



UNITED KINGDOM

AERONAUTICAL INFORMATION CIRCULAR

AIC 55/2003  
(Yellow 109)  
29 May

National Air Traffic Services Ltd  
Aeronautical Information Service  
Control Tower Building, London Heathrow Airport  
Hounslow, Middlesex TW6 1JJ  
Editorial: 020-8745 3458  
Distribution: 0870-8871410 (Documedia Solutions Ltd)  
Content: 01292-692692 (ScOACC ATC Ops Support)  
Web site: www.ais.org.uk

Cancels AIC 60/1999 (Yellow 336)

INSTRUCTIONS FOR THE COMPLETION OF THE ICAO FLIGHT PLAN FORM TO SPECIFICALLY COMPLY WITH NORTH ATLANTIC (NAT) REQUIREMENTS

1 Introduction

1.1 The instructions which follow, developed and agreed with other North Atlantic ATC provider States, relate specifically to flight plan requirements for operations in the North Atlantic Region. Further information about these flight plan requirements within the NAT Region and also in domestic airspace adjacent to the NAT Region, will be found in the following documents:

- ICAO PANS/RAC (Doc 4444), Part II, including Appendices 2 and 3.
- ICAO Regional Supplementary Procedures (Doc 7030/4), Section NAT/RAC.
- North Atlantic MNPS Airspace Operations Manual, Chapter 5.
- UK CAP 694 - 'The UK Flight Plan Guide'.
- Relevant parts of State Aeronautical Information Publications (AIP) and Aeronautical Information Circulars (AIC).

1.2 Examples of correctly completed flight plans for specific types of North Atlantic operations are shown at Annexes A to E to this Circular.

2 General

- (a) USE BLOCK CAPITALS;
- (b) Adhere to the prescribed formats and manner of specifying data;
- (c) Insert all clock times and estimated elapsed times, in hours and minutes, as 4 figures, UTC;
- (d) Shaded areas preceding Item 3 to be completed by ATS and COM services;
- (e) Complete Items 3 to 19 as indicated below;
- (f) Do not introduce obliques or spaces where they are not required.

3 Flight Planning Requirements for non-RVSM Approved Aircraft Wishing to Operate at FL 430 or above across the NAT Region to or from the EUR Region

3.1 Introduction

3.1.1 On 24 January 2002, the European (EUR) Region implemented Reduced Vertical Separation Minimum (RVSM) between FL 290 and FL 410 inclusive and the North Atlantic (NAT) Region expanded its current RVSM airspace to the same vertical dimensions. From this date, with the exception of State aircraft, non-RVSM Approved aircraft are not permitted to operate within the EUR RVSM airspace, including in the UK UIRs, apart from as detailed below.

3.1.2 However, it has been accepted by the States who implemented EUR RVSM that certain operators of non-RVSM Approved aircraft may still wish to transit the NAT Region above RVSM airspace, that is at FL 430 or above.

3.1.3 The European IFPS requires that the speed and level must be specified at the EUR RVSM entry/exit point as contained in field 15 of the ICAO flight plan. In relation to NAT flight planning, these points are located on the eastern boundaries of the Bodo, Reykjavik, Shanwick and Santa Maria OCAs.

3.1.4 The following flight planning provisions have therefore been developed to permit such flights to transition vertically through the EUR RVSM airspace.

3.2 Westbound Outbound from a EUR Aerodrome

3.2.1 In field 15 of the ICAO flight plan, file a maximum level of FL 280 to the oceanic entry point and then a minimum level of FL 430 across the NAT Region, eg N0360F280...BEL UN551 NIBOG/M074F430 55N020W....

**Note:** In the NAT Region FL 430 is flight plannable as both a westbound and an eastbound cruising level.

3.3 Eastbound Inbound to a EUR Aerodrome

3.3.1 In field 15 of the ICAO flight plan, file a minimum level of FL 430 across the NAT Region. File a change of level to a maximum of FL 270 at the oceanic landfall point, eg ....YAY/M074F450 53N050W....55N020W NIBOG/M074F450 UN551 BEL/N0360F270....

### 3.4 Air Traffic Control (ATC) Procedures

3.4.1 The relevant European ACCs adjacent to the NAT oceanic boundary will ensure that the transition to or from filed level above the NAT RVSM airspace is conducted in accordance with the agreed European ATC procedures.

3.4.2 In the case of a westbound flight this will normally be effected between the last domestic fix and the oceanic entry point and in the case of an eastbound flight between the oceanic exit point and the landfall fix. Operators are therefore advised to plan their fuel requirements accordingly.

## 4 Instructions for the Completion of the Flight Plan Form

### ITEM 3: MESSAGE TYPE

To be completed when the responsibility for originating flight plan messages has been delegated.

INSERT For filing of second or subsequent flight plans, either the 'Modification' (CHG) or 'Cancellation' (CNL) format as outlined in ICAO DOC 4444.

### ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT One of the following aircraft identifications, not exceeding 7 characters:

- (a) The registration marking of the aircraft (eg EIAKO, 4XBCD, N256GA), when:
  - (i) In radiotelephony the callsign used by the aircraft will consist of this identification alone (eg OOTEK), or when it is preceded by the ICAO radiotelephony designator for the aircraft operating agency (eg SABENA OOTEK);
  - (ii) the aircraft is not equipped with radio;
- OR (b) the ICAO designator for the aircraft operating agency followed by the flight identification (eg BAW278, NGA213, JTR25) when in radiotelephony the callsign to be used by the aircraft will consist of the ICAO radiotelephony designator for the operating agency followed by the flight identification (eg SPEEDBIRD 278, NIGERIA 213, HERBIE 25);
- OR (c) the callsign determined by the military authorities if this will be used to identify the aircraft in radiotelephony during flight.

**Note:** Provisions for the use of radiotelephony callsigns are contained in ICAO Annex 10, Volume II, Chapter 5. ICAO designators and radiotelephony designators for aircraft operating agencies are contained in ICAO DOC 8585 - 'Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services'.

### ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT

#### FLIGHT RULES

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

- |   |              |  |
|---|--------------|--|
| I | if IFR;      | } and specify in Item 15 the point(s) where the change of flight rules is planned. |
| V | if VFR;      |  |
| Y | if IFR first |  |
| Z | if VFR first |  |

#### TYPE OF FLIGHT

INSERT One of the following letters to denote the type of flight:

- S if Scheduled Air Service;
- N if Non-scheduled Air Transport Operation;
- G if General Aviation;
- M if Military;
- X if other than any of the defined categories above (only required in Shanwick and Santa Maria FIRs).

### ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

#### NUMBER OF AIRCRAFT

INSERT The number of aircraft, if more than one (eg 03).

#### TYPE OF AIRCRAFT

INSERT The appropriate designator as specified in ICAO DOC 8643 - 'Aircraft Type Designators',

OR if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ and SPECIFY in Item 18, the number(s) and type(s) of aircraft preceded by TYP/.

## WAKE TURBULENCE CATEGORY

INSERT An oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H - HEAVY, to indicate an aircraft type with a maximum certificated take-off weight of 136,000 kg (300,000 lb) or more;

M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off weight of less than 136,000 kg (300,000 lb) but more than 7,000 kg (15,500 lb);

L - LIGHT, to indicate an aircraft type with a maximum certificated take-off weight of 7,000 kg (15,500 lb) or less.

## ITEM 10: EQUIPMENT

### RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT

#### PRECEDING THE OBLIQUE STROKE

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 the prescribed COM/NAV/Approach aid equipment for the route to be flown is carried and is serviceable (see **Note 1**);

AND/OR

INSERT One or more of the following letters to indicate the COM/NAV/Approach aid equipment available and serviceable:

- A (not allocated);
- B (not allocated);
- C LORAN C;
- D DME;
- E (not allocated);
- F ADF;
- G (GNSS);
- H HF RTF;
- I Inertial Navigation;
- J (Data Link); (see **Note 2**)
- K (MLS);
- L ILS;
- M Omega; (not required for the NAT Region)
- O VOR;
- P (not allocated);
- Q (not allocated);
- R RNP type certification; (see **Note 3**)
- T TACAN;
- U UHF RTF;
- V VHF RTF;
- W RVSM Approved; (see **Note 4**)
- X MNPS Approved; (see **Note 4**)
- Y Radio with 8.33 kHz spacing; (see **Note 5**)
- Z Other equipment carried; (see **Note 6**)

**Note 1:** Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

**Note 2:** If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/followed by one or more letters as appropriate: H = HF; M = SSR Mode S; S = satellite; V = VHF.

**Note 3:** Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.

**Note 4:** In order to signify that a flight is approved to operate in NAT MNPS Airspace, the letter X shall be inserted, in addition to the letter S. If the flight is approved to operate at RVSM levels a W must also be included.

**Note 5:** Although not a requirement for NAT Airspace, carriage of 8.33 kHz channel spacing capable radio equipment is mandatory in the ICAO EUR Region. Reference should be made to the appropriate AIP for details. When applicable a Y shall be inserted into Item 10 to denote carriage of such radio equipment.

**Note 6:** If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/, as appropriate.

### SSR EQUIPMENT

#### FOLLOWING THE OBLIQUE STROKE

INSERT One of the following letters to describe the serviceable SSR equipment carried:

- N Nil;
- A Transponder - Mode A - 4096 Codes;
- C Transponder - Mode A - 4096 Codes and Mode C;
- I Transponder - Mode S with aircraft identification transmission but without pressure altitude transmission;
- P Transponder - Mode S with pressure altitude transmission but without aircraft identification transmission;
- S Transponder - Mode S with both aircraft identification and pressure altitude transmission;
- X Transponder - Mode S without pressure altitude transmission and without aircraft identification transmission.

## ITEM 13: DEPARTURE AERODROME AND TIME

### DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT The ICAO four-letter location indicator of the aerodrome of departure,

OR If no location indicator has been assigned,

INSERT ZZZZ and SPECIFY in Item 18, the name of the aerodrome, preceded by DEP/,

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

INSERT AFIL and SPECIFY in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE

INSERT For a flight plan submitted before departure, the estimated off-block time,

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 15: ROUTE

**Note:** In order to comply with the EUR RVSM flight planning requirements, for eastbound flights only repeat the latest oceanic mach number and level at the oceanic exit point, eg NIBOG/M084F370.

#### Requirements for Flight Plans on Random Route Segments at/or South of 070°N

INSERT Turbo-jet aircraft should indicate their proposed speeds in the following sequence:

- (a) Cruising speed (TAS) in knots;
- (b) oceanic entry point and cruising MACH number;
- (c) landfall fix and cruising speed (TAS) in knots.

All other aircraft: speed in terms of TAS in knots.

INSERT Flight level for ocean entry, specified at either the last domestic reporting point prior to ocean entry or when at the Oceanic Control Area (OCA) boundary.

INSERT Route of flight described in terms of the following significant points:

- (a) Last domestic reporting point prior to ocean entry;
- (b) OCA boundary entry point (only required by the Shanwick, New York and Santa Maria Oceanic Area Control Centres (OACs));
- (c) significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees from the Greenwich meridian to longitude 070°W;
- (d) OCA boundary exit point (only required by the Shanwick, New York and Santa Maria OACs);
- (e) first domestic reporting point after the ocean exit.

**Note:** Each point at which either a change in speed or level is requested must be specified and followed, in each case, by the next significant point.

#### Requirements for Flight Plans on Organised Track System (OTS) South of 070°N

INSERT Speed in terms of MACH to be specified at commencement point of OTS.

INSERT Flight level at commencement point of OTS.

INSERT The abbreviation 'NAT' followed by the code letter assigned to the track, without a space, if **(and only if)** the flight is planned to operate along the whole length of one of the organised tracks as detailed in the NAT track message.

Flights wishing to join or leave an organised track at some intermediate point are considered random route aircraft and full route details must be specified in the flight plan. The track letter should not be used to abbreviate any portion of the route in these circumstances.

**Note:** Each point at which either a change in speed or level is requested must be specified as geographical co-ordinates in latitude and longitude, or as a named waypoint.

### Requirements for Flight Plans on Random Route Segments North of 070°N

INSERT Turbo-jet aircraft should indicate their proposed speeds in the following sequence:

- (a) Cruising speed (TAS) in knots;
- (b) oceanic entry point and cruising MACH number;
- (c) landfall fix and cruising speed (TAS) in knots.

All other aircraft: speed in terms of TAS in knots.

INSERT Flight level for ocean entry, specified at either the last domestic reporting point prior to ocean entry or the OCA boundary.

INSERT Route of flight described in terms of the following significant points:

- (a) Last domestic reporting point prior to ocean entry;
- (b) OCA boundary entry point (only required by the Shanwick, New York and Santa Maria OACs);
- (c) significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20 degrees from the Greenwich meridian to longitude 060°W;
- (d) OCA boundary exit point (only required by the Shanwick, New York and Santa Maria OACs);
- (e) first domestic reporting point after ocean exit.

**Note:** Each point at which either a change in speed or level is requested must be specified and followed, in each case, by the next significant point.

### Requirements for Flight Plans on Polar Track Structure (PTS)

INSERT Speed in terms of MACH at commencement point of PTS or at the NAT OCA boundary.

INSERT Flight level at commencement point of PTS or at the NAT OCA boundary.

INSERT The abbreviation 'PTS' followed by the code assigned to the track, without a space, if (**and only if**) the flight is planned to operate along the whole length of one of the Polar Tracks.

Flights wishing to join or leave a Polar Track at some intermediate point are considered random route aircraft and full track details must be specified in the flight plan. The track code must not be used to abbreviate any portion of the route in these circumstances.

**Note:** Each Point at which a change in speed or level is requested must be specified as geographical co-ordinates in latitude and longitude followed in each case by the abbreviation 'PTS' and the track code.

### Requirements for Flight Plans Predominantly North/South or South/North

INSERT Turbo jets: speed in terms of MACH.

All other aircraft: speed in terms of TAS in knots.

In both cases, the speed is to be specified at either the last domestic reporting point prior to ocean entry or the OCA boundary.

INSERT Flight level for ocean entry, specified at either the last domestic reporting point prior to ocean entry or the OCA boundary.

INSERT Route of flight described in terms of the following significant points:

- (a) Last domestic reporting point prior to ocean entry;
- (b) OCA boundary entry point (only required by the Shanwick, New York and Santa Maria OACs);
- (c) significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degree intervals from 20°N to 90°N;
- (d) OCA boundary exit point (only required by the Shanwick, New York and Santa Maria OACs);
- (e) first domestic reporting point after ocean exit.

**Note:** Each point at which either a change in speed or level is requested must be specified and followed, in each case, by the next significant point.

### Requirements for Flight plans on NAM/CAR Route Structure

INSERT Turbo jets: speed in terms of MACH.

All other aircraft: speed in terms of TAS in knots.

In both cases the speed is to be specified at the commencement point of the NAM/CAR route structure.

INSERT Flight level for ocean entry specified at the commencement point of the NAM/CAR route structure.

INSERT Route of flight described in terms of NAM/CAR ATS route identifier(s).

**Note:** Each point at which either a change in speed or level is requested must be specified and followed in each case by the next route segment expressed by the appropriate ATS route identifier(s), or as a named waypoint.

## Flights Along Designated ATS Routes

INSERT If the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route,

OR if the departure aerodrome is not on, or is not connected to, the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT Each point at which either a change of speed or level, a change of route and/or a change of flight rules is planned.

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

FOLLOWED IN EACH CASE

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

OR by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical co-ordinates.

## Flights Outside Designated ATS Routes

INSERT DCT between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a SPACE.

(1) **ATS ROUTE** (2 to 7 characters)

The coded designator assigned to the route or route segment (eg BCN1, B1, R14, UB10, KODAP2A)

(2) **SIGNIFICANT POINT** (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (eg LN, MAY, HADDY),

OR if no coded designator has been assigned, one of the following ways:

**Degrees only (7 characters)**

2 figures describing latitude in degrees, followed by 'N' (North) or 'S' (South), followed by 3 figures describing longitude in degrees, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, eg 46N078W.

**Degrees and minutes (11 characters)**

4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, eg 4620N07805W.

**Bearing and distance from a navigation aid (9 characters)**

The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, then the bearing from the aid in the form of 3 figures giving degrees magnetic, then the distance from the aid in the form of 3 figures expressing nautical miles.

Make up the correct number of figures, where necessary by insertion of zeros, eg a point on radial 180 at a distance of 40 nm from VOR 'DUB' should be expressed as DUB180040;

(3) **CHANGE OF SPEED OR LEVEL** (Maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 MACH or more) or a change of level is planned, expressed exactly as in (2), followed by an oblique stroke and both the cruising speed and the cruising level, WITHOUT A SPACE between them, even when only one of those quantities will be changed.

Examples: LN/N0284A045;  
MAY/N0305F180;  
HADDY/M084F330;  
4602N07805W/M082F350.

**Note:** 'N' = knots; 'M' = MACH; 'F' = flight level; 'A' = altitude in hundreds of feet. (For other expressions of height see ICAO Doc 4444).

(4) **CHANGE THE FLIGHT RULES** (Maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) as appropriate, FOLLOWED BY A SPACE and one of the following:

VFR if from IFR to VFR;  
IFR if from VFR to IFR.

Examples: LN VFR;  
LN/N0284A050 IFR.

(5) **CRUISE CLIMB** (Maximum 28 characters)

The letter C followed by an oblique stroke then the point at which cruise climb is planned to start, expressed exactly as in (2), followed by an oblique stroke; then the speed to be maintained during cruise climb, followed by the two levels defining the layer to be occupied during cruise climb, or the level at which cruise climb is planned followed by the letters PLUS, WITHOUT A SPACE between them.

Examples: C/48N050W/M082F290F350;  
C/48N050W/M082F290PLUS;  
C/52N050W/M220F580F620.

**ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, ALTERNATE AERODROME(S)**

**DESTINATION AERODROME AND TIME** (8 characters)

INSERT The ICAO four-letter location indicator of the destination aerodrome followed, WITHOUT A SPACE, by the total estimated elapsed time,

OR if no location indicator has been assigned,

INSERT ZZZZ followed, WITHOUT A SPACE, by the total estimated elapsed time and SPECIFY in Item 18, the name of the aerodrome, preceded by DEST/.

**Note 1: Total estimated elapsed time.** For IFR flights, this is the total estimated time from take-off until arriving over the designated point, from which it is intended that an Instrument Approach Procedure, defined by reference to navigation aids, will be commenced, or, if no navigation aid is associated with the destination aerodrome, until arriving over the destination aerodrome itself. For VFR flights, it will be the estimated total time required from take-off until arriving over the destination aerodrome.

**Note 2:** For a flight plan received from an aircraft in flight, total estimated elapsed time starts from the first point of the route to which the flight plan applies.

**ALTERNATE AERODROME(S)** (4 characters)

INSERT The ICAO four-letter location indicator(s) of not more than two alternate aerodromes, SEPARATED BY A SPACE,

OR if no location indicator has been assigned to the alternate aerodrome,

INSERT ZZZZ and SPECIFY in Item 18, the name of the aerodrome, preceded by ALTN/.

**ITEM 18: OTHER INFORMATION**

INSERT The following information, in the preferred sequence shown below, which should always be included for North Atlantic flights. Additional information, as contained in ICAO Doc 4444, Appendix 3, may be included as appropriate.

**EET/** Followed by the significant waypoints or FIR boundary designators plus accumulated estimated elapsed times from take-off to such points.

- 1 For flights conducted in the NAT Region on random routes, accumulated estimated elapsed times will be required for:
  - The last domestic reporting point prior to ocean entry;
  - The OCA boundary entry point;
  - Each significant point described in Item 15;
  - The OCA boundary exit point; and
  - The first reporting point on the domestic track.
- 2 For flights operating along the entire length of an OTS, estimated elapsed times will be required for the commencement point of the track and for FIR boundaries.
- 3 For flights operating along the whole length of one of the PTS tracks, accumulated estimated elapsed times will be required for the commencement point and for each significant point of the track thereafter.
- 4 For flights operating along the fixed ATS route network between NAM/CAR, no EETs are required.

Examples: EET/CAP0745 XYZ0830;  
EET/EISN0204.

**Note:** Elapsed times to the OCA boundaries (eg EGGX0105) are required by Shanwick, New York and Santa Maria OACs, only.

**REG/** The registration markings of the aircraft, if different from the aircraft identification in Item 7 (Aircraft registration should be assigned to this field for MNPS flights).

**SEL/** SELCAL Code, if so prescribed by the appropriate ATS authority.

**ITEM 19: SUPPLEMENTARY INFORMATION**

This Item is to be completed in accordance with ICAO PANS/RAC (Doc 4444).

---

This Circular is issued for information, guidance and necessary action.

ANNEXE A

NAT Westbound North of 70°N - PTS

FLIGHT PLAN			
PRIORITY << ≡ <b>FF</b> →	ADDRESSEE(S) _____ _____ _____ << ≡		
FILING TIME _____ →	ORIGINATOR _____ << ≡		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____			
3 MESSAGE TYPE << ≡ <b>(FPL)</b>	7 AIRCRAFT IDENTIFICATION - <b>J A L 6 4 0 2</b>	8 FLIGHT RULES - <b>I</b>	TYPE OF FLIGHT <b>S</b> << ≡
9 NUMBER - _____	TYPE OF AIRCRAFT <b>B 7 4 2</b>	WAKE TURBULENCE CAT. / <b>H</b>	10 EQUIPMENT - <b>SWX /S</b> << ≡
13 DEPARTURE AERODROME - <b>E G L L</b>		TIME <b>1 5 0 5</b> << ≡	
15 CRUISING SPEED - <b>N 0 4 8 9</b>	LEVEL <b>F 3 0 0</b>	ROUTE → <b>UA2 POL UB4 FINDO/N0488F330 UP600 ADN</b>	
<b>DCT LIRKI/M084F340 PTSQ LT DCT 8017N11500W DCT</b>			
<b>TAYTA M452 HARVZ DCT ENN J125 TAGER</b>			
_____ << ≡			
16 DESTINATION AERODROME - <b>P A N C</b>		TOTAL EET HR.MIN <b>0 8 2 2</b>	ALTN AERODROME → <b>P A E D</b>
2ND. ALTN AERODROME → _____ << ≡			
18 OTHER INFORMATION - <b>EET/BIRD0116 66N0153 10W0233 20W0321 40W0406</b>			
<b>CZEG0430 8017N11500W0532 PAZA0653 HARVZ0706</b>			
<b>REG/JA8193 SEL/BEDG</b>			
_____ ) << ≡			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE -E/ _____	HR.MIN _____	PERSONS ON BOARD → P/ _____	EMERGENCY RADIO → R/ <b>U</b> <b>V</b> <b>E</b>
SURVIVAL EQUIPMENT → <b>S</b>	POLAR / <b>P</b>	DESERT <b>D</b>	MARITIME <b>M</b>
	JUNGLE <b>J</b>	JACKETS → <b>J</b>	LIGHT / <b>L</b>
	FLUORES <b>F</b>	UHF <b>U</b>	VHF <b>V</b>
DINGHIES → <b>D</b> / _____ → _____ → <b>C</b> → _____ << ≡			
AIRCRAFT COLOUR AND MARKINGS A/ _____			
REMARKS → <b>N</b> / _____ << ≡			
PILOT-IN-COMMAND C/ _____ ) << ≡			
FILED BY _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS _____	

ANNEXE B

NAT Westbound at/or South of 70°N - RANDOM

FLIGHT PLAN			
PRIORITY << ≡ FF →	ADDRESSEE(S) _____ _____ _____ << ≡		
FILING TIME _____ →	ORIGINATOR _____ << ≡		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____			
3 MESSAGE TYPE << ≡ (FPL)	7 AIRCRAFT IDENTIFICATION - B A W 1 7 9	8 FLIGHT RULES - I	TYPE OF FLIGHT S << ≡
9 NUMBER - _____	TYPE OF AIRCRAFT B 7 4 2	WAKE TURBULENCE CAT. / H	10 EQUIPMENT - SWXRJ / C << ≡
13 DEPARTURE AERODROME - E G L L		TIME 1 7 3 0 << ≡	
15 CRUISING SPEED - N 0 4 8 1	LEVEL F 3 2 0	ROUTE → UGI STU UN546 DEVOL UN546	
MASIT/M084F320 56N020W 57N030W 56N040W 54N050W			
CARPE REDBY/N0480F350 N186 TOPPS TRAIT/N0441F240			
			<< ≡
16 DESTINATION AERODROME - K J F K		TOTAL EET HR. MIN 0 6 4 7	ALTN AERODROME → K B O S
2ND. ALTN AERODROME << ≡			
18 OTHER INFORMATION - EET/EISN0034 EGGX0106 20W0143 CZQX0222 40W0303 50W0349 CZUL0409 REDBY0423 CZQX0426 CZQM0501 KZBW0547 REG/GBDXP SEL/AMGK DAT/SV			
			) << ≡
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE -E/ _____	HR. MIN _____	PERSONS ON BOARD → P/ _____	EMERGENCY RADIO → R/ U V E
SURVIVAL EQUIPMENT → S	POLAR / P	DESERT D	MARITIME M
		JUNGLE J	JACKETS → J
		LIGHT / L	FLUORES F
			UHF U
			VHF V
			ELT E
DINGHIES → D / _____ → _____ → C → _____ << ≡			
AIRCRAFT COLOUR AND MARKINGS A/ _____			
REMARKS → N / _____ << ≡			
PILOT-IN-COMMAND C/ _____ ) << ≡			
FILED BY _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS _____	

ANNEXE C

NAT Eastbound at/or South of 70°N - RANDOM

FLIGHT PLAN	
PRIORITY << ≡ <b>FF</b> →	ADDRESSEE(S) _____ _____ _____ << ≡
FILING TIME _____ →	ORIGINATOR _____ << ≡
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____	
3 MESSAGE TYPE << ≡ <b>(FPL)</b>	7 AIRCRAFT IDENTIFICATION - <b>A C A 8 5 0</b>
9 NUMBER - _____	TYPE OF AIRCRAFT <b>B 7 4 4</b>
13 DEPARTURE AERODROME - <b>C Y Y C</b>	TIME <b>0 5 0 0</b> << ≡
15 CRUISING SPEED - <b>N 0 4 9 0</b>	LEVEL <b>F 3 3 0</b>
ROUTE <b>→ YVP 59N060W/M084F330 59N050W</b>	
<b>58N040W 56N030W 55N020W MASIT/M084F330 UN546</b>	
<b>DEVOL/N0479F330 UL975 MALUD UL6 KEPAD</b>	
_____ << ≡	
16 DESTINATION AERODROME - <b>E G L L</b>	TOTAL EET HR.MIN <b>0 8 0 8</b>
ALTN AERODROME → <b>E G K K</b>	2ND. ALTN AERODROME → _____ << ≡
18 OTHER INFORMATION - <b>EET/100W0110 90W0200 80W0240 YVP0323 60W0352</b>	
<b>50W0427 40W0505 30W0546 20W0627 MASIT0702</b>	
<b>DEVOL0709 DUB0727 REG/CFTOC SEL/ELAM</b>	
_____ ) << ≡	
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)	
19 ENDURANCE -E/ _____	PERSONS ON BOARD → P/ _____
EMERGENCY RADIO	
→ R/ <b>U</b> <b>V</b> <b>E</b>	
SURVIVAL EQUIPMENT → <b>S</b>	POLAR / <b>P</b>
DESERT <b>D</b>	MARITIME <b>M</b>
JUNGLE <b>J</b>	JACKETS → <b>J</b>
LIGHT / <b>L</b>	FLUORES <b>F</b>
UHF <b>U</b>	VHF <b>V</b>
ELT <b>E</b>	VHF <b>V</b>
DINGHIES → <b>D</b> / _____ → _____ → <b>C</b> → _____ << ≡	
AIRCRAFT COLOUR AND MARKINGS <b>A/</b> _____	
REMARKS → <b>N</b> / _____ << ≡	
PILOT-IN-COMMAND <b>C/</b> _____ ) << ≡	
FILED BY	
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS	

ANNEXE D

NAT Westbound at/or South of 70°N - OTS

FLIGHT PLAN			
PRIORITY << ≡ <b>FF</b> →	ADDRESSEE(S) _____ _____ _____ << ≡		
FILING TIME _____ →	ORIGINATOR _____ << ≡		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____			
3 MESSAGE TYPE << ≡ <b>(FPL)</b>	7 AIRCRAFT IDENTIFICATION - <b>B A W 2 2 5</b>	8 FLIGHT RULES - <b>I</b>	TYPE OF FLIGHT <b>S</b> << ≡
9 NUMBER - _____	TYPE OF AIRCRAFT <b>D C 1 0</b>	WAKE TURBULENCE CAT. / <b>H</b>	10 EQUIPMENT - <b>SWX /C</b> << ≡
13 DEPARTURE AERODROME - <b>E G K K</b>		TIME <b>0 8 5 5</b> << ≡	
15 CRUISING SPEED - <b>N 0 4 9 3</b>	LEVEL <b>F 2 8 0</b>	ROUTE → <b>UR14 STU UGI SHA UN535 BURAK</b>	
<b>UN533 DOGAL/M082F320 NATE YAY/N0487F310 N168</b>			
<b>TOPPS/N0481F350 N168 AEX</b>			
_____ << ≡			
16 DESTINATION AERODROME - <b>K I A H</b>		TOTAL EET HR.MIN <b>0 9 2 2</b>	ALTN AERODROME → <b>K S A T</b>
2ND. ALTN AERODROME → _____ << ≡			
18 OTHER INFORMATION - <b>EET/EISN0035 EGGX0119 CZQX0225 YAY0429 CZQM0502</b>			
<b>KZBW0548 KZNY0636 KZDC0659 KZTL0726 KZME0821</b>			
<b>KZHU0847 REG/GMULL SEL/AMDF</b>			
_____ ) << ≡			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE -E/ _____	HR.MIN _____	PERSONS ON BOARD → P/ _____	EMERGENCY RADIO UHF VHF ELT → R/ <b>U V E</b>
SURVIVAL EQUIPMENT → <b>S</b>	POLAR / <b>P</b>	DESERT <b>D</b>	MARITIME <b>M</b>
		JUNGLE <b>J</b>	JACKETS → <b>J</b>
		LIGHT / <b>L</b>	FLUORES <b>F</b>
			UHF VHF <b>U V</b>
DINGHIES → <b>D</b> / _____ → _____ → <b>C</b> → _____ << ≡			
AIRCRAFT COLOUR AND MARKINGS A/ _____			
REMARKS → <b>N</b> / _____ << ≡			
PILOT-IN-COMMAND C/ _____ ) << ≡			
FILED BY _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS _____	

ANNEXE E

NAT Eastbound - OTS With Step Climbs

FLIGHT PLAN			
PRIORITY << ≡ FF →	ADDRESSEE(S) _____ _____ _____ << ≡		
FILING TIME _____ →	ORIGINATOR _____ << ≡		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR _____			
3 MESSAGE TYPE << ≡ (FPL	7 AIRCRAFT IDENTIFICATION - A C A 8 6 2	8 FLIGHT RULES - I	TYPE OF FLIGHT S << ≡
9 NUMBER - _____	TYPE OF AIRCRAFT B 7 4 4	WAKE TURBULENCE CAT. / H	10 EQUIPMENT - SWX /C << ≡
13 DEPARTURE AERODROME - C Y Y Z		TIME 0 2 1 5 << ≡	
15 CRUISING SPEED - N 0 4 8 9	LEVEL F 3 3 0	ROUTE → YYZ078 J594 MSS J586 YJN J500	
YSC DCT MILLS N75 CYMON/M084F350 NATW 51N050W/M084F370			
53N020W/M084F390 MALOT/M084F390 UN535 BURAK/N0489F390			
UN535 SHA UGI STU UR14 GIBSO			
_____ << ≡			
16 DESTINATION AERODROME - E G L L		TOTAL EET HR.MIN 0 6 1 1	ALTN AERODROME → E G K K
2ND. ALTN AERODROME → _____ << ≡			
18 OTHER INFORMATION - EET/MSS0031 MILLS0110 FROSS0137 CYMON0205 50W0228			
40W0310 30W0352 20W0435 15W0456 BURAK0509			
SHA0523 REG/CGAGN SEL/DPLQ			
_____ ) << ≡			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR.MIN -E/ _____	PERSONS ON BOARD → P/ _____	EMERGENCY RADIO UHF VHF ELT → R/ U V E	
SURVIVAL EQUIPMENT → S	POLAR / P	DESERT D	MARITIME M
		JUNGLE J	JACKETS → J
		LIGHT / L	FLUORES F
		UHF U	VHF V
DINGHIES → D / NUMBER → CAPACITY → COVER → COLOUR << ≡			
AIRCRAFT COLOUR AND MARKINGS A/ _____			
REMARKS → N / _____ << ≡			
PILOT-IN-COMMAND C/ _____ ) << ≡			
FILED BY _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS _____	