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)
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	Aeródromo de Caldas de Reis Aeródromo de Cillamayor Aeródromo de Herrera de Pisuerga Aeródromo de Mazaricos Aeródromo Monforte de Lemos Beariz Costa Norte-Puerto de Viveiro-Celeiro (HLP) El Musel (HLP) Helipuerto CEE (HLP) Helipuerto C.I. de Laza (HLP) Helipuerto C.I. de Marroxo (HLP) Helipuerto C.I. de O Barco (HLP) Helipuerto C.I. Portomarín (HLP) Helipuerto de A Merca (HLP) Helipuerto de Becerreá (HLP) Helipuerto de Castromaior (HLP) Helipuerto de Jaedo (HLP) Helipuerto de La Morgal (HLP) Helipuerto de Lomba (HLP) Helipuerto de Queimadelos (HLP) Helipuerto de San Xoán de Río (HLP) Helipuerto de Tineo (HLP) Helipuerto de Vilamaior (HLP) Helipuerto del Hospital Da Mariña (HLP) Helipuerto del Hospital Universitario Central de Asturias en Oviedo (HLP) Helipuerto Hospital del CHUAC de A Coruña (HLP) Helipuerto Ibias Parque Bomberos Asturias (HLP) Helipuerto Nuevo del Hospital Alvaro Cunqueiro (Nuevo Hospital de Vigo) (HLP) Helipuerto Torre Iberdrola (HLP) Helipuerto Xurés (HLP) Hospital Cruces de Baracaldo (HLP) Iurreta (HLP) La Morgal Rozas Villaframil	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
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	Aeródromo de La Vid de Bureba Aeródromo Lumbier Aeródromo de Soria-Garray Helipuerto C.I. Pradoluengo (HLP) Helipuerto de Elciego (HLP) Helipuerto de Medina de Pomar (HLP) Helipuerto Nuevo Hospital de Burgos (HLP) Miluce (HLP)	
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	Aeródromo de Ainsa-Coscojuela de Sobrarbe Benabarre Binéfar Helipuerto Bailo Forestal (HLP) Helipuerto DAROCA FORESTAL (HLP) Helipuerto de Alcorisa Forestal (HLP) Helipuerto de Boltaña Forestal (HLP) Helipuerto de Plasencia Forestal (HLP) Helipuerto EJEA FORESTAL (HLP) Helipuerto Peñalba Forestal (HLP) Helipuerto Teruel Forestal Blancos del Coscojar (HLP) La Nava-Corral de Ayllón Santa Cilia de Jaca Teruel Valle del Tena (HLP) Villanueva del Gállego	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
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	Aeródromo Air Marugán Aeródromo Cerro Lindo Aeródromo de Algodor Aeródromo de Camarenilla Aeródromo de Hiendelaencina-Las Minas Aeródromo de Ocaña Aeródromo de Orgaz Aeródromo Quinto de don Pedro Aeródromo de Sigüenza Aeródromo de Taragudo Aeródromo de Villacastín Almorox - Las Tablas del Alberche Base C.I. de Lozoyuela (HLP) Casarrubios del Monte El Tiétar Fuentemilanos Guadalupe Helipuerto Base C.I. de Las Rozas (HLP) Helipuerto Base C.I. de Morata de Tajuña (HLP) Helipuerto Base C.I. de Navas del Rey (HLP) Helipuerto Base C.I. de Valdemorillo (HLP) Helipuerto Base C.I. San Martín de Valdeiglesias (HLP) Helipuerto Base C.I. Talavera de la Reina (HLP) Helipuerto BIFOR B El Serranillo (HLP) Helipuerto C.I. Bustarviejo (HLP) Helipuerto C.I. Coca (HLP) Helipuerto C.I. de Navacerrada (HLP) Helipuerto COR-COP Toledo (HLP) Helipuerto de Guadalupe (HLP) Helipuerto de Las Casillas (HLP) Helipuerto Elevado Dirección General de Tráfico (HLP) Helipuerto Hospital Nacional de Parapléjicos de Toledo (HLP) Helipuerto Hospital Universitario Puerta de Hierro (HLP) Helipuerto Sanitario del Hospital del Henares (HLP) Helipuerto Sanitario Hospital del Tajo (HLP) Helipuerto Sanitario Hospital Infanta Leonor de Vallecas (HLP) Hospital Alcorcón (HLP) Hospital Doce de Octubre (HLP) Hospital Rey Juan Carlos (HLP) La Calderera La Mancha Lillo Martinamatos Robledillo de Mohernando Sto.Tomé del Puerto Torre Picasso (HLP)	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
CentralisedARO geographical área 5	Teléfono: +34-918603560 +34-672344418 (only for communications contingency) E-mail: arocentralizada@enaire.es AFTN address flight plan management: LEANZPZX	Helipuerto Complex Egara (HLP) Hotel Can Bonastre Wine Resort Masquefa (HLP) Parc Taulí (HLP) Tírvia (HLP) Tremp (HLP) Ullastrell-Teresa Vilá (HLP) Viella (HLP) Vilaller (HLP	
Centralised ARO geographical area 6	Teléfono: +34-918603561 +34-672344418 (only for communications contingency) E-mail: arocentralizada@enaire.es AFTN address flight plan management: LEANZPZX	Aeródromo de Garcia Berga (HLP) Calaf-Sallavinera Centre de Gestió d'Emergències 112 (HLP) Fira M2 l'Hospitalet (HLP) Helipuerto de la Autoridad Portuaria de Barcelona (HLP) Helipuerto del Hospital Sant Joan de Déu (HLP) Helipuerto del Hospital Tortosa Verge de la Cinta (HLP) Helipuerto del Hospital Universitari Sant Joan de Reus (HLP) Helipuerto Hospital Trias i Pujol (HLP) Helipuerto Hospitalario Teknon (HLP) Heli Montsiá-Amposta (HLP) Helipuerto nocturno de l'Aeroport d'Andorra - la Seu d'Urgell (HLP) Helipuerto Parque de Garraf-Sitges (HLP) Helipuerto Port Aventura (HLP) Helipuerto Vall D'Hebron Barcelona Hospital Campus (HLP) Hospital de Igualada (HLP) Hospital de Sant Pau (HLP) Hospital Gral. de Catalunya (HLP) Hospital Gral. de Manresa (HLP) Hospital Universitario de Bellvitge (HLP) Hospital Universitario Joan XXIII (HLP) Hotel Rey Juan Carlos I (HLP) Igualada-Ódena Joan de Reus (HLP) Manresa Mas Passamaner (HLP) Nou Hospital de Mataró (HLP) Port de Tarragona (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 (HLP)	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical area 7	Teléfono: +34-918603562 +34-672344445 (only for communications contingency) E-mail: arocentralizada@enaire.es AFTN address flight plan management: LEANZPZX	Aeródromo de Binissalem Aeródromo de Son Albert Aeródromo Petra-Pep Mercader Ampuriabrava Cas Curredó (HLP) Costa Brava-Centro (HLP) Helipuerto Bombers de Camprodón (HLP) Helipuerto de Es Mercadal (HLP) Helipuerto de Sa Coma (HLP) Helipuerto del Hospital de Formentera (HLP) Helipuerto del Hospital Son Espases (HLP) Helipuerto del Parque de Bomberos de Orriols (HLP) Helipuerto eventual del Parc de Bombers de Maçanet de la Selva (HLP) Helipuerto Fortalesa de Sant Juliá de Ramis (HLP) Hospital Can Misses (HLP) Hospital de Cerdanya (HLP) Hospital Dr. Josep Trueta (HLP) La Cerdanya (AD/HLP) Mallorca/Son Bonet Parc de Bombers d'Olot (HLP) San Luis	
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	Aeródromo de Aliaguilla Aeródromo de Pozorrubio de Santiago Aeródromo Vicente Huerta Castellón Helisuperficie Castor (HLP) Helipuerto Base de extinción de incendios de Tírig (HLP) Helipuerto del centro comarcal de emergencias de Albendea (HLP) Helipuerto de la Base C.I. de Prado de los Esquiladores (HLP) Helipuerto de Vinarós (HLP) Requena Sotos	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
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	Aeródromo de Lorca, Agustín Navarro Aeródromo de Totana Aeródromo Los Garranchos-San Javier Alhama de Murcia Helipuerto del Hospital Universitario Los Arcos del Mar Menor (HLP) Helipuerto del Hospital Virgen de la Arrixaca (HLP) Helipuerto Hospital General Universitario Doctor Balmis (HLP) Helipuerto La Alberquilla (HLP) Los Martínez del Puerto 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	Aeródromo Aerodel Aeródromo de La Cuesta Aeródromo de La Resinera Aeródromo de Villafranca de Córdoba Aeródromo Fuente Obejuna Aeródromo La Caminera Aeródromo La Centenera Aeródromo Juan Espadafor Aeródromo Manuel Sánchez de Valdepeñas Beas de Segura El Castaño Helipuerto base contar incendios Alcoba de los Montes (HLP) Helipuerto Bifor B La Atalaya (HLP) Helipuerto C.I. del CEDEFO Huelma (HLP) Helipuerto del CEDEFO Adamuz (HLP) Helipuerto del CEDEFO Alhama de Almería (HLP) Helipuerto del CEDEFO Carcabuey (HLP) Helipuerto de la base BRICA de Los Moralillos (HLP) Helipuerto del CEDEFO Serón (HLP) Helipuerto del CEDEFO Sierra Nevada (HLP) Helipuerto del CEDEFO Vélez Blanco (HLP) Helipuerto del CEDEFO Villaviciosa (HLP) Helipuerto del CEDEFO de Cazorla (HLP) Helipuerto del CEDEFO de Navalcaballo (HLP) Helipuerto del CEDEFO de Puerto Lobo (HLP) Helipuerto El Cabril (HLP) Helipuerto Hospital Universitario San Cecilio (HLP) Helipuerto centro comarcal Villahermosa (HLP) La Perdiz-Torre de Juan Abad San Enrique Sebastián Almagro	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical área 11	Teléfono: +34-918 603 566 +34-672 344 492 ((only for communications contingency) E-mail: arocentralizada@enaire.es AFTN address flight plan management: LEANZPZX	Aeródromo AMR-Utrera Aeródromo Hotel Hacienda Orán Aeródromo Los Alcores Altarejos-Guadalcanal Expo'92 (HLP) Helipuerto de El Pedroso (HLP) Helipuerto del CEDEFO Galaroza (HLP) Helipuerto del CEDEFO de Cabezudos (HLP) La Juliana 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	Aeródromo de Aerosidonia Helipuerto del Hospital de Jerez de la Frontera (HLP) Helipuerto del Hospital La Línea de La Concepción (HLP) Helipuerto La Almoraima (HLP) Tomás Fernández Espada 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	Aeródromo de la Axarquía Helicópteros Sanitarios de Marbella (HLP) Helipuerto de Hospital Valle del Guadalhorce (HLP) Helipuerto de la Base de Brica de Cártama (HLP) Helipuerto de Ronda (HLP) Helipuerto del CEDEFO de Colmenar (HLP)	
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	Aeródromo de Antigua Fuerteventura Helipuerto C.I. Puntagorda (HLP) Helipuerto C.I. de La Guancha (HLP) Helipuerto de Adeje (HLP) Helipuerto de Artenara (HLP) Helipuerto de Palmas Port (HLP) Helipuerto Hospital U. Nuestra Sra. De Candelaria (HLP) Hospital Universitario de Canarias (HLP) Hospital Universitario Insular de Gran Canaria (HLP) Maspalomas - El Berriel San Sebastian de La Gomera (HLP)	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
ALBACETE AD	TEL: +34-967 555 703 / 700 FAX: +34-967 555 716	Aeródromo de Carcelén Aeródromo de Tinajeros Aeródromo La Gineta Aeródromo Municipal de Pozo Cañada Aeródromo y Helipuerto de Campillos-Paravientos (AD/HLP) Casas de los Pinos Helipuerto Avincis (HLP) Helipuerto de Airbus Helicopters España (HLP) 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	Aeródromo de Casimiro Patiño Aeródromo de Cortijo Puerto Aeródromo El Membrillar Aeródromo El Molinillo Aeródromo El Moral Aeródromo Mérida-Royanejos Aeródromo Virgen de la Estrella El Manantío Helipuerto C.I. de Calera de León (HLP) Helipuerto C.I. de Serradilla (HLP) Helipuerto C.I. Herrera del Duque (HLP) Helipuerto C.I. Manchita (HLP) Helipuerto de Jarandilla de la Vera (HLP) Helipuerto de Plasencia (HLP) Helipuerto de Valencia de Alcántara (HLP) Helipuerto del Hospital Universitario de Badajoz (HLP) Helipuerto del Hospital Universitario de Cáceres (HLP) Helipuerto Hoyos (HLP) Hidropuerto Luis Mingorance Morante Pinofranqueado (HLP)	Outside Badajoz/Talavera La Real AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Sevilla AD's.

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
LEÓN AD	TEL:+34-987 877 700 FAX: +34-987 877 704	Aeródromo de Astorga Aeródromo de Chozas de Abajo Aeródromo de Villamarco Aeródromo de Villoldo Aeródromo Los Oteros Helipuerto C.I. Cueto (HLP) Helipuerto de Camposagrado (HLP) Helipuerto de la Base C.I. de Rabanal del Camino (HLP) Helipuerto de la Base C.I. de Tabuyo del Monte (HLP) Helipuerto de Sahechores (HLP) Helipuerto de Villaeles (HLP)	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	Aeródromo El Salobral Aeródromo Rosinos de la Requejada Calzada de Valdunciel Helipuerto Base C.I. de Puerto el Pico (HLP) Helipuerto C.I. Cebreros (HLP) Helipuerto C.I. Guadramiro (HLP) Helipuerto C.I. Piedralaves (HLP) Helipuerto de Burgohondo (HLP) Helipuerto de El Maíllo (HLP) Helipuerto de Villardeciervos (HLP) Helipuerto del Barco de Ávila (HLP) Helipuerto del Hospital Universitario de Salamanca (HLP) Helipuerto El Bodón (HLP) Helipuerto Villaralbo (HLP)	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	El Carrascal Helipuerto Alcazarén (HLP) Helipuerto C.I. Quintanilla (HLP) Helipuerto C.I. Vivero (HLP) Helipuerto Finca Retuerta (HLP) Matilla de los Caños 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;
10. Destination aerodrome or operating site and total estimated elapsed time;
11. Alternate aerodrome(s) or operating site(s);
12. Endurance;
13. Total number of persons on board;
14. Emergency and survival equipment;
15. 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

Follow exactly the stated formats and manner of specifying data.

Start inserting data in the first space provided. Where excess space is available leave unused spaces blank.

Insert all clock times in 4 figures UTC.

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

Shaded area preceding item 3: to be completed by ATS and COM services, unless the responsaibility of originating flight plan messages has been delegated.

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

INSTRUCTIONS FOR INSERTION OF ATS DATA

Complete items 7 to 18 as indicated hereunder.

Complete also item 19 as indicated hereunder, when It is planned in the applicable regulation, when so required by the designated provider of air traffic services, or when otherwise deemed necessary.

NOTE 1:Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

NOTE 2: Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

ITEM 7: Aircraft identification (maximum 7 characters).

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

1. The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM 511, NIGERIA 213, JESTER 25). Or
2. The nationality or common mark and the registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
    1. the radiotelephony call sign to be used by the aircraft consists of this identification alone (e.g. CGAJS) or is preceded by the ICAO telephony designator for the aircraft operating agency (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.

NOTE 1: Provisions for the use of radiotelephony call signs are contained in ICAO Annex 10 "Aeronautical Telecommunications", Volume II, Chapter 5 and in the fourth book of the Reglamento de la Circulación Aérea. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc. 8585, "Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services".

NOTE 2: Standards for nationality, common and registration marks to be used are contained in ICAO Annex 7 "Aircraft Nationality and Registration Marks", Chapter 2.

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 will be operated under IFR.
V	if it is intended that the entire flight will be operated under VFR.
Y	if the flight initially will be operated under IFR, followed by one or more subsequent changes of flight rules (1). Or
Z	if the flight initially will be operated under VFR, followed by one or more subsequent changes of flight rules (1).

(1) Specify in item 15 the point or points where 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 designated provider of air traffic service:

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 STS indicator in Item 18, or when necessary to notify other reasons for specific handling by ATS, indicate the reason following the RMK indicator 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 ICAO Doc. 8643, "Aircraft Type Designators".

Or, if no such designator has been assigned, or in case of formation flights comprising more than one type, **insert** ZZZZ, and specify in item 18, the number(s) and type(s) of aircraft preceded by TYP/.

WAKE TURBULENCE CATEGORY (1 character):

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

J SUPER	for Airbus A380-800 aircraft only.
H HEAVY	to indicate an aircraft type with a maximum certificated take-off mass of 136,000 kg or more.
M MEDIUM	to indicate an aircraft type with a maximum certificated take-off mass of less than 136,000 kg but more than 7,000 kg.
L LIGHT	to indicate an aircraft type with a maximum certificated take-off mass of 7,000 kg or less.

ITEM 10: Equipment and capabilities.

Capabilities comprise the following elements:

1. the presence of relevant serviceable equipment on board the aircraft;
2. that equipment and capabilities are commesurate with flight crew qualifications; and
3. where applicable, the authorization from the appropriate authority.

Radiocommunication equipment, navigation and approach aid equipment and capabilities.

Insert

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),

one letter as follows:

and/or

Insert one or more of the following letters to indicate the serviceable COM/NAV and navigation and 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 A
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MSAT)
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 para RCP
R	PBN approved (see Note 4)
T	TACAN
U	UHF RTF
V	VHF RTF
W	RVSM approved (see Note 5)
X	MNPS approved (see Note 6)

Y	VHF with 8.33 channel spacing capability (see Note 8)
Z	Other equipment carried or other capabilities (see Note 7)

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 designated provider of air traffic service.

NOTE 2: If the letter G is used, the types of external GNSS augmentations, whatever these may be, 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 B1 INTEROP Standard – DO-280B/ED-110B) for data link services/air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

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 (PBN) Manual, ICAO Doc.9613.

NOTE 5: Inclusion of the letter W indicates that the aircraft has been approved for flying in RVSM airspace. The aircraft registration must be inserted in Item 18 preceded by REG/.

Operators of flights in formation of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, whichever the RVSM approval situation of these aircraft is. When having the intention to operate within RVSM airspace as general air traffic (GAT), they shall insert STS/NONRVSM in Item 18 of the aforementioned form.

NOTE 6: Inclusion of the letter X indicates that the aircraft has been approved for flying in MNPS airspace. The aircraft registration must be inserted in Item 18 preceded by REG/.

NOTE 7: 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.

Aircraft operators with P-RNAV approval, which only use VOR/DME for the determination of position, must insert the letter Z in Item 10 of the flight plan and the EURPRNAV descriptor in Item 18 of the flight plan, preceded by the NAV/ indicator.

NOTE 8: Information on navigation capability is provided to ATC for clearance and routing purposes.

NOTE 9: For flights conducted wholly or partly in the EUR airspace where ATN B1 CPDLC is available but for which the aircraft has been granted an exemption, the letter Z shall be included in item 10 and the indicator DAT/CPDLCX shall be included in item 18 of the flight plan.

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 letters, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder – Mode A (4 digits - 4096 codes)
C	Transponder – Mode A (4 digits - 4096 codes) and Mode C

SSR Mode S	
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: Increased 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 applications should be listed in Item 18 following the SUR/ indicator.

ITEM 13: Departure aerodrome and time (8 characters):

Insert the ICAO four-letter location indicator of the departure aerodrome, as specified in ICAO Doc. 7910, "Location Indicators", **Or**

if no location indicator has been assigned,

insert ZZZZ, and **specify,** in item 18, the name and location of the aerodrome preceded by DEP/, **Or**

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

if the flight plan is received from an aircraft in flight,

insert AFIL, and **specify,** in item 18, the ICAO four letter location indicator of the 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)**.

1. **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 designated provider of air traffic service, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

2. **Cruising Level (maximum 5 characters):**

   Insert the planned cruising level for the first stage or the whole portion of the route to be flown, in terms of:

   – Flight level, expressed as F followed by 3 figures (e.g.F085; F330); **Or**

   – Standard metric level in tens of metres, expressed as S followed by 4 figures, when so prescribed by the designated provider of air traffic service (e.g. S1130); **Or**

   – Altitude in hundreds of feet, expressed as A followed by3 figures (e.g. A045; A100); **Or**

   – Altitude in tens of metres, expressed as M followed by4 figures (e.g. M0840); **Or**

   – for uncontrolled VFR flights, the letters VFR.

3. Route (including changes of speed, level and/or flight rules):

Flights along designated ATS routes:

Insert, the designator of the first ATS route, if the departure aerodrome is located on, or connected to the 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 (1), and/or a change of flight rules is planned.

(1) When a transition is planned between a lower and an upper ATS route and the routes are oriented in the same direction, the point of transition does not need to be inserted.

Followed in each case by the designator of the next ATS route segment, even if the same as the previous one, Or

By DCT, if the flight to the next point will be outside of 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 the designated provider of air traffic service,

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° 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° of longitude. The distance between significant points shall, as far as posible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a North-South direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5°.

Insert DCT between sucessive points unless both points are defined by geographical coordinates or by bearing and distance.

Use only the conventions in 1) to 6) 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, B1, R14, UB10, KODAP2A).

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

– The designator of the first significant point of the SID used.

– Where no SID is published for the aerodrome of departure, then the significant point where the first ATS route is joined. This point can be preceded by the DCT indicator.

The route item shall never include the terms SID/STAR nor their descriptions. This instruction is due to IFPS operating 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:

– Only degrees (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 in 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. 4620N 07805W.

– Bearing and distance from a navigation aid : 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, true degrees 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/N0305F180

– HADDY/N0420F330

– 4602N07805W/N0500F350

– 46N078W/M082F330

– DUB180040/N0350M0840

4) Change of flight rules (maximum 3 characters).

The point at which the change of flight rules is planned, expressed exactly as in 2) or 3) above as appropriate, followed by a space and one of the following:

VFR if from IFR to VFR

IFR if from VFR to IFR

Examples:

– LN VFR

– LN/N0284A050 IFR

5) Changes in the type of flight (GAT/OAT).

IFPS processes the GAT part of mixed GAT/OAT flight plans (Civil/Military), when these affect the ECAC area. A change from OAT to GAT or vice versa must be indicated as follows: "significant point/GAT" or "significant point/OAT".

Examples:

– N0400F280...NTM/OAT TB6

– N0460F370...TB6 NTM/GAT UR110

The IFPS assumes that all flight plans begin with civil air control (GAT), unless a change to GAT is indicated later in the route. In this case it assumes that every segment in the route prior to the change was OAT.

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

ITEM 16: Destination aerodrome and total estimated elapsed time; destination alternate aerodrome(s).

Destination aerodrome and total estimated elapsed time (8 characters). (1)

Insert the ICAO four-letter location indicator of the destination aerodrome, as specified in ICAO 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): 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(s).

Insert the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in ICAO Doc. 7910 "Location Indicators", separated by a space, Or

If no location indicator has been assigned to the destination 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:

RFP/	The "RFP/Qn" format is used to identify a replacement flight plan number, where "n" will be replaced by "1" for the first replacement, "2" for the second replacement, and so on. Examples: RFP/Q1, RFP/Q2, etc.

STS/	Reason for special handling by ATS, for example 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 designated provider of air traffic service; – 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 humanitary mission; – MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft; – MEDEVAC: for a life critical medical emergency evacuation; – NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace; – SAR: for a flight engaged in a search and rescue mission; – STATE: for a flight engaged in military, customs or police services.

NOTE: Fraudulent use of these designators might be considered a serious violation of the procedures which may derive in the corresponding juridical consequences established to the effect by applicable provisions, including disciplinary or sanction measures as appropriate.

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 indicators 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

RNAV SPECIFICATIONS	
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 designated provider of air traffic service. Indicate GNSS augmentation under this indicator, with a space between two or more methods of increasement, e.g. NAV/GBAS SBAS. NOTE: Aircraft operators with P-RNAV approval, which only use VOR/DME to determine position, shall insert the letter Z in item 10 of the flight plan and the EURPRNAV descriptor in item 18 of the flight plan, under the NAV/ indicator.
COM/	Indicate communications applications or capabilities not specified in Item 10 a).
DAT/	Indicate data applications or capabilities not specified in Item 10 a).
SUR/	Include surveillance applications or capabilities not specified in Item 10 b).

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 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 magnetic degrees is impractical, true degrees may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040. 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 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 (DOF/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 and when the letters W or X are included in Item 10.
EET/	Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so stated on the basis of regional air navigation agreements, or by the designated provider of air traffic service. (1) Examples: – EET/CAP0745 XYZ0830 – EET/EINN0204 (1): Insertion of accumulated estimated elapsed times up to Madrid and Barcelona FIR limits is not compulsory.
SEL/	SELCAL Code, for aircraft so equipped.
TYP/	Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft of each type, each type 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 six hexadecimal characters) when required by the designated provider of air traffic service. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.
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 four-figure time in hours and minutes (hhmm). Example: – DLE/MDG0030
OPR/	ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in Item 7.

ORGN/	The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the designated provider of air traffic service. NOTE: In some areas, flight plan reception centres may insert the ORGN/ identifier and the 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 (PANSOPS, ICAO Doc. 8168), Volume 1 – Flight Procedures", if so prescribed by the designated provider of air traffic service.
ALTN/	Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the Aeronautical Information Publication, indicate the location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
RALT/	ICAO four letter location indicator(s) for en-route alternate aerodrome(s), as specified in ICAO Doc. 7910 "Location Indicators", or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the Aeronautical Information Publication, indicate the location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
TALT/	ICAO four letter location indicator(s) for take-off alternate aerodrome(s), as specified in ICAO Doc. 7910 "Location Indicators", or name(s) of take-off alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the Aeronautical Information Publication, indicate the 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 four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight. Examples: – RIF/DTA HEC KLUX – RIF/ESP G94 CLA YPPH
RMK/	Any other plain-language remarks, when required by the designated provider of air traffic service or deemed necessary.

NOTE: The indicators described above will be used without prejudice to Community rules establishing 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 appropriate ATS authority. **Insert** TBN (to be notified) in the total number of persons if is not known at the time of filing the flight plan.

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 beacon for aircraft location (ELBA) is not available.

S/ (Survival equipment)	**Cross out** all indicators if survival equipment is not carried. **Cross out** P if polar survival equipment is not carried. **Cross out** D if desert survival equipment is not carried. **Cross out** M if maritime survival equipment is not carried. **Cross out** J if jungle survival equipment is not carried.
J/ (Jackets)	**Cross out** all indicators if life jackets are not carried. **Cross out** L if life jackets are not equipped with lights. **Cross out** F if life jackets are not equipped with fluorescein. **Cross out** U or V or both as in R/ above to indicate radio capability of jackets, if any.
D/ (Dinghies)	NUMBER: **Cross out** indicators D and C if no dinghies are carried, or insert number of dinghies carried; CAPACITY: **Insert** total capacity, in persons, of all dinghies carried; COVER: **Cross out** indicator C if dinghies are not covered; 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** the name of pilot-in-command.

FILED BY

Insert the name of the unit, agency or 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/GATcan 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 onemust be submitted; however if the modification to theEOBT means a delay with regard to that stated in theFPL, 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:

  – with a delay in excess of 30 minutes of the EOBT, a delay message must be sent (DLA).

  – 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 untis 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

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.

FLIGHT PLANNING

For flight planning additional procedures in HISPAFRA see ENR 1.3.