify in item 15 the point or points where a change of flight rules is planned.) |

**Note:** for a partial IFR flight departing from, or arriving at, an aerodrome without ATC/AFIS, the departure/arrival will be VFR, so the flight rules shall be Z or Y respectively.

**3.2.2.2 Type of flight**

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

- |          |   |
|----------|---|
| <b>S</b> | if scheduled air service  |
| <b>N</b> | if non-scheduled air transport operation  |
| <b>G</b> | if general aviation   |
| <b>M</b> | if military or operators of customs or police aircraft  |
| <b>X</b> | if other than any of the defined categories above; <b>and</b><br>specify the category in STS/..... or RMK/..... with plain language in item 18. |

**3.2.3 ITEM 9: number and type of aircraft and wake turbulence category****3.2.3.1 Number of aircraft (1 or 2 characters)**

Insert the number of aircraft, if more than one.

**3.2.3.2 Type of aircraft (2 to 4 characters)**

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

**3.2.3.3 Wake turbulence category (1 character)**

Insert an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

- |          |   |
|----------|---|
| <b>J</b> | SUPER, to indicate an aircraft type with a maximum certified take-off mass of 560 000 KG or more;                             |
| <b>H</b> | HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 KG or more;                          |
| <b>M</b> | MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 KG but more than 7000 KG; |
| <b>L</b> | LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7000 KG or less.                             |

**3.2.4 ITEM 10: equipment and capabilities**

Capability comprise the following 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.

**3.2.4.1 ITEM 10a: 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<sup>1)</sup>, and/or  
insert one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

<b>A</b>	GBAS landing system	<b>J7</b>	CPDLC FANS 1/A SATCOM (Iridium)
<b>B</b>	LPV (APV with SBAS)	<b>K</b>	MLS
<b>C</b>	LORAN C	<b>L</b>	ILS
<b>D</b>	DME	<b>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</b>	VOR
<b>F</b>	ADF	<b>P1-P9</b>	Reserved for RCP
<b>G</b>	GNSS <sup>2)</sup>	<b>R</b>	PBN approved <sup>4)</sup>
<b>H</b>	HF RTF	<b>T</b>	TACAN
<b>I</b>	Inertial navigation	<b>U</b>	UHF RTF
<b>J1</b>	CPDLC ATN VDL Mode 2 <sup>3)</sup>	<b>V</b>	VHF RTF
<b>J2</b>	CPDLC FANS 1/A HF DL	<b>W</b>	RVSM approved <sup>5)</sup>
<b>J3</b>	CPDLC FANS 1/A VDL Mode 4A	<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 <sup>5)</sup>
<b>J6</b>	CPDLC FANS 1/A SATCOM (MTSAT)		

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 authorities. Additional requirements<sup>+</sup> for IFR flights within the Amsterdam FIR are DME and (in airspace class A, B, and C) VHF with 8.33 kHz channel spacing capability (see GEN 1.5).
- 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 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 COM/, NAV/, and/or DAT/ as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter Z in item 10a, and then by inserting the appropriate descriptors in item 18 as follows:
  - a. EXM833 following COM/;
  - b. RNAVX following NAV/; and/or
  - c. CPDLCX following DAT/.

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

**3.2.4.2 ITEM 10b: surveillance equipment and capabilities**

Insert:

**N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, **or**  
one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board (for transponder requirements within the Amsterdam FIR, see GEN 1.5):

**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**

- 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

Any alphanumeric characters not indicated above are reserved.

An example of a correctly filled out item 10: ADE3RV/HB2U2V2G1

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

**3.2.5 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.

**Note:** the term "estimated off-block time" is defined as: the estimated time at which the aircraft will commence movement associated with departure.\*\*

**3.2.6 ITEM 15: route**

Insert the first cruising speed as in paragraph 3.2.6.1 and the first cruising level as in paragraph 3.2.6.2, without a space between them. Then, following the arrow, insert the route description as in paragraph 3.2.6.3.

**3.2.6.1 Cruising speed (maximum 5 characters)**

Insert the *true air speed* for the first or the whole cruising portion of the flight, in terms of:

- *knots*, expressed as N followed by 4 figures (e.g. N0485)<sup>+</sup>; **or**
- *kilometres per hour*, expressed as K followed by 4 figures (e.g. K0830)<sup>x</sup>; **or**
- *Mach number* to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082)<sup>x</sup>.

**3.2.6.2 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)<sup>+</sup>; **or**
- *standard metric level in tens of metres*, expressed as S followed by 4 figures (e.g. S1130)<sup>x</sup>; **or**
- *altitude in hundreds of feet*, expressed as A followed by 3 figures (e.g. A045; A100)<sup>+</sup>; **or**
- *altitude in tens of metres*, expressed as M followed by 4 figures (e.g. M0840)<sup>x</sup>; **or**
- for uncontrolled VFR flights, *the letters VFR*.

**Note:** the ATS authority in the Amsterdam FIR requires that above Transition Level (TL), cruising level should be indicated in flight levels (e.g. F330) and below TL in hundreds of feet (e.g. A045).

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

Controlled IFR flights by civil aircraft within the Amsterdam FIR shall be planned along published ATS routes or DCTs as published in annex 3B (DCT limits) of the EUROCONTROL route availability document (RAD), or in accordance with FRA when in Maastricht UAC airspace. SID/STAR information shall not be included in the filed route of a flight plan. Exemption may be granted for incidental flights which cannot adhere to the route structure due to the nature of the flight (e.g. certification flights, survey flights); for details see paragraph 2.1.

**3.2.6.3.1 RVSM airspace**

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

1. The entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
2. The exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

**3.2.6.3.2 Flights along designated ATS routes**

- Insert if the departure aerodrome is located on, or connected to the ATS route, the significant point at the end of the standard instrument departure (SID); **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 (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 co-ordinates.
- If a standard arrival route (STAR) is prescribed for the aerodrome of destination, the last point of the route shall be the first point of a STAR. If no STAR is prescribed, DCT may also be used.

Controlled IFR flights by civil aircraft within the Amsterdam FIR shall be planned along published ATS routes. Exemption may be granted for incidental flights which cannot adhere to the route structure due to the nature of the flight (e.g. certification flights, survey flights) (for particulars see paragraph 1 and 2)\*.

### 3.2.6.3.3 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 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 paragraphs 3.2.6.3.3.1 up to and including 3.2.6.3.3.5 below and separate each sub-item by a space.

#### 3.2.6.3.3.1 ATS route (2 to 7 characters)

The *coded designator* assigned to the route or route segment.

**Note:** provisions for the application of route designators are contained in Annex 1, 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).

#### 3.2.6.3.3.2 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 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.

#### 3.2.6.3.3.3 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 paragraph 3.2.6.3.3.2 above, followed by an *oblique stroke* and *both the cruising speed and the cruising level*, expressed exactly as in paragraphs 3.2.6.1 and 3.2.6.2 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

#### 3.2.6.3.3.4 Change of flight rules (maximum 3 characters)

The *point* at which the change of flight rules is planned, expressed exactly as in paragraph 3.2.6.3.3.2 or 3.2.6.3.3.3 above as appropriate, followed by a *space* and *one of the following*:

**VFR** if from IFR to VFR  
**IFR** if from VFR to IFR

LN VFR  
LN/N0284A050 IFR



### 3.2.6.3.3.5 Change of air traffic rules

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

**Note:** the significant point must be published in AIP Netherlands.

<b>Examples:</b>	N0400F280.....NTM OAT TB6.....	This example shows a change from GAT to OAT at the point NTM.
	N0400F280 ..... NTM/N0300F250 OAT TB6 .....	This example shows the same change as the previous example but together with a change of speed and flight level. IFPS always assumes that all flight plans begin GAT, unless it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.
	N0460F370 MC1 ..... TB6 NTM GAT UR110 DIK UA242.....	In this example IFPS, having found a change to GAT indicated at NTM, will assume that everything prior to NTM was OAT and therefore will only begin route extraction and therefore addressing from NTM onwards.

### 3.2.6.3.3.6 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 paragraph 3.2.6.3.3.2 above, followed by an oblique stroke;
- then the speed to be maintained during cruise climb, expressed exactly as in paragraph 3.2.6.1 above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in paragraph 3.2.6.2 above, or the level above which cruise climb is planned, followed by the letters PLUS, without a space between them.

<b>Examples:</b>	C/48N050W/M082F290F350 C/48N050W/M082F290PLUS C/52N050W/M220F580F620
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### 3.2.6.3.3.7 Special activities

A STAY indicator can be used to indicate the time spent in an area (STAY area) by a flight doing special activities (training, air-air refuelling, photographic missions etc.). A STAY indicator shall be inserted between the point of entry in the STAY area and the point of exit from the STAY area. The entry point in the STAY area and the exit point from the STAY area can be the same.

A sequence number is compulsory and shall be indicated even in case of one single STAY area in a flight. To indicate several STAY areas on the route of a flight, the sequence number (from 1 to 9) shall be incremented and attached to the STAY indicator corresponding to each area.

The time spent in the STAY area shall be indicated in hours and minutes. To indicate the reason for STAY, a free text STAYINFO indicator shall be inserted in item 18 of the flight plan.

Constraints:

- a STAY indicator can only be used for en-route special activities.
- a STAY indicator can only be used for flights that are completely within the IFPS Zone.

<b>Examples:</b>	SHA STAY1/0030 SHA MCT STAY1/0100 POL MCT STAY1/0030 MCT TNT STAY1/0030 TNT UP6 MCT STAY2/0030 MCT
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## 3.2.7 ITEM 16: destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)

### 3.2.7.1 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.

**Note:** the term "total estimated elapsed time" is defined as:<sup>++</sup>

1. For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome.
2. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.

### 3.2.7.2 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/.

## 3.2.8 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 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:

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

- Other reasons for special handling by ATS shall be denoted under the designator RMK/.
- Several indicators may be used behind the hyphen, separated with a space.

**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**

<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
<b>D1</b>	RNAV 1 all permitted sensors
<b>D2</b>	RNAV 1 GNSS
<b>D3</b>	RNAV 1 DME/DME
<b>D4</b>	RNAV 1 DME/DME/IRU

**RNP SPECIFICATIONS**

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

- Combinations of alphanumeric characters not indicated above are reserved.
- The descriptors are inserted without a space.

**EUR/** Special treatment by IFPS, see IFPS User's Manual.

**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 paragraph 3.2.4.1 and the IFPS User Manual.

**COM/** Indicate communications applications or capabilities not specified in item 10a. If appropriate, insert EXM833 as detailed in paragraph 3.2.4.1 and the IFPS User Manual.

**DAT/** Indicate data applications or capabilities not specified in item 10a. If appropriate, insert CPDLCX, as detailed in paragraph 3.2.4.1 and the IFPS User Manual.

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

<b>DEP/</b>	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: <ul style="list-style-type: none"> <li>• <b>Latitude and longitude:</b> use 4 figures to describe latitude in degrees and tens and units of minutes followed by N (North) or S (South), followed by 5 figures to describe 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); <b>or</b></li> <li>• <b>Bearing and distance:</b> 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; <b>or</b></li> <li>• 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.</li> </ul>
<b>DEST/</b>	Name and location of destination aerodrome, if ZZZZ is inserted in item 16. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.
<b>DOF/</b>	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). For flights in the Amsterdam FIR the date shall always be included.
<b>REG/</b>	The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in item 7.
<b>EET/</b>	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 (for flights to/from Amsterdam FIR, see ENR 3). Examples: <ul style="list-style-type: none"> <li>• EET/CAP0745 XYZ0830</li> <li>• EET/EINN0204</li> </ul>
<b>SEL/</b>	SELCAL code, for aircraft so equipped.
<b>TYP/</b>	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
<b>CODE/</b>	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.
<b>RVR/</b>	The minimum RVR requirement of the flight. <b>Note:</b> This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.
<b>DLE/</b>	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
<b>OPR/</b>	ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.
<b>ORGN/</b>	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. <b>Note:</b> In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.
<b>PER/</b>	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.
<b>ALTN/</b>	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.
<b>RALT/</b>	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.
<b>TALT/</b>	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.
<b>RIF/</b>	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 re-clearance in flight. Examples: <ul style="list-style-type: none"> <li>• RIF/DTA HEC KLAX</li> <li>• RIF/ESP G94 CLA YPPH</li> </ul>
<b>RMK/</b>	Any other plain language remarks when required by the appropriate ATS authority or deemed necessary. <b>Note:</b> Only after coordinating with the LVNL Operational Helpdesk may RMK/RTECOORATC be placed in item 18. RMK/RTECOORATC shall never be used in conjunction with RMK/IFPSRA. If coordination has not taken place, the flight plan will not be accepted. See <a href="https://en.lvnl.nl/services">https://en.lvnl.nl/services</a> for details.
<b>STAYIN- FOn/</b>	Specifies the special activity to be executed in the STAY area (inserted in item 15, as detailed in paragraph 3.2.6.3.3.7). The sequence number (n) attached to the STAYINFO indicator shall be the same as the one attached to the corresponding STAY indicator. Example: <ul style="list-style-type: none"> <li>• STAYINFO/CALIBRATION OF SHA VOR</li> </ul>

**RFP/** Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

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

**Note:** It is possible to remove one or more details in item 18 by sending a CHG message. The CHG message shall contain the complete item 18, including the intended change.

### 3.2.9 ITEM 19: supplementary information

#### 3.2.9.1 Endurance

**After E/**

- insert a 4-figure group giving the fuel endurance in hours and minutes.

#### 3.2.9.2 Persons on board

**After P/**

- insert the total number of persons (passengers and crew) on board; **or**
- insert TBN (to be notified) if the total number of persons is not known at the time of filing.

**Note:** when TBN is inserted, the total number of persons shall be filed before take-off<sup>+</sup>.

#### 3.2.9.3 Emergency and survival equipment

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

**R/ (Radio)**<sup>1)</sup>

- *cross out* U if UHF on frequency 243.000 MHz is not available.
- *cross out* V if VHF on frequency 121.500 MHz is not available.
- *cross out* E if emergency locator transmitter (ELT) 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)  
(Capacity)  
(Cover)  
(Colour)**

- *cross out* indicators D and C if no dinghies are carried; **or**
- *insert* number of dinghies carried; **and**
- *insert* total capacity, in persons, of all dinghies carried; **and**
- *cross out* indicator C if dinghies are not covered; **and**
- *insert* colour of dinghies if carried.

**A/ (Aircraft colour and markings)**

- *insert* colour of 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 and phone number of pilot-in-command.<sup>2)</sup>

<sup>1)</sup> Additional to, and independent of, on-board radio equipment.

<sup>2)</sup> Insertion of the phone number of the pilot-in-command is strongly recommended to facilitate provision of alerting service (including search and rescue).

**Note:** It is possible to remove one or more details in item 19 by sending a CHG message. The CHG message shall contain the complete item 19 as it was stored in IFPS, including the intended change.

#### 3.2.10 Filed by

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

4 FLIGHT PLAN

**FLIGHT PLAN**

PRIORITY <<<≡FF→	ADDRESSEE(S) _____ _____ _____ _____ <<<≡		
FILING TIME _____ →	ORIGINATOR _____ <<<≡		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____ _____ _____ _____ _____ <<<≡			
3 MESSAGE TYPE <<<≡(FPL	7 AIRCRAFT IDENTIFICATION _____	8 FLIGHT RULES _____	TYPE OF FLIGHT _____ <<<≡
9 NUMBER _____	TYPE OF AIRCRAFT _____	WAKE TURBULENCE CAT. / _____	10 EQUIPMENT _____ / _____ <<<≡
13 DEPARTURE AERODROME _____		TIME _____ <<<≡	
15 CRUISING SPEED _____	LEVEL _____	ROUTE _____ _____ _____ _____ _____ <<<≡	
16 DESTINATION AERODROME _____		TOTAL EET HR. MIN _____	ALTN AERODROME _____ →
18 OTHER INFORMATION _____ _____ _____ _____ <<<≡		2ND. ALTN AERODROME _____ <<<≡	
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR. MIN E / _____	PERSONS ON BOARD → P / _____		EMERGENCY RADIO → R / UHF [U] VHF [V] ELBA [E]
SURVIVAL EQUIPMENT → S / POLAR [P] DESERT [D] MARITIME [M] JUNGLE [J]		JACKETS → J / LIGHT [L] FLUORES [F] UHF [U] VHF [V]	
DINGHIES NUMBER [D] / _____	CAPACITY _____	COVER → C / _____	COLOUR _____ <<<≡
AIRCRAFT COLOUR AND MARKINGS _____			
A / REMARKS → N / _____ <<<≡			
C / PILOT-IN-COMMAND _____ ) <<<≡			
FILED BY Name of Unit, Agency or person and signature if appropriate _____ _____	Signature of ATS-officer: _____ Time: _____	ATS-computer input. Initials: _____ Time: _____	AFTN transmission. Initials: _____ Time: _____

