AERONAUTICAL INFORMATION CIRCULAR

NEW Format Flight Plan

The International Civil Aviation Organization (ICAO) has agreed to make changes to the content and format of the ICAO flight plan form (FPL). These changes become globally applicable on 15 November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes **Zimbabwe** is amending its flight planning requirements.

PRESENT refers to the current ICAO flight planning provisions, which will no longer be applicable after 15 November 2012.

NEW refers to the ICAO flight planning provisions, as detailed in Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15th Edition. These provisions become globally applicable from 15 November 2012.

REQUIREMENT

For flights operating within Zimbabwean airspace the following shall apply:

Beginning **12 November 2012/0000 UTC**, all flight plans for Instrument Flight Rules (IFR) flights, or for flights where a portion of the flight will be completed under IFR, should be filed using the NEW content and format.

Beginning **12 November 2012/0000 UTC**, all flight plans for Visual Flight Rules (VFR) flights should be filed using the NEW content and format.

Flight plans filed using the PRESENT content and format will continue to be accepted until **0000 UTC on 15 November 2012.**

IFR or VFR flight plans using the PRESENT content and format, which are filed after 14 November 2012 2359 UTC, will not be accepted. If any part of the flight will or may take place after 0000 UTC on 15 November 2012, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

> Beginning on 10 November 2012, it is recommended that flight plans for IFR flights, or where a portion of the flight will be conducted under IFR, be filed using the NEW content and format.

> Repetitive flight plans with validity period extending beyond 15 November 2012 will not be accepted in the present format.

> During the transition period (prior to 15 November 2012) operators are responsible for transmitting the appropriate flight plan content and format accepted by the Air Navigation Services Providers (ANSP) that will provide services in the airspace where the flight will take place.

As of **15 November 2012 at 0000 UTC, Zimbabwe** will accept VFR flight plans filed up to **120** hours in advance of the Estimated Off-Block Time (EOBT)
.

Operators are strongly encouraged to include the Date of Flight (DOF) in Item 18 of the flight plan. It is mandatory to include DOF if the flight plan is filed more than 24 hours in advance of the EOBT.

Operators should note the changed intention of Item 10 of the FPL. Under the NEW provisions, Item 10 indicates equipment and capabilities. Capability is comprised of three elements:

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

Zimbabwe will accommodate NEW format FPL tests up to 10 November 2012/1030 UTC, on prior coordination addressed to AFTN FVHANFPL.

Attachment A to this Aeronautical Information Circular describes the changes to the ICAO FPL content and format in detail.

_____
D.Chawota
General Manager / CEO

Attachment A

Detailed description of changes to ICAO FPL content and format

The ICAO provisions have been amended to specify that flight plans may not be filed more than 120 hours in advance of the EOBT.

Modifications to flight plans are to be notified using a CHG message. The ICAO interpretation is that a CHG message must be used to notify a change to the intended date of flight, including a change arising from a delay. A DLA message may only be used in cases where the delay does not result in a change to the intended date of flight.

Air Traffic Services (ATS) data systems may impose constraints on information in flight plans. Significant constraints are to be notified in Aeronautical Information Publications (AIP).

The changes made to specific FPL Items are as follows:

Item 7 – Aircraft Identification – the explanation of this provision has been clarified to specify that the aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols. No other changes have been made to the provision.

Item 8 – Flight Rules and Type of Flight – the explanation of the provision related to indicating flight rules has been clarified. It has also been clarified that it must be specified in Item 15 (Route) the point or points at which a change in flight rules is planned. Additional text has been added to highlight that the status of the flight is to be denoted in Item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS are to be denoted in Item 18 following the RMK indicator. No other changes have been made to the provision.

Item 10 – Equipment and Capabilities – numerous changes have been made to this provision. It is important to note that Item 10 now also indicates capabilities, which consists of three elements: presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with crew qualifications; and, where applicable, authorization from the appropriate authority.

The following provisions are applicable to Item 10a (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 (see Note 1),
>
> 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	L	L ILS

D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	GNSS (See Note 2)		
H	HF RTF	R	PBN approved (see Note 3)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilties (see Note 4)

Any alphanumeric characters not indicated above are reserved.

Note 1:— If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2:— If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 3:— If the letter R is used, the performance based navigation levels that can be met shall be specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual *(Doc 9613).*

Note 4:— If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

Note 5:— Information on navigation capability is provided to ATC for clearance and routing purposes.

The following provisions are applicable to Item 10b (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

Note:— Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1   ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2   ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1   ADS-B "out" capability using UAT
U2   ADS-B "out" and "in" capability using UAT
V1   ADS-B "out" capability using VDL Mode 4
V2   ADS-B "out" and "in" capability using VDL Mode 4 *ADS-C*

D1   ADS-C with FANS 1/A capabilities
G1   ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.
Example: ADE3RV/HB2U2V2G1

Note:— Additional surveillance application should be listed in Item 18 following the indicator SUR/ .

Item 13 - Departure aerodrome and time – some clarifications have been made and additional provisions included regarding how to indicate departure aerodromes which have not been assigned an ICAO four-letter designator. The following provisions are applicable to Item 13:

INSERT the ICAO four-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 the aerodrome,

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

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the 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 15c - Route (including changes of speed, level and/or flight rules) – an editorial change has been made to clarify that it is possible to indicate, at a single point, where it is planned that a change of speed or level or both is planned to commence, or a change of ATS route and/or a change of flight rules.

The provision has been expanded to include the possibility of describing a significant point in the route as a bearing or distance from a "reference point", rather than only from a navigational aid, as follows:

<u>Bearing and distance from a reference point:</u>

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 nautical miles from VOR "VSB" should be expressed as VSB180040.

<u>Item 16</u> - The title of Item 16 has been clarified to specify that the "alternate aerodrome(s)" being referred to is (are) the destination alternate aerodrome(s). Additionally, the provision related to estimated elapsed time has been clarified, along with the descriptions of how to indicate the locations, as follows:

<table>
<tr><td>ITEM 16: DESTINATION AERODROME
AND
TOTAL ESTIMATED ELAPSED TIME,
DESTINATION ALTERNATE
AERODROME(S)</td></tr>
</table>

<table>
<tr><td>Destination aerodrome and total
estimated elapsed time (8 characters)</td></tr>
</table>

INSERT the ICAO four-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.

Note:— For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

<u>Destination alternate aerodrome(s)</u>

INSERT the ICAO four-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/.

<u>Item 18 - Other Information</u> – significant changes have been made to these provisions.

Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

The provision has been clarified to indicate that hyphens "-", or oblique strokes "/" should only be used as described.

The provision has been amended such that only indicators described in the provisions may be used, and they must be inserted in the order shown. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

STS/   Reason for special handling by ATS 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 appropriate ATS Authority
        FFR: fire-fighting;
        FLTCK: flight check for calibration of navaids;
        HAZMAT: for a flight carrying hazardous material;
        HEAD: a flight with Head of State status;
        HOSP: for a medical flight declared by medical authorities;
        HUM: for a flight operating on a 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)
B1   RNAV 5 all permitted sensors
B2   RNAV 5 GNSS
B3   RNAV 5 DME/DME
B4   RNAV 5 VOR/DME
B5   RNAV 5 INS or IRS
B6   RNAV 5 LORANC

C1   RNAV 2 all permitted sensors
C2   RNAV 2 GNSS
C3   RNAV 2 DME/DME
C4   RNAV 2 DME/DME/IRU

D1   RNAV 1 all permitted sensors
D2   RNAV 1 GNSS
D3   RNAV 1 DME/DME
D4   RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

L1   RNP 4

O1   Basic RNP 1 all permitted sensors
O2   Basic RNP 1 GNSS

O3 Basic RNP 1 DME/DME
O4 Basic RNP 1 DME/DME/IRU

S1 RNP APCH
S2 RNP APCH with BARO-VNAV

T1 RNP AR APCH with RF (special authorization required)
T2 RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS

COM/ Indicate communications applications or capabilities not specified in Item 10a.

DAT/ Indicate data applications or capabilities not specified in 10a.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

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 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 of 180° magnetic at a distance of 40 nautical miles from VOR "VSB" should be expressed as VSB180040.

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 six 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 appropriate ATS authority.
Examples:
EET/ FVHF0745 FLFI0830

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 six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

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

Example: DLE/MDG0030

OPR/   ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

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

Note.— In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

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

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