EUROPEAN
COMMISSION

Brussels, XXX
[…](2023) XXX draft

Annex to EASA Opinion No 01/2023

COMMISSION IMPLEMENTING REGULATION (EU) …/...

of XXX

amending Implementing Regulation (EU) No 923/2012 as regards interoperability of the European Air Traffic Management network and repealing Regulation (EC) No 1033/2006

COMMISSION IMPLEMENTING REGULATION (EU) …/...

of XXX

amending Implementing Regulation (EU) No 923/2012 as regards interoperability of the European Air Traffic Management network and repealing Regulation (EC) No 1033/2006

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Articles 31 and 44 thereof,

Whereas:

(1) Commission Implementing Regulation (EU) No 923/2012 ([2]) lays down the common rules of the air and operational provisions regarding services and procedures in air navigation.

(2) In accordance with Regulation (EU) 2018/1139, not later than 12 September 2023 the implementing rules adopted on the basis of the repealed Regulation (EC) No 552/2004 ([3]) shall be adapted to the provisions of Regulation (EU) 2018/1139.

(3) In order to ensure the continuity in the application of the requirements for the use of ATM/ANS equipment in the single European sky, the detailed requirements laid down in this Regulation should be based on the relevant implementing rules previously adopted on the basis of Regulation (EC) No 552/2004.

(4) In particular, Regulation (EC) No 1033/2006 ([4]) lays down the requirements on procedures for flight plans in the pre-flight phase for the single European sky.

(5) Implementing Regulation (EC) No 1033/2006 should therefore be repealed.

(6) Implementing Regulation (EU) No 923/2012 should therefore be amended accordingly.

---

1 OJ L 212, 22.08.2018, p. 1.

2 Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1).

3 Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) (OJ L 96, 31.3.2004, p. 26).

4 Commission Regulation (EC) No 1033/2006 of 4 July 2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky (OJ L 186, 7.7.2006, p. 46).

(7) The European Union Aviation Safety Agency has proposed measures in its Opinion No 0X/20XX ([5]) in accordance with Articles 75(2)(b) and (c) and 76(1) of Regulation (EU) 2018/1139.

(8) The measures provided for in this Regulation are in accordance with the opinion of the committee established in accordance with Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Amendments to Implementing Regulation (EU) No 923/2012

1. Article 1(3) is replaced by the following:

'This Regulation shall also apply to the competent authorities of the Member States, air navigation service providers, the Network Manager, aerodrome operators and ground personnel engaged in aircraft operations.'

2. the following points 19a, 69a, 81a, 89a, 96a, 99a and 100a are inserted to Article 2:

'19a. 'aircraft identification' means a group of letters, figures, or a combination of them, which is either identical, or the coded equivalent, to the aircraft call sign to be used in air–ground communications, and which is used to identify the aircraft in ground–ground air traffic services communications;'

'69a. 'estimated off-block date' means the estimated date on which the aircraft will commence movement associated with departure;'

'81a. 'general air traffic' means all movements of civil aircraft and State aircraft (including military, customs and police aircraft) carried out in conformity with the procedures of the International Civil Aviation Organization ('ICAO');'

'89b. 'Integrated Initial Flight Plan Processing System (IFPS)' means a system within the European Air Traffic Management network through which a centralised flight planning processing and distribution service, dealing with the reception, validation and distribution of flight plans, is provided within the airspace to which this Regulation applies;'

'96a. 'Network Manager (NM)' means the body established in accordance with Article 6 of Regulation (EC) No 551/2004 to perform the duties and tasks provided for in that Article and in Articles 4 and 7 of Implementing Regulation (EU) 2019/123;'

'99a. 'originator of a flight plan' means a person or organisation submitting flight plans and any associated update messages to the Integrated Initial Flight Plan Processing System (IFPS), including pilots, operators and agents acting on their behalf and ATS units;'

'100a. 'pre-flight phase' means the period from the first submission of a flight plan until the first air traffic control clearance is delivered;';

3. point 2001 of Section 2 'Applicability and compliance' is replaced by the following:

[5] https://www.easa.europa.eu/document-library/opinions

‘SERA.2001 Subject

Without prejudice to SERA.1001 above, this Annex addresses, in accordance with Article 1, in particular airspace users and aircraft:

(a) operating into, within or out of the Union;

(b) bearing the nationality and registration marks of a Member State of the Union, and operating in any airspace to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.

This Annex addresses also the actions of the competent authorities of the Member States, air navigation service providers (ANSP), Network Manager, aerodrome operators and the relevant ground personnel engaged in aircraft operations.’;

4. Section 4 ‘Flight plans’ of the Annex (Rules of the air) is amended as follows:

(a) in point SERA.4001, points (c) and (d) are replaced by the following:

[...]

‘(c) A flight plan shall be:

(1) submitted, before departure:~~,~~

(i) to the Network Manager directly or via an air traffic services reporting office, in accordance with the operations manuals containing the necessary instructions and information developed and maintained by the Network Manager, if there is the intent for the flight to operate in accordance with IFR for a portion, or the entire route, of the flight within the single European sky airspace; or

(ii) to an air traffic services reporting office for other cases.

(2) transmitted, during flight, to the appropriate air traffic services unit or air–ground control radio station.

(d) Unless a shorter period of time has been prescribed by the competent authority for domestic VFR flights, 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 as follows:

(1) not more than 120 hours before the estimated off-block time;

(2) at least 3 hours before the estimated off-block time for flights that may be subject to air traffic flow management measures;

(3) at least 60 minutes before departure for all other flights not covered in point (2); or

(4) if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit, at least 10 minutes before the aircraft is estimated to reach:

(i) the intended point of entry into a control area or advisory area; or

(ii) the point of crossing an airway or advisory route.;

(b) in point SERA.4001, the following point (e) is added:

‘(e) For flights operated partially or entirely in accordance with IFR, entering the area of responsibility of an air traffic services unit, for which no flight plan has previously been received from the Network Manager, the unit concerned shall transmit to the Network Manager the aircraft identification, aircraft type, point of entry to its area of responsibility, time and flight level at that point, route and destination aerodrome of the flight.’;

(c) point SERA.4005 is replaced by the following:

‘SERA.4005 Contents of a flight plan

(a) A flight plan shall comprise 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) Aircraft equipment and capabilities

(5) Departure aerodrome or operating site

(6) Estimated off-block date and 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) Fuel endurance

(13) Total number of persons on board

(14) Emergency and survival equipment, including ballistic parachute recovery system

(15) Other information.

(b) Items (1) to (10) listed in point (a) shall be key items for the purpose of acceptance of and changes to a flight plan as laid down in points SERA.4013 and SERA.4015.

(c) For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, 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 relates.’;

(d) point SERA.4010 is replaced by the following:

‘SERA.4010 Completion of a flight plan

(a) 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 portion thereof, for which the flight plan is submitted.

(b) Aircraft operators, flight plan originators and air traffic services units following the necessary instructions referred to in point SERA.4001(c)(1)(i) shall comply with:

(1) the instructions for completion of the flight plan form contained in Appendix 6; and

(2) any constraints identified in relevant Aeronautical Information Publications (AIPs).

(c) Aircraft operators, or the agents that act on their behalf, which intend to operate within the single European sky airspace for a portion of or the entire route in accordance with IFR shall insert the appropriate indicator for the aircraft equipment available on board and its capabilities in accordance with Implementing Regulation (EU) …/… [*the airspace usage requirements Regulation*] in the relevant item in the flight plan as per point SERA.4005(a)(4).

(d) Aircraft operators of State aircraft and of aircraft not equipped in accordance with Implementing Regulation (EU) …/… [*the airspace usage requirements Regulation*] which intend to operate within the single European sky airspace shall insert the appropriate indicator for the aircraft equipment available on board and its capabilities, and any potential exemptions in the relevant items in the flight plan as per points (4) and (15) of point SERA.4005(a) respectively. The flight plan 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.’;

(e) the following point SERA.4013 is inserted:

‘SERA.4013 Acceptance of a flight plan

(a) The Network Manager, for the portion of the route operated in accordance with IFR, and the air traffic services reporting office shall take the necessary measures to ensure that when a flight plan is received, or when changes are made to it, it is:

(1) in compliance with the applicable format and data conventions;

(2) complete and, to the extent possible, accurate;

(3) if necessary, made acceptable to the air traffic services; and

(4) accepted, or the changes made to it are also accepted, and this is indicated to the originator of the flight plan.

(b) ATC units shall provide the Network Manager with any necessary changes affecting the route or flight-level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received by them from the Network Manager. No other changes to, or cancellation of, a flight plan shall be made by an ATC unit in the pre-flight phase without coordination with the aircraft operator.

(c) The Network Manager shall communicate to all affected ATS units the accepted flight plan and any accepted pre-flight-phase changes made to the key items of the flight plan and associated update messages.

(d) The Network Manager shall communicate to the aircraft operator any necessary pre-flight-phase changes made to the flight plan affecting the route or flight-level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received.

(e) The originator of a flight plan, when not being the aircraft operator or the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by the Network Manager for the portion of the flight operated in accordance with IFR, or by the air traffic services reporting offices, are made available to the aircraft operator or the pilot that has submitted the flight plan.

(f) The aircraft operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes to it as notified by the Network Manager or by the air traffic services reporting office to the originator of the flight plan are incorporated into the planned flight operation and communicated to the pilot.

(g) The aircraft operator shall ensure prior to the operation of the flight that the content of the flight plan correctly reflects the operational intentions.

(h) The Network Manager shall process and distribute the information on the 8.33 kHz channel spacing capability received in the flight plans.';

(f) point SERA.4015 is replaced by the following:

'SERA.4015 Changes to a flight plan

(a) All changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported:

(1) during the pre-flight phase, to the Network Manager for flights intended to operate in accordance with IFR for a portion of or the entire route, and to air traffic services reporting offices as soon as practicable;

(2) during the flight, subject to the provisions of point SERA.8020(b), 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.

(b) In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of 1 hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended, or a new flight plan submitted, and the old flight plan cancelled, whichever is applicable. For any flight operated in accordance with IFR, delays of more than 15 minutes shall be communicated to the Network Manager.

(c) In the case of a change in the aircraft equipment and its capability status for a flight, aircraft operators, or the agents that act on their behalf, shall send a modification message to the Network Manager or the air traffic services reporting offices with the appropriate indicator inserted in the relevant item of the flight plan form.

(d) Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and, as such, shall be reported.'

5. in the Annex (Rules of the air), the following Section 15 is added:

'SECTION 15 CONTROLLER–PILOT DATA LINK COMMUNICATION (CPDLC) PROCEDURES

SERA.15001 Data link initiation and data link initiation failure

(a) The logon address associated with an air traffic services unit shall be published in the national aeronautical information publications (AIPs).

(b) Upon receipt of a valid data link initiation request from an aircraft approaching or within the data link service area, the air traffic services unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.

(c) The air traffic services provider shall establish procedures to resolve, as soon as practicable, data link initiation failures.

(d) The aircraft operator shall establish procedures to resolve, as soon as practicable, data link initiation failures.

SERA.15005 Establishment of CPDLC

(a) CPDLC shall be established in sufficient time in advance to ensure that the aircraft communicates with the appropriate air traffic control unit.

(b) Information concerning when and, if applicable, where the air or ground systems should establish CPDLC shall be published in aeronautical information circulars or publications.

(c) The pilot shall be able to identify the air traffic control unit that provides the air traffic control service at any time while the service is being provided.

SERA.15010 Transfer of CPDLC

(a) When CPDLC is transferred, the transfer of voice communication and CPDLC shall commence concurrently.

(b) When an aircraft is transferred from an air traffic control unit where CPDLC is available to an air traffic control unit where CPDLC is not available, the termination of CPDLC shall commence concurrently with the transfer of voice communication.

(c) The air traffic controller shall be informed when attempting a transfer of CPDLC resulting in a change in data authority if there are data link messages for which a closure response

has not been received. When the air traffic controller decides to transfer the aircraft without receiving pilot responses to the uplink message(s) outstanding, the air traffic controller shall normally revert to voice communication to clarify any ambiguity associated with the uplink message(s) outstanding.

SERA.15015 Construction of CPDLC messages

(a) The text of CPDLC messages shall be composed in standard message format, in plain language, or in abbreviations and codes. Plain language shall be avoided when the length of the text can be reduced by using appropriate abbreviations and codes. Non-essential words and phrases, such as expressions of politeness, shall not be used.

(b) The air traffic controller and the pilot shall construct CPDLC messages using standard message elements, free text message elements, or a combination of both. The use of free text message elements by air traffic controllers or pilots should, nevertheless, be avoided.

(c) When the implemented CPDLC message set does not provide for specific circumstances, the competent authority may determine, in consultation with operators and other air traffic services providers, that it is acceptable to use free text message elements. In such cases, the competent authority concerned shall define the display format, intended use and attributes for each free text message element.

(d) The composition of a CPDLC message shall not exceed five message elements, only two of which may contain the route clearance variable.

(e) Construction of multi-element CPDLC messages:

(1) When a multi-element CPDLC message requires a response, the response shall apply to all message elements.

(2) When a single message element clearance or any part of a multi-element clearance message cannot be complied with, the pilot shall send an 'UNABLE' response for the whole message.

(3) The controller shall respond with an 'UNABLE' message that applies to all elements of the request when no element(s) of a single or multi-element clearance request can be approved. The current clearance(s) shall not be restated.

(4) When a multi-element clearance request can only be partially accommodated, the controller shall respond with an 'UNABLE' message applying to all the message elements of the request and, if appropriate, include a reason and/or information on when clearance may be expected.

(5) When all elements of a single or multi-element clearance request can be accommodated, the controller shall respond with clearances corresponding to each element of the request. This response should be a single uplink message.

(6) When a CPDLC message contains more than one message element and the response attribute for the message is 'Y', when utilised, the single response message shall contain the corresponding number of replies in the same order.

SERA.15020 Responding to CPDLC messages

(a) Unless otherwise specified by the competent authority, voice read-back of CPDLC messages shall not be required.

(b) Except when correction of the CPDLC message transmitted is needed, when a controller or a pilot communicates via CPDLC, the response shall normally be via CPDLC. When a controller or a pilot communicates via voice, the response shall normally be via voice.

SERA.15025 Correction of CPDLC messages

(a) When a correction to a CPDLC message is deemed necessary or when the contents of such a message need to be clarified, the air traffic controller and the pilot shall use the most appropriate means available for issuing the correct details or for providing the necessary clarification.

(b) When voice communication is used to correct a CPDLC message for which no operational response has yet been received, the controller's or the pilot's voice transmission shall be prefaced by the phrase: 'DISREGARD CPDLC (message type) MESSAGE, BREAK' — followed by the correct clearance, instruction, information or request.

(c) When referring to and identifying the CPDLC message to be disregarded, caution should be exercised in its phrasing so as to avoid any ambiguity with the issue of the correction to the clearance, instruction, information or request.

(d) If a CPDLC message that requires an operational response is subsequently negotiated via voice, an appropriate CPDLC message closure response shall be sent to ensure proper synchronisation of the CPDLC dialogue. This could be achieved either by explicitly instructing the recipient of the message via voice to close the dialogue or by allowing the system to automatically close the dialogue.

SERA.15030 Controller data link communication procedures for emergencies, hazards, and CPDLC equipment failure

(a) When an air traffic controller or a pilot is alerted that a single controller–pilot data link communication message has failed, the air traffic controller or the pilot shall take one of the following actions, as appropriate:

(1) via voice, confirm the actions that will be taken with respect to the related dialogue, prefacing the information with the phrase: 'CPDLC MESSAGE FAILURE';

(2) via controller–pilot data link communication, reissue the controller–pilot data link communication message that failed.

(b) Air traffic controllers that are required to transmit information concerning a complete controller–pilot data link communication ground system failure to all stations likely to intercept should preface such a transmission by the general call: 'ALL STATIONS CPDLC FAILURE' — followed by the identification of the calling station.

(c) When controller–pilot data link communication fail and the communication reverts to voice, all CPDLC messages outstanding should be considered not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice.

(d) When controller–pilot data link communication fails but is restored prior to a need to revert to voice communication, all outstanding messages should be considered not delivered and the entire dialogue involving the outstanding messages should be recommenced via CPDLC.

SERA.15035 Intentional shutdown of CPDLC system

(a) When a system shutdown of the communications network or the CPDLC ground system is planned, a NOTAM shall be published to inform all affected parties of the shutdown period and, if necessary, the details of the voice communication frequencies to be used.

(b) Aircraft in communication with the ATC units shall be informed by voice or CPDLC of any imminent loss of the CPDLC service.

SERA.15040 Discontinuation of the use of CPDLC requests

(a) When a controller requires all stations or a specific flight to avoid sending CPDLC requests for a limited period of time, the following phrase shall be used: ((call sign) or ALL STATIONS) STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)].

(b) The resumption of the normal use of CPDLC shall be advised by using the following phrase: ((call sign) or ALL STATIONS) RESUME NORMAL CPDLC OPERATIONS.

SERA.15045 Use of CPDLC in the event of air–ground voice communication failure

The existence of a CPDLC connection between an air traffic services unit and an aircraft should not prevent the pilot and the air traffic controller concerned from initiating and performing all the required actions in the event of air–ground voice communication failure.

SERA.15050 Testing of CPDLC

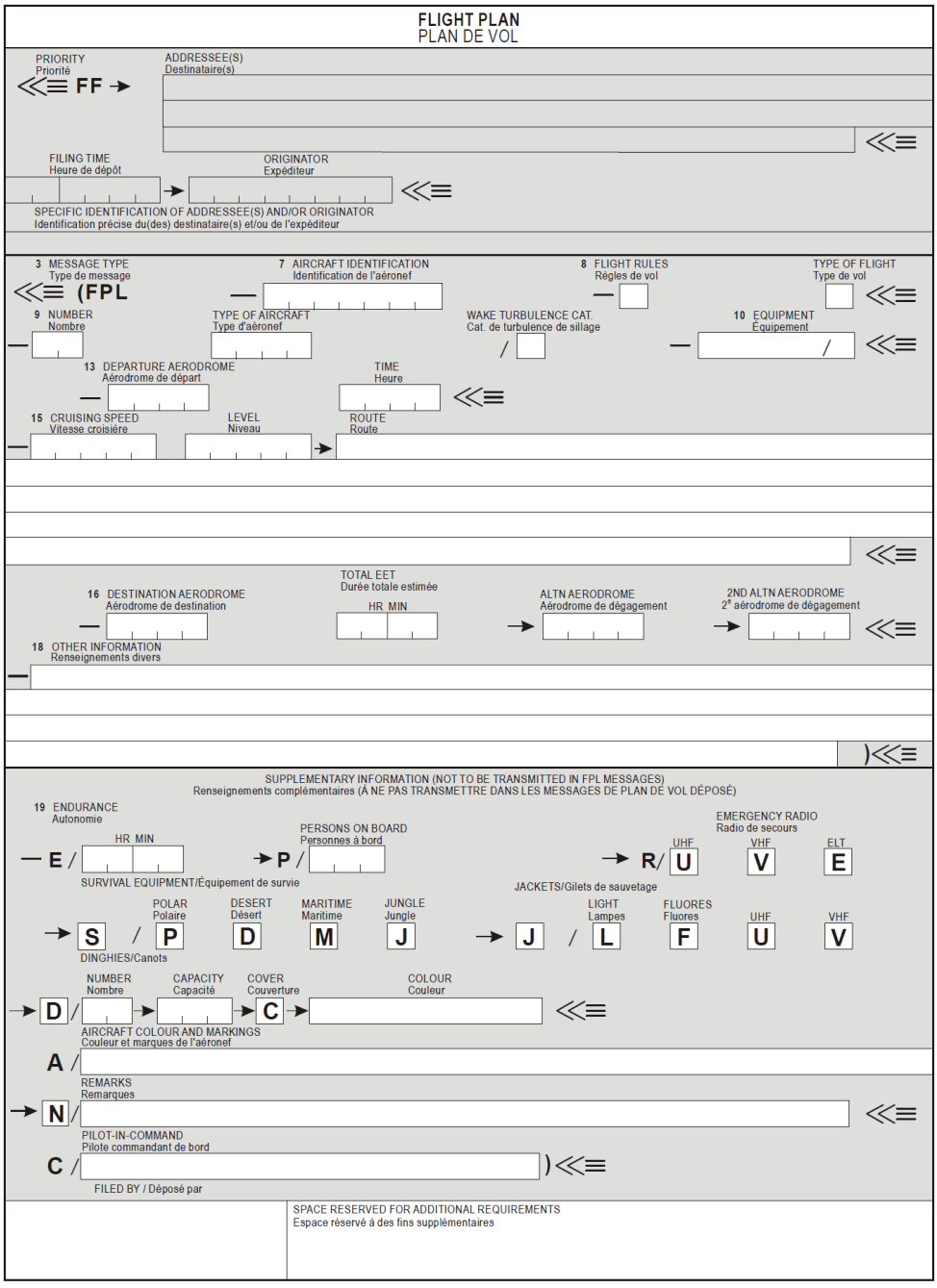
Where the testing of CPDLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing.';

6. the following Appendix 6 is added:

‘**Appendix 6**

COMPLETION OF A FLIGHT PLAN

1. ICAO model flight plan form



2. Instructions for the completion of the flight plan form

2.1 General

Adhere closely to the prescribed formats and manner of specifying data.

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

Insert all clock times in *4 figures UTC*.

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

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

2.2 Instructions for insertion of ATS data

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

Item 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

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

a) 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. KLM511, NIGERIA 213, JESTER 25); or

b) the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:

   1. in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);

   2. the aircraft is not equipped with radio.

Item 8: FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO 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; or

V – if it is intended that the entire flight will be operated under VFR; or

Y – if the flight initially will be operated under IFR, followed by one or more subsequent changes of flight rules; or

Z – if the flight initially will be operated under VFR, followed by one or more subsequent changes of flight rules.

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

Type of flight

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

S – if scheduled air service;

N – if non-scheduled air transport operation;

G – if general aviation;

M – if military;

X – if other than any of the defined categories above.

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

Item 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Number of aircraft (1 or 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

INSERT the appropriate designator as specified in Doc 8643, *Aircraft Type Designators*,

OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and *SPECIFY* in Item 18 the (numbers and) type(s) of aircraft preceded by TYP/

Wake turbulence category (1 character)

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

J – SUPER, to indicate an aircraft type specified as such in ICAO Doc 8643, *Aircraft Type Designators*, latest edition;

H – HEAVY, to indicate an aircraft type with a maximum certified take-off mass of 136 000 kg or more, with the exception of aircraft types listed in ICAO Doc 8643 in the SUPER (J) category;

M – MEDIUM, to indicate an aircraft type with a maximum certified take-off mass of less than 136 000 kg but more than 7 000 kg;

L – LIGHT, to indicate an aircraft type with a maximum certified take-off mass of 7 000 kg or less.

Item 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

a) presence of relevant serviceable equipment on board the aircraft;
b) equipment and capabilities commensurate with flight crew qualifications; and
c) where applicable, authorisation from the appropriate authority.

Radiocommunication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

N – if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable; or

S – if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable; and/or

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

A	GBAS landing system	**J7**	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	**K**	MLS
C	Loran C	**L**	ILS
D	DME	**M1**	ATC SATVOICE (INMARSAT)
E1	FMC WPR ACARS	**M2**	ATC SATVOICE (MTSAT)
E2	D-FIS ACARS	**M3**	ATC SATVOICE (Iridium)
E3	PDC ACARS	**O**	VOR
G	GNSS. If any portion of the flight is planned to be conducted under IFR, it refers to GNSS receivers that comply with ICAO Annex 10 Volume I	**P1**	CPDLC RCP 400
		P2	CPDLC RCP240
		P3	SATVOICE RCP 400
H	HF RTF	**P4-P9**	Reserved for RCP
I	Inertial Navigation	**R**	PBN approved
J1	CPDLC ATN VDL Mode 2	**T**	TACAN
J2	CPDLC FANS 1/A HFDL	**U**	UHF RTF
J3	CPDLC FANS 1/A VDL Mode A	**V**	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	**W**	RVSM approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	**X**	MNPS Approved
J6	CPDLC FANS 1/A SATCOM (MTSAT)	**Y**	VHF with 8.33 kHz channel spacing capability
		Z	Other equipment carried or other capabilities

Any alphanumeric characters not indicated above are reserved.

Surveillance equipment and capabilities

INSERT **N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable;

OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A – Transponder — Mode A (4 digits — 4 096 codes)

C – Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

E – Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H – Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I – Transponder — Mode S, including aircraft identification, but no pressure-altitude capability

L – Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P – Transponder — Mode S, including pressure-altitude, but no aircraft identification capability

S – Transponder — Mode S, including both pressure-altitude and aircraft identification capability

X – Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

ADS-B

B1 – ADS-B with dedicated 1 090 MHz ADS-B 'out' capability

B2 – ADS-B with dedicated 1 090 MHz ADS-B 'out' and 'in' capability

U1 – ADS-B 'out' capability using UAT

U2 – ADS-B 'out' and 'in' capability using UAT

V1 – ADS-B 'out' capability using VDL Mode 4

V2 – ADS-B 'out' and 'in' capability using VDL Mode 4

ADS-C

D1 – ADS-C with FANS 1/A capabilities

G1 – ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Item 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO 4-letter location indicator of the departure aerodrome as specified in Doc 7910, *Location Indicators;*

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY*, in Item 18:

– the name and location of the aerodrome preceded by DEP/; or

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

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

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO 4-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT), or

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

Item 15: ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

THEN, following the arrow, *INSERT* the route description as in (c).

(a) Cruising speed (maximum 5 characters)

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

Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), *or*

Knots, expressed as N followed by 4 figures (e.g. N0485), *or*

True Mach number, when so prescribed by the competent authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

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

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

Standard metric level in tens of metres, when so prescribed by the competent authority expressed as S followed by 4 figures (e.g. S1130), *or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), *or*

for uncontrolled VFR flights, the letters VFR.

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

Flights along designated ATS routes

INSERT, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if it is the same as the previous one,

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned,

OR, when required by competent authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude

with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes, the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed 1 hour's flight time. Additional significant points shall be established as deemed necessary.

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

INSERT DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

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

(1) ATS route (2 to 7 characters)

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

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY),

or, if no coded designator has been assigned, one of the following ways:

— *Degrees only* (7 characters):

2 figures describing latitude in degrees, followed by 'N' (North) or 'S' (South), followed by 3 figures describing longitude in degrees, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

— *Degrees and minutes* (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

— *Bearing and distance from a reference point*:

The identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 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/N0305Fl80

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) 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 elapsed time (8 characters)

INSERT the ICAO 4-letter location indicator of the destination aerodrome as specified in Doc 7910, *Location Indicators*,

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by DEST/.

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Destination alternate aerodrome

INSERT the ICAO 4-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, *Location Indicators*, separated by a space,

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

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

Item 18: OTHER INFORMATION

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

INSERT **0** (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the competent authority;

FFR: firefighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life-critical medical emergency evacuation;

NONRVSM: for a non-RVSM-capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs, or police services.

Other reasons for special handling by ATS shall be denoted under the designator 'RMK/'.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS

A1	RNAV 10 (RNP 10)	**C1**	RNAV 2 all permitted sensors
		C2	RNAV 2 GNSS
B1	RNAV 5 all permitted sensors	**C3**	RNAV 2 DME/DME
B2	RNAV 5 GNSS	**C4**	RNAV 2 DME/DME/IRU
B3	RNAV 5 DME/DME		
B4	RNAV 5 VOR/DME	**D1**	RNAV 1 all permitted sensors
B5	RNAV 5 INS or IRS	**D2**	RNAV 1 GNSS
B6	RNAV 5 LORANC	**D3**	RNAV 1 DME/DME
		D4	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

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

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the competent authority.

Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

Indicate EURPRNAV if the aircraft approved P-RNAV relies solely on VOR/DME for the determination of position.

COM/ Indicate communication equipment and capabilities not specified in Item 10 a).

DAT/ Indicate data communication equipment and capabilities not specified in Item 10 a) or 'CPDLCX' to indicate exemption granted from the requirement to be equipped with CPDLC-ATN-B1.

SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b). Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.

Insert EUADSBX, EUEHSX, EUELSX, or a combination of them, to indicate exemptions granted for the requirement to be equipped with SSR Mode S transponders or ADS-B transmitters.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing NM. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 NM from VOR 'DUB' should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a 6-figure format (YYMMDD, where YY equals the year, MM equals the month, and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the competent authority.

Examples: EET/CAP0745 XYZ0830

EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumerical code of 6 hexadecimal characters) when required by the competent authority. Example: 'F00001' is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using 4-figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft 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 competent authority.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the competent authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO 4-letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO 4-letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO 4-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

RVR/ minimum runway visual range requirement for the flight expressed in 3 figures.

RFP/ indication of the number of the replacement flight plans submitted in format 'Q' followed by 1 figure indicating the iteration of replacement.

Examples: RFP/Q2.

RMK/ Any other plain-language remarks when required by the competent authority or deemed necessary.

Item 19: SUPPLEMENTARY INFORMATION

Endurance

After **E/** *INSERT* a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After **P/** *INSERT* the total number of persons (passengers and crew) on board, when required by the competent authority. *INSERT* TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO) *CROSS OUT* U if UHF on frequency 243.0 MHz is not available.

CROSS OUT V if VHF on frequency 121.5 MHz is not available.

CROSS OUT E if emergency locator transmitter (ELT) is not available.

S/ (SURVIVAL EQUIPMENT) *CROSS OUT* all indicators if survival equipment is not carried.

CROSS OUT P if polar survival equipment is not carried.

CROSS OUT D if desert survival equipment is not carried.

CROSS OUT M if maritime survival equipment is not carried.

CROSS OUT J if jungle survival equipment is not carried.

J/ (JACKETS) *CROSS OUT* all indicators if life jackets are not carried.

CROSS OUT L if life jackets are not equipped with lights.

CROSS OUT F if life jackets are not equipped with fluorescein.

CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES) *CROSS OUT* indicators D and C if no dinghies are carried; or

(NUMBER) *INSERT* number of dinghies carried; and

(CAPACITY) – *INSERT* total capacity, in persons, of all dinghies carried; and

(COVER) – *CROSS OUT* indicator C if dinghies are not covered; and

(COLOUR) – *INSERT* colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS) *INSERT* colour of aircraft and significant markings.

N/ (REMARKS) *CROSS OUT* indicator N if no remarks, or *INDICATE* any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT) *INSERT* name of pilot-in-command.

2.3 Filed by

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

Article 2

Repeal

Regulation (EC) No 1033/2006 is repealed.

Article 3

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President
[…]