ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 FLIGHT PLAN

ENR 1.10.1.1 General (SERA.4001)

Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

ENR 1.10.1.2 Types of flight plan

ENR 1.10.1.2.1 Individual flight plan

For each individual flight, for which the filing of a flight plan is mandatory or the pilot would like to file a flight plan, an individual flight plan (FPL) shall be filed.

Flights, in which several aircraft take part in a formation, as well as every separate stage of a flight for flights with intermediate stops, shall also be regarded as an individual flight.

ENR 1.10.2 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN (SERA.4001)

A flight plan shall be submitted to the competent ATC unit prior to operating:

a. any flight or portion thereof to be provided with air traffic control service;

b. any IFR flight within advisory airspace;

c. any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;

d. any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

e. any flight across international borders;

f. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

The pilot may also submit a flight plan for other flights to the competent ATC unit in order to facilitate the execution of Search and Rescue Service for aircraft.

In order to process flight plan messages correctly, each flight plan shall be sent as a single AFTN message.

No flight plans shall be filed via the airspace of Zagreb FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability for Zagreb FIR and any reference to them shall be made via https://www.nm.eurocontrol.int/RAD/index.html.

A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station.

ENR 1.10.2.1 Time of submission (SERA.4001)

A flight plan shall be submitted at least 60 minutes prior to EOBT, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

In addition, a flight plan submitted during flight shall be submitted at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

a. the intended point of entry into control area or advisory area, or

b. the point of crossing an airway or advisory route.

Flight plans for flights into areas subject to ATFCM shall be submitted at least 3 hours before EOBT. Flight plans may be submitted to IFPS up to a maximum of 120 hours, or five days, in advance of the EOBT of that flight plan.

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, the date of the flight departure shall be inserted in Item 18 of the flight plan.

ENR 1.10.2.2 Place of submission

Aircraft operators shall file their IFR or IFR/VFR (mixed) flight plans and associated messages (e. g. CHG, DLA, CNL) before departure directly with IFPS using their own AFTN or SITA access point in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages. If those means are not available, flight plan and associated messages shall be submitted at the Central ARO Split.

IFPS addresses IFR flight plans. In case of a IFR/VFR flight plan, IFPS addresses only the IFR part of the flight plan automatically to the ATC units concerned in the IFPS zone. In case of a OAT/GAT flight plan, IFPS addresses only the GAT part of the flight plan automatically to the ATC units concerned in the IFPS zone.
The message originator is always responsible for ensuring the addressing of all appropriate messages to those ATS addresses concerned with VFR or OAT route portions and the addressing outside the IFPS zone. For more information see the IFPS Users Manual, section "Re-addressing" (Ref. IFPS Users Manual).

Direct filers take the full responsibility for compliance with all relevant IFPS procedures including complete addressing of their messages.

VFR and VFR/IFR (mixed) flight plans and associated messages shall be normally filed at the Central ARO Split in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages.

At every international airport selfbriefing terminals are established for submission of flight plans.
The central Helpdesk (Central ARO Split) is available H24. Central ARO Split contact is provided in AIP Croatia, part GEN 3.3.6 ATS units address list.
Pre-flight briefing is also available via selfbriefing.
https://ib.crocontrol.hr

When the departure aerodrome is different from the place of filing a flight plan, a FPL for an IFR flight is forwarded to IFPS, while a FPL for a VFR flight is forwarded only to the Central ARO Split. Central ARO shall forward such FPL further to all required addresses.

If the departure will take place from an aerodrome at which an ARO service is available via selfbriefing, flight plans shall be submited via selfbriefing. As central Helpdesk for selfbriefing, Central ARO Split is available H24. At Central ARO Split it is possible to submit flight plans personally, by telephone, telefax, in electronic form (Self or Homebriefing, e-mail) or AFTN.
https://ib.crocontrol.hr

In the absence of such an office at the departure aerodrome or if there is no possibility to submit the flight plan via self-briefing at the departure aerodrome, the flight plan shall be submitted to Central ARO Split.

ENR 1.10.2.3 Filing of flight plans with IFPS directly

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure.

The originator will be informed of the processing of flight plans and flight plan associated messages within IFPS through Operational Reply Messages (ORM).

- **MAN** - the message is not correct and will be amended manually
- **REJ** - the message is not correct and cannot be amended, a correct version has to be sent
- **ACK** - the message is correct and accepted by IFPS

ENR 1.10.2.4 Flight plan submission via Telefax, phone or e-mail

If the flight plan is submitted via Telefax or e-mail it has to be confirmed by the pilot (submitter of the flight plan) immediatelly after transmission via telephone, otherwise it will not be processed.

The flight plan form of CROATIA CONTROL Ltd. or a form produced by a computer shall be used for transmission.

The form has to be fully and legibly filled in.

A contact TEL/FAX number has to be given in the interest of the pilot-in-command.

When a flight plan is submitted by telephone, the ICAO sequence of items in the flight plan form shall be strictly followed.

The flight plan originator is responsible for:

a. Completeness and correctness of data;

b. Obtaining pre-flight information and necessary ATC clearances;

c. Check of the flight feasibility;

d. Complete addressing;

e. The forwarding of messages.

Flight plan submission via Self or Homebriefing

If the flight plan is submitted via Self or Homebriefing it has to be accepted by the system before flight, otherwise the transmission is not guaranteed. Submitter of the flight plan will receive feedback regarding flight plan status.

ENR 1.10.2.5 Submission of flight plans during flight (AFIL)

Flight plan may be filed during flight if required by certain circumstances unknown to the pilot prior to departure.

Flight plans filed during flight (AFIL) shall not be accepted:

- for flights with en-route stops
- for international flights

The flight plan shall be submitted to the appropriate ATS unit in operation or to the ACC.

ENR 1.10.2.5.1 Submission of abbreviated flight plans during flight

An abbreviated flight plan may be filed during flight with the intention of acquiring clearance from the appropriate ATS unit for the following cases:

- short transitions through controlled airspace;
- departures from controlled aerodromes, after which the flight is operating in a controlled traffic area and/ or continuing the flight in uncontrolled airspace;
- landings on controlled aerodromes.

An abbreviated flight plan filed during flight is considered valid until the last point of the controlled airspace or controlled area.

ENR 1.10.2.6 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

ENR 1.10.2.7 Flight Plan Buffer Zones (FBZ)

This subsection includes a description of the concept of the FBZ and the applicable rules for IFR flight planning, such as the following examples:

a. When applicable, for each relevant area, an FBZ have been established for IFR flight planning purposes only. Flight plans can be filed up to the boundary of the FBZ when active.

b. The route described in ITEM 15, should consider the nominal track between two points according to the great circle shortest route.

c. Relevant areas and the selected FBZ(s) are published by AUP/UUP when active.

ENR 1.10.3 CONTENTS AND FORM OF A FLIGHT PLAN

ICAO flight plan forms are available at AROs and aerodrome offices at uncontrolled aerodromes. Electronic copy of ICAO FPL form is available at www.crocontrol.hr. The instructions for completing those forms shall be followed.

ENR 1.10.3.1 Contents of a Flight Plan (SERA.4005)

A flight plan shall be completed in accordance with the provisions specified below:

ENR 1.10.3.1.1 Aircraft Identification – Item 7

The aircraft identification in a message shall contain a minimum of two (2) and a maximum of seven (7) alphanumeric characters and without hyphens or symbols as follows:

1. The ICAO designator of the aircraft operating agency followed by the flight identification 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.

   or the nationality or common mark and registration mark of the aircraft when:

   a. In radiotelephony the call sign to be used by the aircraft will consist of this identification alone, or preceded by the ICAO telephony designator for the aircraft operating agency;

   b. The aircraft is not equipped with radio;

2. A radio telephony call sign used for military aircraft.

3. If several aircraft are involved, the registration mark of the leading aircraft or of the aircraft taking off first shall be indicated. The registration marks of other aircraft shall be indicated in Item 18, preceded by the identification group "**REG/**".

ENR 1.10.3.1.2 Flight Rules and Type of Flight – Item 8

The following indications of flight rules may be used in Item 8a for a flight plan:

- **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.

VFR flights at night shall be marked by the entry "**RMK/N VFR NIGHT**" in Item 18.

The following types of flight may be used in Item 8b for a flight plan:

- **S** - if scheduled air service
- **N** - if non-scheduled air transport operation
- **G** - if general aviation
- **M** - if military (in addition to military operations, operators of customs or police aircraft shall insert the letter "**M**" in Item 8b). State aircraft (aircraft used in military, customs and police service) intending to conduct flights within RVSM airspace shall indicate the type of flight (Item 8b) with the letter "**M**".
- **X** - if other than any of the defined categories above.
  When using the letter "**X**", supplementary information concerning the intention of the flight shall be given in the Item 18 of the flight plan preceded by the identification group "**RMK/**".

  Example:
  RMK/LIC TG ("touch and go")
  RMK/LIC LA ("low approach")

ENR 1.10.3.1.3 Number and Type of Aircraft and Wake Turbulence Category – Item 9

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given.

The type of aircraft shall be indicated by the type designator assigned by ICAO in compliance with ICAO Doc. 8643.

If no aircraft type designator has been assigned to an aircraft type by ICAO, the letter group "**ZZZZ**"shall be inserted and the aircraft type shall be specified in Item 18, preceded by the identification group "**TYP/**".

Example:
Item 9: ZZZZ Item 18: TYP/LJ39

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated, and all other aircraft types shall be detailed in Item 18, preceded by the identification group "**TYP/**".

Examples:
Item 9: 2AN26 Item 18: TYP/1AN26 1LJ39 or TYP/AN26 LJ39
Item 9: 5F15 Item 18: TYP/2F15 3F5

The wake turbulence category of an aircraft shall be indicated by adding one of the following letters, separated by an oblique stroke from the aircraft type identification:

- **J** (super) - shall be inserted at present exclusively for A380-800 (A388)
- **H** (heavy) - shall be inserted for an aircraft with a maximum certified take off mass of 136000 KG or more
- **M** (medium) - shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 KG but more than 7000 KG
- **L** (light) - shall be inserted for an aircraft with a maximum certified take off mass of 7000 KG or less

ENR 1.10.3.1.4 Equipment – Item 10

Capabilities comprise the following elements:

a. presence of relevant serviceable equipment on board the aircraft;

b. equipment and capabilities commensurate with flight crew qualifications; and

c. where applicable, authorization from the competent authority.

The radio communication, navigation and approach aid equipment and capabilities as well as, separated by an oblique stroke, surveillance equipment and capabilities, shall be indicated.

ENR 1.10.3.1.4.1 Radio communication, navigation and approach aid equipment and capabilities - Item 10a

Radio communication, navigation and approach aid equipment and capabilities shall be indicated:

- **N** - if no COM/NAV/ approach aid equipment for the route to be flown is carried or the equipment is unserviceable
- **S** - if standard COM/NAV/ approach aid equipment for the route to be flown (VHF RTF, VOR and ILS) is carried and serviceable;

AND/OR

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

- **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 1)
- **H**HF RTF
- **I** Inertial Navigation
- **J1**CPDLC ATNVDL Mode 2
- **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 2)
- **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 3)

*Note 1: 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 2: If the letter **"R"** is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator **PBN/**.*

*Note 3: 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 are to 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:*

a. *insert EXM833 following COM/;*

b. *insert RNAVX or RNAVINOP as appropriate following NAV/;*

c. *insert CPDLCX following DAT/.*

ENR 1.10.3.1.4.2 Surveillance equipment and capabilities - 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

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

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

ENR 1.10.3.1.5 Aerodrome of Departure and Estimated Off-Block Time – Item 13

Any flight plan shall indicate the aerodrome of departure (ADEP) using the ICAO four-letter designator, where that designator is known.

If no ICAO location indicator has been assigned to the departure aerodrome, the letter group "**ZZZZ**" and the name of the departure aerodrome and location, referring to the nearest locality depicted on the Aeronautical Chart ICAO 1:500000 shall be indicated in Item 18 preceded by the identification group "**DEP/**".

If the aircraft has not taken off from the aerodrome, the first point of the route or the marker radio beacon preceded by "**DEP/**", shall be inserted.

If a flight plan is filed during the flight, the letter group "**AFIL**" shall be entered instead of indicating the departure aerodrome and the air traffic control unit, from which supplementary flight plan data may be requested, shall be indicated in Item 18 together with the identification group "**DEP/**".

The Estimated Off-Block Time (EOBT) shall be indicated by a four figure group following the designation of the departure aerodrome.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the first point of the route to which the flight plan applies.

ENR 1.10.3.1.6 Route – Item 15

ENR 1.10.3.1.6.1 Cruising speed – Item 15a

The data concerning the true air speed, the estimated ground speed where manned free balloons are concerned, the cruising level requested and the intended route shall be indicated in Item 15.

Cruising speed may be indicated:

- **N** followed by four figures – indication in knots
- **M** followed by three figures – indication of the Mach number in hundreds
- **K** followed by four figures – indication in km/h.

The first digits of the figure group expressing the speed shall be completed by the figure "**0**", if necessary.

Changes of speed by 5% or more shall be indicated in the route.

Kilometres per hour shall not be used for general air traffic (GAT) route segments within Republic of Croatia.

ENR 1.10.3.1.6.2 Cruising level – Item 15b

The data concerning the cruising level requested shall be given without a space following the speed data. The first digits shall be completed by the figure "**0**", if necessary.

Level may be indicated in the following ways:

- **F** followed by three (3) figures – Indication of the flight level
- **A** followed by three (3) figures – Indication of the altitude in hundreds of feet.
- **VFR** - for uncontrolled VFR flights, except for VFR flights at night in controlled airspace, for flights subject to ATC, or for VFR flights intended to be performed at a definite level.

The indication of the requested cruising level in metres or in flight levels in accordance with the metric system is acceptable for routes outside Republic of Croatia as far as such data are prescribed.

These shall then be indicated as follows:

- **S** followed by a 4-figure group – Indication of the metric flight level in tens of metres
- **M** followed by a 4-figure group – Indication of the metric altitude in tens of metres.

Changes to the cruising level requested shall be indicated in the route.

ENR 1.10.3.1.6.3 Route – Item 15c

The data about the requested route shall be entered in Item 15 (Route) of the flight plan.

For IFR departures, only last point of a published SID shall be filled as a first point in Route.
For IFR arrivals, only first point of a published STAR shall be filled as a last point in Route.
For flights on ATS routes, the abbreviated designations (identifications) established for such routes shall be indicated.

In case a standard instrument arrival/departure route has not been established for an aerodrome, the identification group “DCT“ shall be entered as the first and/or last route element.

Where a flight intends to fly on a route, the route given in the flight plan shall indicate the point at which the flight intends to join that route and the point at which the flight intends to leave that route.

For flights outside the published ATS routes, the identification group “DCT“ (direct) shall be inserted between the specified points in order to indicate the direct route of flight between two points.

For flights outside designated ATS routes outside Republic of Croatia, points normally not more than 30 minutes flying time or 200 NM apart shall be inserted.

For IFR flights within the Republic of Croatia, the pilot shall consult the contents of the Integrated Aeronautical Information Package (IAIP) when planning routes. In addition, he may also refer to the contents of the Route Availability Documents (RAD).

For VFR flights entering Croatia, the point of crossing the international border, related to the nearest larger locality depicted on the Aeronautical Chart ICAO 1:500000 or to a navigation aid, shall be indicated in Item 18 by the identification group “**EET/**“.

When conducting VFR flights at night in controlled airspace the indicated route shall be the one closest to the published ATS routes.

For VFR flights on recommended VFR route within the Republic of Croatia the route given in the flight plan shall indicate the point at which the flight intends to join that VFR route and the point at which the flight intends to leave that route.

The route shall be described using the following elements:

a. 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.

b. Significant point (2 to 11 characters) - the coded designator (2 to 5 characters) assigned to the point or, if no coded designator has been assigned, in the following way:

- 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). The first digits of the figure groups shall be completed by the figure "**0**", if required.

- Bearing and distance from significant point: 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. The first digits of the figure groups shall be completed by the figure "**0**", if required.

c. Change of speed or level (maximum 21 characters) - the point at which a change of speed (5% TAS or 0.01 Mach or more) and/or a change of level is planned to commence, even when only one of these values will be changed.

d. Change of flight rules (maximum 3 characters) - the point at which the change of flight rules is planned, followed by a space and one of the following:

- VFR if from IFR to VFR

- IFR if from VFR to IFR

For routes outside Republic of Croatia the cruise climb may be indicated by using a maximum of 28 successive characters as defined below:

- The letter "C" followed by an oblique stroke and the indication of the route point from where the cruise climb is intended. Separated by an oblique stroke, the speed during cruise climb will follow as well as either the two flight levels defining the airspace occupied during cruise climb, or the flight level at which the cruise climb is commenced, followed by the word "PLUS".

  Example:
  C/48N050W/M082F290F350 or
  C/48N050W/M082F290PLUS.

The reporting point, at which the change to operational from military air traffic is completed, shall be indicated by the identification group "**OAT**". The change to non-operational military air traffic shall be indicated by the identification group "**GAT**".

ENR 1.10.3.1.6.4 STAY Indicator

The STAY Indicator specifies the location and time of a special flight activity which only takes place enroute (e.g. training flight, photo flight operation, etc.). It shall only be used for individual flight plans if the entire flight is conducted completely within the IFPS zone.

The point of entry into the area where special activities are planned (STAY Area) shall be followed by the identification group “STAY1...n/“, the duration of the planned flight activity as well as the point of exit from the STAY Area.

Every STAY Indicator shall be numbered. If there is only one STAY Indicator in Item 15, the number shall always be „1“. If a flight plan contains several STAY Indicators, they shall be numbered.

As way of explanation regarding the type of intended flight, an identification group "STAYINFO1...n" shall be entered in Item 18 for every STAY Indicator. The STAYINFO identification group shall be numbered analogous to the STAY Indicator in Item 15.

ENR 1.10.3.1.7 Destination Aerodrome and Total Estimated Elapsed Time, and Destination Alternate Aerodrome(s) – Item 16

The destination aerodrome, in the case of manned free balloons the estimated location of landing, the total EET and, at least one, maximum two alternate aerodromes shall be indicated as follows.

A flight plan shall indicate the destination aerodrome and the destination alternate aerodromes using the ICAO four-letter location designator, when that designator is known.

If no location indicators have been assigned, the letter group "**ZZZZ**" shall be indicated, and in Item 18 the name of the destination aerodrome or of the estimated location of landing preceded by the identification group "**DEST/** " and/or the name and location of the destination alternate aerodrome(s) preceded by the identification group "**ALTN/**" shall be indicated.

Maximum two destination alternate aerodrome(s)aerodrome shall be accepted.

If no estimated location of landing can be indicated in the case of flights of manned free balloons, the word "nepoznato" (within Republic of Croatia) or "unknown" shall be indicated following the identification group "**DEST/**".

The total EET is to be given as a 4-figure group following the designation of the destination aerodrome or following the identification group "**ZZZZ**".

If a flight plan is filed during the flight, the total EET related to the route point from where the flight plan is intended to apply, shall be indicated.

The total estimated elapsed time signifies:

a. for IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome

b. for VFR flights, the estimated time required from departure until arrival over the destination aerodrome.

ENR 1.10.3.1.8 Other Information – Item 18

As far as supplementary information with regard to Items 7 to 16 or other additional information becomes necessary, it shall be indicated by using the following identification groups in Item 18.

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.

If no other information, zero (0) shall be used.

Any other necessary information shall be inserted in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator **RMK/**.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

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.

COM/ Indicate communication equipment and capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual.

DAT/ Indicate data communication equipment and capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual.

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 competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles 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.

Examples:
EET/CAP0745 XYZ0830 EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if “ZZZZ” is inserted in Item 9.

Examples:
Item 9: 4ZZZZ Item 18:TYP/2 MORANE KA350 PA28
Item 9: ZZZZ Item 18:TYP/GYROCOPTER
In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated in Item 9, and all other aircraft types shall be detailed here.

Examples:
Item 9: 3AN26 Item 18: TYP/1AN26 2LJ39 or TYP/AN26 2LJ39

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

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).

Example: DLE/MDG0030

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

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

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

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

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

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

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

Examples:
RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

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

RFP/ Q followed by a digit 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.

ENR 1.10.3.1.9 Supplementary Information – Item 19

The following elements shall be used as supplementary information sub-field indicators:

- **E/** total fuel endurance - four-figure group expressed in hours and minutes
- **P/** total number of persons on board (passengers and crew) or TBN (to be notified) if the total number of persons on board is not known at the time of filing the flight plan
- **R/** the available emergency radio, whereby:
  - *U* shall be crossed out if UHF frequency 243.000 MHz is not available
  - *V* shall be crossed out if VHF frequency 121.500 MHz is not available
  - *E* shall be crossed out if the emergency locator transmitter (ELT) is not carried in the aircraft
- **S/** the type of survival equipment carried, whereby:
  - *P* shall be crossed out if polar survival equipment is not carried
  - *D* shall be crossed out if desert survival equipment is not carried

- *M* shall be crossed out if maritime survival equipment is not carried
- *J* shall be crossed out if jungle survival equipment is not carried

- **J/** the type of life jackets carried, whereby:
  - *L* shall be crossed out if the life jackets are not equipped with lights
  - *F* shall be crossed out if the life jackets are not equipped with fluorescein
  - *U* and/or *V* shall be crossed out if the life jackets are not equipped according to the criteria under "**R/**"
- **D/** the number, capacity, type and colour of the dinghies carried, whereby:
  - *D* and *C* shall be crossed out if no dinghies are carried
  - *C* shall be crossed out if the dinghies are not covered
  - colour of dinghies if carried
- **A/** colour of the aircraft and significant markings
- **N/** any possible additional information regarding the survival equipment
- **C/** name of pilot-in-command

Name of the flight plan originator (Name of the flight plan originator shall be given)

Space reserved for additional requirements - Indicate whether the flight plan is accepted required by the appropriate ATS authority

ENR 1.10.3.2 Contents of an Abbreviated Flight Plan

An abbreviated flight plan shall contain provisions specified below:

- aircraft identification;
- type of aircraft;
- entry point into controlled airspace (if applicable);
- exit point into uncontrolled airspace (if applicable);
- level (if applicable);
- intentions.

ENR 1.10.3.3 Special Status Flights

IFR/GAT flights or parts thereof that require special handling may use the sub-field STS indicator to indicate those needs.

Flights with status STS/STATE or HEAD shall clearly indicate in Item 18 (RMK/) if additional separation is required.

Flights with the following STS indicators shall be given an automatic exemption from ATFCM measures by the CFMU:

- **STS/SAR** flights engaged in Search and Rescue missions;
- **STS/HEAD** flights with Heads of States;
- **STS/ATFMX** flight approved for exemption from ATFM measures by the appropriate ATS authority;

- **STS/MEDEVAC** life critical medical emergency evacuation;
- **STS/FFR** fire fighting.

ENR 1.10.3.4 Completion of a flight plan (SERA.4010)

The flight plan shall, in addition, contain information on all other items deemed necessary by the person submitting the flight plan.

ENR 1.10.4 CHANGES TO THE SUBMITTED FLIGHT PLAN (SERA.4015)

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit.

In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of 1 hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan submitted, and the old flight plan cancelled, whichever is applicable. For any flight operated in accordance with IFR, delays of more than 15 minutes shall be communicated to the Network Manager.

Note 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

Changes in fuel endurance or total number of persons carried on board, as well as changes in time estimates of 30 minutes or more, constitutes a significant change to the flight plan and as such shall be reported.

ENR 1.10.4.1 Adherence to a flight plan (SERA.8020)

Except in the event that a controlled flight inadvertently deviates from its current flight plan or when it becomes evident that a flight in VMC in accordance with its current flight plan will not be practicable, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft.

ENR 1.10.5 SERA.4020 CLOSING A FLIGHT PLAN

a. An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the competent authority at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

   1. Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

b. When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

c. When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practical after landing and by the quickest means available to the nearest air traffic services unit.

d. When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken: immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

e. Arrival reports made by aircraft shall contain the following elements of information:

1. aircraft identification;

2. departure aerodrome or operating site;

3. destination aerodrome or operating site (only in the case of a diversionary landing);

4. arrival aerodrome or operating site;

5. time of arrival.

Remark:
The arrival report can be entered into the Internet Briefing system by the pilot (provided that a flight plan had been filed via Internet Briefing), otherwise the arrival report shall in any case be made via telephone at Central ARO Split - in order to avoid that alerting service will be initiated for overdue aircraft.
Whenever an arrival report is required, failure to comply with the provisions of SERA.4020 may cause serious disruption in the air traffic services and incur great expenses in carrying out unnecessary search and rescue operations.

ENR 1.10.6 FLIGHT PLANNING PROCEDURES WITHIN SECSI FRA

ENR 1.10.6.1 Flight procedures

ENR 1.10.6.1.1 General

All trafic shall comply with:

- the aircraft aquipment requirements of the respective state
- General Rules of the respective state
- current RAD.

For exemptions for State aircraft see the corresponding AIP-s.

The ATS route network within Zagreb FIR/UIR, as published in AIP Croatia sections ENR 3.1, ENR 3.2 and ENR 3.3 is withdrawn above FL 205 within all airspace portions forming SECSI FRA.

Within SECSI FRA relevant significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival Connecting (A) and FRA Departure Connecting (D) Points, as described in ENR 4.1 and ENR 4.4 subsections.

The Flight Level Orientation Scheme (FLOS) applicable within SECSI FRA corresponds to the semi-circular rules according to ICAO Annex 2 (Appendix 3a) or Appendix 3 to Standardised European Rules of the Air (SERA) Table of cruising levels and ENR 1.7. Exceptions to this rule are published in ENR 4.1 and ENR 4.4 column “Remarks”.

ENR 1.10.6.1.2 Eligible flights for SECSI FRA

Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of SECSI FRA as specified in ENR 2.1 and/or ENR 2.2 and ENR 6 of the corresponding AIP-s, regardless of the phase of flight (overflights, arriving or departing from local aerodromes or from aerodromes situated in close proximity of SECSI FRA).

ENR 1.10.6.2 Airspace restrictions and airspace reservations

ENR 1.10.6.2.1 Circumnavigating areas of airspace restrictions and airspace reservations

Flights may be planned through active published Military Areas according to the information published by relevant AUP/UUP.

Airspace users shall plan their trajectory around airspaces that are not available for civil operations as published/managed by NOTAM/AUP/UUP by using FRA relevant points published in ENR 4.1 and ENR 4.4.

ENR 1.10.6.2.2 Promulgation of route extension

In cases, where crossing of active reserved (restricted) areas is not possible, one of the following procedures applies:

a. A flight will be instructed tactically by ATC to proceed via FRA Intermediate Points (I) published in ENR 4.1 and ENR 4.4.

b. Tactical radar vectoring by ATC.

The average extension to be considered by airspace users is approximately 15 NM.

ENR 1.10.6.3 Flight planning within SECSI FRA area

ENR 1.10.6.3.1 General

Within SECSI FRA, airspace users are allowed to plan user preferred trajectories using significant points or radio navigation aids (see ENR 4.1 and ENR 4.4), as well as geographical coordinates under special conditions and rules laid down in AIP and RAD.

Eligible flights shall flight plan via FRA relevant points according to the table below.

From	To	Remark
FRA Horizontal Entry Point (E)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	Flight plan direct or via one or several intermediate points
FRA Horizontal Departure Connecting Point (D)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	
FRA Intermediate Point (I)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	

In SECSI FRA there is no limitation on the number of FRA Intermediate Points (I) and DCT-s used in Field 15 of FPL.

Within SECSI FRA there is no limitation on the maximum DCT distance.

In case published FRA Intermediate Points (I) or DCT segments are compulsory due ATS operational reasons, specific rules for the correct usage are described in the respective RAD. This is valid for departing, arriving and overflying traffic.

Flights shall not be planned closer than 3 NM to the published SECSI FRA border.

To manage the operationally sensitive areas, No Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.
Airspace users can avoid these areas by planning via appropriate SECSI FRA Intermediate Points (I) around the NPZ or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

For Y/Z flights, changes of flight rules (IFR joining or cancelling) shall be indicated, by reference, to any FRA relevant point, as published in ENR 4.1 and ENR 4.4 respectively.

Airspace users may use any significant FRA point published in ENR 4.1 and ENR 4.4, or unpublished point defined by geographical coordinates as described in item 1.10.6.3.4, for indicating changes of level and speed.

Usage of bearing and distance from a significant point or radio navigation aid as FRA Intermediate Point (I) is not allowed in SECSI FRA.

Route portions between unpublished points defined by geographical coordinates, as well as to/from significant points or radio navigation aids shall be indicated by means of “DCT” in accordance with ICAO Doc 4444 Appendix 2 “Flight Plan, Item 15”.

ENR 1.10.6.3.2 Cross border application

Inside SECSI FRA, the crossing of FIR borders as well as the crossing of the Area of Responsibility (AoR) boundary between the involved ATS units is basically allowed without the usage of FRA Intermediate Points (I) published along the boundaries, except otherwise specified in RAD. Except for DCT segments published in RAD Appendix 4, ATS Routes and SID-s/STAR-s:

- entry to and exit from SECSI FRA shall be planned using the published FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points only;
- the planning of DCT segments that are partially outside the lateral limits of SECSI FRA (re-entry segments) is only allowed by using FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points.

DFS (Deutsche Flugsicherung GmbH) FRA Cell EDUU East - SECSI FRA

- Cross-border FRA operations are allowed above FL315 during the period 2230 – 0500 (2130 – 0400).
- During cross-border FRA operations all boundary FRA intermediate points are not mandatory for flight planning.
- During cross-border FRA operations the use of unpublished points, defined by geographical coordinates or by bearing and distance within SECSI FRA is not allowed.

FRAIT (Free Route Airspace Italy)- SECSI FRA

- Cross-border FRA operations between FRAIT and SECSI FRA are allowed (FRAIT lower limit is FL195)
- FRA Boundary intermediate points are not mandatory for flight planning

ENR 1.10.6.3.3 Determination of Lowest Available Level (LAL) within SECSI FRA

For determination of lowest available level within those parts of the SECSI FRA where Free Route operations are eligible from ground to FL 660 (i.e. AoRs of ACC/APP Ljubljana and ACC/APP Wien and the local APP units of LOWL, LOWS, LOWI, LOWK and LOWG), see AIP Austria and AIP Slovenia, ENR 6.8. The published values correspond to the lowest available level within controlled airspace ensuring obstacle clearance.
Flight plan filing, according to SECSI FRA flight planning rules below these minima will cause a reject message by IFPS.

ENR 1.10.6.3.4 Use of geographical coordinates in Field 15

Unpublished points defined by geographical coordinates shall in general only be inserted along the direct trajectory between two FRA relevant points (E/X/I/A/D) to indicate changes of level and speed.

ENR 1.10.6.3.5 Overflying traffic

Overflying traffic are all flights whose aerodromes of departure and destination are located outside SECSI FRA. Overflying traffic may be planned directly from any FRA Horizontal Entry Point (E) to any FRA Horizontal Exit Point (X) and via published and unpublished FRA Intermediate Points (I) as specified in the AIP-s of the States involved in SECSI FRA and RAD.

ENR 1.10.6.3.6 Access to FRA for departing traffic

Departing traffic are flights whose departure aerodrome is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for departing traffic. FRA flight plan filing shall be started from:

- a FRA Departure Connecting Point (D) or;
- a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no SID is available or there is no requirement for a connecting point, any FRA relevant point within a required distance from the aerodrome, according to RAD, can be used.

ENR 1.10.6.3.7 Access to FRA for arriving traffic

Arriving traffic are flights whose aerodrome of destination is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for arriving traffic. FRA flight plan filing shall be finished:

- at a FRA Arrival Connecting Point (A) or;
- at a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no STAR is available or there is no requirement for a connecting point, at any FRA relevant Point within a required distance from the aerodrome, according to RAD, can be used.

ENR 1.10.7 ICAO FLIGHT PLAN FORM

HRVATSKA KONTROLA ZRAČNE PLOVIDBE

PLAN LETA
FLIGHT PLAN

CROATIA CONTROL

OZNAKA PREDNOSTI / PRIORITY «≡ FF→

ADRESE / ADDRESSEE(S)

VRIJEME POPUNJAVANJA / FILING TIME →

POŠILJATELJ / ORIGINATOR «≡

TOČNE OZNAKE ADRESA I/ILI POŠILJATELJA
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

3 VRSTA PORUKE / MESSAGE TYPE «≡(FPL

7 POZIVNI ZNAK / AIRCRAFT IDENTIFICATION –

8 PRAVILA LETA / FLIGHT RULES –

VRSTA LETA / TYPE OF FLIGHT «≡

9 BROJ / NUMBER –

TIP ZRAKOPLOVA / TYPE OF AIRCRAFT

KATEGORIJA TURBULENCIJE / WAKE TURBULANCE CAT. /

10 OPREMA I MOGUĆNOSTI / EQUIPMENT AND CAPABILITIES –

/ «≡

13 AERODROM POLIJETANJA / DEPARTURE AERODROME –

VRIJEME / TIME «≡

15 BRZINA KRSTARENJA / CRUISING SPEED –

RAZINA / LEVEL

RUTA / ROUTE →

«≡

16 ODREDIŠTE / DESTINATION AERODROME –

UKUPNO VRIJEME LETA / TOTAL EET (H MIN)

ODREDIŠNI ALTN AERODROM / DESTINATION ALTN AERODROME →

2. ODREDIŠNI ALTN AERODROM / 2ND DESTINATION ALTN AERODROME → «≡

18 OSTALE OBAVIJESTI / OTHER INFORMATION –

)«≡

DOPUNSKI PODACI (NE PREDAJU SE U PORUKAMA PLANA LETA)
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 AUTONOMIJA / ENDURANCE – E / (H MIN)

OSOBE U ZRAKOPLOVU / PERSONS ON BOARD → P /

RADIO VEZA U NEVOLJI / EMERGENCY RADIO → R / [U] UHF [V] VHF [E] ELT

OPREMA U SLUČAJU NEVOLJE / SURVIVAL EQUIPMENT → [S] /

[P] POLARNA / POLAR [D] PUSTINJSKA / DESERT [M] POMORSKA / MARITIME [J] DŽUNGLA / JUNGLE

→ [J] POJASI / JACKET / [L] SVJETLO / LIGHT [F] FLUORESCENTNI / FLUORES [U] UHF [V] VHF

ČAMCI / DINGHIES → [D] / BROJ / NUMBER NOSIVOST / CAPACITY → POKRIVAČ / COVER [C] → BOJA / COLOUR «≡

BOJA I OZNAKE ZRAKOPLOVA / AIRCRAFT COLOUR AND MARKINGS
A /

PRIMJEDBA / REMARKS
→ [N] / «≡

ZAPOVJEDNIK ZRAKOPLOVA / PILOT-IN-COMMAND
C /)«≡

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