



DFS Deutsche Flugsicherung

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## AIC IFR

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### Information on the Implementation of ICAO FPL 2012

#### INTRODUCTION

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 15th November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes, Germany is amending its flight planning requirements so that only NEW Content/Format will be accepted as of 15th November 2012. PRESENT refers to the current ICAO flight planning provisions which will no longer be applicable after 15th 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 15th November 2012.

#### REQUIREMENT

For flights operating within German airspace, the following shall apply:

All Flight Plans for Instrument Flight Rules (IFR) flights, or for flights where a portion of the flight will be conducted under IFR, also for all flight plans for Visual Flight Rules (VFR) flights **should** be filed using the NEW content and format with a preliminary lead time of up to 3 days before 15th November 2012. The exact starting day and time where NEW Format will be accepted by AIS/ARO (AIS-C) Germany, will be pronounced by NOTAM and will be published on the DFS Homepage ([www.dfs.de](http://www.dfs.de) or [www.dfs-ais.de](http://www.dfs-ais.de)).

Please note that Germany uses the Integrated Initial Flight Plan Processing System (IFPS). Operators are reminded that all kinds of Flight Plans can be filed with the Centralized AIS/ARO (AIS-C) of Germany.

Aircraft Operator filing their Flight Plans directly with the IFPS may file in NEW format already today. Flight plans filed using the PRESENT content and format will be accepted by the German AIS/ARO (AIS-C) on 14th November 2012. Germany will continue to accept IFR and VFR flight plans filed up to 120 hours in advance of the EOBT.

#### GUIDANCE

If any portion of a flight is planned to take place, or may possibly take place, after 15th November 2012, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

Repetitive Flight Plans (RPLs) for the 2012/ 2013 winter season **should** be submitted to the CFMU using the NEW content and format. An RPL with a validity period that extends beyond 15th November 2012 will not be accepted in PRESENT format.

During the transition period (prior to 15th 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. To obtain this information, reference may be made to the ICAO Flight Plan Implementation Tracking System (FITS) website ([www2.icao.int/en/FITS/Pages/home.aspx](http://www2.icao.int/en/FITS/Pages/home.aspx)). The applicable Aeronautical Information Publications (AIP) should be consulted for the official notifications provided by States.

Operators are encouraged to use the IFPS Validation (IFPUV) Application, provided by Eurocontrol, to test the validity of their flight plans well in advance of 15th November 2012.

Germany is within the IFPS area. All flight plans for IFR flights, or where a portion of the flight will be carried out under IFR, shall be submitted to IFPS. The following schedule is applicable to the IFPS transition from PRESENT to NEW flight plans:

As of 15th November 2012, IFPS will no longer accept flight plans filed in PRESENT format.

Flights with a flight date between 12th and 16th November 2012 cannot be submitted more than 24 hours in advance of the Estimated Off Block Time (EOBT).

As of 15th November 2012, IFPS will resume accepting flight plans filed more than 24 hours in advance of the EOBT. Please note that flight plans filed more than 120 hours in advance of the EOBT will not be accepted.

Operators are reminded that IFPS cannot be used to submit flight plans to Germany, operated entirely as VFR.

Reference should be made to the IFPS User Manual for all details concerning IFPS operational procedures and processes. The manual is available via the Network Manager web site under "Library" ([www.cfm.eurocontrol.int/cfmu/public/subsite\\_homepage/homepage.html](http://www.cfm.eurocontrol.int/cfmu/public/subsite_homepage/homepage.html)).

Implementation will be supplemented by a national publication (German Nachrichten für Luftfahrer - NfL) covering ICAO flight plan requirements as well as European flight plan requirements and German national aspects. This will be available in due time on DFS websites ([www.dfs.de](http://www.dfs.de)) and ([www.dfs-ais.de](http://www.dfs-ais.de)).

Operators are strongly encouraged always to include the Date of Flight (DOF/) in Item 18 of the flight plan. DOF/ should be inserted in Flight plan associated messages as well.

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.

Attachment C to this Aeronautical Information Circular describes the changes to the ICAO FPL content and format in detail. The amendment to the ICAO flight planning provisions is available on the ICAO European and North Atlantic website ([www.paris.icao.int](http://www.paris.icao.int)) by following the links to "Other Meetings, Seminars & Workshops", then to "FPL 2012 ICAO EUR Region Plan" and then to "Documentation related to FPL 2012 Amendment". All documentation related to the IFPS implementation of these changes is available on the Eurocontrol CFMU website ([www.cfm.eurocontrol.int](http://www.cfm.eurocontrol.int)) by following the link to "ICAO 2012 FPL".

#### ATTACHMENT A

##### Indications of NEW and PRESENT formats

A flight plan is deemed to be PRESENT format if it contains any of the following indications:

- a) In Field 10a: J, M;
- b) In Field 10b: D;
- c) In STS/: ATFMEXEMPTAPPROVED, free text i.e. any indication other than those specified;
- d) In PER/: Indications other than A, B, C, D, E, H

A flight plan is deemed to be NEW format if it contains any of the following indications:

- a) In Field 10a: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7, P8, P9;
- b) In Field 10b: E, H, L, B1, B2, U1, U2, V1, V2, D1, G1;
- c) In Item 18: PBN/, SUR/, DLE/, TALT/, EUR/PROTECTED
- d) In STS/: ATFMX
- e) In DAT/: characters other than S, H, V, M
- f) A CHG, CNL, DLA, DEP messages containing Field 18 with more than just DOF/

If a flight plan contains none of the indications above, it qualifies as both NEW and PRESENT and will be treated accordingly.

#### ATTACHMENT B

##### IFPS Validation System

The IFPUV Application will detect whether a test flight plan contains NEW content and format and will highlight any syntax errors which are detected. It is important to note that the IFPUV Application can be used to syntax check any flight plan, whether or not any portion of the route is within the IFPS Zone (IFPZ). The IFPUV Application can also be used to syntax check flight plans for VFR flights.

The IFPUV Application will first check the syntax of the flight plan, and then will check whether the flight plan is entirely VFR and whether any portion of the route is within the IFPS. If the entire flight plan is VFR or if no part of the route is within the IFPZ, the following error message will be sent in return:

ROUTE 152: FLIGHT NOT APPLICABLE TO IFPS

If this is the only error message sent in return, the IFPUV Application has not detected any syntax errors.

If a syntax error is detected, the specific flight plan Item or Items will be highlighted and a description of the error or errors will be provided.

The IFPUV Application is available on the Eurocontrol Central Flow Management Unit (CFMU) website ([www.cfm.eurocontrol.int](http://www.cfm.eurocontrol.int)), via the link to "CFMU NOP - Public". After ensuring that the "TACTICAL" tab is selected, users should select the "IFPUV - Flight Planning" link. Test flight plans can be checked, as described above, using the "IFPUV - Free Text Editor". Test flight plans are input and submitted one at a time.

#### ATTACHMENT C

##### 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.

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 the point or points at which a change in flight rules is planned must be specified in Item 15 (Route). Additional text has been added to highlight that the status of the flight shall be denoted in Item 18 following the STS indicator, using one of the defined descriptors, or that other reasons for specific handling by ATS shall 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 consist 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 C	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 4)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2(See Note 3)	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 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.

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 pertaining to a specific route segment, route or area is set out in the Performance-Based Navigation 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.

Exemptions for RNAV, CPDLC and 8.33 kHz shall be indicated by inserting the letter Z in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18 as detailed in the IFPS Users Manual and AIP Germany:

- insert EXM833 following COM/;
- insert RNAVX or RNAVINOP as appropriate following NAV/;
- insert CPDLCX following DAT/.

Note 6.- Information on navigation capability is provided to ATC for clearance and routing purposes.

### Item 10b (Surveillance equipment and capabilities)

The following provisions are applicable to Item 10b

**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
- U 1 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:

*Bearing and distance from a reference point:*

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

#### Item 16

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:

##### 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.

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.

##### 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

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 in such a way 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, 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 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 (not applicable in German Airspace);  
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. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual and **in the AIP Germany**.

**COM/** Indicate communications applications or capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual and **in the AIP Germany**.

**DAT/** Indicate data applications or capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual and **in the AIP Germany**.

**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 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 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.

**SEL**/ SELCAL Code, for aircraft so equipped.

**TPY**/ 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.

**CODE**/ Aircraft address (expressed in the form of an alphanumeric 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.

**RVR**/ The minimum RVR requirement of the flight.

*Note - This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.*

**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).

**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.

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

**RFP/Q** Followed by a digit (1-9) to indicate the sequence of the replacement flight plan being submitted.

*Note - This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.*

#### **STAYINFO**

The sub-field STAYINFO, followed by the appropriate sequence number (1-9), may be used to provide information on those STAY indicators detailed in the route.

#### **EUR/PROTECTED**

The sub-field EUR/, followed by the word PROTECTED shall be used only for those flights for which the details should only be available to a restricted audience (e.g. a security sensitive flight).