

## 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) |

| ANNEX I                                    |                 |
|--------------------------------------------|-----------------|
| Denomination                               | Remarks         |
| 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<br>ARO<br>geographical<br>area 1 | TEL: +34-918 603 556;<br>+34-672 344 412 (only for<br>communications<br>contingency)<br>E-mail:<br>arocentralizada@enaire.es<br>AFTN address flight plan<br>management: LEANZPZX                                                | (AD) Caldas de Reis<br>(AD) Mazaricos<br>(AD) Monforte de Lemos<br>(AD) Beariz<br>(HLP) Costa Norte-Puerto de Viveiro-Celeiro<br>(HLP) CEE<br>(HLP) Laza<br>(HLP) C.I. de Marroxo<br>(HLP) O Barco<br>(HLP) Portomarín<br>(HLP) A Merca<br>(HLP) Becerreá<br>(HLP) Castromaior<br>(HLP) Lomba<br>(HLP) Queimadelos<br>(HLP) San Xoán de Río<br>(HLP) Vilamaior<br>(HLP) Hospital Da Mariña<br>(HLP) CHUAC de A Coruña<br>(HLP) Hospital Alvaro Cunqueiro (Nuevo Hospital de Vigo)<br>(HLP) Torre Iberdrola<br>(HLP) Xurés<br>(HLP) Hospital de Cruces (Baracaldo)<br>(HLP) Iurreta<br>(AD) Rozas |         |
| Centralised<br>ARO<br>geographical<br>area 2 | TEL: +34-918 603 557;<br>+34-672 344 412 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX | (AD) San Torcuato<br>(AD) Soria-Garray                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |

| ARO ASSIGNED                                 | CONTACT MEANS                                                                                                                                                                                                    | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | REMARKS |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Centralised<br>ARO<br>geographical<br>area 4 | TEL: +34-918 603 559; +34-672 344 415 (only for communications contingency)<br>E-mail: <a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan management: LEANZPZX | (AD) Air Marugán<br>(AD) Cerro Lindo<br>(AD) Algodor<br>(AD) Camarenilla<br>(AD) Hiendelaencina-Las Minas<br>(AD) Ocaña<br>(AD) Orgaz<br>(AD) Quinto de don Pedro<br>(AD) Sigüenza<br>(AD) Taragudo<br>(AD) Villacastín<br>(AD) Almorox - Las Tablas del Alberche<br>(HLP) Base C.I. de Lozoyuela<br>(AD) Casarrubios<br>(AD) El Tiétar<br>(AD) Fuentemilanos<br>(AD) Guadalupe<br>(HLP) Base C.I. de Las Rozas<br>(HLP) Base C.I. de Morata de Tajuña<br>(HLP) Base C.I. de Navas del Rey<br>(HLP) Base C.I. de Valdemorillo<br>(HLP) Base C.I. San Martín de Valdeiglesias<br>(HLP) Base C.I. Talavera de la Reina<br>(HLP) BIFOR B El Serranillo<br>(HLP) C.I. Bustarviejo<br>(HLP) C.I. Coca<br>(HLP) C.I. de Navacerrada<br>(HLP) COR-COP Toledo<br>(HLP) de Guadalupe<br>(HLP) de Las Casillas<br>(HLP) Dirección General de Tráfico<br>(HLP) Hospital Nacional de Paraplégicos de Toledo<br>(HLP) Hospital Universitario Puerta de Hierro<br>(HLP) Hospital del Henares<br>(HLP) Hospital del Tajo<br>(HLP) Hospital Infanta Leonor de Vallecas<br>(HLP) Hospital Alcorcón<br>(HLP) Hospital Doce de Octubre<br>(HLP) Hospital Rey Juan Carlos<br>(AD) La Calderera<br>(AD) La Mancha<br>(AD) Lillo<br>(AD) Martinamatos<br>(AD) Robledillo de Mohernando<br>(AD) Sto. Tomé del Puerto<br>(HLP) Torre Picasso |         |

| ARO ASSIGNED                                 | CONTACT MEANS                                                                                                                                                                                                                    | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                              | REMARKS |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Centralised<br>ARO<br>geographical<br>area 7 | TEL: +34-918 603 562<br>+34-672 344 445 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX   | (HLP) Cas Curedó<br>(HLP) Sa Coma<br>(HLP) Hospital de Formentera<br>(HLP) Hospital Can Misses                                                                                                                                                                                                                                                                        |         |
| Centralised<br>ARO<br>geographical<br>area 9 | TEL: +34-918 603 564; +34-<br>672 344 481 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX | (AD) Lorca, Agustín Navarro<br>(AD) Totana<br>(AD) Los Garranchos-San Javier<br>(AD) Alhama de Murcia<br>(HLP) del Hospital Universitario Los Arcos del Mar Menor (HLP)<br>(HLP) del Hospital Virgen de la Arrixaca (HLP)<br>(HLP) Hospital General Universitario Doctor Balmis (HLP)<br>(HLP) La Alberquilla (HLP)<br>(AD) Los Martínez del Puerto<br>(AD) Muchamiel |         |

| ARO ASSIGNED                                  | CONTACT MEANS                                                                                                                                                                                                                    | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | REMARKS |
|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Centralised<br>ARO<br>geographical<br>area 10 | TEL: +34-918 603 565;<br>+34-672 344 481 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX  | (AD) Aerodel<br>(AD) La Cuesta<br>(AD) La Resinera<br>(AD) Villafranca de Córdoba<br>(AD) Fuente Obejuna<br>(AD) La Caminera<br>(AD) Manuel Sánchez de Valdepeñas<br>(AD) Beas de Segura<br>(AD) El Castaño<br>(HLP) Base contra incendios de Alcoba de los Montes<br>(HLP) BIFOR B La Atalaya<br>(HLP) CEDEFO de Huelma<br>(HLP) CEDEFO de Adamuz<br>(HLP) Alhama de Almería<br>(HLP) Carcabuey<br>(HLP) CEDEFO de Serón<br>(HLP) Sierra Nevada<br>(HLP) CEDEFO de Vélez Blanco<br>(HLP) CEDEFO de Villaviciosa<br><br>(HLP) El Cabril<br>(HLP) Villahermosa<br>(AD) La Perdiz-Torre de Juan Abad<br>(AD) San Enrique<br>(AD) Sebastián Almagro |         |
| Centralised<br>ARO<br>geographical<br>area 13 | TEL: +34-918 603 568; +34-<br>672 344 494 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX | (AD) La Axarquía<br>(HLP) Helicópteros Sanitarios de Marbella<br>(HLP) Hospital Valle del Guadalhorce<br>(HLP) la Base de Brica de Cártama<br>(HLP) CEDEFO de Ronda<br>(HLP) Colmenar                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |

| ARO ASSIGNED                                  | CONTACT MEANS                                                                                                                                                                                                                  | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                       | REMARKS                                                                                                                                      |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Centralised<br>ARO<br>geographical<br>area 15 | TEL +34-918 603 570;<br>+34-672 344 494 (only for<br>communications<br>contingency)<br>E-mail:<br><a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a><br>AFTN address flight plan<br>management: LEANZPZX | (AD) Antigua Fuerteventura<br>(HLP) C.I. Puntagorda<br>(HLP) C.I. de La Guancha<br>(HLP) Artenara<br>(HLP) Palmas Port<br>(HLP) Hospital U. Nuestra Sra. De Candelaria<br>(HLP) Hospital Universitario de Canarias<br>(HLP) Hospital Universitario Insular de Gran Canaria<br>(AD) Maspalomas - El Berriel<br>(HLP) San Sebastian de La Gomera |                                                                                                                                              |
| ALBACETE<br>AD                                | TEL: +34-967 555 703 / 700<br>FAX: +34-967 555 716                                                                                                                                                                             | (AD) Carcelén<br>(AD) Tinajeros<br>(AD) La Gineta<br>(AD) Municipal de Pozo Cañada<br>(AD)(HLP) de Campillos-Paravientos<br>(AD) Casas de los Pinos<br>(HLP) Avincis<br>(HLP) Airbus Helicopters España<br>(AD) Ontur                                                                                                                          | Outside Albacete AD<br>hours of operation,<br>the ARO assigned to<br>aerodromes/heliports<br>of its responsibility<br>will be Valencia AD's. |
| ASTURIAS<br>AD                                | TEL: +34-985 127 531 / 532<br>FAX: +34-985 545 109                                                                                                                                                                             | (HLP) El Musel<br>(HLP) La Morgal<br>(HLP) Tineo<br>(HLP) Hospital Universitario Central de Asturias en<br>Oviedo<br>(HLP) Ibias Parque Bomberos Asturias<br>(AD) La Morgal<br>(AD) Villaframil                                                                                                                                                |                                                                                                                                              |

| ARO ASSIGNED                   | CONTACT MEANS                                | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | REMARKS                                                                                                                                                           |
|--------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BADAJOS/Talavera<br>La Real AD | TEL: +34-924 210 406<br>FAX: +34-924 210 453 | (AD) Casimiro Patiño<br>(AD) Cortijo Puerto<br>(AD) El Membrillar<br>(AD) El Molinillo<br>(AD) El Moral<br>(AD) Mérida-Royanejos<br>(AD) Virgen de la Estrella<br>(AD) El Manantío<br>(HLP) C.I. de Calera de León (HLP)<br>(HLP) C.I. de Serradilla (HLP)<br>(HLP) C.I. Herrera del Duque (HLP)<br>(HLP) C.I. Manchita (HLP)<br>(HLP) Jarandilla de la Vera (HLP)<br>(HLP) Plasencia (HLP)<br>(HLP) Valencia de Alcántara (HLP)<br>(HLP) Hospital Universitario de Badajoz<br>(HLP) Hospital Universitario de Cáceres<br>(HLP) Hoyos<br>(AD) Hidropuerto Luis Mingorance<br>(AD) Morante<br>(HLP) Pinofranqueado | Outside<br>Badajoz/Talavera La<br>Real AD hours of<br>operation, the ARO<br>assigned to<br>aerodromes/heliports<br>of its responsibility<br>will be Sevilla AD's. |

| ARO ASSIGNED                                           | CONTACT MEANS                                                  | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | REMARKS |
|--------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| BARCELONA/Josep Tarradellas<br>Barcelona-El Prat<br>AD | TEL: +34-932 983 797 / 798<br>E-mail: bcncecops@aena.es        | (HLP) Berga<br>(AD) Calaf-Sallavinera<br>(HLP) Fira M2 l'Hospitalet<br>(HLP) Autoridad Portuaria de Barcelona<br>(HLP) Hospital Sant Joan de Déu<br>(HLP) Hospital Trias i Pujol<br>(HLP) Hospitalario Teknon<br>(HLP) Nocturno de l'Aeroport d'Andorra - la Seu d'Urgell<br>(HLP) Parque de Garraf-Sitges<br>(HLP) Vall D'Hebron Barcelona Hospital Campus<br>(HLP) Hospital de Igualada<br>(HLP) Hospital de Sant Pau<br>(HLP) Hospital General de Catalunya<br>(HLP) Hospital General de Manresa<br>(HLP) Hospital Universitario de Bellvitge<br>(HLP) Hotel Rey Juan Carlos I<br>(AD) Igualada-Ódena<br>(AD) Manresa<br>(HLP) Nou Hospital de Mataró<br>(HLP) R.A.C.C.<br>(HLP) Sant Martí de Sescorts<br>(HLP) Servei d'evacuació del Circuit de Catalunya<br>(HLP) Serveis Generals del Circuit de Catalunya |         |
| GIRONA AD                                              | TEL: +34-972 186 658 / 659<br>E-mail:<br>gro.ops.cecoa@aena.es | (AD) Ampuriabrava<br>(HLP) Costa Brava-Centro<br>(HLP) Bombers de Camprodón<br>(HLP) Parque de Bomberos de Orriols<br>(HLP) Parc de Bombers de Maçanet de la Selva<br>(HLP) Fortalesa de Sant Julià de Ramis<br>(HLP) Hospital de Cerdanya<br>(HLP) Hospital Dr. Josep Trueta<br>(AD/HLP) La Cerdanya<br>(HLP) Parc de Bombers d'Olot                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |         |

| ARO ASSIGNED                                   | CONTACT MEANS                                                                                                              | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                              | REMARKS                                                                                                                   |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| GRANADA/Federico García Lorca. Granada-Jaén AD | TEL: +34-958 245 281<br>FAX: +34-958 245 247<br>E-mail: <a href="mailto:grx.cecoa@aena.es">grx.cecoa@aena.es</a>           | (AD) La Resinera<br>(AD) La Centenera<br>(AD) Juan Espadafor<br>(HLP) Base BRICA De Los Morillos (Granada)<br>(HLP) Sierra Nevada<br>(HLP) CEDEFO de Cazorla<br>(HLP) CEDEFO de Navalcaballo<br>(HLP)  Puerto Lobo<br>(HLP) Hospital Universitario Clínico San Cecilio<br>(HLP) Hospital Neurotraumatológico de Jaén |                                                                                                                           |
| JEREZ AD                                       | TEL: +34-956 150 106<br>E-mail: <a href="mailto:coordinadoresjerez@aena.es">coordinadoresjerez@aena.es</a>                 | (AD) Aerosidonia<br>(HLP) Hospital de Jerez<br>(HLP) Hospital La Línea de La Concepción<br>(HLP) La Almoraima<br>(AD) Tomás Fernández Espada<br>(AD) Trebujena                                                                                                                                                                                                                                        |                                                                                                                           |
| LEÓN AD                                        | TEL: +34-987 877 700<br>FAX: +34-987 877 704                                                                               | (AD) Astorga<br>(AD) Chozas de Abajo<br>(AD) Villamarco<br>(AD) Villoldo<br>(AD) Los Oteros<br>(HLP) C.I. Cueto<br>(HLP) Camposagrado<br>(HLP) Base C.I. de Rabanal del Camino<br>(HLP) Base C.I. de Tabuyo del Monte<br>(HLP) Sahechores<br>(HLP) Villaeles                                                                                                                                          | Outside León AD hours of operation, the ARO assigned to aerodromes/heliports of its responsibility will be Asturias AD's. |
| MENORCA AD                                     | TEL: +34-971 157 138<br>E-mail: <a href="mailto:mahcepo@aena.es">mahcepo@aena.es</a>                                       | (HLP) Es Mercadal<br>(AD) San Luis                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                           |
| PALMA DE MALLORCA AD                           | TEL: +34-971 789 275 / 286 / 309<br>FAX: +34-971 789 011                                                                   | (AD) Binissalem<br>(AD) Son Albert<br>(AD) Petra-Pep Mercader<br>(HLP) Hospital Son Espases<br>(AD) Mallorca/Son Bonet                                                                                                                                                                                                                                                                                |                                                                                                                           |
| PAMPLONA AD                                    | TEL: +34-948 168 740<br>FAX: +34-948 168 717<br>E-mail: <a href="mailto:pamplona_cecoa@aena.es">pamplona_cecoa@aena.es</a> | (AD) Lumbier<br>(HLP) Miluce (HLP)                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                           |

| ARO ASSIGNED                            | CONTACT MEANS                                                                     | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                 | REMARKS                                                                                                                                             |
|-----------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| REUS AD                                 | TEL: +34-977 779 804 / 885<br>FAX: +34-977 779 810                                | (AD) Garcia<br>(HLP) Centre de Gestió d'Emergències 112<br>(HLP) Heli Montsià-Amposta<br>(HLP) Hospital Tortosa Verge de la Cinta<br>(HLP) Hospital Universitari Sant Joan de Reus<br>(HLP) Port Aventura<br>(HLP) Hospital Universitario Joan XXIII<br>(HLP) Mas Passamaner<br>(HLP) Port de Tarragona                                                                  |                                                                                                                                                     |
| SABADELL AD                             | TEL: +34-937 282 110<br>FAX: +34-937 122 720<br>E-mail:<br>qsaceops@aena.es       | (HLP) Complex Egara<br>(HLP) Hotel Can Bonastre Wine Resort<br>Masquefa<br>(HLP) Parc Taulí<br>(HLP) Tírvia<br>(HLP) Tremp<br>(HLP) Ullastrell-Teresa Vilá<br>(HLP) Viella<br>(HLP) Vilaller                                                                                                                                                                             |                                                                                                                                                     |
| SALAMANCA/Matacán AD                    | TEL: +34-923 329 600<br>FAX: +34-923 329 629                                      | (AD) El Salobral<br>(AD) Rosinos de la Requejada<br>(AD) Calzada de Valdunciel<br>(HLP) Base C.I. de Puerto el Pico<br>(HLP) C.I. Cebreros<br>(HLP) C.I. Guadramiro<br>(HLP) C.I. Piedralaves<br>(HLP) Burgohondo<br>(HLP) El Maíllo<br>(HLP) Villardeciervos<br>(HLP) Barco de Ávila<br>(HLP) Hospital Universitario de Salamanca<br>(HLP) El Bodón<br>(HLP) Villaralbo | Outside Salamanca/Matacán AD hours of operation, the ARO assigned to aerodromes/heliports of its responsibility will be Madrid/Cuatro Vientos AD's. |
| SANTANDER/Seve Ballesteros Santander AD | TEL: +34-942 202 111 / 113<br>FAX: +34-942 202 153<br>E-mail:<br>ceopssdr@aena.es | (AD) Cillamayor<br>(AD) Herrera de Pisuerga<br>(HLP) Jaedo                                                                                                                                                                                                                                                                                                               |                                                                                                                                                     |
| SEVILLA AD                              | TEL: +34-954 449 202<br>FAX: +34-954 449 039                                      | (AD) AMR-Utrera<br>(AD) Hotel Hacienda Orán<br>(AD) Los Alcores<br>(AD) Altarejos-Guadalcanal<br>(HLP) Expo'92<br>(HLP) El Pedroso<br>(HLP) Galaroza<br>(HLP) CEDEFO de Cabezudos<br>(HLP) Hospital de Alta Resolución de Lebrija<br>(AD) La Juliana<br>(AD) Mafé-Gibraleón                                                                                              |                                                                                                                                                     |

| ARO ASSIGNED                 | CONTACT MEANS                                                                                                               | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                   | REMARKS                                                                                                                                                                            |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TENERIFE SUR AD              | TEL: +34-922 759 338<br>FAX: +34-922 759 188                                                                                | (HLP) Adeje                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                    |
| VALENCIA AD                  | TEL: +34-961 598 538 / 539<br>FAX: +34-961 598 537                                                                          | (AD) Aliaguilla<br>(AD) Pozorrubio de Santiago<br>(AD) Vicente Huerta<br>(AD) Castellón<br>(HLP) Helisuperficie Castor<br>(HLP) Base de extinción de incendios de Tírig<br>(HLP) Centro Comarcal de Emergencias de Albendea<br>(HLP) Base C.I. de Prado de los Esquiladores<br>(HLP) Vinarós<br>(AD) Requena<br>(AD) Sotos |                                                                                                                                                                                    |
| VALLADOLID/<br>Villanubla AD | TEL: +34-983 415 503<br>FAX: +34-983 415 518<br>E-mail:<br><a href="mailto:vloperaciones@aena.es">vloperaciones@aena.es</a> | (AD) El Carrascal<br>(HLP) Alcazaren<br>(HLP) C.I. Quintanilla<br>(HLP) C.I. Vivero<br>(HLP) Finca Retuerta<br>(AD) Matilla de los Caños<br>(AD) Torozos                                                                                                                                                                   | Outside<br>Valladolid/Villanubla<br>AD hours of<br>operation, the ARO<br>assigned to<br>aerodromes/heliports<br>of its responsibility<br>will be<br>Madrid/Cuatro<br>Vientos AD's. |
| VITORIA AD                   | TEL: +34-945 163 518<br>E-mail: <a href="mailto:VITCEOPS@aena.es">VITCEOPS@aena.es</a>                                      | (AD) La Vid de Bureba<br>(HLP) C.I. Pradoluengo<br>(HLP) Elciego<br>(HLP) Medina de Pomar<br>(HLP) Nuevo Hospital de Burgos                                                                                                                                                                                                |                                                                                                                                                                                    |

| ARO ASSIGNED | CONTACT MEANS                                | AD OF ITS RESPONSABILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | REMARKS |
|--------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| ZARAGOZA AD  | TEL: +34-976 712 331<br>FAX: +34-976 712 412 | (AD) Ainsa-Coscojuela de Sobrarbe<br>(AD) Benabarre<br>(AD) Binéfar<br>(HLP) Bailo Forestal<br>(HLP) Brea de Aragón<br>(HLP) Daroca Forestal<br>(HLP) Alcorisa Forestal<br>(HLP) Boltaña Forestal<br>(HLP) Calamocha Forestal<br>(HLP) Plasencia Forestal<br>(HLP) Ejea Forestal<br>(HLP) Peñalba Forestal<br>(HLP) Teruel Forestal Blancos del Coscojar<br>(AD) La Nava-Corral de Ayllón<br>(AD) Santa Cilia de Jaca<br>(AD) Teruel<br>(HLP) Valle del Tena<br>(AD) Villanueva del Gállego |         |

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 immediately 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 transmitted 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 within 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 responsibility 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 commensurate 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, <b>Or</b> |
| 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-<br>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:

| <i>SSR Modes A and C</i> |                                                         |
|--------------------------|---------------------------------------------------------|
| A                        | Transponder – Mode A (4 digits - 4096 codes)            |
| C                        | Transponder – Mode A (4 digits - 4096 codes) and Mode C |

| <i>SSR Mode S</i> |                                                                                                                                             |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| 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 |                                                                |
|-------|----------------------------------------------------------------|
| 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 (1) and the first cruising level as in (2), without a space between them, **then**, following the arrow, **insert** the route description as in (3).

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 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.

## 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 possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary.

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

**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 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/ | <p>Reason for special handling by ATS, for example a search and rescue mission, as follows:</p> <ul style="list-style-type: none"><li>• ALTRV: for a flight operated in accordance with an altitude reservation;</li><li>• ATFMX: for a flight approved for exemption from ATFM measures by the designated provider of air traffic service;</li><li>• FFR: fire-fighting;</li><li>• FLTCK: flight check for calibration of nav aids;</li><li>• HAZMAT: for a flight carrying hazardous material;</li><li>• HEAD: a flight with Head of State status;</li><li>• HOSP: for a medical flight declared by medical authorities;</li><li>• HUM: for a flight operating on a humanitarian mission;</li><li>• MARSAS: for a flight for which a military entity assumes responsibility for separation of military aircraft;</li><li>• MEDEVAC: for a life critical medical emergency evacuation;</li><li>• NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;</li><li>• SAR: for a flight engaged in a search and rescue mission;</li><li>• STATE: for a flight engaged in military, customs or police services.</li></ul> |

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               |
| 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/  | <p>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 increase, e.g. NAV/GBAS SBAS.</p> <p>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 EURP-RNAV descriptor in item 18 of the flight plan, under the NAV/ indicator.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 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/  | <p>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:</p> <p>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).</p> <p><b>Or</b>, bearing and distance from the nearest significant point, as follows:</p> <p>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.</p> <p><b>Or</b>, 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.</p> |
| 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/  | <p>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)</p> <p>Examples:</p> <ul style="list-style-type: none"><li>EET/CAP0745 XYZ0830</li><li>EET/EINN0204</li></ul> <p><b>(1):</b> Insertion of accumulated estimated elapsed times up to Madrid and Barcelona FIR limits is not compulsory.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| SEL/  | SELCAL Code, for aircraft so equipped.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| TYP/  | <p>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.</p> <p>Example:</p> <ul style="list-style-type: none"><li>TYP/2F15 5F5 3B2</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

|       |                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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).<br>Example: <ul style="list-style-type: none"><li>• DLE/MDG0030</li></ul>                                                                                                                                        |
| 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.<br>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.<br>Examples: <ul style="list-style-type: none"><li>• RIF/DTA HEC KLUX</li><li>• RIF/ESP G94 CLAYPPH</li></ul>                                                                                                              |
| 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)                         | <b>Cross out</b> U if UHF on frequency 243.0 MHz is not available.<br><b>Cross out</b> V if VHF on frequency 121.5 MHz is not available.<br><b>Cross out</b> E if emergency beacon for aircraft location (ELBA) is not available.                                                                                                                  |
| S/ (Survival equipment)            | <b>Cross out</b> all indicators if survival equipment is not carried.<br><b>Cross out</b> P if polar survival equipment is not carried.<br><b>Cross out</b> D if desert survival equipment is not carried.<br><b>Cross out</b> M if maritime survival equipment is not carried.<br><b>Cross out</b> J if jungle survival equipment is not carried. |
| J/ (Jackets)                       | <b>Cross out</b> all indicators if life jackets are not carried.<br><b>Cross out</b> L if life jackets are not equipped with lights.<br><b>Cross out</b> F if life jackets are not equipped with fluorescein.<br><b>Cross out</b> U or V or both as in R/ above to indicate radio capability of jackets, if any.                                   |
| D/ (Dinghies)                      | NUMBER: <b>Cross out</b> indicators D and C if no dinghies are carried, or insert number of dinghies carried;<br>CAPACITY: <b>Insert</b> total capacity, in persons, of all dinghies carried;<br>COVER: <b>Cross out</b> indicator C if dinghies are not covered;<br>COLOUR: <b>Insert</b> colour of dinghies if carried.                          |
| A/ (Aircraft, colour and markings) | <b>Insert</b> colour of aircraft and significant markings.                                                                                                                                                                                                                                                                                         |
| N/ (Remarks)                       | <b>Cross out</b> indicator N if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.                                                                                                                                                                                                   |
| C/ (Pilot)                         | <b>Insert</b> 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/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

### 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 recommended 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.