2024/404

11.4.2024

COMMISSION IMPLEMENTING REGULATION (EU) 2024/404

of 30 January 2024

amending Implementing Regulation (EU) No 923/2012 as regards the updates of relevant ICAO provisions, the completion of the radio communication failure procedure and removing the supplement to the Annex to that Regulation

THE EUROPEAN COMMISSION,

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

Having regard to the 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 43(1) letter (a) and 44(1) letter (a) 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 that are applicable to general air traffic (the so-called rules of the air).

(2) Certain recent developments by the International Civil Aviation Organisation ('ICAO') have to be reflected in the Union rules. In particular, relevant parts of ICAO amendment 45 to Annex 2, amendments 77 to 79 to Annex 3, amendment 92 to Annex 10 Volume II, amendment 52 to Annex 11 to the Chicago Convention, amendments 7A and 7B, 8 and 9 to Doc 4444 (PANS-ATM) and amendments to Doc 7030 (Regional Supplementary Procedures, European (EUR) Region) should be reflected in Implementing Regulation (EU) No 923/2012. Therefore, certain definitions related to the meteorological conditions, certain provisions related to air traffic control service, such as clearances related to special Visual Flight Rules ('VFR'), actions to be taken in case of deviation from the current flight plan, abbreviated position reports, weather report transmission, and certain radiotelephony and phraseology requirements, such as the indication of the wake turbulence category, the use of data-link systems in weather avoidance communications, the clearance on Standard Instrument Departure and Arrival routes should be amended. In addition, a comprehensive procedure on radio-communication failures should be established.

(3) Whenever amendments to Regulation (EU) No 923/2012 affect the compliance with ICAO Standards and Recommended practices, Member States are to formally notify ICAO of subsequent amendments to the differences previously notified or of any new difference created by the amendments to this Regulation in line with the relevant Council Decision establishing the criteria and the procedure for establishing the position to be taken on the European Union's behalf within the ICAO as regards the adoption of, or amendments to, international standards and recommended practices, and the notification of differences with respect to adopted international standards. Furthermore, considering the new obligations of the European Union Aviation Safety Agency ('the Agency') introduced by Article 90(4) of Regulation (EU) 2018/1139 to provide information on the compliance of that and of delegated and implementing acts adopted on the basis thereof with the international standards and recommended practices, the Supplement to the Annex to Implementing Regulation (EU) No 923/2012 is no longer needed.

(4) Therefore, Article 5 and supplement to the Annex to Implementing Regulation (EU) No 923/2012 should be deleted and Article 6 should be amended accordingly.

([1]) OJ L 212, 22.8.2018, 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).

(5) In order to ensure consistency with Commission Regulation (EU) No 139/2014 ([3]) concerning the signals to be used, in all visibility conditions, in the case of radio communication failure between the air traffic services unit and vehicles or pedestrians on the manoeuvring area of aerodromes, Appendix 1 on Signals of Regulation (EU) No 923/2012 should be amended to include the relevant provisions from Regulation (EU) No 139/2014.

(6) Appendix 6 to the Annex to Implementing Regulation (EU) No 923/2012 contains a number of minor drafting and clerical errors. Therefore, Appendix 6 should be amended in order to correct those errors.

(7) Therefore, Implementing Regulation (EU) No 923/2012 should be amended accordingly.

(8) To ensure a smooth implementation of the measures introduced by this Regulation while keeping a high and uniform level of civil aviation safety in the Union, the industry and the competent authorities of the Member States should be given sufficient time to adapt to the measures introduced by this Regulation, in particular those related to the new framework for radio-communication failure procedure and for the Standard Instrument Departure and Arrival procedures and phraseology. In that view, this Regulation should apply 12 months after its entry into force.

(9) To ensure correctness of flight plans filed in accordance with Appendix 6 to the Annex to Implementing Regulation (EU) No 923/2012 the corrections introduced by this Implementing Regulation should apply as of the date of its entry into force.

(10) The Agency assisted the Commission in accordance with Article 75(2), points (b) and (c) and Article 76(1) of Regulation (EU) 2018/1139 and submitted to the Commission the related Opinion No 02/2023 on 18 August 2023.

(11) The measures provided for in this Regulation are in accordance with the opinion of the Committee for the application of common safety rules in the field of civil aviation established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Implementing Regulation (EU) No 923/2012 is amended as follows:

(1) Article 2 is amended as follows:

(a) point 21 is replaced by the following:

'21. "AIRMET" means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and of the development of those phenomena in time and space, and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;';

(b) point 89a is replaced by the following:

'89a "instrument approach operations" means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

(a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

(b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance;';

(c) point 119 is replaced by the following:

([3]) Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1).

‘119. “SIGMET” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations and of the development of those phenomena in time and space;’;

(d) the following points 148, 149, 150 and 151 are added:

‘148. “meteorological watch office (MWO)” means an office monitoring meteorological conditions affecting flight operations and providing information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations within its specified area of responsibility;

149. “runway condition report (RCR)” means a comprehensive standardised report relating to the conditions of the runway surface and their effect on the aeroplane landing and take-off performance, described by means of runway conditions code;

150. “communicable disease” means an infectious disease caused by a contagious agent which is transmitted from person to person by direct contact with an infected individual or by indirect means such as exposure to a vector, animal, fomite, product or environment, or exchange of fluid, which is contaminated with the contagious agent;

151. “public health” means all elements related to health, namely health status, including morbidity and disability, the determinants having an effect on that health status, health care needs, resources allocated to health care, the provision of, and universal access to, health care as well as health care expenditure and financing, and the causes of mortality.’;

(2) Article 3 is replaced by the following:

‘*Article 3*

Compliance

The Member States shall ensure compliance with the common rules and provisions set out in the Annex to this Regulation without prejudice to the flexibility provisions contained in Article 71 of Regulation (EU) 2018/1139 and the safeguards contained in Article 13 of Regulation (EC) No 549/2004.’;

(3) Article 5 is deleted;

(4) Article 6 is replaced by the following:

‘Further to the entry into force of this Regulation, the Commission shall establish, with the support of Eurocontrol and EASA, a permanent process:

(a) to ensure that any amendments adopted under the framework of the Chicago Convention which are of relevance with respect to the scope of this Regulation are monitored and analysed; and

(b) where necessary, to develop proposals for amendments to the Annex to this Regulation.’;

(5) the Annex is amended in accordance with the Annex to this Regulation.

Article 2

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

It shall apply from 1 May 2025, except for point (22) of the Annex which shall apply on the date of entry into force.

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

Done at Brussels, 30 January 2024.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

The Annex to Implementing Regulation (EU) No 923/2012 is amended as follows:

(1) the following point SERA.3212 is inserted:

'**SERA.3212 Uncertainty as to the position on the manoeuvring area at aerodromes where air traffic services are provided**

(a) Except as provided for in point (b), a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:

(1) stop the aircraft; and

(2) simultaneously notify the appropriate air traffic services unit of the circumstances (including the last known position).

(b) When a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately:

(1) notify the appropriate air traffic services unit of the circumstances (including the last known position);

(2) if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the air traffic services unit; and then,

(3) stop the aircraft.

(c) A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:

(1) notify the appropriate air traffic services unit of the circumstances (including the last known position);

(2) simultaneously, unless otherwise instructed by the air traffic services unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then,

(3) stop the vehicle.';

(2) in point SERA.5005, the introductory phrase of point (b) is replaced by the following:

'Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:';

(3) point SERA.5010 is amended as follows:

(a) the introductory phrase is replaced by the following:

'Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when otherwise permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and firefighting flights, the following additional conditions shall apply:';

(b) point (c) is replaced by the following:

'(c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic circuit within a control zone, when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

(2) the ceiling is less than 180 m (600 ft).';

(4) point SERA.8015 is amended as follows:

(a) point (b) is replaced by the following:

'(b) Operation subject to clearance:

(1) An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.

(2) When a flight plan specifies that the initial portion of a flight will be uncontrolled, and that the subsequent portion of the flight will be subject to air traffic control service, the flight crew shall obtain the clearance from the appropriate air traffic control unit prior to entering the area where controlled flight will be commenced.

(3) When a flight plan specifies that the initial portion of a flight will be subject to air traffic control service, and that the subsequent portion will be uncontrolled, the aircraft shall normally be cleared to the point at which the controlled flight terminates.

(4) The pilot-in-command of an aircraft shall inform the air traffic control unit if an air traffic control clearance is not satisfactory. In such cases, the air traffic control unit will issue an amended clearance, if practicable.

(5) Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

(6) *Potential reclearance in flight*. If, prior to departure, it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

(7) An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

(8) When vectoring or assigning a direct routing not included in the flight plan, which takes an IFR flight off published ATS route or instrument procedure, an air traffic controller providing ATS surveillance service shall issue clearances such that the prescribed obstacle clearance exists at all times until the aircraft reaches the point where the pilot re-joins the flight plan route or joins a published ATS route or instrument procedure.';

(b) points (d)(3) and (d)(4) are replaced by the following:

'(3) route of flight:

(i) the route of flight shall be detailed in each clearance when deemed necessary;

(ii) the phrase "cleared flight planned route" shall not be used when granting a re-clearance;

(4) level or levels of flight for the entire route or part thereof and changes of levels if required;';

(c) the following points (e)(5) and (e)(6) are added:

'(5) Vehicle drivers operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety-related parts of instructions which are transmitted by voice, e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.

(6) The controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.';

(5) point SERA.8020 is amended as follows:

(a) point (b) is replaced by the following:

'(b) *Deviations from the current flight plan*. In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

(1) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.

(2) Deviation from the air traffic control assigned Mach number/indicated airspeed: the appropriate air traffic services unit shall be informed immediately.

(3) Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0,02 or more, or plus or minus 19 km/h (10 kt) true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed.

(4) Change in time estimate: except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the competent authority, the flight crew shall notify the appropriate air traffic services unit as soon as possible.

(5) Additionally, when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.';

(b) the following point (c)(3) is added:

'(3) Change of Mach number/true airspeed: aircraft identification; requested Mach number/true airspeed.';

(6) point SERA.8025 is amended as follows:

(a) point (a)(3) is deleted;

(b) the following points (b) and (c) are added:

'(b) With due regard to requirements in SERA.14065 for communications change over, the position report shall contain the following elements:

(1) aircraft identification;

(2) position;

(3) time;

(4) speed, if assigned by ATC; and

(5) other elements as instructed by ATC.

(c) The elements described in point (b) shall be reported as described in point 2 of Point A of Appendix 5.';

(7) in point SERA.8035, point (b) is replaced by the following:

'(b) If a communication failure precludes compliance with point (a), the procedures on communication failures shall be followed, as specified in SERA.14083.';

(8) point SERA.9010 is amended as follows:

(a) points (b)(8) is replaced by the following:

'(8) runway surface conditions;';

(b) point (c)(8) is replaced by the following:

'(8) runway surface conditions;';

(c) point (d)(7) is replaced by the following:

'(7) surface conditions of runway(s) to be used for take-off;';

(9) point SERA.12020 is replaced by the following:

'**SERA.12020 Exchange of air-reports**

(a) Air traffic services units shall transmit, as soon as practicable, special and non-routine air-reports to:

(1) other aircraft concerned;

(2) the associated meteorological watch office (MWO) in accordance with point 3 of Point A of Appendix 5; and

(3) other air traffic services units concerned.

(b) When receiving special air-reports by voice communications concerning braking action which does not correspond to the runway condition report, air traffic services units shall forward them without delay to the appropriate aerodrome operator.

(c) Transmissions to aircraft shall be repeated at a frequency and continued for a period of time which shall be determined by the air traffic services unit concerned.';

(10) the title of Section 13 is replaced by the following:

'*SECTION 13*

SSR transponder and ADS-B transmitters';

(11) point SERA.13015 is replaced by the following:

'**SERA.13015 On-board aircraft identification setting**

(a) Aircraft equipped with a Mode S or ADS-B transmitter that has an aircraft identification feature shall transmit the aircraft identification as specified in the flight plan or, when no flight plan has been filed, the aircraft registration, unless the aircraft operator holds an approval from the competent authority to use other than the aircraft registration as aircraft identification for flights without a flight plan.

(b) Whenever it is observed on the situation display that the aircraft identification transmitted by an aircraft equipped with a Mode S or ADS-B transmitter is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re-enter the correct aircraft identification.

(c) If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S or ADS-B transmitter identification feature, the discrepancy continues to exist, the air traffic services unit shall take the following actions:

(1) inform the pilot of the persistent discrepancy;

(2) where possible, correct the label showing the aircraft identification on the situation display; and

(3) notify the next control position and any other unit concerned using Mode S or ADS-B for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.';

(12) in point SERA.14035, point (a)(1) is replaced by the following:

'(1) All numbers used in the transmission of aircraft call sign, headings, wind direction and speed, and runway shall be transmitted by pronouncing each digit separately.

(i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds.

(ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as "ONE THOUSAND".

(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND".';

(13) in point SERA.14045, the following point (c) is added:

'(c) The expression "TAKE-OFF" shall only be used in radiotelephony when an aircraft is cleared for take-off or when cancelling a take-off clearance.';

(14) point SERA.14065 is amended as follows:

(a) point (a) is replaced by the following:

'(a) Unless otherwise prescribed by the ANSP responsible for the provision of services and approved by the competent authority, the initial call to an air traffic services unit after a change of the air-ground voice communication channel shall contain the following elements:

(1) the designation of the ATS unit being called;

(2) call sign, immediately followed by the word "Heavy" or "Super" corresponding, as appropriate, to the wake turbulence category of the aircraft;

(3) level, including passing and cleared levels, if not maintaining the cleared level;

(4) speed, if assigned by ATC; and

(5) additional elements, as required by the ANSP responsible for the provision of services and approved by the competent authority.';

(b) point (c)(2) is replaced by the following:

'(2) call sign, immediately followed by the word "Heavy" or "Super" corresponding, as appropriate, to the wake turbulence category of the aircraft;';

(15) the following point SERA.14083 is inserted:

'**SERA.14083 Radio communication failure procedures**

(a) When an aircraft is unable to comply with SERA.8035, point (a), the flight crew shall attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route. If these attempts fail, the flight crew shall attempt to establish communication with:

(1) the appropriate air traffic services unit;

(2) other air traffic services units; or

(3) other aircraft,

using all available means, including, inter alia, data link, satellite voice and mobile phones and, when successful, advise that contact on the assigned channel could not be established.

(b) When an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is suspected, or when requested by other air traffic services units, the air traffic controller shall call the aircraft on the frequencies on which the aircraft is believed to be listening, and:

(1) when providing surveillance service, the air traffic controller shall normally determine whether or not the aircraft's receiver is functioning, and if successful, continue providing air traffic control service using SSR code/ADS-B transmission changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft;

(2) if not successful, the air traffic control unit shall:

(i) request other air traffic services units to render assistance by calling the aircraft and relaying messages, if necessary;

(ii) request aircraft on the route to attempt to establish communication with the aircraft and relay messages, if necessary;

(iii) initiate the notification to the aircraft operator, as soon as possible, of any failure in air-ground communication;

(3) if the attempts described in points (2)(i) and (2)(ii) fail, blind transmission of air traffic control clearances shall not be made to aircraft, except at the specific request of the originator. Other messages should be transmitted by blind transmission on the frequencies on which the aircraft is believed to be listening.

(c) When an aircraft is unable to comply with point SERA.8035(a) and the attempts described in point (a) of SERA.14083 to establish communications are not successful, the radio communication failure procedures described below shall be applied:

(1) The aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for instructions as may be issued by visual signals.

(2) The aircraft shall set the transponder on Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with the procedures described in points (3), (4), (5) and (6), as appropriate.

(3) A VFR flight shall continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome, and report its arrival by the most expeditious means to the appropriate air traffic services unit.

(4) Except as provided for in point (5), an IFR flight shall:

(i) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following:

(A) the aircraft's failure to make a required report; or

(B) the time the transponder is set to 7 600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided,

and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;

(ii) when being vectored or having been directed by ATC to proceed offset using area navigation (RNAV):

(A) with a specified limit, continue to that limit, then rejoin the last received and acknowledged route, taking into consideration the applicable minimum flight altitude; or

(B) without a specified limit, rejoin the last received and acknowledged route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

(iii) proceed according to the last received and acknowledged route clearance to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with point (iv) below, hold over this aid or fix until commencement of descent;

(iv) commence descent from the navigation aid or fix specified in point (iii) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival;

(v) complete an instrument approach procedure as specified for the designated navigation aid or fix; and

(vi) land, if possible, within 30 minutes after the estimated time of arrival specified in point (iv) or the last acknowledged expected approach time, whichever is later.

(5) An IFR flight following a standard instrument departure route or a standard instrument arrival route shall comply with the procedures for radio communication failure specified on the Standard Departure Chart – Instrument (SID) or Standard Arrival Chart – Instrument (STAR), when provided.

(6) If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.

(d) The provision of air traffic control service to flights operating in the airspace concerned shall be based on the premise that an aircraft experiencing communication failure complies with point (c).

(e) As soon as it is known that an aircraft operating in its area of responsibility is experiencing an apparent radio communication failure, an air traffic control unit shall forward information concerning the radio communication failure to all air traffic services units concerned along the route of flight. The area control centre in whose area the destination aerodrome is located shall take steps to obtain information on the alternate aerodrome(s) and other relevant information specified in the filed flight plan, if such information is not available.

(f) When an air traffic control unit receives information that an aircraft, after experiencing a communication failure, has re-established communication or has landed, that unit shall inform the air traffic control unit in whose area the aircraft was operating at the time the failure occurred, and other air traffic services units concerned along the route of flight, giving necessary information for the continuation of control if the aircraft continues its flight.

(g) The signals used in case of communication failure shall be in accordance with Appendix 1.';

(16) point SERA.14087 is deleted;

(17) point SERA.14090 is replaced by the following:

'**SERA.14090 Specific communication procedures**

(a) Movement of vehicles

Phraseologies for the movement of vehicles on the manoeuvring area shall be the same as those used for the movement of aircraft, with the exception of taxi instructions, in which case the word "PROCEED" shall be substituted for the word "TAXI" when communicating with vehicles.

(b) Air traffic advisory service

Air traffic advisory service does not deliver "clearances" but only "advisory information" and it shall use the word "advise" or "suggest" when a course of action is proposed to an aircraft.

(c) Indication of heavy and super wake turbulence categories

In the initial radiotelephony contact between such aircraft and ATS units the word "heavy" or "super" corresponding, as appropriate, to the wake turbulence category of the aircraft, shall be included immediately after the aircraft call sign.

(d) Procedures related to weather deviation

(1) When weather deviation is required, the pilot shall initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

(i) stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

(ii) requesting a weather deviation using a CPDLC lateral downlink message.

(2) When necessary, the pilot shall initiate communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.

(3) The pilot shall notify the air traffic controller and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.

(4) The pilot shall inform the air traffic controller when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

(e) Clearances on standard instrument departure and standard instrument arrival

Clearances on SID and/or STAR shall unambiguously indicate the constraints, where applicable.';

(18) the following point SERA.14100 is added:

'**SERA.14100 Notification of suspected communicable diseases or other public health risk on board an aircraft**

(a) The flight crew of an en-route aircraft shall, upon identifying a suspected case(s) of a communicable disease, or other public health risk, on board the aircraft, promptly notify the air traffic services unit with which the pilot is communicating, the information listed below:

(1) aircraft identification;

(2) departure aerodrome;

(3) destination aerodrome;

(4) estimated time of arrival;

(5) number of persons on board;

(6) number of suspected cases on board; and

(7) nature of the public health risk, if known.

(b) The air traffic services unit, upon receipt of information from a pilot regarding a suspected case(s) of a communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the air traffic services unit serving the destination/departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

(c) When a report of a suspected case(s) of a communicable disease, or other public health risk, on board an aircraft is received by an air traffic services unit serving the destination/departure, from another air traffic services unit or from an aircraft or an aircraft operator, the unit concerned shall forward a message as soon as possible to the public health authority or the appropriate authority designated by the State as well as the aircraft operator or its designated representative, and the aerodrome operator.';

(19) Appendix 1 is amended as follows:

(a) point 1.2.1(a) is replaced by the following:

'(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (… — — — … in the Morse Code);';

(b) point 3.1 is amended as follows:

(1) the heading of point 3.1.1 is replaced by the following:

'3.1.1. ***Instructions for aircraft***';

(2) after the Table AP 1-1, the figure A1-1 is replaced by the following:

'

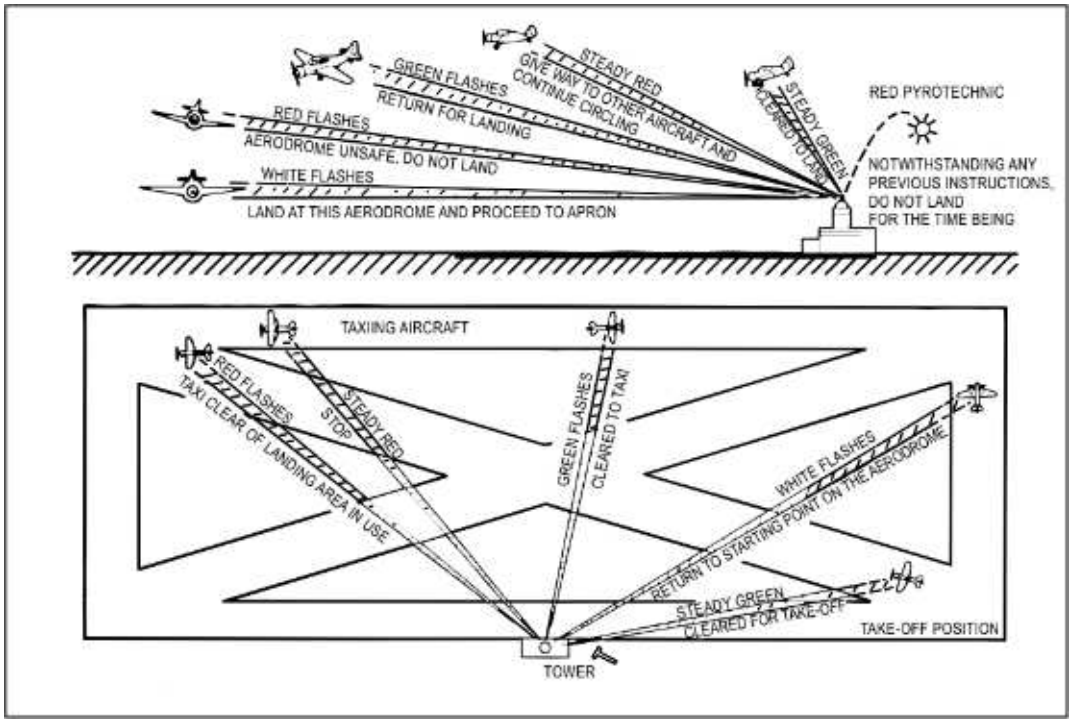


Figure A1-1';

(3) the following point 3.1.3 is added:

'3.1.3. ***Instructions for ground vehicles or pedestrians***

(a) When communications by a system of visual signals is deemed to be adequate, or in the case of radio communication failure, the signals given hereunder shall have the meaning indicated in the table below.

Light signal from aerodrome control	Meaning
Green flashes	Permission to cross landing area or to move onto taxiway
Steady red	Stop
Red flashes	Move off the landing area or taxiway and watch out for aircraft
White flashes	Vacate manoeuvring area in accordance with local instructions

(b) In emergency conditions or if the signals in point (a) are not observed, the signal given hereunder shall be used for runways or taxiways equipped with a lighting system and shall have the meaning indicated in the table below.

Light signal from aerodrome control	Meaning
Flashing runway or taxiway lights	Vacate the runway and observe the tower for light signal'

(20) in Appendix 2, point 5.3.1 is replaced by the following:

'5.3.1. The operator shall notify the appropriate air traffic services unit immediately when it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with paragraph 5.1, has been cancelled.';

(21) point A of Appendix 5 is replaced by the following:

'A. **REPORTING INSTRUCTIONS**

MODEL AIREP SPECIAL

ITEM	PARAMETER	TRANSMIT IN TELEPHONY as appropriate
—	Message-type designator — special air-report	[AIREP] SPECIAL

Section 1	1	Aircraft identification	*(aircraft identification)*
	2	Position	POSITION *(latitude and longitude)* OVER *(significant point)* ABEAM *(significant point)* *(significant point) (bearing) (distance)*
	3	Time	(time)
	4	Level	FLIGHT LEVEL *(number)* or *(number)* METRES or FEET CLIMBING TO FLIGHT LEVEL *(number)* or *(number)* METRES or FEET DESCENDING TO FLIGHT LEVEL *(number)* or *(number)* METRES or FEET
	5	Next position and estimated time over	*(position) (time)*
	6	Ensuing significant point	*(position)* NEXT

Section 2	7	Estimated time of arrival	*(aerodrome) (time)*
	8	Endurance	ENDURANCE *(hours and minutes)*
Section 3	9	Phenomenon encountered or observed prompting a special air-report:	
		— Moderate turbulence	TURBULENCE MODERATE
		— Severe turbulence	TURBULENCE SEVERE
		— Moderate icing	ICING MODERATE
		— Severe icing	ICING SEVERE
		— Severe mountain wave	MOUNTAIN WAVE SEVERE
		— Thunderstorms without hail	THUNDERSTORMS
		— Thunderstorms with hail	THUNDERSTORMS WITH HAIL
		— Heavy dust/sandstorm	DUSTSTORM *or* SANDSTORM HEAVY
		— Volcanic ash cloud	VOLCANIC ASH CLOUD
		— Pre-eruption volcanic activity or volcanic eruption	PRE-ERUPTION VOLCANIC ACTIVITY *or* VOLCANIC ERUPTION
		Runway braking action	
		— Good	GOOD
		— Good to medium	GOOD TO MEDIUM
		— Medium	MEDIUM
		— Medium to poor	MEDIUM TO POOR
		— Poor	POOR
		— Less than poor	LESS THAN POOR

1. CONTENTS OF AIR-REPORTS

1.1. Position reports and special air-reports

1.1.1. Section 1 of the model set out in point A is obligatory for position reports and special air-reports, although Items 5 and 6 thereof may be omitted. Section 2 shall be added, in whole or in part, only when so requested by the operator or its designated representative, or when deemed necessary by the pilot-in-command. Section 3 shall be included in special air-reports.

1.1.2. Condition prompting the issuance of a special air-report are to be selected from the list presented in point SERA.12005(a).

1.1.3. In the case of special air-reports containing information on volcanic activity, a post-flight report shall be made using the volcanic activity reporting form (Model VAR) set out in point B. All elements which are observed shall be recorded and indicated respectively in the appropriate places on the form Model VAR.

1.1.4. Special air-reports shall be issued as soon as practicable after a phenomenon calling for a special air-report has been observed.

2. DETAILED REPORTING INSTRUCTIONS

2.1. Items of an air-report shall be reported in the order in which they are listed in the model AIREP SPECIAL form.

— MESSAGE TYPE DESIGNATOR. Report "SPECIAL" for a special air-report.

Section 1

Item 1 – AIRCRAFT IDENTIFICATION. Report the aircraft radiotelephony call sign as prescribed in point SERA.14050.

Item 2 – POSITION. Report position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed by "North" or "South") and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics followed by "East" or "West"), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles from the point. Precede significant point with "ABEAM", if applicable.

Item 3 – TIME. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) is prescribed on the basis of regional air navigation agreements. The time reported must be the actual time of the aircraft at the position and not the time of origination or transmission of the report. Time shall always be reported in hours and minutes UTC when issuing a special air-report.

Item 4 – FLIGHT LEVEL OR ALTITUDE. Report flight level by 3 numerics when on standard pressure altimeter setting. Report altitude in metres followed by "METRES" or in feet followed by "FEET" when on QNH. Report "CLIMBING" (followed by the level) when climbing or "DESCENDING" (followed by the level) when descending to a new level after passing the significant point.

Item 5 – NEXT POSITION AND ESTIMATED TIME OVER. Report the next reporting point and the estimated time over such reporting point, or report the estimated position that will be reached one hour later, according to the position reporting procedures in force. Use the data conventions specified in Item 2 for position. Report the estimated time over this position. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) as prescribed by regional air navigation agreements.

Item 6 – ENSUING SIGNIFICANT POINT. Report the ensuing significant point following the "next position and estimated time over".

Section 2

Item 7 – ESTIMATED TIME OF ARRIVAL. Report the name of the aerodrome of the first intended landing, followed by the estimated time of arrival at this aerodrome in hours and minutes UTC (4 numerics).

Item 8 – ENDURANCE. Report "ENDURANCE" followed by fuel endurance in hours and minutes (4 numerics).

Section 3

Item 9 – PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Report one of the following phenomena encountered or observed:

— Moderate turbulence as “TURBULENCE MODERATE”

Severe turbulence as “TURBULENCE SEVERE”

The following specifications apply:

— Moderate – Conditions in which moderate changes in aircraft attitude and/or altitude may occur but the aircraft remains in positive control at all times. Usually, small variations in airspeed. Changes in accelerometer readings of 0,5 g to 1,0 g at the aircraft’s centre of gravity. Difficulty in walking. Occupants feel strain against seat belts. Loose objects move about.

— Severe – Conditions in which abrupt changes in aircraft attitude and/or altitude occur; aircraft may be out of control for short periods. Usually, large variations in airspeed. Changes in accelerometer readings greater than 1,0 g at the aircraft’s centre of gravity. Occupants are forced violently against seat belts. Loose objects are tossed about.

— Moderate icing as “ICING MODERATE”

Severe icing as “ICING SEVERE”

The following specifications apply:

— Moderate – Conditions in which change of heading and/or altitude may be considered desirable.

— Severe – Conditions in which immediate change of heading and/or altitude is considered essential.

— Severe mountain wave as “MOUNTAIN WAVE SEVERE”

The following specification applies:

— Severe – Conditions in which the accompanying downdraft is 3,0 m/s (600 ft/min) or more and/or severe turbulence is encountered.

— Thunderstorm without hail as “THUNDERSTORM”

Thunderstorm with hail as “THUNDERSTORM WITH HAIL”

The following specification applies:

Only report those thunderstorms which are:

— obscured in haze, or

— embedded in cloud, or

— widespread, or

— forming a squall line.

— Heavy duststorm or sandstorm as “DUSTSTORM HEAVY” or “SANDSTORM HEAVY”

— Volcanic ash cloud as “VOLCANIC ASH CLOUD”

— Pre-eruption volcanic activity or a volcanic eruption as “PREERUPTION VOLCANIC ACTIVITY” or “VOLCANIC ERUPTION”

The following specification applies:

“Pre-eruption volcanic activity” in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.

— Good braking action as “BRAKING ACTION GOOD”

— Good to medium braking action as “BRAKING ACTION GOOD TO MEDIUM”

— Medium braking action as “BRAKING ACTION MEDIUM”

— Medium to poor braking action as “BRAKING ACTION MEDIUM TO POOR”

— Poor braking action as “BRAKING ACTION POOR”

— Less than poor braking action as “BRAKING ACTION LESS THAN POOR”

The following specifications apply:

Good – Braking deceleration is normal for the wheel braking effort applied, and directional control is normal.

Good to medium – Braking deceleration or directional control is between good and medium.

Medium – Braking deceleration is noticeably reduced for the wheel braking effort applied, or directional control is noticeably reduced.

Medium to poor – Braking deceleration or directional control is between medium and poor.

Poor – Braking deceleration is significantly reduced for the wheel braking effort applied, or directional control is significantly reduced.

Less than poor – Braking deceleration is minimal to non-existent for the wheel braking effort applied, or directional control is uncertain.

2.2 Information recorded on the volcanic activity reporting form (Model VAR) is not for transmission by RTF but, on arrival at an aerodrome, is to be delivered without delay by the operator or a flight crew member to the aerodrome meteorological office. If such an office is not easily accessible, the completed form shall be delivered in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.

3. FORWARDING OF METEOROLOGICAL INFORMATION RECEIVED BY VOICE COMMUNICATIONS

When receiving special air-reports, ATS units shall forward these air-reports without delay to the associated meteorological watch office (MWO). In order to ensure assimilation of air-reports in ground-based automated systems, the elements of such reports shall be transmitted using the data conventions specified below and in the order prescribed.

— ADDRESSEE. Record the station called and, when necessary, relay required.

— MESSAGE TYPE DESIGNATOR. Record “ARS” for a special air-report.

— AIRCRAFT IDENTIFICATION. Record the aircraft identification using the data convention specified for Item 7 of the flight plan, without a space between the operator’s designator and the aircraft registration or flight identification, if used.

Section 1

Item 0 – POSITION. Record position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed, without a space, by N or S) and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics, followed without a space by E or W), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles (3 numerics) from the point. Precede significant point with “ABEAM”, if applicable.

Item 1 – TIME. Record time in hours and minutes UTC (4 numerics).

Item 2 – FLIGHT LEVEL OR ALTITUDE. Record “F” followed by 3 numerics (e.g. “F310”) when a flight level is reported. Record altitude in metres followed by “M” or in feet followed by “FT” when an altitude is reported. Record “ASC” (level) when climbing or “DES” (level) when descending.

Section 3

Item 9 – PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Record the phenomenon reported as follows:

— moderate turbulence as “TURB MOD”,

— severe turbulence as “TURB SEV”,

— moderate icing as “ICE MOD”,

— severe icing as “ICE SEV”,

— severe mountain wave as “MTW SEV”,

— thunderstorm without hail as “TS”,

— thunderstorm with hail as “TSGR”,

— heavy sandstorm as “HVY SS”,

— heavy duststorm as “HVY DS”,

— volcanic ash cloud as “VA CLD”,

— pre-eruption volcanic activity or a volcanic eruption as “VA”,

— hail as “GR”,

— cumulonimbus clouds as “CB”.

TIME TRANSMITTED. Record only when Section 3 is transmitted.

4. SPECIFIC PROVISIONS RELATED TO REPORTING WIND SHEAR AND VOLCANIC ASH

4.1. **Reporting of wind shear**

4.1.1. When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.

4.1.2. Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable unless the pilot-in-command is aware that the appropriate air traffic services unit has already been so advised by a preceding aircraft.

4.2. **Post-flight reporting of volcanic activity**

4.2.1. On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.

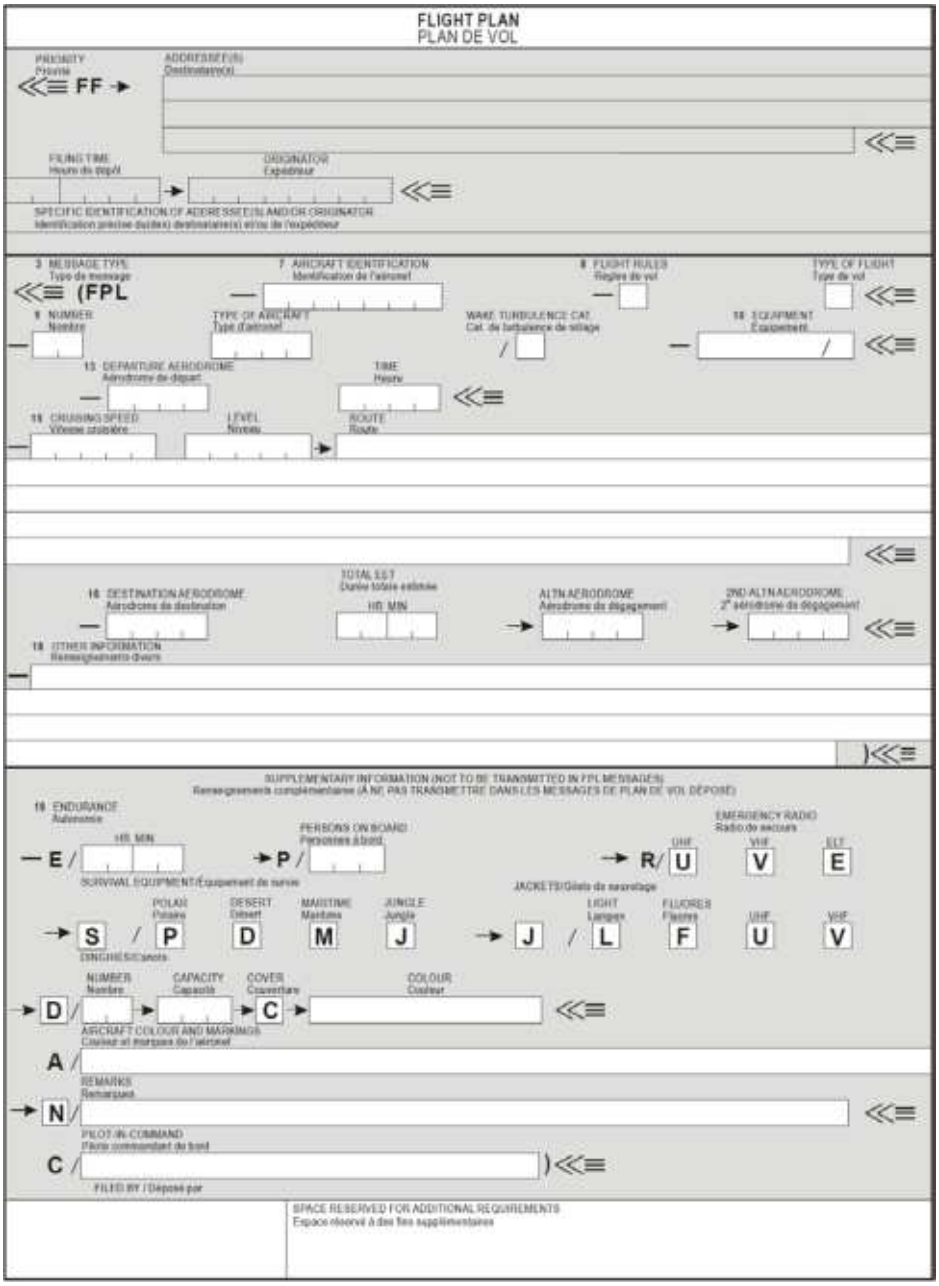
4.2.2. The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed.’;

(22) Appendix 6 is replaced by the following:

'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 operator followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft consists of the ICAO telephony designator for the operator followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); or

(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 consists of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operator (e.g. BLIZZARD CGAJS);

(2) the aircraft is not equipped with radio.

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 is operated under IFR; or

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

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

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

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

Type of flight

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

S – if scheduled air service;

N – if non-scheduled air transport operation;

G – if general aviation;

M – if military;

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

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

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

Number of aircraft (1 or 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

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

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

Wake turbulence category (1 character)

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

J – SUPER, to indicate an aircraft type specified as such in ICAO Doc 8643, Aircraft Type Designators, 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 competent authority.

Radio communication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

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

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

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

A	GBAS landing system	**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
F	ADF		
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, if the flight plan is received from an aircraft in flight,

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

THEN, WITHOUT A SPACE,

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

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

Item 15: ROUTE

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

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

(a) *Cruising speed (maximum 5 characters)*

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

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

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

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

(b) *Cruising level (maximum 5 characters)*

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

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

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

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

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

for uncontrolled VFR flights, the letters VFR.

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

Flights along designated ATS routes

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

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

THEN

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

FOLLOWED IN EACH CASE

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

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

Flights outside designated ATS routes

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

OR, when required by competent authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70° N and 70° S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes, the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed 1 hour's flight time. Additional significant points shall be established as deemed necessary.

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

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

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

(1) ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, 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 competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros – e.g. a point 180° magnetic at a distance of 40 NM from VOR "DUB" should be expressed as DUB180040.

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

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

Examples: LN/N0284A045

MAY/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 competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 NM from VOR "DUB" should be expressed as DUB180040.

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

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

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

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

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

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 operator, if different from the aircraft identification in Item 7.

ORGN/ The originator's 8-letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the competent authority.

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

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

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

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

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

Examples: RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

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) (NUMBER)	*CROSS OUT* indicators D and C if no dinghies are carried; or *INSERT* number of dinghies carried; and (CAPACITY) – *INSERT* total capacity, in persons, of all dinghies carried; and (COVER) – *CROSS OUT* indicator C if dinghies are not covered; and (COLOUR) – *INSERT* colour of dinghies if carried.
A/(AIRCRAFT COLOUR AND MARKINGS)	*INSERT* colour of aircraft and significant markings.
N/(REMARKS)	*CROSS OUT* indicator N if no remarks, or *INDICATE* any other survival equipment carried and any other remarks regarding survival equipment.
C/(PILOT)	*INSERT* name of pilot-in-command.

2.3. Filed by

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

(23) the Supplement to the Annex is deleted.