ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan

A flight plan shall be submitted for all IFR/VFR flight prior to operating except as mentioned in item 1.4 c) below.

1.1 Time of submission.

All types of operations within Tehran FIR shall not be submitted more than 120 hours and at least 60 minutes before EOBT at the departure aerodrome Except for repetitive flight plans (RPL) and item 1.2 below. If a flight plan is filed more than 24 hours in advance of the estimated off block time of the flight to which it refers, date of flight (DOF) shall be inserted in item 18 of the flight plan.

Note 1: When completing flight plan, the departure time entered in field 13 must be the estimated off block time (EOBT) not the planned airborne time.

Note 2: All operators shall meet flight plan criteria and procedures which have been promulgated by other states or organizations, e.g. Eurocontrol requirement is at least 3 hours before EOBT.

1.2 Authorization for special flights

Submission of flight plans for the following flights are exempted from time provision in paragraph 1.1 above:

a) Scramble
b) SM
c) Hospital
d) Head
e) Search and rescue (SAR) aircraft engaged in SAR mission
f) Flight check
g) Firefighting aircraft
h) Flight carrying hazardous materials
i) Medical Evacuation
j) VFR Helicopters for military and police
k) Local flights subject to pre- arrangement with relevant ATS unit
l) Rescue flights.

1.3 Place of submission.

a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

b) In absence of such office at the departure aerodrome, a flight plan shall be submitted to the ATS unit concerned.

Note: At aerodromes in which there is no AFTN station, the flight plan, after approval of the flight plan by the ATS unit of that aerodrome, shall be sent by that ATS unit to the nearest AFTN station by fax. The

mentioned ATS unit shall then after contact the receiving AFTN station to confirm the quality reception of the flight plan, to give the permission to that AFTN station for transmission of the received flight plan via AFTN.

In each case, the AFTN station bears no responsibilities for the content of the received flight plan.

c) If no ATS unit is available at the point of departure, a flight plan shall be submitted to the ATS unit at the last departure aerodrome or *nearest ATS unit* whichever is applicable.

1.4 methods of receiving flight plan

Air Traffic Services Reporting Office (ARO) or relevant ATS unit shall receive flight plan via any of following methods:

a) The approved RPL;

b) Flight plan form submitted by pilot or designated representative;

Note: All INTL DEP flights from Tehran/Mehrabad INTL and Imam Khomeini INTL airports may send their flight plan only to Air Traffic Services Reporting Office (ARO) on designated addressee: OIIIZPZB/ OIIEZPZB. Such flight plan will be checked and forwarded by ARO to The related addresses via AFTN.

c) In joint civil/military airport by prior local agreement via recordable CP hotline;

Note 1: Only for Rescue flights, rescue operators / designated representatives may submit a flight plan that contains the basic information of each rescue helicopter to the relevant ATS unit for repetitive rescue flights; according to the approved local coordination procedures and regarding aerodrome operational limitations, considering the following:

a) Use STS/HOSP for a medical flight and ambulance or STS/MEDEVAC: for a life critical medical emergency evacuation, as appropriate in ITEM 18: OTHER INFORMATION of flight plan

b) The submitted basic flight plan is valid until 24 hours after EOBT

c) The details of each specific rescue flight shall be transmitted to the relevant ATS unit before departure through the recordable telephone line or FAX and if not practicable or desirable for rescue operations, via Radiotelephone (RTF) before or immediately after being airborne by pilot indicating the nature of flight.

Note 2: Only Flight plans of Rescue flights are

acceptable via radiotelephone (RTF) on ATS frequencies when there are no other facilities like recordable telephone lines or FAX.

→ *Note 3: Rescue flights are exempted from time provisions mentioned in paragraph 1.2.*

1.5 Contents and form of a flight plan (See Form F101)
The flight plan form must be completed according to the instructions contained herein.
ICAO flight plan forms are available at AROs and ATS units at all aerodromes.

1.6 Adherence to ATS route structure
No flight plan shall be filed by foreign aircraft for routes other than published ATS routes within Tehran FIR unless prior permission has been obtained from the appropriate ATS authority. An ATS unit will authorize an aircraft to deviate from the ATS routes indicated in flight plan when emergency circumstances or bad weather conditions or failure of navigation aids makes the deviation necessary.

2. Repetitive flight plan
Repetitive Flight Plans (RPL) should be used for all scheduled IFR flights operated regularly on the same day(s) of consecutive weeks and at least ten occasions or every day, over a period of at least ten consecutive days.
Initial submission of complete RPL listing and any subsequent seasonal resubmission of complete listing and any changes thereto shall be made with a minimum lead time of three weeks since the reception by the Aeronautical Information Service (AIS), sufficient for permitting the data to be properly assimilated by the ATS organization.
Note: only one RPL Amendment (RMDT) is acceptable during validity time of RPL.
The element of each flight plan shall have a high degree of stability.
Repetitive Flight Plans (RPL) is acceptable for domestic IFR flights. Application of RPL procedures for international flights requires the establishment of bilateral or multilateral agreements between the States concerned.

3. Validation of flight plan
Each flight Plan either submitted individually or based on RPL criteria has a validity time of:
- 30 minutes after EOBT if any part of flight will be operated under the IFR and;
- 60 minutes after EOBT for VFR flight that will be operated under the VFR.
Note: The validity time of the flight plan should be extended for deicing purposes, but for delay, more than 75 minutes of EOBT coordination between relevant

ATS units is required.

4. Delay, modification and cancellation of flight plan
Only one revision is acceptable up to 30 minutes after EOBT for IFR flights/60 minutes after EOBT for VFR flights. It is applicable 10 minutes after reception by ATS units via AFTN otherwise by Fax or recordable Telephone as prescribed in 1.3 (Place of submission) in the following cases:
a) A delay of 30 minutes for IFR flights/60 minutes for VFR flights, or more in excess of the EOBT; and/or *(see Form F102A)*
b) A change in type and/or registration mark of aircraft *(If the registration mark is not used as Item 7: ACFT IDENT); (see Form F103)*
Note 1: The revision mentioned above shall be received by ATS units prior aircraft requesting start up.
Note 2: if combination of above is involved, a change message must be issued. (see Form F104)
Note 3: if the change in type and/or registration mark of aircraft causes any change in other information contained in flight plan, the details shall be received and sent same as the modification message. (see Form F103)
Note 4: if the day of flight is changed over 0000 UTC, change message must be issued instead of delay message and indicating in both field 13b and 18, the EOBT and the DOF.(see Form 102B)
Note 5: It is important to note that when the DOF/ element is modified by Field Type 22(PANS ATM, Appendix 3 paragraph 2.3.2) in a CHG message, the complete Item 18 data must always be provided. If it is not, any elements omitted will be considered as modifications and they will be removed from the Item 18 content. (see Form 102B)
In case of an incidental change in the aircraft identification, the departure aerodrome, the route and/or destination aerodrome, the flight plan and RPL shall be cancelled for the day concerned and a new flight plan shall be submitted.
A flight plan cancellation (CNL) message shall be transmitted when a flight, for which basic flight plan data has been previously distributed, has been cancelled. The operator shall immediately inform the appropriate ATS unit at departure AD via AFTN otherwise by Fax or recordable Telephone as prescribed in 1.3 (Place of submission). *(see Form F105)*.The ATS unit serving the departure aerodrome shall transmit the CNL message to ATS units which have received basic flight plan data.

5. Arrival report (Closing a flight plan)
A report of arrival shall be made at the earliest possible moment after landing to the ATS unit of the arrival

aerodrome by all flight except when the arrival has been acknowledged by the local ATS unit.

In the absence of an ATS unit at the destination aerodrome, the pilot is responsible for passing the arrival report to the nearest ATS unit by the most expeditious means. *(see Form F107)*

After landing at an aerodrome which is not the destination aerodrome (diversionary landing) the local ATS unit shall be specifically informed accordingly.

In the absence of a local ATS unit at the aerodrome of diversionary landing the pilot is responsible for passing the arrival report to the destination aerodrome by the most expeditious means.

Arrival reports shall contain the following elements of information:

-Aircraft identification
-Departure aerodrome
-Destination aerodrome (only in the case of diversionary landing)
-Arrival aerodrome
-Time of arrival

6. Departure message
To be develop. *(See Form F106)*

7. Assigned Flight Identification
No flight is authorized to use same flight identification during 24 hours (0000 till 2359) except those flights conducting intermediate stop.
An example for intermediate stop flight is:
IRA225 (OIII OIFM OISS OIKB) and vice versa.
IRA224 (OIKB OISS OIFM OIII)

8. Flight plan and associated update messages Forms

Form F101

ISLAMIC REPUBLIC OF IRAN
CIVIL AVIATION ORGANIZATION
AIR TRAFFIC SERVICES

جمهوری اسلامی ایران
سازمان هواپیمایی کشوری
مراقبت پرواز

FLIGHT PLAN

PRIORITY

≪≡ FF →

ADDRESSEE(S)

≪≡

FILING TIME → ORIGINATOR ≪≡

SPECIFIC IDENTIFICATION OF ADDRESSEE (S) AND/OR ORIGINATOR

≪≡ (FPL

3 MESSAGE TYPE — 7 AIRCRAFT IDENTIFICATION — 8 FLIGHT RULES — ☐ TYPE OF FLIGHT ☐ ≪≡

9 NUMBER — ☐ TYPE OF AIRCRAFT WAKE TURBULENCE CAT. / ☐ — 10 EQUIPMENT AND CAPABILITIES / ≪≡

13 DEPARTURE AERODROME — TIME ≪≡

15 CRUISING SPEED — LEVEL → ROUTE

≪≡

16 DESTINATION AERODROME — TOTAL EET HR MIN → ALTN AERODROME → 2ND ALTN AERODROME ≪≡

18 OTHER INFORMATION —

)≪≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE — E / HR MIN → P / PERSONS ON BOARD EMERGENCY RADIO → R/ ☐U ☐V ☐E UHF VHF ELT

SURVIVAL EQUIPMENT → ☐S / ☐P ☐D ☐M ☐J POLAR DESERT MARITIME JUNGLE JACKETS → ☐J / ☐L ☐F ☐U ☐V LIGHT FLUORES UHF VHF

DINGHIES → ☐D/ NUMBER → CAPACITY → ☐C→ COVER COLOUR ≪≡

AIRCRAFT COLOUR AND MARKINGS A /

REMARKS → ☐N/ ≪≡

PILOT-IN-COMMAND C /)≪≡

FILED BY | SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE | ACCEPTED BY ARO / ATS UNIT

PLEASE PROVIDE A TELEPHONE NUMBER SO ARO / ATS CAN CONTACT YOU IF NEEDED

(Form F102A)

DELAY (DLA) MESSAGE

FF➜

FILING TIME   **ORIGINATOR**

DLA	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DLA -	-	-	-	)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F102B)

DELAY OVER 0000 UTC, NEXT DAY (CHG) MESSAGE

FF➜

FILING TIME   **ORIGINATOR**

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/	Departure aerodrome and new EOBT over 0000 UTC
(CHG -	-	-	-	-13/	
Other information of Filed flight plan and next day DOF/					
18/					)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F103)

MODIFICATION (CHG) MESSAGE

FF➜

FILING TIME   ORIGINATOR

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/	Type of aircraft	WTC
(CHG -	-	-	-	-9/	/	
Equipment and capabilities		Other information of changed Filed flight plan				
-10/ /		-18/				
						)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F104)

DELAY AND MODIFICATION (CHG) MESSAGE

FF➜

FILING TIME   ORIGINATOR

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/	Type of aircraft	WTC
(CHG -	-	-	-	-9/	/	
Equipment and capabilities		Departure aerodrome and new EOBT	Other information of changed Filed flight plan			
-10/		-13/	-18/			
						)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F105)

CANCELLATION (CNL) MESSAGE

FF➔

FILING TIME   **ORIGINATOR**

CNL	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(CNL -	-	-	-	)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F106)

DEPARTURE(DEP) MESSAGE

FF➔

FILING TIME   **ORIGINATOR**

DEP	Aircraft identification and SSR mode and code	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DEP -	/ -	-	-	)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE   ACCEPTED BY ARO / ATS UNIT

(Form F107)

ARRIVAL (ARR) MESSAGE

FF➜

FILING TIME					ORIGINATOR	

ARR	Aircraft identification	Departure aerodrome and time	Arrival aerodrome and time
(ARR -	-	-	)

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE

ACCEPTED BY ARO / ATS UNIT

9. Instructions for the completion of the flight plan form

9.1 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).

Shaded area preceding Item 3 – to be completed by ATS or ARO services.

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

9.2 Instructions for insertion of ATS data

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder.

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

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

Item 7: aircraft identification (maximum 7 characters)

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

a) the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. IRA213, TBZ5600) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. IRANAIR 213, ATALAR AIR 5600);

OR

b) the nationality or common mark and registration mark of the aircraft (e.g. EPIAD, URCPD, N2567GA), when in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. EPPAT), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. ASEMAN EPPAT or ASEMAN PAT); Special call sign (e.g. PL8900, SEPEHR, HL9500, FLTCK1B, SOROUSH, …)

Note 1: Standards for nationality, common and registration marks to be used are contained in Annex 7, Chapter 2.

Note 2: Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 ― Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Note 3: When type of flight is positioning or ferry flight, the a/c identification shall be registration mark of a/c.

Item 8: flight rules and type of flight (one or two characters) flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if it is intended that the entire flight will be operated under the IFR

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

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

Z if the flight initially will be operated under the 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 appropriate ATS authority:

S if commercial scheduled air service

(***Commercial air transport operation.*** *An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.*)

N if non-scheduled commercial air transport operation

G if general aviation (e.g. Training flight, Private, etc.)

(***General aviation operation.*** *An aircraft operation other than a commercial air transport operation or an aerial work operation.*)

M if military

X if other than any of the defined categories above, such as Positioning flight, Ferry flight, Test flight and Aerial work operations.

(***Aerial work.*** *An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying,*

observation and patrol, search and rescue, aerial advertisement, all Helicopter operations, clouds seeding, ambulance, firefighting , etc.)
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 (e.g. 2, 3, 11).

Type of aircraft (2 to 4 characters)
INSERT the appropriate designator as specified in ICAO Doc 8643, *Aircraft Type Designators*, OR, if no such designator has been assigned, or in case of formation flights comprising more than one type, INSERT ZZZZ, and SPECIFY in Item 18, the (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:
H — HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136000 kg or more;
M — MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136000 kg but more than 7000 kg;
L — LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7000 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) Authorization from the appropriate authority, if required.

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
B LPV (APV with SBAS)
C LORAN C
D DME
E1 FMC WPR ACARS
E2 D-FIS ACARS
E3 PDC ACARS
F ADF
G GNSS *(See Note 2)*
H HF RTF
I Inertial Navigation
J1 CPDLC ATN VDL Mode 2 *(See Note 3)*
J2 CPDLC FANS 1/A HFDL
J3 CPDLC FANS 1/A VDL Mode A
J4 CPDLC FANS 1/A VDL Mode 2
J5 CPDLC FANS 1/A SATCOM (INMARSAT)
J6 CPDLC FANS 1/A SATCOM (MTSAT)
J7 CPDLC FANS 1/A SATCOM (Iridium)
K MLS
L ILS
M1 ATC RTF SATCOM (INMARSAT)
M2 ATC RTF (MTSAT)
M3 ATC RTF (Iridium)
O VOR
P1−P9 Reserved for RCP
R PBN approved *(See Note 4)*
T TACAN
U UHF RTF
V VHF RTF
W RVSM approved
X MNPS approved
Y VHF with 8.33 kHz channel spacing capability
Z Other equipment carried or other capabilities *(See Note 5)*
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.
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. (for GPS facility see also Note 5)
Note 3: See RTCA/EUROCAE Interoperability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard − DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
Note 4: If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in

the Performance-based Navigation (PBN) Manual (Doc 9613).

Note 5: 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. For indication of GPS facility as an equipment preceded by NAV/ GPS.

Note 6: An operator shall, prior to departure:

a) Ensure that, where the flight is intended to operate on a route or in an area where an RNP type is prescribed, the aircraft has an appropriate RNP approval, and that all conditions applying to that approval will be satisfied;

b) Ensure that, where operation in reduced vertical separation minimum (RVSM) airspace is planned, the aircraft has the required RVSM approval; and

c) Ensure that, where the flight is intended to operate where an RCP type is prescribed, the aircraft has an appropriate RCP approval, and that all conditions applying to that approval will be satisfied.

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 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.

Example: ADE3RV/HB2U2V2G1

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

Item 13: departure aerodrome and time (8 characters)

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,* 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),

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:

Kilometers 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 appropriate ATS 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 meters, 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*

Above Ground Level (AGL) in hundreds of feet, For flight which is intended to use Above Ground Level (AGL) at or below 2500 Ft, express as followed by 3 figures (e.g. F005, F010, F015, F020 and F025) in order used for AGL500 FT, AGL1000 FT, AGL1500 FT, AGL2000 FT and AGL2500 FT.

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

(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,

Note. When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

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

OR by DCT, if the flight to the next point will be outside 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, reference to significant points. The distance between significant points shall, as far as possible, not exceed one hour's flight time.

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

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. W3, DHN1A, RADAL2A).

Note. Provisions for the application of route designators are contained in Annex 11, Appendix 1.

(2) Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. VR, SAV, PAROT), *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 navaid only:*

The identification of the Navaid, followed by the bearing from the Navaid in the form of 3 figures giving degrees magnetic, followed by the distance from the Navaid 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 "ANK" should be expressed as ANK180040.

(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: VR/N0284A045

DHN/N0305Fl80

PAROT/N0420F330

3542N05120E/N0500F350

35N051E/M082F330

ANK180040/N0350F220

(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: VR/N0180A045 VFR
VR/N0284F150 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/35N051E/M082F430F470
C/35N051E/M082F410PLUS
C/35N051E/M220F580F620.

Item 16: destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
Destination aerodrome and total estimated elapsed time (8 characters)
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.
Destination alternate aerodrome(s)
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/.

Item 18: other information
Note. Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.
Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,
OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:
STS/ One or more Reason for special handling by ATS, as follows:
ALTRV: for a flight operated in accordance with an altitude reservation;
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 and ambulance;
HUM: for a flight operating on a humanitarian mission;
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/ (e.g. RMK/TEST FLT, RMK/ONE ENG INOP, RMK/VIP, etc.)
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 without any space (e.g. PBN/A1B3B4B5C4D2D4O1).

RNAV SPECIFICATIONS
A1 RNAV 10 (RNP 10)
B1 RNAV 5 all permitted sensors *(see Note below)*
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
Note: Insert only B1 if the flight qualifies for all of the B2, B3, B4 and B5.

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 10 a).

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

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

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the Aeronautical Information Publication (AIP), 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 "DHN" should be expressed as DHN180040.

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 from the nearest Navaid, 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/ ORSAR0830 , EET/OIIX0204

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/2F14 5F5 3C130

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters)

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/ANK0030.

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*, as below:

- Category A: less than 169 km/h (91 KT) indicated airspeed (IAS)
- Category B: 169 km/h (91 KT) or more but less than 224 km/h (121 KT) IAS
- Category C: 224 km/h (121 KT) or more but less than 261 km/h (141 KT) IAS
- Category D: 261 km/h (141 KT) or more but less than 307 km/h (166 KT) IAS
- Category E: 307 km/h (166 KT) or more but less than 391 km/h (211 KT) IAS

- Category H: Specific procedures for Helicopters.

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 navaid, 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 navaid, 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 navaid, as described in DEP/ above.

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

Examples: RIF/TBZ R661 MIVAK OIIE

RIF/KER R654 YZD W32 ANK G208 RADAL OIII

RMK/ Any other plain-language remarks when deemed necessary. (e.g.: IRFPN YK/1A/29/8436 GAF, SM, TCAS EQUIPPED, etc.)

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.
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* color 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.

9.3 Filed by
INSERT the name of the unit, agency or person filing the flight plan.

9.4 Acceptance of the flight plan
Indicate acceptance of the flight plan. By ATS or ARO by signature of individual ' flight plan, or acknowledgement of flight plans received through AFTN.
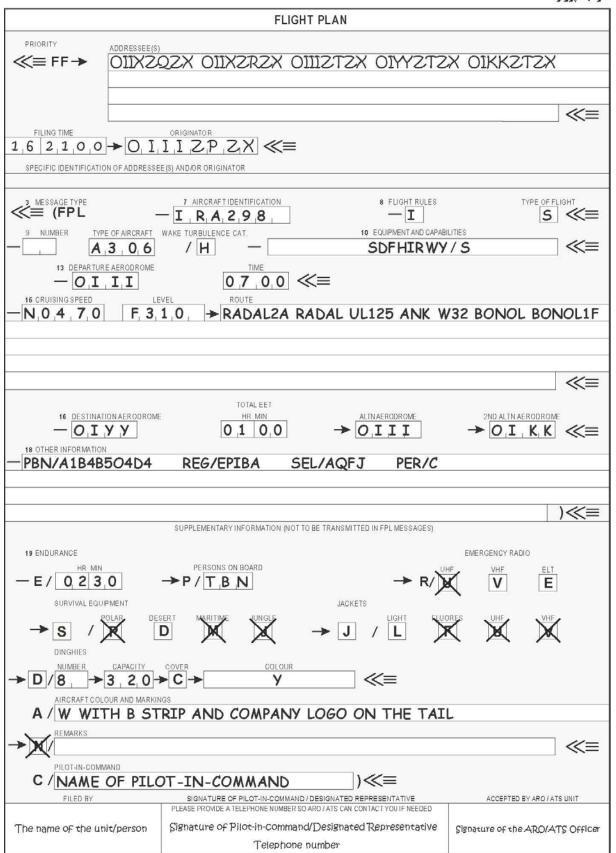
9.5 Instructions for insertion of COM data.
Items to be completed
COMPLETE, the areas indicating: Address, Filing time, Originator by ARO/ATS unit.

(Form F101)

ISLAMIC REPUBLIC OF IRAN
CIVIL AVIATION ORGANIZATION
AIR TRAFFIC SERVICES

جمهوری اسلامی ایران
سازمان هواپیمایی کشوری
مراقبت پرواز

FLIGHT PLAN

PRIORITY
≪≡ FF →

ADDRESSEE(S)
OIIXZQZX OIIXZRZX OIIIZTZX OIYYZTZX OIKKZTZX
≪≡

FILING TIME
1 6 2 1 0 0 →

ORIGINATOR
O I I I Z P Z X ≪≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

3 MESSAGE TYPE
≪≡ (FPL

7 AIRCRAFT IDENTIFICATION
— I R A 2 9 8

8 FLIGHT RULES
— I

TYPE OF FLIGHT
S ≪≡

9 NUMBER
—

TYPE OF AIRCRAFT
A 3 0 6

WAKE TURBULENCE CAT.
/ H —

10 EQUIPMENT AND CAPABILITIES
SDFHIRWY / S ≪≡

13 DEPARTURE AERODROME
— O I I I

TIME
0 7 0 0 ≪≡

15 CRUISING SPEED
— N 0 4 7 0

LEVEL
F 3 1 0

ROUTE
→ RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
≪≡

16 DESTINATION AERODROME
— O I Y Y

TOTAL EET
HR MIN
0 1 0 0

ALTN AERODROME
→ O I I I

2ND ALTN AERODROME
→ O I K K ≪≡

18 OTHER INFORMATION
— PBN/A1B4B5O4D4   REG/EPIBA   SEL/AQFJ   PER/C
) ≪≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE
HR MIN
— E / 0 2 3 0

PERSONS ON BOARD
→ P / T B N

EMERGENCY RADIO
UHF ☒   **VHF** V   **ELT** E
→ R/

SURVIVAL EQUIPMENT
→ S / **POLAR** ☒ **DESERT** D **MARITIME** ☒ **JUNGLE** ☒

JACKETS
→ J / **LIGHT** L **FLUORES** ☒ **UHF** ☒ **VHF** ☒

DINGHIES
→ D / **NUMBER** 8 → **CAPACITY** 3 2 0 → **COVER** C → **COLOUR** Y ≪≡

AIRCRAFT COLOUR AND MARKINGS
A / W WITH B STRIP AND COMPANY LOGO ON THE TAIL

REMARKS
→ ☒ / ≪≡

PILOT-IN-COMMAND
C / NAME OF PILOT-IN-COMMAND) ≪≡

FILED BY
The name of the unit/person

SIGNATURE OF PILOT-IN-COMMAND / DESIGNATED REPRESENTATIVE
PLEASE PROVIDE A TELEPHONE NUMBER SO ARO / ATS CAN CONTACT YOU IF NEEDED
Signature of Pilot-in-Command/Designated Representative
Telephone number

ACCEPTED BY ARO / ATS UNIT
Signature of the ARO/ATS Officer

DELAY (DLA) MESSAGE FORMAT

Example 1:

(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AQFJ PER/C)

(Form F102A)

DELAY (DLA) MESSAGE FORMAT

DLA	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DLA -	IRA298 -	OIII0730 -	OIYY -	0)

(DLA-1RA298-OIII0730-OIYY-0)

Example 2:

(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F102A)

DELAY (DLA) MESSAGE FORMAT

DLA	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DLA -	IRA292 -	OIII1800 -	OIYY -	DOF/130117)

(DLA-IRA292-OIII1800-OIYY-DOF/130117)

DELAY OVER 0000 UTC, NEXT DAY (CHG) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII2330
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AQFJ PER/C)

(Form F102B)

DELAY OVER 0000 UTC, NEXT DAY (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/		Departure aerodrome and new EOBT over 0000 UTC
(CHG -	IRA298 -	OIII2330 -	OIYY -	0	-13/	OIII0215
Other information of Filed flight plan and next day DOF/						
18/ PBN /A1B4B5O4D4	DOF/130118	REG/EPIBA	SEL/AQFJ	PER/C		)

(CHG-IRA298-OIII2330-OIYY-0-13/OIII0215-18/PBN/A1B3B4B5O4D4 DOF/130118 REG/EPIBA SEL/AQFJ PER/C)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII2200
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS)

(Form F102B)

DELAY OVER 0000 UTC, NEXT DAY (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/		Departure aerodrome and new EOBT over 0000 UTC
(CHG -	IRA292 -	OIII2200 -	OIYY -	DOF/130117	-13/	OIII0000
Other information of Filed flight plan and next day DOF/						
18/ PBN /A1B1L1O1D1	DOF/130118	REG/EPIEG	SEL/CGDS	PER/C		)

(CHG-IRA292-OIII2200-OIYY-DOF/130117-13/OIII0000-18/PBN/A1B1L1O1D1 DOF/130118 REG/EPIEG SEL/CGDS PER/C)

MODIFICATION (CHG) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

(Form F103)

MODIFICATION (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/		Type of aircraft		WTC
(CHG -	IRA298 -	OIII0700 -	OIYY -	0	-9/	A320	/	M
Equipment and capabilities			**Other information of changed Filed flight plan**					
-10/ SDFHIRWY/S		-18/	PBN/ A1B1L1O1D1	REG/EPIEG	SEL/CGDS			
PER/C								)

(CHG-IRA298-OIII0700-OIYY-0-9/A320/M-10/SDFGHIRWY/S-18/PBN/A1B1L1O1D1 REG/EPIEG PER/C)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F103)

MODIFICATION (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/		Type of aircraft		WTC
(CHG -	IRA292 -	OIII1700 -	OIYY -	DOF/130117	-9/	A306	/	H
Equipment and capabilities			**Other information of changed Filed flight plan**					
-10/ SDFHIRWY/S		-18/	PBN/A1B4B5O4D4	REG/EPIBA	SEL/CGDS			
PER/C								)

(CHG-IRA292-OIII1700-OIYY-DOF/130117-9/A306/H-10/SDFHIRWY/S 18/PBN/A1B4B5O4D4 REG/EPIBA SEL/CGDS PER/C)

DELAY AND MODIFICATION (CHG) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

(Form F104)

DELAY AND MODIFICATION (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/	Type of aircraft	WTC
(CHG -	IRA298 -	OIII0700 -	OIYY -	0	-9/ A320 /	M

Equipment and capabilities		Departure aerodrome and new EOBT		Other information of changed Filed flight plan	
-10/ SDFGHIRWY/S		-13/ OIII0730	-18/	PBN/A1B1L1O1D1	

REG/EPIEG SEL/CGDS PER/C	)

(CHG-IRA298-OIII0700-OIYY-0-9/A320/M-10/SDFGHIRWY/S-13/OIII0730-18/PBN/A1B1L1O1D1 REG/EPIEG SEL/CGDS PER/C)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F104)

DELAY AND MODIFICATION (CHG) MESSAGE FORMAT

CHG	Aircraft identification	Departure aerodrome and EOBT	Destination aerodrome	0 or DOF/	Type of aircraft	WTC
(CHG -	IRA292 -	OIII1700 -	OIYY -	DOF/130117	-9/ A306 /	H

Equipment and capabilities		Departure aerodrome and new EOBT		Other information of changed Filed flight plan	
-10/ SDFHIRWY/S		-13/ OIII1800	-18/	PBN/A1B4B5O4D4	

REG/EPIBA SEL/AQFJ PER/C	)

(CHG-IRA292-OIII1700-OIYY-DOF/130117-9/A306/H-10/SDFHIRWY/S-13/OIII1800-18/PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

CANCELLATION (CNL) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

(Form F105)

CANCELLATION (CNL) MESSAGE FORMAT

CNL	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(CNL -	IRA298 -	OIII0700 -	OIYY -	0)

(CNL-IRA298-OIII0700-OIYY-0)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F105)

CANCELLATION (CNL) MESSAGE FORMAT

CNL	Aircraft identification	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(CNL -	IRA292 -	OIII1700 -	OIYY -	DOF/130117)

(CNL-IRA292-OIII1700-OIYY-DOF/130117)

DEPARTURE (DEP) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

(Form F106)

DEPARTURE (DEP) MESSAGE FORMAT

DEP	Aircraft identification and SSR mode and code	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DEP -	IRA298 / A1501 -	OIII0737 -	OIYY -	0)

(DEP-IRA298/A1501-OIII0737-OIYY-0)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F106)

DEPARTURE (DEP) MESSAGE FORMAT

DEP	Aircraft identification and SSR mode and code	Departure aerodrome and time	Destination aerodrome	Other information 0/DOF
(DEP -	IRA292 / A1577 -	OIII1820 -	OIYY -	DOF/130117)

(DEP-IRA292/A1577-OIII1820-OIYY-DOF/130117)

ARRIVAL (ARR) MESSAGE FORMAT

Example 1:
(FPL-1RA298-IS
-A306/H-SDFHIRWY/S
-OIII0700
-N0470F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B4B5O4D4 REG/EPIBA SEL/AGFJ PER/C)

(Form F107)

ARRIVAL (ARR) MESSAGE FORMAT

ARR	Aircraft identification	Departure aerodrome and time	Arrival aerodrome and time
(ARR -	IRA298 -	OIII0737 -	OIYY0840)

(ARR-IRA298-OIII0737-OIYY0840)

Example 2:
(FPL-IRA292-IS
-A320/M- SDFGHIRWY/S
-OIII1700
-N0430F310 RADAL2A RADAL UL125 ANK W32 BONOL BONOL1F
-OIYY0100 OIII OIKK
-PBN/A1B1L1O1D1 DOF/130117 REG/EPIEG SEL/CGDS PER/C)

(Form F107)

ARRIVAL (ARR) MESSAGE FORMAT

ARR	Aircraft identification	Departure aerodrome and time	Arrival aerodrome and time
(ARR -	IRA292 -	OIII1820 -	OIYY1921)

(ARR-IRA292-OIII1820-OIYY1921)