FLIGHT PLANNING

A list of the applicable rules can be consulted in section GEN 1.6. In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule will prevail over the content of the AIP. The content of this AIP section does not fulfill the quality requirements.

RESTRICTIONS RELATED TO FLIGHT PLAN

The State aircraft with origin/destination Gibraltar AD are not allowed to include any aerodrome located in Spanish territory as alternative aerodrome in the flight plan.

Compliance with Schengen agreement (see GEN 1.3) does not exempt one from submitting a flight plan when crossing international borders.

INTEGRATED INITIAL FLIGHT PLAN PROCESSING SYSTEM (IFPS)

The Integrated Initial Flight Plan Processing System (IFPS) is a centralized service provided by the Network Manager (NM) through its Operations centre (NMOC), and designed to rationalize the reception, initial processing and distribution of data for flight plans under instrument rules (IFR) within the ICAO EUR Region known as IFPS Zone (IFPZ), of which Spain forms part.

Information on the Network Manager (NM), the procedures relating to flight plan management and the associated messaging (IFPS User Manual) and on traffic management (ATFCM User Manual), and other documents of interest can be obtained from the following electronic addresses:

https://www.eurocontrol.int/system/integrated-initial-flight-plan-processing-system

https://www.eurocontrol.int/network-operations#library

In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule (see GEN 1.6) and NM procedures will prevail over the content of the AIP. The content of this AIP section does not fulfill the quality requirements.

Traffic affected by the IFPS	
The flight plans and associated messages to be submitted to the IFPS are those that:	
Operate within the IFPZ as IFR/GAT either wholly or partly (mixed IFR/VFR or entering/exiting the IFPZ).	
Operate within the iOAT airspace as IFR/iOAT either wholly or partly (mixed GAT/iOAT).	
The traffic not affected by the IFPS is called VFR and OAT:	
VFR	Flights accomplished according to visual flight rules.
OAT	Operational Air Traffic includes military air traffic operating according to the Reglamento de Circulación Aérea Operativa, SERA and RD 552/14.

IFPS processes the IFR and GAT part of mixed IFR/VFR and GAT/OAT flights (or vice versa). This circumstance must be highlighted in item 15 of the flight plan form.

REQUIREMENTS FOR THE SUBMISSION OF THE FLIGHT PLAN

Information relative to an intended flight or a part 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.

A flight plan shall be submitted prior to operating:

1. Any flight or in part thereof to be provided with air traffic control service;

2. Any IFR flight within advisory airspace;
3. Any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;
4. Any flight within or into areas or along routes designated by the competent authority, to provide coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
5. any flight across international borders, unless otherwise stated by the concerned States;
6. Any flight planned to operate at night, if leaving the vicinity of an aerodrome.

A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

- The intended point of entry into a control area or advisory area; Or
- The point of crossing an airway or advisory route.

ADHERENCE TO THE ROUTE AVAILABILITY DOCUMENT (RAD):

No flight plan shall be filed via the airspace of any Spanish ACC/UAC deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability for all Spanish ACC/UAC and any reference to it shall be made via:

https://www.nm.eurocontrol.int/RAD/index.html.

MANDATORY SUBMISSION OF FLIGHT PLAN ZONES (FPMZ)

In accordance with the Resolución of 22 December 2020, by the Agencia Estatal de Seguridad Aérea, for the determination of Mandatory Submission of Flight Plan Zones (FPMZ), in accordance with Real Decreto 1180/2018, the airspaces, the aerodrome and the heliport included in the Annex I, are stated as mandatory submission of flight plan zones (FPMZs).

For all the zones included in Annex I, that established in the Real Decreto 601/2016, of 2 December, where the Operative Air Traffic Regulation was approved, particularly that set out in its paragraph 2.7 Chapter VII, Flight Plans, shall be taken in account.

For those FPMZ which will be established associated to the AFIS HR, the present resolution shall be invalidated in the event of a termination in the provision of AFIS services in the aerodrome.

The additional information of each one of the stated zones, are published in the corresponding sections AD 2 or AD 3 of each aerodrome or heliport respectively.

ANNEX I	
Denomination	Remarks
FIZ LA GOMERA (RMZ)	HR AFIS (1)
FIZ BURGOS (RMZ)	HR AFIS (1) (2)
FIZ HIERRO (RMZ)	HR AFIS (1) (2)
FIZ CÓRDOBA (RMZ)	HR AFIS (1) (2)
FIZ HUESCA (RMZ)	HR AFIS (1) (2)
FIZ REDUCIDA ANDORRA-LA SEU D'URGELL (RMZ)	HR AFIS (1) (2)

ANNEX I	
Denomination	Remarks
MALLORCA/Son Bonet AD	(3)
ALGECIRAS HLP	(3)

(1) Lateral and vertical limits, airspace class and transition altitude as published in AIP section AD 2.

(2) Outside AFIS HR (restricted use hours), see AD 2 item 20 Local regulations.

(3) The mandatory flight plan submission is an operative condition for aircraft taking off or landing at these facilities.

SUBMISSION OF THE FLIGHT PLAN

A flight plan (FPL) and its corresponding associated messages prior to departure, shall be submitted either:

1. Via the ICARO website (https://notampib.enaire.es) or in the ICARO app for Android and iOS mobile devices, or to the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure, in person, by telephone or via SITA, or other means stated by the appropriate ATS authority. The Air Traffic Services Reporting Office in Spain, according to the Reglamento de la Circulación Aérea, is the designated office for submission, approval and addressing of FPL and associated messages at Spanish airports; Or
2. Directly to IFPS (Eurocontrol), with regard to IFR and GAT flight plans.

Exceptionally, an aircraft during the flight may broadcast a flight plan (AFIL) to an aeronautical telecommunication station serving to an ATS unit.

FLIGHT PLAN BUFFER ZONES (FBZ)

An FBZ is an airspace volume, which may be established in association to a reserved/restricted area. The FBZ defines the lateral, vertical and time limits for the purpose of validating submitted IFR FPLs when the associated area is activated or planned to be activated.

When applicable, for each relevant area, an FBZ will be established for IFR flight planning purposes only.

Relevant area and the selected FBZ(s) will be managed by AMC and will be notified when active by the EAUP/EUUP.

FLIGHT PLAN FILING FROM AERODROMES AND HELIPORTS LACKING AN ARO.

Those aerodromes and heliports authorized by The Dirección General de Aviación Civil which have not been allocated with an Aerodrome Reporting Office (ARO), will be assigned one to assume all tasks proper of this ATS unit.

The list of ARO assigned to serve the aforementioned aerodromes and heliports is the following:

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical area 1	• TEL: +34-918 603 556; +34-672 344 412 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) A Merca (AD) Beariz (HLP) Becerreá (HLP) C.I. de Marroxo (AD) Caldas de Reis (HLP) Castromaior (HLP) CEE (HLP) CHUAC de A Coruña (AD) Cillamayor (HLP) Costa Norte-Puerto de Viveiro-Celeiro	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) El Musel (AD) Herrera de Pisuerga (HLP) Hospital Alvaro Cunqueiro (Nuevo Hospital de Vigo) (HLP) Hospital Da Mariña (HLP) Hospital de Cruces (Baracaldo) (HLP) Hospital Universitario Central de Asturias en Oviedo (HLP) Ibias Parque Bomberos Asturias (HLP) Iurreta (HLP) Jaedo (AD) La Morgal (HLP) La Morgal (HLP) Laza (HLP) Lomba (AD) Mazaricos (AD) Monforte de Lemos (HLP) O Barco (HLP) Portomarín (HLP) Queimadelos (AD) Rozas (HLP) San Xoán de Río (HLP) Tineo (HLP) Torre Iberdrola (HLP) Vilamaior (AD) Villaframil (HLP) Xurés	
Centralised ARO geographical area 2	• TEL: +34-918 603 557; +34-672 344 412 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	HLP) C.I. Pradoluengo (HLP) Elciego (AD) La Vid de Bureba (AD) Lumbier (HLP) Medina de Pomar (HLP) Miluce (HLP) Nuevo Hospital de Burgos (AD) San Torcuato (AD) Soria-Garray	
Centralised ARO geographical area 3	• TEL: +34-918 603 558; +34-672 344 415 (only for communications contingency) • E-mail:arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Ainsa-Coscojuela de Sobrarbe (AD) Benabarre (AD) Binéfar (HLP) Bailo Forestal (HLP) Brea de Aragón (HLP) Daroca Forestal (HLP) Alcorisa Forestal (HLP) Boltaña Forestal (HLP) Calamocha Forestal (HLP) Plasencia Forestal (HLP) Ejea Forestal	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) Helipuerto Eventual HEMS Jaca (HLP) Peñalba Forestal (HLP) Teruel Forestal Blancos del Coscojar (AD) La Nava-Corral de Ayllón (AD) Santa Cilia los Pirineos (AD) Teruel (HLP) Valle del Tena (AD) Villanueva del Gállego	
Centralised ARO geographical area 4	• TEL: +34-918 603 559; +34-672 344 415 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Air Marugán (AD) Cerro Lindo (AD) Algodor (AD) Camarenilla (AD) Hiendelaencina-Las Minas (AD) Ocaña (AD) Orgaz (AD) Quinto de don Pedro (AD) Sigüenza (AD) Taragudo (AD) Villacastín (AD) Almorox - Las Tablas del Alberche (HLP) Base C.I. de Lozoyuela (AD) Casarrubios (AD) El Tiétar (AD) Fuentemilanos (AD) Guadalupe (HLP) Base C.I. de Las Rozas (HLP) Base C.I. de Morata de Tajuña (HLP) Base C.I. de Navas del Rey (HLP) Base C.I. de Valdemorillo (HLP) Base C.I. San Martín de Valdeiglesias (HLP) Base C.I. Talavera de la Reina (HLP) BIFOR B El Serranillo (HLP) C.I. Bustarviejo (HLP) C.I. Coca (HLP) C.I. de Navacerrada (HLP) COR-COP Toledo (HLP) de Guadalupe (HLP) de Las Casillas (HLP) Dirección General de Tráfico (HLP) Hospital Nacional de Parapléjicos de Toledo (HLP) Hospital Universitario Puerta de Hierro (HLP) Hospital del Henares (HLP) Hospital del Tajo (HLP) Hospital Infanta Leonor de Vallecas (HLP) Hospital Alcorcón (HLP) Hospital Doce de Octubre (HLP) Hospital Rey Juan Carlos (AD) La Calderera (AD) La Mancha (AD) Lillo (AD) Martinamatos (AD) Robledillo de Mohernando (AD) Sto.Tomé del Puerto (HLP) Torre Picasso	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO Geographical area 5	• TEL: +34-918 603 560; +34-672 344 418 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) Complex Egara (HLP) Hotel Can Bonastre Wine Resort Masquefa (HLP) Parc Taulí (HLP) Tírvia (HLP) Tremp (HLP) Ullastrell-Teresa Vilá (HLP) Viella (HLP) Vilaller	
Centralised ARO geographical area 6	• TEL: +34-918 603 561; +34-672 344 418 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) Berga (AD) Calaf-Sallavinera (HLP) Fira M2 l'Hospitalet (HLP) Autoridad Portuaria de Barcelona (HLP) Hospital Sant Joan de Déu (HLP) Hospital Trias i Pujol (HLP) Hospitalario Teknon (HLP) Nocturno de l'Aeroport d'Andorra - la Seu d'Urgell (HLP) Parque de Garraf-Sitges (HLP) Vall D'Hebron Barcelona Hospital Campus (HLP) Hospital de Igualada (HLP) Hospital de Sant Pau (HLP) Hospital General de Catalunya (HLP) Hospital General de Manresa (HLP) Hospital Universitario de Bellvitge (HLP) Hotel Rey Juan Carlos I (AD) Igualada-Ódena (AD) Manresa (HLP) Nou Hospital de Mataró (HLP) R.A.C.C. (HLP) Sant Martí de Sescorts (HLP) Servei d'evacuació del Circuit de Catalunya (HLP) Serveis Generals del Circuit de Catalunya (AD) Garcia (HLP) Centre de Gestió d'Emergències 112 (HLP) Heli Montsiá-Amposta (HLP) Hospital Tortosa Verge de la Cinta (HLP) Hospital Universitari Sant Joan de Reus (HLP) Port Aventura (HLP) Hospital Universitario Joan XXIII (HLP) Mas Passamaner (HLP) Port de Tarragona	
Centralised ARO geographical area 7	• TEL: +34-918 603 562; +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Binissalem (HLP) Cas Curredó (HLP) Es Mercadal (HLP) Hospital Can Misses (HLP) Hospital de Formentera (HLP) Hospital Son Espases (AD) Mallorca/Son Bonet	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(AD) Petra-Pep Mercader (HLP) Sa Coma (AD) San Luis (AD) Son Albertí (AD) Ampuriabrava (HLP) Costa Brava-Centro (HLP) Bombers de Camprodón (HLP) Parque de Bomberos de Orriols (HLP) Parc de Bombers de Maçanet de la Selva (HLP) Fortalesa de Sant Juliá de Ramis (HLP) Hospital de Cerdanya (HLP) Hospital Dr. Josep Trueta (AD/HLP) La Cerdanya (HLP) Parc de Bombers d'Olot	
Centralised ARO geographical area 8	• TEL: +34-918 603 563; +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aliaguilla (AD) Pozorrubio de Santiago (AD) Vicente Huerta (AD) Castellón (HLP) Base de extinción de incendios de Tírig (HLP) Centro Comarcal de Emergencias de Albendea (HLP) Base C.I. de Prado de los Esquiladores (HLP) Vinarós (AD) Requena (AD) Sotos	
Centralised ARO geographical area 9	• TEL: +34-918 603 564; +34-672 344 481 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Lorca, Agustín Navarro (AD) Totana (AD) Los Garranchos-San Javier (AD) Alhama de Murcia (HLP) Hospital Universitario Los Arcos del Mar Menor (HLP) Hospital Virgen de la Arrixaca (HLP) Hospital General Universitario Doctor Balmis (HLP) La Alberquilla (AD) Los Martínez del Puerto (AD) Muchamiel	
Centralised ARO geographical area 10	• TEL: +34-918 603 565; +34-672 344 481 (only for communications contingency) • E-mail:arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aerodel (AD) La Cuesta (AD) La Resinera (AD) Villafranca de Córdoba (AD) Fuente Obejuna (AD) La Caminera (AD) Manuel Sánchez de Valdepeñas (AD) Beas de Segura (AD) El Castaño (HLP) Base contra incendios de Alcoba de los Montes (HLP) BIFOR B La Atalaya	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) CEDEFO de Huelma (HLP) CEDEFO de Adamuz (HLP) Alhama de Almería (HLP) Carcabuey (HLP) CEDEFO de Serón (HLP) CEDEFO de Vélez Blanco (HLP) CEDEFO de Villaviciosa (HLP) El Cabril (HLP) Villahermosa (AD) La Perdiz-Torre de Juan Abad (AD) San Enrique (AD) Sebastián Almagro (HLP) COP Los Villares (AD) La Centenera (AD) Juan Espadafor (HLP) Base BRICA De Los Moralillos (Granada) (HLP) Sierra Nevada (HLP) CEDEFO de Cazorla (HLP) CEDEFO de Navalcaballo (HLP) Puerto Lobo (HLP) Hospital Universitario Clínico San Cecilio (HLP) Hospital Neurotraumatológico de Jaén	
Centralised ARO geographical area 11	• TEL: +34-918 603 566; +34-672 344 492 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) AMR-Utrera (AD) Hotel Hacienda Orán (AD) Los Alcores (AD) Altarejos-Guadalcanal (HLP) Isla de la Cartuja (HLP) El Pedroso (HLP) Galaroza (HLP) CEDEFO de Cabezudos (HLP) CEDEFO de Madroñalejo (HLP) Hospital de Alta Resolución de Lebrija (AD) La Juliana (AD) Mafé-Gibraleón	
Centralised ARO geographical area 12	• TEL: +34-918 603 567; +34-672 344 492 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aerosidonia (HLP) Hospital de Jerez (HLP) Hospital La Línea de La Concepción (HLP) La Almoraima (AD) Tomás Fernández Espada (AD) Trebujena	
Centralised ARO geographical area 13	• TEL: +34-918 603 568; +34-672 344 494 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) La Axarquía (HLP) Helicópteros Sanitarios de Marbella (HLP) Hospital Valle del Guadalhorce (HLP) la Base de Brica de Cártama (HLP) CEDEFO de Ronda (HLP) Colmenar	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical area 15	• TEL +34-918 603 570; +34-672 344 494 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Antigua Fuerteventura (HLP) C.I. Puntagorda (HLP) C.I. de La Guancha (HLP) Artenara (HLP) Palmas Port (HLP) Hospital U. Nuestra Sra. De Candelaria (HLP) Hospital Universitario de Canarias (HLP) Hospital Universitario Insular de Gran Canaria (AD) Maspalomas - El Berriel (HLP) San Sebastian de La Gomera (HLP) Adeje	
ALBACETE AD	• TEL: +34-967 555 703 / 700 • FAX: +34-967 555 716	(AD) Carcelén (AD) Tinajeros (AD) La Gineta (AD) Municipal de Pozo Cañada (AD)(HLP) de Campillos-Paravientos (AD) Casas de los Pinos (HLP) Avincis (HLP) Airbus Helicopters España (AD) Ontur	Outside Albacete AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Valencia AD's.
BADAJOZ/Talavera La Real AD	• TEL: +34-924 210 406 • FAX: +34-924 210 453	(AD) Aeródromo de Don Benito (AD) Casimiro Patiño (AD) Cortijo Puerto (AD) El Membrillar (AD) El Molinillo (AD) El Moral (AD) Mérida-Royanejos (AD) Virgen de la Estrella (AD) El Manantío (HLP) C.I. de Calera de León (HLP) C.I. de Serradilla (HLP) C.I. Herrera del Duque (HLP) C.I. Manchita (HLP) Jarandilla de la Vera (HLP) Plasencia (HLP) Valencia de Alcántara (HLP) Hospital Universitario de Badajoz (HLP) Hospital Universitario de Cáceres (HLP) Hoyos (AD) Hidropuerto Luis Mingorance (AD) Morante (HLP) Pinofranqueado	Outside Badajoz/Talavera La Real AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Sevilla AD's.
LEÓN AD	• TEL:+34-987 877 700 • FAX: +34-987 877 704	(AD) Astorga (AD) Chozas de Abajo	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(AD) Villamarco (AD) Los Oteros (HLP) C.I. Cueto (HLP) Camposagrado (HLP) Base C.I. de Rabanal del Camino (HLP) Base C.I. de Tabuyo del Monte (HLP) Sahechores (HLP) Villaeles	Outside León AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Asturias AD's.
SALAMANCA/Matacán AD	• TEL: +34-923 329 600 • FAX: +34-923 329 629	(AD) El Salobral (AD) Rosinos de la Requejada (AD) Calzada de Valdunciel (HLP) Base C.I. de Puerto el Pico (HLP) C.I. Cebreros (HLP) C.I. Guadramiro (HLP) C.I. Piedralaves (HLP) Burgohondo (HLP) El Maíllo (HLP) Villardeciervos (HLP) Barco de Ávila (HLP) Hospital Universitario de Salamanca (HLP) El Bodón (HLP) Villaralbo	Outside Salamanca/Matacán AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Madrid/ Cuatro Vientos AD's.
VALLADOLID/ Villanubla AD	• TEL: +34-983 415 503 • FAX: +34-983 415 518 • E-mail: vlloperaciones@aena.es	(AD)El Carrascal (HLP) Alcazarén (HLP) C.I. Quintanilla (HLP) C.I. Vivero (HLP) Finca Retuerta (AD) Matilla de los Caños (AD) Torozos	Outside Valladolid/Villanubla AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Madrid/Cuatro Vientos AD's.

FPL shall be submitted to the assigned ARO, depending on the aerodrome, via telephone or by other means stated by the appropriate ATS authority or if these means are not available, by radio to the ATS unit designated to serve the aerodrome of departure.

The pilot or his representative is responsible to communicate to the same ATS unit where he submitted his FPL, the subsequent associated messages to their flight plan: departure (DEP), delay (DLA), change (CHG) or cancellation (CNL).

Once the flight has ended, it is the pilot's obligation to give notice of his arrival as soon as possible, personally or by radio, to the ATS unit of the AD of arrival.

When there is no ATS unit at the arrival aerodrome, the arrival notification will be reported to the nearest ATC Unit, or to the aeronautical station serving to the ATS unit in charge of the FIR in which aircraft is operating or to an assigned ATS reporting office.

When no means on ground are available to notify arrival messages, aircraft will broadcast inmediately before landing, by radio, if possible, a message similar to an arrival report. This broadcasting will be done to an assigned ATS reporting office or to the aeronautical station serving to the ATS unit in charge of the FIR in which aircraft is operating.

Uncompliance by the pilot with the above, specially relating to arrival notification (ARR), may lead to serious inconveniences to the ATS services and unnecessary search and rescue operations.

FLIGHT PLAN

Section 4 of Implementing Regulation (EU) 923/2012 lists all information related to the flight plan and its submission. Additionally, the requirements established in Implementing Regulation (EU) 2023/1772 and in Real Decreto 1180/20108 must be taken into account.

CONTENTS OF A FLIGHT PLAN

a) A flight plan shall contain information regarding such of the following items as are considered relevant by the competent authority:

1. Aircraft identification;
2. Flight rules and type of flight;
3. Number and type(s) of aircraft and wake turbulence category;
4. Equipment;
5. Departure aerodrome or operating site;
6. Estimated off-block time;
7. Cruising speed(s);
8. Cruising level(s);
9. Route to be followed;
0. Destination aerodrome or operating site and total estimated elapsed time;
11. Alternate aerodrome(s) or operating site(s);
2. Endurance;
3. Total number of persons on board;
4. Emergency and survival equipment;
5. Other information.

b) For flight plans filed in flight, the minimum content to be trasmitted on frequency will include the following items:

IFR:

1. Aircraft identification;
2. Type of aircraft;
3. Departure aerodrome or operating site;
4. Entry reporting point, estimated time and flight level;
5. Route;
6. Destination aerodrome.

VFR:

1. Aircraft identification;
2. Type of aircraft;
3. Departure aerodrome or operating site;
4. Entry reporting point, estimated time and altitude/flight level;
5. Destination aerodrome;
6. Alternate aerodrome or operating site;
7. Estimated time of arrival;
8. Endurance;
9. Persons on board.

The departure aerodrome or operating site to be provided will be the location from which, if required, the supplementary information concerning the flight can be obtained. In addition, the information to be provided in lieu of the estimated off-block time, shall be the time over the first point of the route to which the flight plan refers to.

COMPLETION OF A FLIGHT PLAN

1. A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the part thereof for which the flight plan is submitted.
2. It shall, in addition, contain information, as applicable, on all other items when so prescribed by the competent authority or when otherwise deemed necessary by the person submitting the flight plan.

CHANGES TO A FLIGHT PLAN

1. Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.
2. Information submitted prior to departure regarding fuel endurance or total number of people carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

CLOSING A FLIGHT PLAN

1. An arrival report shall be given in person, by radiotelephony, via data link or by other means as prescribed by the competent authority as soon as possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining part of a flight to the destination aerodrome.
    1. Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.
2. When a flight plan has been submitted only in respect of a part of a flight, other than the remaining part of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.
3. When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.
4. When communication measures at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
5. Arrival reports made by aircraft shall contain the following elements of information:
    1. Aircraft identification;
    2. Departure aerodrome or operating site;
    3. Destination aerodrome or operating site (only in the case of a diversionary landing);
    4. Arrival aerodrome or operating site;
    5. Time of arrival.

ARRIVAL NOTIFICATION FOR CLOSING A FLIGHT PLAN

In addition to the reporting means specified in SERA.4020, any other means can be used to submit an arrival notification provided they meet the following requirements:

1. It is accepted by the designated air traffic service units and it is published in the Aeronautical Information Publication (AIP).
2. It ensures that the air traffic service unit that receives the arrival report can confirm receipt.
3. It ensures that such communication has unmistakably been submitted from the concerned aircraft.

SUBMISSION TIME

Unless a shorter time period has been indicated by the competent authority for domestic VFR flights, the flight plan for any flight operating across international borders or requiring air traffic control services or air traffic advisory service shall be submitted in the following manner:

1. not more than 120 hours prior to the estimated off-block time;

2. at least three hours prior the estimated off-block time for flights that may be subject to air traffic flow management measures;

3. least sixty minutes prior to departure for all other flights not covered in point 2; or

4. if submitted during the flight, at a time that ensures its receipt by the appropriate ATS unit, at least ten minutes before the estimated time of arrival of the aircraft:

- to the intended entry point into a control area or into an area with advisory service; or
- the intended crossing point with an airway or a route with advisory service.

NOTE: All flights operating in its entirety whithin EUR Region (including Canary Islands), may submit the flight plan with more than 24 hours in advance of the EOBT, but not over 120 hours. The date of the flight must be stated by using the "DOF/" (date of flight) indicator in field 18 of the flight plan form.

INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

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).

The shaded area preceding item 3 – shall be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

INSTRUCTIONS FOR INSERTION OF ATS DATA

Complete items 7 to 18 and, when so required by the competent authority or otherwise deemed necessary, item 19 as indicated hereunder.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS).

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

1. the ICAO designator for the aircraft operator followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft consists of the ICAO telephony designator for the operator followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); or
2. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
    1. in radiotelephony the call sign to be used by the aircraft consists of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operator (e.g. BLIZZARD CGAJS);
    2. the aircraft is not equipped with radio; or
3. The registration mark or the radiotelephony call sign when military aircraft on domestic flights are concerned.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (1 OR 2 CHARACTERS).

FLIGHT RULES

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

I	if it is intended that the entire flight is operated under IFR; or

V	if it is intended that the entire flight is operated under VFR; or
Y	if the flight is initially operated under IFR, followed by one or more subsequent changes of flight rules; or
Z	if the flight is initially operated under VFR, followed by one or more subsequent changes of flight rules.

Specify in Item 15 the point or points at which a change of flight rules is planned.

TYPE OF FLIGHT

INSERT one of the following letters to denote the type of flight when so required by the competent authority:

S	if scheduled air service;
N	if non-scheduled air transport operation;
G	if general aviation;
M	if military;
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ITEM 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 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/.

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:

J	SUPER, to indicate an aircraft type specified as such in ICAO Doc 8643, Aircraft Type Designators. The latest edition only includes the Airbus 380-800 (A388);
H	HEAVY, to indicate an aircraft type with a maximum certified take-off mass of 136 000 kg or more, with the exception of aircraft types listed in ICAO Doc 8643 in the SUPER (J) category;
M	MEDIUM, to indicate an aircraft type with a maximum certified 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 certified take-off mass of 7 000 kg or less.

ITEM 10: EQUIPMENT AND CAPABILITIES.

Capabilities comprise the following elements:

1. presence of relevant serviceable equipment on board the aircraft;
2. equipment and capabilities commensurate with flight crew qualifications; and
3. where applicable, authorisation from the competent authority.

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT AND CAPABILITIES

INSERT one letter as follows:

N	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable; or
S	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable; 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	K	MLS
B	LPV (APV with SBAS)	L	ILS
C	LORAN C	M1	ATC SATVOICE (INMARSAT)
D	DME	M2	ATC SATVOICE (MTSAT)
E1	FMC WPR ACARS	M3	ATC SATVOICE (Iridium)
E2	D-FIS ACARS	O	VOR
E3	PDC ACARS	P1	CPDLC RCP 400
F	ADF	P2	CPDLC RCP 240
G	GNSS. If any portion of the flight is planned to be conducted under IFR, it refers to GNSS receivers that comply with ICAO Annex 10 Volume I (see Note 2)	P3	SATVOICE RCP 400
H	HF RTF	P4-P9	Reserved for RCP
I	Inertial Navigation	R	PBN approved (see Note 4)
J1	CPDLC ATN VDL Mode 2 (see Note 3)	T	TACAN
J2	CPDLC FANS 1/A HFDL	U	UHF RTF
J3	CPDLC FANS 1/A VDL Mode A	V	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	W	RVSM approved (see Note 5)
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	X	MNPS approved (see Note 6)
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Y	VHF with 8,33 kHz channel spacing capability. (see Note 7)
J7	CPDLC FANS 1/A SATCOM (Iridium)	Z	Other equipment carried or other capabilities (see Note 8)

Any alphanumeric characters not indicated above are reserved.

NOTE 1: If the letter S is used, VHF RTF, VOR, and ILS equipment are considered standardized, unless the designated air traffic service provider prescribes a different combination.

NOTE 2: If the letter G is used, the types of external GNSS augmentation, whatever they may be, are specified in item 18 following the NAV/ indicator and separated by a space.

NOTE 3: See the document on Standard Interoperability Requirements for ATN Baseline 1 RTCA/EUROCAE (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services/air traffic control clearances and information/air traffic control communications management/air traffic control microphone verification.

NOTE 4: If the letter R is used, the performance-based navigation levels that can be achieved are specified in item 18 following the PBN/ indicator. The Performance-Based Navigation (PBN) Manual, ICAO Doc. 9613, contains guidance on applying performance-based navigation to specific route segments, routes, or areas.

NOTE 5: The inclusion of the letter W indicates that the aircraft has approval to fly in RVSM airspace. The aircraft registration, preceded by REG/, must be entered in item 18.

Operators of formation flights of State aircraft shall not enter the letter W in item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft in question. When they intend to operate within RVSM airspace as General Air Traffic (GAT), they shall enter STS/NONRVSM in item 18 of the form.

NOTE 6: The inclusion of the letter X indicates that the aircraft has approval to fly in MNPS airspace. The aircraft registration number, preceded by REG/, must be included in item 18.

NOTE 7: Navigation capability information is provided to ATC for clearance and routing purposes.

NOTE 8: If the letter Z is used, specify any other equipment or capabilities installed on board in item 18, preceded by COM/, NAV/, and/or DAT/, as appropriate.

Operators of P-RNAV-approved aircraft that use only VOR/DME for position determination must enter the letter Z in item 10 of the flight plan and the descriptor EURPRNAV in item 18 of the flight plan, preceded by the indicator NAV/.

For flights conducted wholly or partly in EUR airspace where ATN B1 CPDLC is available but for which an exemption has been granted to the aircraft, the letter Z shall be included in item 10 and the indicator DAT/CPDLCX in item 18 of the flight plan.

NOTE 9: Regarding the use of the alphanumeric characters "P1," "P2," and "P3," it should be noted that the Performance-Based Communications and Surveillance (PBCS) Manual (ICAO Doc. 9869) contains guidance texts on the application of performance-based communication that prescribe RCP for an air traffic service in a specific area.

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 - 4096 codes).
C	Transponder – Mode A (4 digits - 4096 codes) y 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 aircraft's ability to transmit downlink data extracted from the aircraft via the Mode S transponder.

ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B 'out' capability.
B2	ADS-B with dedicated 1 090 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 applications should be indicated in item 18 below the SUR/ indicator.

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

INSERT	the ICAO 4-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 an aerodrome;
OR,	if the flight plan is received from an aircraft in flight,
INSERT	AFIL, and SPECIFY, in Item 18, the ICAO 4-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.
THEN, WITHOUT A SPACE,	
INSERT	for a flight plan submitted before departure, the estimated off-block time (EOBT),
OR	for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE.

INSERT	the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.
THEN,	following the arrow, INSERT the route description as in (c).

a) Cruising speed (maximum 5 characters)

INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the competent 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, when so prescribed by the competent authority expressed as S followed by 4 figures (e.g.

S1130), or

- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

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

- Flights along designated ATS routes

INSERT,	if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,
OR,	if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
THEN	
INSERT	each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,
FOLLOWED IN EACH CASE	by the designator of the next ATS route segment, even if it is the same as the previous one,
OR	by DCT, if the flight to the next point is outside a designated route, unless both points are defined by geographical coordinates.

- Flights outside designated ATS routes

INSERT	points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned,
OR,	when required by competent 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 1 hour's flight time. Additional significant points shall be established as deemed necessary.
	For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.
INSERT	DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

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

1. ATS route (2 to 7 characters)

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

For IFR/GAT flight plans departing from any Spanish aerodrome, the first route field (after indicating the speed/level group) must be

as follows:

- The code designator of the first significant point of the SID used.
- The code designator of the significant point of the first ATS route to which the flight is headed, when no SID has been published for the departure aerodrome. This point may be preceded by the DCT indicator.

The route field must never include the SID/STAR acronym or any descriptions thereof. This instruction is established due to IFPS operational requirements.

2. Significant point (2 to 11 characters)

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

- Degrees only (7 characters): 2 figures describing latitude in degrees, followed by 'N' (North) or 'S' (South), followed by 3 figures describing longitude in degrees, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.
- Degrees and minutes (11 characters): 4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.
- Bearing and distance from a 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 competent 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 NM from VOR 'DUB' should be expressed as DUB180040.

3. Change of speed or level (maximum 21 characters)

The point at which a change of speed (5 % TAS or 0,01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples:

- LN/N0284A045
- MAY/N0305FI80
- 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. Change of Flight Type (GAT/OAT)

The IFPS shall only process those military flights that are operating as IFR/GAT; the IFPS shall not process those military flights or parts thereof operating within the IFPZ under OAT.

The point at which a military flight intends to change to or from GAT shall be a published waypoint from the relevant National AIP, or a set of geographical coordinates

Examples:

N0400F280... AKOVI DCT DENOX OAT T911…

N0460F370... OSB TB1 BIGGE GAT L604…

N0400F330… NOLRU/OAT TB6…

In the first example, the IFPS assumes that the entire route prior DENOX was GAT, so it will only process the route up to DENOX and therefore shall stop route extraction from DENOX onwards.

In the second example, the IFPS assumes that the entire route prior to BIGGE was OAT and therefore shall only begin route extraction from that point onwards.

The IFPS shall accept the terms OAT or GAT when separated from the point at which the change is to take place by a "/", but the IFPS will replace it with a space when processing.

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 (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

7. STAY Indicator

The STAY indicator shall be entered into the route when a flight planned a delay to perform special activities (training, approaches, photographic missions, etc.) in an area or over an aerodrome. The STAY indicator shall be placed after the point where the STAY will begin, separated from that point by a space. The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition. This time cannot exceed the total estimated elapsed time of the flight (EET). Additionally, the reason for the STAY shall be indicated in item 18 under the indicator STAYINFOn/.

Examples:

…WAL STAY1/0100 WAL…

…WAL STAY1/0100 DCS…

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME; DESTINATION ALTERNATE AERODROME(S).

DESTINATION AERODROME AND TOTAL ELAPSED TIME (8 CHARACTERS) (1)

INSERT	the ICAO 4-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.

(1) In the case of a flight plan received from an aircraft in flight, the total estimated elapsed time is counted from the first point of the route to which the flight plan applies to the termination point of the flight plan.

DESTINATION ALTERNATE AERODROME

INSERT	the ICAO 4-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,
OR,	if no location indicator has been assigned to the destination alternate aerodrome(s),
INSERT	ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

ITEM 18: OTHER INFORMATION.

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

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

INSERT	0 (zero) if no other information,
OR,	any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:
STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows: ALTRV: for a flight operated in accordance with an altitude reservation; ATFMX: for a flight approved for exemption from ATFM measures by the competent authority; FFR: firefighting; 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/'.

NOTE: Fraudulent use of these designators may be considered a serious breach of procedures with the legal consequences established for such cases by the applicable regulations, including any disciplinary or sanctioning measures that may be appropriate.

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)	C1	RNAV 2 all permitted sensors
B1	RNAV 5 all permitted sensors	C2	RNAV 2 GNSS
B2	RNAV 5 GNSS	C3	RNAV 2 DME/DME
B3	RNAV 5 DME/DME	C4	RNAV 2 DME/DME/IRU

B4	RNAV 5 VOR/DME	D1	RNAV 1 all permitted sensors
B5	RNAV 5 INS o IRS	D2	RNAV 1 GNSS
B6	RNAV 5 LORANC	D3	RNAV 1 DME/DME
		D4	RNAV 1 DME/DME/IRU

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

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 competent authority.	
	Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.	
	Indicate EURPRNAV if the aircraft approved P-RNAV relies solely on VOR/DME for the determination of position. Furthermore, shall insert Z in item 10.	
COM/	Indicate communication equipment and capabilities not specified in Item 10 a).	
DAT/	Indicate data communication equipment and capabilities not specified in Item 10 a) or 'CPDLCX' to indicate exemption granted from the requirement to be equipped with CPDLC-ATN-B1.	
SUR/	Indicate surveillance equipment and capabilities not specified in Item 10 b). Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.	
	Insert EUADSBX, EUEHSX, EUELSX, or a combination of them, to indicate exemptions granted for the requirement to be equipped with SSR Mode S transponders or ADS-B transmitters.	
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 NM. In areas of high latitude where it is determined by the competent 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 NM from VOR 'DUB' should be expressed as DUB180040.
	OR,	The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/	Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/above.
DOF/	The date of flight departure in a 6-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 competent authority. (1) Examples: EET/CAP0745 XYZ0830 EET/EINN0204 (1): It is not mandatory to insert the total estimated elapsed time up to the limits of the FIRs of Madrid and Barcelona.
SEL/	SELCAL Code, for aircraft so equipped.
TYP/	Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9. Example: TYP/2F15 5F5 3B2
CODE/	Aircraft address (expressed in the form of an alphanumerical code of 6 hexadecimal characters) when required by the competent authority. Example: 'F00001' is the lowest aircraft address contained in the specific block administered by ICAO.
RVR/	minimum runway visual range requirement for the flight expressed in 3 figures.
DLE/	En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using 4-figure time in hours and minutes (hhmm). Example: DLE/MDG0030
OPR/	ICAO designator or name of the aircraft operator, 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 competent authority.
PER/	Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I – Flight Procedures, if so prescribed by the competent 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 4-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 4-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, followed by the ICAO 4-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight. Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH
STAYINFOn/	Indication of the reason for the STAY inserted in the route. Examples: STAYINFO1/CALIBRATION OF WAL STAYINFO1/MULTIPLE IFR APPROACHES AT…
RFP/	indication of the number of the replacement flight plans submitted in format 'Q' followed by 1 figure indicating the iteration of replacement. Examples: RFP/Q2.
RMK/	Any other plain-language remarks when required by the competent authority or deemed necessary.

NOTE: The indicators described above will be used without prejudice to Community regulations establishing other additional indicators.

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 competent 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)	CROSS OUT 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 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 fluorescence. 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 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.

FILED BY

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

ACCEPTANCE OF THE FLIGHT PLAN

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

INSTRUCTIONS TO INSERT COM DATA

Item to be completed

Complete the top two shaded lines of the form, and **complete** the third shaded line only when necessary. For addressing of flight plans and associated messages see ENR 1.11.

FILED FLIGHT PLAN REQUEST

ATS units needing a FPL IFR/GAT can request it with a RQP message which should be transmitted to both IFPS addresses (see ENR 1.11). IFPS will return to the originator of a RQP message either:

- the requested FPL, with the indication "SRC/RQP" in item 18;
- or, on REJ message with an error indication that there is no FPL to match the query.

  Example: (RQP-BAW123-EGLL-LIRF).

SUPPLEMENTARY INFORMATION REQUEST

To request supplementary information relating to a FPL **affected by IFPS**, an ATS unit should contact the IFPS Supervisor and should send a **RQS** message to both IFPS.

To request supplementary information relating to an FPL **not affected by IFPS**, an ATS unit should send a **RQS** message to the corresponding ARO of the departure aerodrome, and in case of an AFIL flight plan, to the Air Traffic Services Unit indicated in the flight plan message.

EUR RVSM INFORMATION

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 requirements are in addition to the flight plan requirements contained in the previous document:

- In the same manner as we do with military operations, operators of customs or police aircraft must insert the letter M in item 8 of the ICAO Flight Plan Form.

INDICATION IN THE FLIGHT PLAN OF RVSM APPROVAL STATUS:

- Insert the letter W in item 10 of the FPL for RVSM approved aircraft intending to operate within the planned EUR RVSM airspace regardless of the requested flight levels.
- In the field route (item 15 of FPL) insert the speed/flight level at the entry/exit point of EUR RVSM airspace.
- For a non-RVSM approved State aircraft the indicator STS/NONRVSM must be inserted in item 18 of ICAO FPL.
- Operators of State aircraft on formation flights must not insert the letter W in item 10 of the ICAO FPL, regardless of the RVSM approval status of the aircraft concerned. Operators of State aircraft on formation flights intending to operate within the EUR RVSM airspace as general air traffic (GAT) must include STS/NONRVSM in item 18 of the FPL.
- Regarding the Repetitive Flight Plans (RPL), the RVSM approval status must be included in item Q of the RPL. RVSM approved flights must include in EQPT/ the letter W together with all other equipment and capability information in conformity with item 10 of the FPL.

FLIGHT PLAN ASSOCIATED MESSAGES

MODIFICATION MESSAGE (CHG)

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

There are certain items in the flight plan that cannot be modified by a CHG message. These items are the following:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Estimated Off-Block Date.
- Estimated Off-Block Time (*).

(*) For any advance in the EOBT of more than 15 minutes,the former flight plan must be cancelled and a new one must be submitted; however if the modification to the EOBT means a delay with regard to that stated in the FPL, a DLA message must be submitted.

NOTE: IFPS accepts to amend the EOBT to a later time with a CHG message, however, according with our Reglamento de Circulación Aérea, a delay of the original EOBT must be notified with a DLA message.

A modification to any of these items will imply a cancellation of the original FPL and the submission of a new FPL. Any other fields may be modified by means of a modification message (CHG).

CANCELLATION MESSAGE (CNL)

Once a FPL has been submitted and addressed, any modification to the following items will originate a cancellation message (CNL) of the original FPL and the submission of a new one:

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.
- Estimated Off-Block Date.
- EOBT (only in case of an advance). It is very important that the originator cancels its FPL:

- as soon as he knows the flight is not going to operate, Or
- before submitting a flight plan that replaces it.

DELAY MESSAGE (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, or in excess of sixty (60) minutes for a VFR uncontrolled flight, a DLA message must be sent. Once this period has passed, if the flight plan originator has taken no actions, the FPL will be cancelled automatically.

- IFR flights with a SLOT allocated:
  1. with a delay in excess of 30 minutes of the EOBT, a delay message must be sent (DLA).
  2. with a delay in excess of 15 minutes and not higher than 30 minutes, a SLOT revision request (SRR) must be sent by the originator.

DEPARTURE MESSAGE (DEP)

1. Departure messages will not be sent for IFR flights departing from Spanish airports to airports within the EUR region.
2. Departure messages are not needed as well, for IFR flights departing from the mentioned region with destination Spanish airports.
3. Departures messages will be sent always for VFR flights, and for IFR flights when required.

ARRIVAL MESSAGE (ARR)

This message will be sent always for VFR flights.

An ARR message will be sent for IFR flights:

- when specifically required by the aircraft operator or an ATS unit,
- when landing at alternate aerodrome or other different from the destination one.

The IFPS will address an ARR message for flights which have landed to an aerodrome other than their original aerodrome of destination to all ATC units in receipt of the original flight.

If a flight diverts back to its aerodrome of origin for technical or other reasons, a "Diversion" Arrival (ARR) message shall be sent.

The plan of the diverted flight will be "closed" in the NM systems. The normal practice is to file a replacement flight plan using the original aircraft identification (ARCID).

IDENTIFICATION OF REPLACEMENT FLIGHT PLANS (RFP). EUR REGION

FF-ICE FLIGHT PLANNING

Definitions

1. Flight and flow — information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
4. Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
   Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

5. Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

FF-ICE Services

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
   a. Filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability.
   b. Trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight.
   Note: The trial service offers an opportunity for an operator or designated representative to submit "what-if" scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
   c. Flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient.
   d. Notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients.
   e. Publication service: the publication of FF-ICE data for access by authorized subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
4. An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
5. NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

FF-ICE Messages

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
3. Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
   a. The GUFI.
   b. The operator flight plan version.
   c. The flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP Section ENR 1.10 Instructions for the completion of the flight plan form.
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
   a. Expanded route and 4D trajectory.
   b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
   c. Estimated aircraft take-off mass.
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.
5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUFI to its FF-ICE flight plan. The provision of the GUFI is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
   a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
   b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. Use of the FF-ICE Trial Service:
   a. The trial service is initiated through the submission of a trial request.
   b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
   a. The use of the FF-ICE flight data request service enables users to request:
      - A copy of accepted eFPLs.
      - A copy of supplementary flight plan data.
      - A copy of the latest filing status for the flight.
      - The submission response status.
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
   a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that that may have been applied or modified since the flight plan was last evaluated.
   b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to

the same process, same criteria and same possible outcome.

c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.

d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the re-evaluation results.

7. Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

FURTHER INFORMATION

1. Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:

a. EUROCONTROL FF-ICE webpage https://eurocontrol.int/ffice.

b. EUROCONTROL Network Manager IFPS Users Manual https://www.eurocontrol.int/publication/ifps-users-manual.

c. EUROCONTROL NM B2B Reference Manual.

d. European SWIM Registry https://eur-registry.swim.aero/home.

e. FIXM User Manual https://docs.fixm.aero/#/.

2. The EUROCONTROL Network Manager will provide a flight plan translation service for the FIR/UIR in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

APPLICATION OF THE PROCEDURE

This procedure is applicable to all flights subject to Air Traffic Flow Management (ATFM), as long as, during the pre-flight stage, an alternate route is chosen between the same departure and destination aerodromes in order to avoid delays.

To avoid excessive use of the procedure, the pre-flight stage is defined as Estimated Off-Block Time (EOBT) minus 4 hours. The last RFP will be submitted at least 30 minutes before EOBT.

DESCRIPTION OF PROCEDURE

When a repetitive flight plan (RPL) or an individual flight plan (FPL) has been filed and, in the pre-flight stage, an alternate route is selected between the same aerodromes of departure and destination, the operator or pilot shall:

1. originate a cancellation message (CNL) which shall immediately be transmitted with the priority "DD" to all addressees concerned by the previous flight plan, and

2. file a replacement flight plan in the form of an FPL which shall be transmitted after the cancellation (CNL) with a slight delay of at least 5 minutes, although it is recomended to wait until receipt of an ACK for the CNL message before sending the RFP.

The replacement flight plan shall contain inter alia the original identification, the complete new route in item 15 and, as the last element in item 18, the indication "RFP/Qn", where "n" corresponds to the sequence number relating to the RFP.

OTHERS PROCEDURES

For flight planning additional procedures in free route airspace see ENR 1.3.