ENR 1.10 FLIGHT PLANNING

1.10.1 Procedures for the submission of a flight plan

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. The term 'flight plan' is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome. At aerodromes that are not manned by Zambia Airport Corporation Limited (ZACL) the flight plan should be filled with the Reporting Officer, if established or with some other responsible person. In this way the general intentions regarding the flight will be known, or will ultimately become available to Air Traffic Services and could be used as a basis for any search operations that might become necessary.

1.10.1.1 A pilot must file a flight plan:

a. If he/she intends to fly in controlled airspace either under IFR or at night.

b. If he/she intends to fly an aircraft operating as a public transport under VFR or IFR

c. If he/she intends to make an international flight.

d. If she/he intends to take off from ZACL manned aerodrome except for a flight to a local flying area within 25 NM of the aerodrome.

NOTE: The Air Traffic Service Unit (ATSU) may, at their discretion, exempt the commander/pilot of an aircraft from the requirements of this paragraph in respect of an intended flight which is to be made in a local flying area within a radius of 25NM and in which the aircraft will return to the aerodrome of departure without making a landing.

1.10.1.2 How to file a flight plan

a. Flights from aerodromes on the Aeronautical Message Handling System (AMHS)

b. The pilot should complete and sign the flight plan form and submit it to the ATSU at the aerodrome (by local arrangement at larger aerodromes the operators' representative may file the flight plan on behalf of the pilot)

NOTE: A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating any flight within the Lusaka FIR.

1.10.1.3 Lead times for filing flight plans

Except for repetitive flight plans, flight plans shall be filed 120 hours, or five days at the earliest ,but no later than 30 minutes for domestic flights and 60 minutes for international flights prior to the estimated off block time (EOBT).

1.10.1.4 Place of submission

a. Flight plans shall be submitted at the Aerodrome Reporting Office (ARO) at the departure aerodrome.

b. In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone or teletype to the nearest ARO as listed below:

KENNETH KAUNDA INTL	
	260-211-271048
	+260974204867 / +260950708010
SIMON MWANSA KAPWEPWE INTL AIRPORT	260-212-611193/94
	260-965860496
HARRY MWAANGA NKUMBULA INTL AIRPORT	260-213-321153
	+260 965 860494
MFUWE INTL AIRPORT	260-216-245083/245006/245027/245029

For flights from aerodromes with no air traffic control, or aerodrome flight information service, flight plans may be submitted after take off to Lusaka Area Control Centre or to the appropriate (AFIS) station for relay.

1.10.1.5 Acceptance of a flight plan.

The first ATSU receiving a flight plan or change thereto shall:

a. Check it for compliance with the format and data

b. Check it for completeness and to the extent possible for accuracy

c. Take action if necessary to make it acceptable to Air Traffic Services, and change thereto, to the originator.

NOTE: For aircraft required to pay air navigation fees, landing fees and/ or passenger service charges direct to ZACL won't have their flight plans accepted until they show proof of payment of the navigation fees.

1.10.1.6 Types of flight plan

1.10.1.7 Filled Flight Plan

An individual flight plan shall be filed for each flight with ATS/ARO unit by the pilot /or designated representative without subsequent changes. Therefore, filing of a flight plan is mandatory and shall be filed for an intended flight or portion of flight.

1.10.1.8 Repetitive flight plan

For several IFR flights planned by the same aircraft operator using the same type of aircraft, a repetitive flight plan may be provided that these flights are planned to be conducted regularly in the same manner and at least once a week. RPL lists relating to flights in and to flights overflying the Lusaka FIR shall be submitted at least two weeks in advance, in duplicate, to the following address:

Briefing Officer
Kenneth Kaunda International Airport
P.O. Box 30175
Lusaka 10101
Zambia
Phone: +260-211-271048
Fax: +260-211-271469
Mobile: +260967980779/0974204867
Email: ais.lusaka@zacl.aero

RPL lists shall be replaced entirely by new lists prior to the introduction of the summer and winter schedules.

1.10.1.9 Incidental changes and cancellations of RPL

Incidental changes to and cancellations of RPL relating to departures from Lusaka FIR shall be notified as early as possible and not later than 30 minutes before departure to the Briefing Office. Tel.: 260-211-271091 Lusaka. Incidental changes to and cancellations of RPL relating to departures from aerodromes outside the Lusaka FIR shall be notified as early as possible and not later than 60 minutes before departure to the ARO serving the departure aerodrome.

1.10.1.10 Delay

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

NOTE: Failure to comply with the procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned

1.10.1.11 VFR flight plan for alerting service only.

An alerting service is, in principle, provided to a flight for which a flight plan has been submitted.

1.10.1.12 Contents and form of a flight plan

The ICAO flight plan form or ZACL/ATS FORM 1 flight plan form will be used

1.10.1.12.1 Item 3 Message type designator

For a flight plan," FPL" shall be inserted. This message type designator has already been included in the ZACL/ATS FORM 1 flight plan form.

1.10.1.12.2 Item 7 Aircraft identification

a. The aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols in case of more than one aircraft, the registration mark of the formation leader shall be inserted: the registration marks of all the aircraft of the formation shall be inserted in item 18, separated by a space and preceded by “REG/”.

b. If a formation radio call signs are used, the call sign of the formation leader shall be inserted starting with the formation leader, in Item 18, preceded by “RMK/”, together with the indicator “FFLT” (). The call signs shall be separated by a space; the indicator “FFLTEND” shall be inserted after the last call sign.

1.10.1.12.3 Item 8 Flight rules and type of flight.

One or two characters may be used to indicate flight rules and type of flight.

a. One of the following letters shall be used to denote the category of flight rules
I for flight conducted entirely under IFR
V for flight conducted entirely under VFR
Y for flights planning a change of flight rules if IFR is first
Z for flights planning a change of flight rules if VFR is first
Further details of regarding the change of flight rules shall be indicated in Item 15 (route).
NOTE: VFR flights at night shall be marked by the entry “VFR NIGHT” preceded by “RMK/” in item 18.

b. One of the following letters shall be used to denote the type of flight.
S Scheduled air transport
N Non – scheduled air transport
G General aviation
M Military
X Other flights
If the letter X is used, further details concerning the planned flight shall be indicated in Item 18 of the flight plan, preceded by “RMK/”.

c. For state aircraft intending to perform flights within RVSM airspace (FL 290 and above), the letter “M” shall be inserted to indicate the type of flight.
NOTE: State aircraft: any aircraft used for military, customs or police.

1.10.1.12.4 Item 9: Number and type of aircraft and wake turbulence category.

a. The number of aircraft, if more than one, shall be inserted using one or two characters.

b. The appropriate designator as specified by ICAO shall be inserted to indicate the type of aircraft in accordance with ICAO Doc 8643.

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

A GBAS landing system
B LPV (APV with SBAS)
C LORAN C
D DME
E1 FMC WPR ACARS
E2 D-FIS ACARS
E3 PDC ACARS
F ADF
G GNSS *(See Note 2)*
H HF RTF
I Inertial Navigation
J1 CPDLC ATN VDL Mode 2 *(See Note 3)*
J2 CPDLC FANS 1/A HFDL
J3 CPDLC FANS 1/A VDL Mode 4
J4 CPDLC FANS 1/A VDL Mode
J5 CPDLC FANS 1/A SATCOM(INMARSAT)
J6 CPDLC FANS 1/A SATCOM (MTSAT)
J7 CPDLC FANS 1/A SATCOM (Iridium)>
K MLS
L ILS
M1 ATC RTF SATCOM (INMARSAT)
M2 ATC RTF (MTSAT)
M3 ATC RTF (Iridium)
O VOR
P1–P9 Reserved for RCP
R PBN approved *(see Note 4)*
T TACAN
U UHF RTF
V VHF RTF
W RVSM approved2 X MNPS approved
Y VHF with 8.33 kHz channel spacing capability
Z Other equipment carried or other capabilities *(see Note 5)*

Any alphanumeric characters not indicated above are reserved.

NOTE 1: If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.
NOTE 2:. If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.
NOTE 3: See RTCA/EUROCAE Interoperability Requirements Standard for ATN Baseline 1 (ATN B1INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
NOTE 4: If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).
NOTE 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

c. If no such designator has been assigned, “ZZZZ” shall be inserted and the type shall specified in Item 18 preceded by “TYP/”.

d. In case of a flight performed with different aircraft types “ZZZZ” shall be inserted. The types of all the formation shall be inserted in Item 18, preceded by “TYP/”.

1.10.1.12.5 Item 10: Equipment and capabilities

Item 10a (Radio communication, navigation and approach aid equipment and capabilities):
INSERT one letter as follows: a maximum of 64 characters may be used.
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),
NOTE 6: Information on navigation capability is provided to ATC for clearance and routing purposes. The following provisions are applicable to:

Item 10b (Surveillance equipment and capabilities):
INSERT N if no surveillance equipment for the route to be flown is carried or the equipment is unserviceable,
OR
INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:
SSR Modes A and C
A Transponder — Mode A (4 digits — 4 096 codes)
C Transponder — Mode A (4 digits — 4 096 codes) and Mode C
SSR Mode S
E Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P Transponder — Mode S, including pressure-altitude, but no aircraft identification capability
S Transponder — Mode S, including both pressure altitude and aircraft identification capability
X Transponder — Mode S with neither aircraft identification nor pressure-altitude capability
Note. — Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.
ADS-B
B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability
U1 ADS-B “out” capability using UAT
U2 ADS-B “out” and “in” capability using UAT
V1 ADS-B “out” capability using VDL Mode 4
V2 ADS-B “out” and “in” capability using VDL Mode 4
ADS-C
D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities
Alphanumeric characters not indicated above are reserved.
Example: ADE3RV/HB2U2V2G1
NOTE: Additional surveillance application should be listed in Item 18 following the indicator SUR/.

1.10.1.12.6 Item 13– Departure aerodrome and estimated off- block time

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

b. if no location indicator has been assigned, *INSERT* ZZZZ and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by DEP/,

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

d. 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/.

e. *THEN, WITHOUT A SPACE, INSERT* for a flight plan submitted before departure, the estimated off-block time (EOBT),

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

1.10.1.12.7 Item 15c Route

(Including changes of speed, level and/or flight rules) – an editorial change has been made to clarify that it is possible to indicate, at a single point, where it is planned that a change of speed or level or both is planned to commence, or a change of ATS route and/or a change of flight rules.
NOTE: The provision has been expanded to include the possibility of describing a significant point in the route as a bearing or distance from a “reference point”, rather than only from a navigational aid, as follows:

Bearing and distance from a reference point:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR “LV” should be expressed as LV180040.

1.10.1.12.8 Item 16 Destination alternate aerodrome and total estimated elapsed time

a. INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators, If no location indicator has been assigned, INSERT ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/ .

THEN WITHOUT A SPACE INSERT the total estimated elapsed time

NOTE: For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

Destination alternate aerodrome

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

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

1.10.1.12.9 Item 18 – Other Information:

Any supplementary data with regard to Items 7 to or any other information that may become necessary shall be indicated using the following indicators in the sequence shown below: The digit “0” shall be inserted if no other information is contained in Item 18 of the flight plan form.
STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:
ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate
ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.
Other reasons for special handling by ATS shall be denoted under the designator RMK/.
PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.
NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g.
NAV/GBAS SBAS.
COM/ Indicate communications applications or capabilities not specified in Item 10a.
DAT/ Indicate data applications or capabilities not specified in 10a.
SUR/ Include surveillance applications or capabilities not specified in Item 10b.
DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:
With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).
OR, Bearing and distance from the nearest significant point, as follows: The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “VLS” should be expressed as **VLS180040**.
OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.
DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant

Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.
DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).
REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.
EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.
Examples: EET/VLS0745 RETAR0830
EET/GADBA0204
SEL/ SELCAL Code, for aircraft so equipped.
TYP/ Type(s) of aircraft preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.
Example: TYP/2M21 5F6 3B2
CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.
RVR/ The minimum RVR requirement of the flight.

Note. — This provision is detailed in the Africa-Indian Ocean Regional Supplementary Procedures *(AFI SUPPs, Doc 7030), Chapter 2.*

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).
Example: DLE/VLS0030
OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.
ORGN/ The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.
NOTE: In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.
ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
RIF/ The route details to the revised destination aerodrome, following by the ICAO four letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight.
Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH
RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.
RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

Note. — This provision is detailed in the Africa-Indian Ocean Regional Supplementary Procedures *(AFI SUPPs, Doc 7030), Chapter 2*

a. *ICAO flight plan forms are available at AROs at uncontrolled aerodromes. The instructions for completing those forms shall be followed.*

b. *When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.*

1.10.1.13 Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the appropriate ATC authorities.

1.10.1.14 Authorization for special flights

Flights of a specific character, such as survey fights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to the Director General of Civil Aviation Authority

1.10.1.15 ATS/AFTN messages

For a flight operated on a RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will be transmitted to ATS units concerned.

1.10.2 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old flight plan has been cancelled.

NOTE 1: if a delay in departure of a controlled flight is not reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.
NOTE 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not 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.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2 (Adherence to flight plan). Significant changes to a flight planned for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

1.10.2.1 Arrival report (closing a flight plan)

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 has been submitted except when the arrival has been acknowledged by the local ATS units. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.
Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival

In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival". Aircraft which do not carry the necessary frequencies to make a before landing call to ACC or AFIS station MUST file NIL search and Rescue required in field type 18 of the flight plan.

1.10.2.2 AFTN/ATS Messages Examples

1.10.2.3 Flight plan message

(FPL-ATA005-ZX
-05ZZZZ/M – ZGE3J4M2SRY/HB2U2V2G1
-ZZZZ1200
-N0400F095 DCT OVALA/N0400F120IFR UZ18 NEVEN UQ8 EGSIL
-FAPE0100 FAEL FAGG
-STS/AFTMX MARSA FLTCK PBN/A1C3L1 NAV/GBAS SBAS DAT/NO SPECIFIC DESIGNATORS
SUR/ADDITIONAL INFO DEP/CREWROOM 4620S07805E DOF/121115 TYP/2F15 3 F5
DLE/NEVEN0130 ORGN/EBBDZMP PER/A TALTN/FALA RMK/SARNML PRESSURISATION
PROBLEM ABOVE F120

1.10.2.4 MODIFICATION (CHG) MESSAGES

Composition
(3 –Message Type, number and reference data – 7 ACFT ID and SSR Mode and Code
- 13 Departure aerodrome and time
-16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- 18 other Information
- 22 Amendment)

1.10.2.5 Flight plan cancellation messages

Composition
(3 –Message Type, number and reference data – 7 ACFT ID and SSR Mode and Code
- 13 Departure aerodrome and time
-16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- 18 other Information
Rules:
Fields 13a, 13b and 18 are MANDATORY.
Example : (CNL-ATA005-ZZZZ1200-FAPE-DOF/121115)
(CNL-ATA005-ZZZZ1200-FAPE-0)

1.10.2.5.1 Delay (DLA) Messages

Composition
(3-Message type, number and reference data -7ACFT ID and SSR Mode and Code
-13Departure aerodrome and new EOBT time
-16Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
-18Other information)
Rules :
Fields 13a, 13b and 18 are MANDATORY.
A FPL can be delayed via a CHG or a DLA message (see CHG message above). DOF/ shall be used for associating the messages to the correct FPL.
Example: (DLA-ATA005-ZZZZ1300-FAPE-DOF/121115)
(DLA-ATA005-ZZZZ1300-FAPE-0)

1.10.2.5.2 Departure (DEP) Messages

Composition
(3-Message type, number and reference data -7 ACFT ID and SSR Mode and Code
-13Departure aerodrome ATD
-16Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
-18Other information)
Rules:
Fields 13a, 13b and 18 are MANDATORY.
Example: (DEP-ATA005-ZZZZ1305-FAPE-DOF/121115)
(DEP-ATA005-ZZZZ1305-FAPE-0

1.10.2.5.3 Arrival (ARR) Messages

Composition :
(3-Message type, number and reference data -7ACFT ID and SSR Mode and Code
-13Departure aerodrome and time
- 16Arrival aerodrome and time)
Example: (ARR-ATA005-ZZZZ1305-FAPE1410
(ARR-ATA005-ZZZZ1305-FAPE-FAGG1447)
*In case of diversion
Request FPL (RQP) Messages
Composition:
(3 –Message Type, number and reference data – 7 ACFT ID and SSR Mode and Code
- 13 Departure aerodrome and time
-16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- 18 other Information)
Rules:
Fields 13a, 13b and 18 are MANDATORY, insert EOBT if known. Should you need to request a FPL that has taken place the previous day, e.g. from Europe arriving on the next day; the actual date of departure is DOF is used of the previous day.
Example: (RQP-ATA005-ZZZZ1300-FAPE-DOF/121115)
(RQP-ATA005-ZZZZ1300-FAPE-0)
(RQP-ATA005-ZZZZ-FAPE-DOF/121115)
(RQP-ATA005-ZZZZ-FAPE-0)
Request supplementary flight plan (RQS) Messages
Composition
(3 –Message Type, number and reference data – 7 ACFT ID and SSR Mode and Code

- 13 Departure aerodrome and time(last EOBT)
-16 Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- 18 other Information)
Rules: Fields 13a, 13b and 18 are MANDATORY
Example: (RQS-ATA005-ZZZZ1300-FAPE-DOF/121115)
(RQS-ATA005-ZZZZ1300-FAPE-0)