DATE OF FLIGHT
Six-digit date of flight in the format “YYMMDD”, where “YY”
is the last two digits of the year, “MM” is a two-digit
representation of the month, and “DD” is a two-digit
representation of the calendar day (all with leading zeroes
where necessary).
i.e. 121015, 130122...

7 AIRCRAFT IDENTIFICATION
Aircraft registration letters/tail number or an ICAO agency
designator with flight number. ICAO 2012 strictly enforces
that this figure should be letters and numbers only, devoid
of dashes, spaces, or other punctuation.
i.e. N123B, GCABC, KLM672, SWIFT45...

8 FLIGHT RULES
Denotes the category of flight rules: “I” for IFR, “V” for VFR,
“Y” for when the flight will be initially IFR followed by one or
more subsequent flight rules changes, and “Z” for VFR first
with any number of subsequent changes. When a “Y” or “Z”
flight is prepared, “VFR” or “IFR” must be entered in the route
string wherever the transitions/changes to the flight rules
are planned to occur.
i.e. Departing VFR, cruising IFR, and landing VFR? File Z.

TYPE OF FLIGHT
Denotes the type of flight as follows: “S” for Scheduled Air
Service, “N” for Non-scheduled Air Transport Operation, “G”
for General Aviation, “M” for Military, and “X” for everything
else. Other special flight status and handling considerations
can be relayed via the 18 OTHER INFORMATION field’s “STS/”
and “RMK/” indicators.

NUMBER
Number of aircraft in flight, if more than one. This figure is
omitted if the flight is only a solo aircraft movement.

TYPE OF AIRCRAFT
Type of aircraft, as specified in the latest ICAO Doc 8643, by
the appropriate designator. A search for this designator
code can be performed online at:
http://www.icao.int/publications/DOC8643/Pages/Search.aspx
If no designator exists for your aircraft, or there is more than
one type of aircraft in your flight, enter “ZZZZ” here and
specify number and type(s) in 18 OTHER INFORMATION
preceded by “TYP/” tags.
i.e. P46T, EA50, C182...
ICAO Flightplan Form Basics

1. WAKE TURBULENCE CAT.
   Wake turbulence category of aircraft as specified in ICAO Doc 8643 or based on weight and the following options: “L” for Light (< 7,000 kg), “M” for Medium (7,000 to 136,000 kg), “H” for Heavy (> 136,000 kg), and “J” for Jumbo (exceptionally heavy aircraft such as the Airbus A380-800). A search for the category can be performed online at:
   http://www.icao.int/publications/DOC8643/Pages/Search.aspx

2. 10 EQUIPMENT
   The ICAO 2012 amendment includes extensive changes to the COM/NAV equipment codes used in the FPL message format. These changes and EuroFPL’s helpful ICAO 2012 Equipment Wizard are explained in-depth on the next page (Page 3) of this briefing.

3. 13 DEPARTURE AERODROME
   Four-character location indicator of the departure aerodrome, “AFIL” if filed in the air, or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter cases, ICAO 2012 strictly states that the aerodrome name or primary fix with location (degrees and minutes ddmmNNddmmE format preferred) be entered in 18 OTHER INFORMATION preceded by a “DEP/” tag.
   i.e. EKRK, BIKF, LFPG, CYYR, ZZZZ...

4. TIME
   Planned time of departure (UTC) in 24-hour “HHMM” format, where “HH” is a two-digit representation of the hour, and “MM” is a two-digit representation of the minutes past the hour (with leading zeroes where necessary).
   i.e. 0615, 1342, 2305...

5. 15 CRUISING SPEED
   True airspeed for the initial or whole cruise segment of the flight, indicated as: “N” for Knots, followed by a four-digit figure, “M” for Mach number followed by a three-digit representation of ratio, or “K” for Kilometers/hour followed by a four-digit number.
   i.e. K0830, N0485, M082...

6. LEVEL
   Planned cruising level for the initial or whole cruise segment of the flight, indicated as: “F” for Flight Level in 100s of feet, “A” for plain altitude in 100s of feet (both three-digit), “S” for Standard Metric Level in tens of metres, “M” for plain altitude in tens of metres (both four-digit), or “V” for uncontrolled VFR (number field left blank).
   i.e. F330, M0840, A045...
The Equipment Wizard aims to provide users with an organized graphical interface for the many equipment designators employed in this new format. Input can be achieved by typing codes directly into the text fields, or by selecting the checkboxes for equipment carried. NIL can be selected under either column to signify that there is no equipment and/or surveillance capability for the aircraft. Clicking the + option will reveal the various items as follows:

**EQUIPMENT**

- **VHF RTF/VOR/ILS (S)** - Standard COM/NAV Setup
- **GBAS (A)** - Ground Based Augmentation System
- **LPV (APV/SBAS) (B)** - Localizer Performance with Vertical Guidance (Infers Satt.-Based Augmentation)
- **LORANC (C)** - LORAN-C Radionavigation
- **DME (D)** - Distance Measurement Equipment
- **ACARS (Multiple)** - Addressing and Reporting System
- **ADF (F)** - Automatic Direction Finder
- **GNSS (G)** - Global Navigation Satellite System
  - GNSS augmentation “NAV/” data in Field 18 optional.
- **HF RTF (H)** - HF Radiotelephone
- **INERTIAL NAV (I)** - Aircraft Inertial Guidance
- **CPDLC (Multiple)** - Controller-Pilot Data Link
- **MLS (K)** - Microwave Landing System
- **ILS (L)** - Instrument Landing System
- **ATC RTF SATCOM (Multiple)** - Radiotelephone Satt.
- **VOR (O)** - VHF Omnidirectional Radio Range
- **PBN (R)** - Performance-Based Navigation
  - PBN requires corresponding “PBN/” data in Field 18.
- **TACAN (T)** - Tactical Air Navigation System
- **UHF RTF (U)** - UHF Radiotelephone
- **VHF RTF (V)** - VHF Radiotelephone
- **RVSM (W)** - Reduced Vertical Separation Minimum
- **VHF 8.33 (Y)** - 8.33 kHz Radio Channel Spacing
- **OTHER (Z)** - Other Item(s) Not Listed Above
  - OTHER requires corresponding “COM/”, “NAV/” or “DAT/”.

**SURVEILLANCE**

- **MODE A (A)** - Mode A Transponder
- **MODE A/C (C)** - Mode A Transponder with Mode C
- **S/ […] (Multiple)** - Mode S Transponder with or without...
  - ID - Aircraft Identification
  - PALT - Pressure Altitude
- **ADS-B** - Surveillance Broadcast
- **DLINK** - Data Link
- **MODE S (S)** - Mode S Transponder
- **ADS-B/1090 MHZ (Multiple)** - 1090 MHz Out/In
- **ADS-B/UAT (Multiple)** - Universal Access Trans. Out/In
- **ADS-B/VDL M4 (Multiple)** - VHF Digital Mode 4 Out/In
- **ADS-C/FANS 1/A (D1)** - Sur. Contract Future Air Nav.
- **ADS-C/ATN (G1)** - Sur. Contract Aeronautical Telecom

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**Key Changes:**

- New indicators added to describe complex compliment items.
- The S indicator “VHF RTF/VOR/ILS” is no longer inclusive of ADF.
- If “PBN” is specified, Field 18 requires corresponding “PBN/” data.
- If “OTHER” is specified, Field 18 requires “COM/”, “NAV/”, or “DAT/”.

For a good overall online reference see also:

http://contentzone.eurocontrol.int/FPL/
**ROUTE**

A string of points (and connecting airways or DCTs where applicable) describing an ATS route or path of fixes no more than 30 minutes flying time or 200nm apart, including those points where a change of speed, level, track, or flight rules is planned. Points can be listed by their coded designator (i.e. LN, MAY, HADDY), a 7 or 11-character representation of their coordinates (i.e. 46N078W, 4620N07805W), or a point relative to a reference point based on bearing and distance (i.e. DUB190040 being 40nm out on the 190 degree magnetic bearing from DUB).

Change of speed and/or level is indicated by appending data formatted as in 15 CRUISING SPEED and LEVEL to a point, after a slash (i.e. MAY/N0305F180, 46N078W/M082F330). Change of flight rules are shown by a standalone “VFR” or “IFR” to indicate the beginning of that phase of flight.

**16 DESTINATION AERODROME**

Four-character location indicator of the destination aerodrome or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter case, ICAO 2012 strictly states that the aerodrome name or final fix with location (degrees and minutes ddmmNdddmmE format preferred) be entered in 18 OTHER INFORMATION preceded by a “DEST/” tag.

i.e. EKRK, BIKF, LFPG, CYVR, ZZZZ...

**TOTAL EET**

Total estimated enroute time in “HHMM” format, where “HH” is a two-digit representation of the hours and “MM” is a two-digit representation of minutes in flight (with leading zeroes where necessary).

i.e. 0142, 0305, 0047...

**(2ND) ALTN AERODROME**

Four-character location indicator of the alternate aerodrome(s) or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter case, ICAO 2012 strictly states that the aerodrome name(s) with location (degrees and minutes ddmmNdddmmE format preferred) be entered in 18 OTHER INFORMATION preceded by a “ALTN/” tag.

i.e. EKRK, BIKF, LFPG, CYVR, ZZZZ...

**18 OTHER INFORMATION**

The ICAO 2012 amendment includes extensive changes to the way data is presented and ordered for Field 18 data in the FPL message format. These changes and EuroFPL’s helpful ICAO 2012 Other Information Wizard are explained in-depth on the next page (Page 5) of this briefing.

**19 ENDURANCE**

Total fuel endurance in “HHMM” format, where “HH” is a two-digit representation of the hours and “MM” is a two-digit representation of minutes of fuel (with leading zeroes where necessary).

i.e. 0142, 0305, 0047...
**ICAO Flightplan Form Basics**

18 OTHER INFORMATION -- EuroFPL ICAO 2012 Other Information Wizard

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**Key Changes:**

* New indicators have been introduced, some retracted.
* The sequence that indicators should appear in is now compulsory.
* Any given indicator can only appear ONCE in Field 18.
* Hyphen (-) and oblique stroke (/) characters forbidden in data.
* "STS/" indicator is no longer free-text.
* "PBN/" is now mandatory to detail PBN equipment capabilities.
* "NAV/" entry is required when GNSS equipment is specified.

For a good overall online reference see also:
http://contentzone.eurocontrol.int/FLP/

Multiple entries of the same type will be automatically concatenated except for items such as STAYINFO entries which will be numerically sequenced in the order that they appear.

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**Table of Indicators:**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>STS/</td>
<td>Indicators for Special Handling by ATS</td>
</tr>
<tr>
<td>PBN/</td>
<td>RNAV and/or RNP Capability Indicators</td>
</tr>
<tr>
<td>EUR/</td>
<td>Protected Status Indicator for IFPS</td>
</tr>
<tr>
<td>NAV/</td>
<td>Nav. Equipment Data and GNSS Augmentation</td>
</tr>
<tr>
<td>COM/</td>
<td>Comm. Equipment Not Specified in Field 10</td>
</tr>
<tr>
<td>DAT/</td>
<td>Data Capabilities Not Specified in Field 10</td>
</tr>
<tr>
<td>SUR/</td>
<td>Surveillance Capabilities Not Specified in Field 10</td>
</tr>
<tr>
<td>DEP/</td>
<td>Name/Coords (ddmmNdddmmE) of Departure Aerodrome When &quot;ZZZZ&quot; Specified in Field 13</td>
</tr>
<tr>
<td>DEST/</td>
<td>Name/Coords (ddmmNdddmmE) of Destination Aerodrome When &quot;ZZZZ&quot; Specified in Field 16</td>
</tr>
<tr>
<td>REG/</td>
<td>Aircraft Registration if Different Than Field 7</td>
</tr>
<tr>
<td>EET/</td>
<td>Estimated Enroute Time(s) in &quot;HHMM&quot; format to Significant Fix(es) or FIR Boundaries</td>
</tr>
<tr>
<td>SEL/</td>
<td>SELCAL Code For Applicable Aircraft</td>
</tr>
<tr>
<td>TYP/</td>
<td>Number and Type(s) of Aircraft if &quot;ZZZZ&quot; in Field 8</td>
</tr>
<tr>
<td>CODE/</td>
<td>Aircraft Address Code in Six Hexadecimal Chars.</td>
</tr>
<tr>
<td>RVR/</td>
<td>Runway Visual Range Requirement in Metres</td>
</tr>
<tr>
<td>DLE/</td>
<td>Enroute Delay or Holding Point with &quot;HHMM&quot; Time</td>
</tr>
<tr>
<td>OPR/</td>
<td>ICAO Designator or Name of Aircraft Operator</td>
</tr>
<tr>
<td>PER/</td>
<td>Aircraft Performance Category Where Applicable</td>
</tr>
<tr>
<td>ALTN/</td>
<td>Name/Coords (ddmmNdddmmE) of Alternate Aerodromes if &quot;ZZZZ&quot; in Field 16.</td>
</tr>
<tr>
<td>RALT/</td>
<td>Enroute Alternates</td>
</tr>
<tr>
<td>TALT/</td>
<td>Take-off Alternates</td>
</tr>
<tr>
<td>RIF/</td>
<td>Route Details to Revised Destination Aerodrome</td>
</tr>
<tr>
<td>RMK/</td>
<td>Plain Language Remarks Where Necessary</td>
</tr>
<tr>
<td>STAYINFO/</td>
<td>IFPS Indicators for Stay Activity</td>
</tr>
<tr>
<td>RFP/</td>
<td>Replacement Flightplan Indicator for IFPS</td>
</tr>
</tbody>
</table>

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* For IFPS Flights Only
**ICAO Flightplan Form Basics**

1. **PERSONS ON BOARD**
   Total number of persons including passengers and crew that will be onboard, or “TBN” (To Be Notified) if unknown at time of filing.

2. **EMERGENCY RADIO**
   Please note that any available equipment or features should be CLICKED ON here. The printable PDF version of the form will reverse these selections as per the convention of crossing out equipment and features that are not available.

   Select “UHF” here if you are able to receive and xmit at 243.0 MHz, “VHF” here if you are able to receive and xmit at 121.5 MHz, and/or “ELBA” if an emergency location beacon is present on the plane.

3. **SURVIVAL EQUIPMENT**
   Please note that any available equipment or features should be CLICKED ON here. The printable PDF version of the form will reverse these selections as per the convention of crossing out equipment and features that are not available.

   Select the appropriate items indicating what types of survival equipment, if any, are carried.

4. **JACKETS**
   Please note that any available equipment or features should be CLICKED ON here. The printable PDF version of the form will reverse these selections as per the convention of crossing out equipment and features that are not available.

   Select “LIGHT” if your life jacket(s) are lighting equipped, “FLUORES” if fluorescein equipped, and “UHF” or “VHF” if radio equipped.

5. **DINGHIES (NUMBER)**
   The number of survival dinghies carried onboard. Leave blank if none.

6. **DINGHIES (CAPACITY)**
   Total capacity, in persons, of all dinghies carried. Leave blank if none.

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**Did you know?**

Due to ICAO Doc 4444 convention and the strict nature of many authorities Flight Data Managers, flight plan supplemental data is often only transmitted to AROs and other full-service offices, and not included when transmitting directly to towers and area controllers. Because of this, it is often wise to copy your pilot contact info (phone) to an 18 OTHER INFORMATION “RMK/” entry, so that you can be contacted directly by all parties if a timely resolution is sought for any issues with your flight.
ICAO Flightplan Form Basics

Did you know?

Custom PREFERRED CONTACT settings (such as ACK messages via SMS) for a pilot are going to be dependant on the PILOT-IN-COMMAND value attached to a flightplan. Our system will typically look to the exact value provided by the Flightplan Builder’s Load Pilot menu to determine what custom contact settings to honor for an operational message. This value typically includes the pilot’s surname, first initial, and mobile contact number.

**DINGHIES (COVER)**
Check this box if the dinghies have protective canopies.

**DINGHIES (COLOR)**
Plain text description of the dinghies primary color.

**AIRCRAFT COLOR AND MARKINGS**
Plain text description of aircraft color and any significant livery markings or characteristics.

**REMARKS**
Indicate any other survival equipment carried and/or other remarks specifically regarding survival equipment and search-and-rescue (SAR) information.

**PILOT-IN-COMMAND**
Name and preferably phone contact information of the pilot in command. Including phone contact information helps in those rare cases that timely clarification or further information is required by ATC accepting the flight.