ENR 1.10 FLIGHT PLANNING

1. FLIGHT PLAN

1.1 DEFINITION, PURPOSE AND TYPES OF THE FLIGHT PLAN

1.1.1 Definition and purpose of the flight plan (SERA.4001)

Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft, 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.

1.1.2 Types of flight plan

1.1.2.1 Individual flight plan

For each individual flight, for which the filling 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.

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

A flight plan shall be submitted 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 BHDCA, 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 BHDCA, 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, unless otherwise prescribed by the States concerned;

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

Unless the BHDCA has prescribed a shorter period for VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with ATS (air traffic control service) or air traffic ADVS (advisory service) shall be submitted at least 60 (sixty) minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS (air traffic services) unit at least 10 (ten) minutes before the aircraft is estimated to reach:

1. the intended point of entry into a control area or advisory area; or
2. the point of crossing an airway or advisory route.

No flight plans shall be filed via the airspace of Sarajevo 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 Sarajevo FIR and any reference to them shall be made via https://www.nm.eurocontrol.int/RAD/index.html.

2.1 TIME OF SUBMISSION (SERA.4001)

A flight plan shall be submitted 120 hours or 5 days at earliest, and at least 60 minutes (1 hour) prior to EOBT (estimated off-block time) or 10 minutes if submitted during flight, except when Air Traffic Flow and Capacity Management (*ATFCM) regulations are in force along the route to be flown (see ENR 1.9).

Flight plans for flights into areas for which *ATFCM measures have been established, flight plans shall be submitted at least 3(three) hours before EOBT.

Operators are strongly encouraged to always include the Date of Flight (DOF) in Item 18 of the flight plan. DOF should be inserted in Flight plan associated messages as well. It is mandatory to include DOF if the flight plan is filed more than 24 hours in advance of the EOBT.

2.2 PLACE OF SUBMISSION

2.2.1 IFR, IFR/VFR or VFR/IFR flight plan

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

Aircraft operators may file their IFR, IFR/VFR or VFR/IFR (mixed) flights plans and associated messages (e.g. CHG, DLA, CNL) directly with the IFPS using an own AFTN or SITA access point.

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure. The route data out-side the IFPZ are not subject of verification.

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

a. ACK - the message is correct and accepted by IFPS;

b. **REJ** - the message is not correct and can not be amended, a correct version has to be sent;

c. **MAN** - the message is not correct and will be amended manually.

If those means are not available, flight plan and associated messages may be communicated to the ATS Reporting Office (ARO) at the departure aerodrome.

2.2.2 VFR flight plan

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

b. In the absence of such an office at the departure aerodrome (airfield), a flight plan shall be submitted by Phone, fax or e-mail to the nearest ARO as list below:

Office	Hours of Operation	Phone / Fax	E-mail	AFTN
ARO Banja Luka	H24	+387 51 337 537 +387 51 337 538 +387 61 314 833	banjaluka.aro@bhansa.gov.ba	LQBKZPZX
ARO Sarajevo	see NOTAM	+387 33 779 150 +387 33 546 743 +387 63 352 586	sarajevo.aro@bhansa.gov.ba	LQSAZPZX
ARO Mostar	see NOTAM	+387 36 352 209 +387 36 352 208 +387 61 260 176	mostar.aro@bhansa.gov.ba	LQMOZPZX
ARO Tuzla	see NOTAM	+387 35 745 530 +387 35 745 532 +387 63 351 665	tuzla.aro@bhansa.gov.ba	LQTZZPZX

2.2.2.1 VFR flight plan for alerting service only

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

2.2.3 Flight plan submission via Phone, fax or by mail

If the flight plan is submitted via fax or by mail it has to be confirmed by the pilot (submitter of the flight plan) immediately after transmission via Phone, otherwise it will not be processed.

The flight plan form of Bosnia and Herzegovina 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 Phone or by mail, the ICAO sequence of items in the flight plan form shall be strictly followed.

3. CONTENTS AND FORM OF THE FLIGHT PLAN (SERA.4005)

ICAO flight plan forms are available at AROs. The instructions for completing those forms shall be followed:

3.1 MESSAGE TYPE - ITEM 3

The identification group “FPL” shall be entered in the flight plan as message type.

This type has already been entered in the ICAO flight plan form.

3.2 AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE - ITEM 7

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

The SSR mode and code may be included for those aircraft that wish to do so, it shall consist of the letter A and it shall be followed four numerics between the values of 0 and 7 and shall be separated from the aircraft identification by a slash “/”.

The maximum number of characters accepted by the IFPS in the aircraft identification and SSR mode and code, including the “/” shall be 13.

e.g.
BON106
BON106/A4213

If several aircraft are involved, the aircraft identification of the leader of the formation shall be indicated. The registration marks of all aircraft participating in the formation shall be entered in Item 18, separated by a space and preceded by the identification group „REG/“.

3.3 FLIGHT RULES AND TYPE OF FLIGHT – ITEM 8

For the identification of flight rules and type of flight, a minimum/maximum 2 (two) letters is acceptable.

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

- **I** for those flights that are to be conducted entirely under IFR conditions;
- **V** for those flights that are to be conducted entirely under VFR conditions;
- **Y** for those flights that shall commence under IFR conditions and shall change to VFR conditions;
- **Z** for those flights that shall commence under VFR conditions and shall change to IFR conditions.

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

- **S** for scheduled flights;

N for non-scheduled flights;

G for general aviation flights;

M for military flights;

X for other flights.

3.4 NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULANCE CATEGORY – ITEM 9

If more than 1(one) aircraft is involved, the number of aircraft shall be entered. The type of aircraft shall be indicated by the type designator assigned by ICAO in compliance with ICAO Doc.8643-Aircraft Type Designators.

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/**".

Where a flight with different types of aircraft is involved, the letter group "**ZZZZ**" shall be indicated.
The types of all aircraft participating in the formation shall be entered in Item 18, preceded by the identification group „**TYP/**".

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:

L Shall be inserted for an aircraft with a maximum certified take off mass of 7000 KG or less;

M Shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 KG but more than 7000 KG;

H Shall be inserted for an aircraft with a maximum certified take off mass of less than 560000 KG but more than 136000 KG;

J Shall be inserted for an aircraft with a maximum certified take off mass of 560000 KG or more.

3.5 EQUIPMENT AND CAPABILITIES – ITEM 10

Capabilities comprise the following elements:

- Presence of relevant serviceable equipment on board the aircraft;
- Equipment and capabilities commensurate with flight crew qualifications, and
- Where applicable, authorization from the appropriate authority.

The radio communication equipment, radio navigation equipment, approach aid equipment and capabilities and surveillance equipment shall be indicated.

3.5.1 The radio communication, radio navigation, approach aid equipment and capabilities - Item 10a

The radio communication, radio navigation, approach aid equipment and capabilities in message shall contain appropriate designator letter or letter/number combination with a maximum of **64 (sixty four) characters** without repetition, followed by a "**/**".

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

S if standard equipment (VHF RTF, VOR and ILS) is carried and serviceable
N if no equipment is carried or the equipment is unserviceable

S and one or more of the following letters according to the equipment available and serviceable:

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.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;
H - HF RTF;
I - Inertial Navigation;
J1 - CPDLC ATN VDL Mode 2;
J2 - CPDLC *FANS 1/A *HFDL;
J3 - CPDLC *FANS1/A VDL Mode 4;
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 SATVOICE (INMARSAT);
M2 -ATC SATVOICE (MTSAT);
M3 -ATC SATVOICE (IRIDIUM);
O - VOR;
P1 - CPDLC RCP 400 (see Note 1)
P2 - CPDLC RCP 240 (see Note 1)
P3 - SATVOICE RCP 400 (see Note 1)
P4-P9 - Reserved for RCP;
R - PBN approved. If the letter R is used, the performance based navigation levels that can be met shall be specified in Item 18 under "PBN/";
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 (whenever Z is being used in the equipment indicator of that flight plan, a specification shall be made by inserting the sub-field COM/ and/or NAV/ and/or DAT/of the flight plan to indicate the type of COM/ and/or NAV/ and/or DAT/ used for this flight).

Note 1: /P1, P2, P3: Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance Based Communication and Surveillance (PBCS) Manual (ICAO Doc 9869).

3.5.1.1 Area Navigation (RNAV) Specifications

Operators of aircraft approved for basic area navigation (B-RNAV/RNAV 5) operations shall insert the designator "**R**" in Item 10a of the flight plan and "**PBN/**" in Item 18 followed by the appropriate capability of that flight. The PBN descriptors for B-RNAV are: **B1, B2, B3, B4, B5**.

Operators of aircraft approved for precision area navigation (P-RNAV/RNAV 1) operations shall, in addition to the designator "**R**" in Item 10a, also insert "**PBN/**" in Item 18 followed by the appropriate capability of that flight. The **PBN** descriptors for P-RNAV are: **D1, D2, D3, D4**depending upon the sensors used, as appropriate unlike RNAV1 it is also possible to achieve P-RNAV capability using only VOR/DME in which case 'Z' should be inserted in item 10a and NAV/EURPRNAV in item 18.

Operators of State aircraft not approved for B-RNAV or P-RNAV operations shall not insert any of the designators B1, B2, B3, B4, B5, D1, D2, D3, D4 within the PBN/ indicator of Item 18 of the flight plan. Instead, the letter 'Z' shall be inserted in Item 10a and NAV/RNAVX shall be inserted in Item 18 of the flight plan.

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert any of the designators B1, B2, B3, B4, B5 within the PBN/ indicator of Item 18 of the flight plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAVINOP.

Note 1: *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:

a. insert **EXM833** following "**COM/**";

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

c. insert **CPDLCX** following "**DAT/**".

3.5.2 Surveillance Equipment and Capabilities – Item 10b

A minimum of 1 (one) and a maximum of 20 (twenty) characters shall be used to indicate the serviceable surveillance equipment in the equipment field of that flight plan.

To indicate the surveillance equipment and capabilities, insert:

N If no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable or, **one or more** of the following descriptors:

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 transmission, 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 1: I, P, X are mutually exclusive, i.e. only one of the 3 indicators may be present plus optionally one or more of the descriptors (ADS-B and ADS-C descriptors are optional and cannot be present without any transponder descriptor(s)):

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

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

3.6 AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCK TIME (EOBT) – ITEM 13

The departure aerodrome and estimated off-block time shall be indicated as follows:

To designate the departure aerodrome, the ICAO Location Indicator (ICAO Doc.7910) shall be used.

Any flight plan or associated message shall indicate the aerodrome of departure using the ICAO four-letter designator, where that designator is known. Where the aerodrome of departure does not have an ICAO four-letter designator or the flight is departing from a specified location or the ICAO four-letter designator for that aerodrome is not known, ZZZZ shall be used.

For those flights filing a flight plan when already airborne, the text AFIL shall be used.

Where ZZZZ is used to indicate the departure aerodrome or point, the corresponding details of that aerodrome or point shall be indicated in the sub-field DEP.

The IFPS shall check all four-letter codes given as the departure aerodrome of all flight plans and associated messages submitted to the IFPS for processing against the NM CACD. Where an unknown code is submitted, that message shall fail automatic processing and shall be passed for manual treatment by the FP staff. For this purpose, ZZZZ and AFIL shall be considered as known codes with a specific IFPS processing meaning.

Where the departure aerodrome or point of a flight plan or associated message is filed as a known ICAO designator or as ZZZZ, then the associated time shall indicate the Estimated Off-Blocks Time of that flight. That EOBT shall be given as UTC expressed as four digits.

For those flights with the departure point given as "**AFIL**", the associated time shall indicate the Estimated or Actual Time Over the first point given in the route. That ETO/*ATO shall be given as UTC expressed as four digits.

3.7 ROUTE – ITEM 15

The data concerning the initial speed, the flight level and the intended route shall be indicated in Item 15.

The IFPS shall process flight plans and associated messages that may contain information in the route as relevant for an IFR/GAT flight or part thereof operating within the IFPZ.

Where present in a flight plan or associated message submitted to the IFPS for processing, the route shall describe the intended route of the flight and shall be completed in accordance with ICAO requirements. That route shall consist of a sequence of SID (or last point thereof) or point route point or STAR (or first point thereof), where SID and STAR are available. That route may contain the designator DCT if the routing will be outside a designated route. That route may also contain changes of speed, level, flight rules, flight conditions and the indicator STAY.

The IFPS shall calculate the profile of all flights for which a flight plan and any associated messages are submitted to the IFPS for processing, using the information given in the route of that message. The IFPS shall check the availability of the requested route in respect to time, level restrictions and any other restriction detailed in the RAD document or required due to 8.33 kHz and RVSM checking.

Changes to speed/level shall be specified at each point at which either a change of speed and/or level is planned to commence.

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 shall be inserted.

3.7.1 Initial speed – Item 15a

Initial speed may be indicated:

N followed by 4 (four) numeric – indication in knots
M followed by 3 (three) numeric – indication of the Mach number in hundreds
K followed by 4 (four) numeric – indication in kilometre/hour

The first or the second digits of the numeric 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.

3.7.2 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 3 (three) numeric – indication of the flight level
A followed by 3 (three) numeric – indication of the Altitude in hundreds of feet
S followed by 4 (four) numeric – indication of the metric flight level in tens of metres
M followed by 4 (four) numeric – indication of the metric altitude in tens of metres

VFR uncontrolled VFR flights, abbreviation "**VFR**" shall be indicated instead of the cruising level, for flights subject to ATC, for VFR flights intended to be performed at define level.

3.7.3 Route (including changes of speed, level and/or flight rules) – Item 15c

The data concerning the route shall be entered in Item 15c of the flight plan.

For flights outside designated ATS routes outside Bosnia and Herzegovina, points normally not more than 30 minutes flying time or 200 NM (370 KM) apart shall be inserted.

3.7.3.1 En-Route Change of Speed and Level

Changes to the speed and/or level may be indicated in the route field of a flight plan or associated message submitted to the IFPS for processing; any such change of speed and/or level shall be associated with a specified point in the route of that flight. Changes to speed/level shall be specified at each point at which either a change of speed and/or level is planned to commence.

The IFPS shall take into account any change in speed and/or level when calculating the profile of that flight.

3.7.3.2 SID/STAR

Within the IFPZ, the IFPS is required to provide a route that starts and finishes with points that allow the relevant ATS units to insert the appropriate terminal procedure with no other modification to that route.

Message originators shall file terminal procedures in the filed route of a flight plan or associated message submitted to the IFPS for processing according to the published requirement of those aerodromes.

Where no SIDs or STARs are published for an aerodrome within the IFPZ, it shall remain the responsibility of the message originator to confirm whether that aerodrome requires only VFR arrivals or departures.

Certain aerodromes within the IFPZ have no terminal procedures, but do not require solely VFR arrivals or departures. When planning to depart from or arrive at these aerodromes, the message originator should, where possible, connect the aerodrome to the nearest airway within the DCT limit of that aerodrome.

3.7.3.3 Points

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

Where a route is made up of more than a direct (DCT) route between the departure and destination aerodromes, that route shall give details of any relevant significant geographical points.

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

3.7.3.4 Airways

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

The minimum possible for the route is a direct (DCT) route between the departure and destination aerodromes; the availability of that direct route, and any other routes mentioned shall be verified by the IFPS.

Where a flight intends to fly on a route, whether a named airway, or a direct routeing, the route given in the flight plan or any associated messages shall indicate the points at which the flight intends to join and leave that route.

Note: Where a flight intends to fly only on a DCT route between the departure and the destination aerodrome, the IFPS may accept this route as the only route entry. The IFPS shall verify the DCT against any cross border or maximum DCT limit requirements (both en-route and aerodrome) issued by the relevant National Authorities.

The relevant National Authorities may decide a maximum DCT length, in nautical miles, that shall be allowed within a specified airspace. Additionally, a state may declare specific DCT portions as forbidden or allowed, regardless of the DCT limit of the airspace. Details for DCT limits can be found in Annex 3B of the RAD document. The allowed maximum DCT length may be defined per airspace slice and type of flight. The relevant National Authorities may declare the crossing of an international boundary on a DCT routing to be forbidden or allowed. The designator T for truncated route shall not be accepted by the IFPS. The route information shall be used in the profile calculation for that flight. The IFPS shall not check the cruising levels against the flight level series defined for the flown segment except for the entry and exit requirements of the EUR RVSM airspace. A check shall be executed for the use of DCT between two points, therefore it is recommended to use DCT only where a connection to a point is not possible via an ATS route or a SID/STAR.

3.7.3.5 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, calibration 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.

e.g: Point of entry and point of exit are the same
BOSNA **STAY1**/0100 BOSNA

e.g: Point of entry and point of exit are not the same
BOSNA **STAY1**/0030 VEBAR

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.
e.g: BOSNA **STAY1/**0030 MSR STAY2/0045 VRANA

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.
e.g: Item 15: KEB **STAY1**/0030
Item 18: **STAYINFO1**/CALIBRATION OF KEB DVOR DME

3.8 DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (TOTAL EET), AND DESTINATION ALTERNATE AERODROME(S) – ITEM 16

The IFPS shall process those IFR/GAT flight plans and associated messages or parts thereof intending to operate wholly or in part within the IFPZ.

In order to help determine whether a flight operates wholly or in part within the IFPZ, the IFPS shall identify the geographical location of the destination aerodrome, where that aerodrome of destination is given as a known ICAO code.

Where no ICAO designator exists for the aerodrome or point of destination, that aerodrome or point shall be given as ZZZZ with corresponding details, where known, in the sub-field DEST.

The total Estimated Elapsed Time (EET) given shall be considered by the IFPS to be the total time calculated for that flight from departure to the point at which that flight lands at the aerodrome or point of destination.

Where an alternate destination aerodrome is given, that aerodrome shall be given as a known ICAO code, otherwise ZZZZ shall be used.

Where ZZZZ is used, the corresponding details shall be given in the sub-field ALTN.

It shall be possible to indicate more than one sub-field ALTN.

3.9 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.

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

ALTN/ Name of destination alternate aerodrome(s). The IFPS shall accept approved ICAO aerodrome designators in Item 16: Alternate Aerodrome, of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 16c and include the sub-field ALTN in Item 18. The sub-field ALTN shall indicate the name(s) and location(s) of the alternate aerodrome(s) of that flight.

CODE/ The sub-field CODE shall be used to indicate the unique 24-bit aircraft address of the airframe for this aircraft. Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include in Item 18 of the flight plan the indicator CODE/ followed by the 24-bit aircraft address (expressed in the form of alphanumerical code of six hexadecimal characters).

COM/ Indicate communications applications or capabilities not specified in Item 10a data. Where the sub-field COM is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other applications or capabilities are carried.

Example:
Item 18: Other Information: COM/INOPERABLE
Item 10: Equipment: Z

Only those flights where an aircraft is not equipped with 8.33 kHz capable radios but that are EXEMPTED from the carriage requirements shall use the sub-field COM/EXM833 indicator.

The sub-field shall be denoted with the letters COM followed by a '/', and free text to a maximum of 50 alphanumeric characters.

DAT/ Indicate data applications or capabilities not specified in 10a. Where the sub-field DAT is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other applications or capabilities are carried.

One of the applications of that field is to indicate Controller Pilot Data Link Communications (CPDLC) exemption for flights conducted wholly or partly in the EUR CPDLC airspace and not equipped with CPDLC capabilities.

Example:
Item 18: Other Information: DAT/CPDLCX
Item 10: Equipment: Z

The sub-field shall be denoted with the letters DAT followed by a '/', and free text to a maximum of 50 characters.

DEP/ Name and location of departure aerodrome. The IFPS shall accept approved ICAO aerodrome designators in Item 13: Departure Aerodrome of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 13 and include the sub-field DEP in Item 18. The sub-field DEP shall indicate the name and location of the departure aerodrome. The location can be indicated either as bearing and distance from a significant point or as latitude and longitude.

The sub-field shall be denoted by the letters DEP followed by a '/', then free text to a maximum of 50 alphanumeric characters detailing the name and location of the departure aerodrome.

DEST/ Name and location of destination aerodrome., The IFPS shall accept approved ICAO aerodrome designators in Item 16: Destination Aerodrome of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 16 and include the sub-field DEST in Item 18. The sub-field DEST shall indicate the name and location of the

destination aerodrome.

The location can be indicated either as bearing and distance from a significant point or as latitude and longitude.

***DLE/** Enroute delay or holding. Whenever along the flight path a delay is planned to occur at significant point the indication of that delay shall be present. The sub-field shall be denoted by the letters DLE followed by a '/', then a significant point or a significant point with bearing and distance or geographical coordinates, followed by an indication of a time period in hours and minutes. If the en-route delay or holding takes place at more than one location, each location shall be separated by a space.

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).

EET/ Estimated elapsed times. The EETs given in the sub-field EET, shall indicate the significant point, FIR boundary designators or geographical co-ordinates, immediately followed by the EET over those points.

Where the EET point is a geographical co-ordinate, the IFPS shall accept several formats.

The geographical co-ordinate shall be expressed in 2 digits latitude and 3 digits longitude, or 4 digits latitude and 5 digits longitude. The EET point however, may also be expressed as only 2 digits latitude, or only 3 digits longitude.

Example:
EET/NTM0120 LOVV0210 56N010E0306 011E0309 57N0321

EUR/European designator. The European designator (EUR) has been introduced by EUROCONTROL to satisfy specific needs for flight planning into the IFPZ.

The sub-field EUR shall be used to indicate:

Those flights for which the details should only be available to a restricted audience (e.g. a security sensitive flight). In this case the value of the sub-field shall be **PROTECTED**. Those flights shall not automatically qualify for exemption from flow regulations.

PROTECTED: The sub-field shall be denoted with the letters **EUR** followed by a '/', followed by **PROTECTED** i.e **EUR/PROTECTED**

or

Those military flights wholly or partly under OAT conditions where the OAT portion(s) is/are as iOAT. In this case the value of the sub-field shall be OAT. A military flight is determined by the flight type with the value M. An iOAT flight is determined by the presence of 'OAT' in the sub-field EUR. The EUR sub-field shall not contain values other than PROTECTED and OAT.

OAT: The sub-field shall be denoted with the letters EUR followed by a '/', followed by OAT i.e. EUR/OAT. When both values apply to a flight it may be indicated either as **EUR/PROTECTED OAT** or **EUR/PROTECTED EUR/ OAT**.

NAV/ Significant data related to navigation equipment of that aircraft, other than specified in PBN/.. It shall also be used to indicate the GNSS augmentation, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. Where the sub-field NAV is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other equipment/capability is carried.

e.g. NAV/GBAS SBAS.

ORGN/ Originator indicator. In case the sub-field is submitted in a message for processing by IFPS, it shall be the 8 letter AFTN address or other appropriate contact details in case the originator of the flight plan may not be readily identified.

The following message types shall have the sub-field ORGN indicator automatically inserted by the IFPS during processing of that message:

- Flight Plan;
- Flight Plan submitted by ATC for an aircraft in flight with source AFIL;
- APL (ATC Plan as a result of an AFP, FNM or MFS);
- ACH (ATC Flight Plan Change for an aircraft in flight).

OPR/ Aircraft Operator of the aircraft to which that flight plan relates, if different from the aircraft identification in Item 7. A maximum of one OPR code for each flight plan shall be accepted by the IFPS. The sub-field shall be denoted with the letters OPR followed by a '/', then by the AO's ICAO code or the AO's full name as stored in the NM CACD.

PBN/ Performance Based Navigation. Whenever a flight plan contains the equipment 'R' (PBN approved) in the Item 10a, the Performance Based Navigation (PBN) and/or the Required Navigation Performance (RNP) levels than can be met shall be specified in the Item 18 following the indicator PBN. The sub-field shall be denoted by the letters PBN followed by a '/', then from one to eight of the following descriptors:

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
T2 RNP AR APCH without RF

PER/ Aircraft performance data. The sub-field PER shall be used to one aircraft performance data whenever that information is necessary (if required by an ATS authority). The specifications can be found in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures. The sub-field shall be denoted with the letters PER followed by indicate a '/', then one letter. The letter may be: A, B, C, D, E or H.

RALT/ En-route Alternate Aerodrome. Where a flight is required to indicate en-route alternate(s), that information shall be indicated in the sub-field RALT. It can be indicated either by the ICAO four letter location indicator(s) of the aerodrome(s) when it exits, or by the name(s) if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication (AIP), the location shall also be indicated (whenever possible) in latitude and longitude or in bearing and distance from the nearest significant point.

The sub-field shall be denoted by the letters RALT followed by a '/', then free text to a maximum of 100 alphanumeric characters detailing the en-route alternate aerodrome(s).

REG/ Aircraft Registration. The IFPS shall accept the sub-field REG to indicate the registration markings of the aircraft, whenever necessary and if different from the aircraft identification.

Where possible, the aircraft registration should be submitted to the IFPS, and where an aircraft change is made for that flight, the registration should be updated accordingly.

For operators of RVSM-approved aircraft, it is mandatory to insert the aircraft registration in Item 18 of the ICAO flight plan form.

The sub-field shall be denoted with the letters REG followed by a '/', then the registration details of the aircraft(s), if different from the aircraft identification, with a maximum of 50 characters. Where the message concerns a formation flight, the registrations of the aircraft may be specified under one unique REG/ sub-field and separated by a space.

***RFP/** Replacement Flight Plan. RFP/Qn followed by a digit (1-9) shall be used to indicate where an alternative routing is filed in a new flight plan during the pre-flight stage (within four hours of estimated off-blocks time).

RIF/ Re-Clearance in Flight. The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator (code) for that revised destination aerodrome.

The revised route is subject to re-clearance in flight.

Examples:
RIF/LQBK
RIF/KEB LQSA

RMK/ Remarks. The sub-field RMK shall be used to indicate any plain language remarks required by the appropriate ATS authority or deemed necessary by the pilot-in-command for the provision of air traffic services. The character '/' shall not be used in the RMK sub-field other than following the RMK. Also the character'-' shall not be used in the free text of the sub-field RMK as it may happen that the IFPS disregards all information after the '/' and/or '–'and valid information for that flight might get lost or that the IFPS reads that information as Item 19 elements.

The sub-field shall be denoted with the three letters RMK followed by a '/' and then free text. The RMK sub-field shall have no limit to the number of characters other than the maximum number of characters possible for the entire message (2100).

Example:
RMK/DIP CLEARANCE 410 23 5486

Special characters such as: ( ) ^ % $ # / - @ which are not allowed.

RVR/ Runway Visual Range. All IFR/GAT flights or parts thereof intending to operate within the IFPZ are recommended to include in the flight plan the landing Runway Visual Range (RVR) capabilities of that flight. Landing RVR information may be used for flow management during low visibility conditions (full details are available in the ATFCM Users Manual).

SEL/ SELCAL codeof the aircraft to which the flight plan relates. A maximum of one SELCAL code for each flight plan shall be accepted by the IFPS.

STAYINFOn/ The sub-field STAYINFO, followed by the appropriate sequence number (i.e. STAYINFOn) shall be

inserted in the flight plan to provide information on those STAY indicators detailed in the route. The information provided is essential for ATC.

The sequence number of the sub-field STAYINFO shall correspond to the sequence number of the STAY indicator detailed in the route.

The sub-field shall be denoted with the letters STAYINFO followed by a sequence number ranging from 1 to 9 as appropriate, then '/', followed by free text.

Example:
DOF/230513 PBN/B1D1 REG/FGFVO STAYINFO1/PHOTOGRAPHIC MISSION OVER LAKE

STS/ Reasons for special handling by ATC. The following information only is permitted when making STS/ entries:

***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 flights engaged in firefighting;
FLTCK flights performing flight check for calibration of navaids;
***HAZMAT** for a flight carrying hazardous material;
***HEAD** for 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 military or civil registered aircraft used in military, customs or police services.

By using this Item 18 sub-field **STS/ATFMX**, **STS/FFR**, **STS/HEAD**, **STS/MEDEVAC** and **STS/SAR** indicators the flight **shall automatically be exempted from any relevant flow regulations**.

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

Where multiple STS indicators are necessary it shall be specified under 1(one) STS/ header and separated by a space.

e.g. STS/STATE *ATFMX

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

TALT/ Take-off Alternate. ICAO four letter indicator(s) for take-off alternate aerodrome(s), 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 (AIP), indicate location in LAT/LONG or bearing and distance from the nearest significant point.

TYP/ Type(s) of aircraft. Where an aircraft does not have such a designator, or the aircraft type is not known, the message originator shall insert 'ZZZZ' in the flight plan or associated message. The message originator shall also then include the sub-field TYP that shall contain details of the aircraft type, preceded by the number of aircraft, as necessary.

3.10 SUPPLEMENTARY INFORMATION – ITEM 19

Supplementary information shall be given as follows:

E/ the total fuel endurance expressed by a 4 (four)-figure group indicating hours and minutes (HHMM);

P/ the total number of persons on board that flight. The sub-field shall be denoted with the letter P followed by a '/' and then the number of persons on board that flight expressed in digits to a maximum of three (3).

R/ the available emergency radio capabilities, whereby:
- **U** shall be crossed out if UHF frequency 243.0 MHZ is not available;
- **V** shall be crossed out if VHF frequency 121.5 MHZ is not available;
- **E** shall be crossed out if the emergency location beacon-aircraft (ELBA) 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 life jackets are not equipped with lights;
- **F** shall be crossed out if life jackets are not equipped with fluorescent;
- **U** shall be crossed out if life jackets are not equipped with UHF on frequency 243.0 MHZ;
- **V** shall be crossed out if life jackets are not equipped with VHF on frequency 121.500 MHZ.

D/ the number, capacity, type and colour of the dinghies carried, whereby:
- **D** and **C** shall be crossed out if no dinghies are carried;
- insert number of dinghies (2 numerics) carried;
- insert total capacity (3 numerics), in persons of all dinghies carried;
- **C** shall be crossed out if the dinghies are not covered;
- insert colour of dinghies if carried.

A/ the colour of the aircraft and significant markingsof the aircraft making that flight;

N/ N shall be cross out no remarks, or INDICATE any other survival equipment carried and any other useful remarks for that flight.

C/ name of pilot-in-command.

Name of the Flight Plan Originator - The name of the flight plan originator shall be given.

Space reserved for additional requirements - The flight plan originator should ensure that he can be reached in case of further enquiries and additional information until shortly prior to taking off, preferably by indicating a Phone number.

3.11 COMPLETION OF A FLIGHT PLAN (SERA.4010)

A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the portion thereof for which the flight plan is submitted.

It shall, in addition, contain information, as applicable, on all other items when so prescribed by the BHDCA or when otherwise deemed necessary by the person submitting the flight plan.

3.12 CHANGES TO A FLIGHT PLAN (SERA.4015)

Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate ATS (air traffic services) unit. For other VFR flights, significant changes to a FPL (flight plan) shall be reported as soon as practicable to the appropriate ATS (air traffic services) unit.

Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

3.13 ACCEPTANCE OF A FLIGHT PLAN

3.13.1 IFR – flight plan

a. An IFR flight plan is not valid (approved) until it has been accepted by IFPS. ATS will advise the operator in case the flight plan is not accepted;
b. A flight plan for a flight of a local nature is approved when accepted by the receiving ATS unit.

3.13.2 VFR – flight plan

A VFR flight plan is approved when accepted by the receiving unit.

3.14 ACTIVATING AND CLOSURE OF A FLIGHT PLAN

3.14.1 Activating a flight plan

In order to initiate alerting service for a flight, the flight plan must be activated. When departing from an aerodrome where ATS is in operation, the flight plan will be activated by ATS. If ATS is not in operation or if no ATS unit exists at the aerodrome of departure, the pilot-in-command shall activate the flight plan:

a. by a radio message to the appropriate ACC or any other ATS unit as soon as practicable after departure, or

b. immediately before taxiing for departure, by phone to the appropriate ACC, to any other ATS unit, or

c. by stating, when submitting the flight plan, that the EOBTshall be regarded also as actual time of departure (ATD).

This method, however, should be applied only exceptionally. If the flight becomes delayed or cancelled, it is of the utmost importance that this be reported to ATS to prevent unnecessary search operations.

3.14.2 Closing a flight plan (arrival report) (SERA.4020)

a. An arrival report shall be made in person, by radio-telephony, via data link or by other means as prescribed by the BHDCA 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 practicable 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;
4. arrival aerodrome or operating site (only in case of diversion)
5. time of arrival.

4. FLIGHT PLANNING PROCEDURES WITHIN SECSI FRA AREA

4.1 FLIGHT PROCEDURES

4.1.1 General

All traffic, other than State aircraft, shall comply with:

- the aircraft equipment requirements;
- General Rules as published in ENR;
- *RAD and Letters of Agreement (LoA) between neighbouring ACCs.

For exemptions for State aircraft see the corresponding AIPs.

Within *SESCI *FRA airspace users may fly on user-preferred trajectories under conditions of structurally and capacity determined limitations by using *FRA relevant points and geographical coordinates (LAT/LONG) under conditions stated in AIPs and *RAD.

Within *SESCI *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 published in ENR 4.1 / ENR 4.4 of relevant State AIPs.

The use of mandatory *FRA Intermediate points (I) might be required due to safety, capacity or operational reasons.

4.1.2 Eligible flights for *SESCI *FRA

Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of *SESCI *FRA as specified in ENR 2.2 and/or ENR 6, regardless of the phase of flight (overflights, arriving or departing from local airports or from airports situated in close proximity of *SESCI *FRA).

4.2 FLIGHT PLANNING

4.2.1 General

Within *SESCI *FRA airspace users are allowed to plan using relevant *FRA significant points – en-route radio navigation aids and/or five-letter name-codes published in ENR 4.1 and ENR 4.4, respectively.

Filing as *FRA Intermediate point (I) of unpublished point, defined by geographical coordinates (LAT/LONG) is allowed provide that LAT/LONG point is defined on the direct line between two published points. Filing bearing and distance within *SESCI *FRA is not allowed.

All 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)	Flight plan direct or via one or several intermediate points.
	*FRA Arrival Connecting Point (A)	
	*FRA Intermediate Point (I)	
*FRA 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)	

Route portions between significant points or geographical coordinates shall be indicated by means of “DCT” in accordance with ICAO Doc. 4444 Appendix 2 “Flight Plan, Item 15”.

Within *SESCI *FRA there is no limitation on the:

- Number of *FRA intermediate points used;
- Maximum DCT distance.

When required, flight planning of mandatory *FRA intermediate points (I) shall be in according with the *RAD.

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

To manage the operationally sensitive areas, No Planning Zones (NPZ) are published. A NPZ is define 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 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.

4.2.2 Cross Border Application

The crossing of FIR borders as well as the crossing of the common area of responsibility boundary between the involved ATS units is allowed without the usage of *FRA intermediate points (I), along the respective common boundary.

Except for DCT segments defined in *RAD Appendix 4, ATS routes and SIDs/STARs:

- entry and exit to/from *SESCI *FRA shall be planned using the published *FRA Horizontal Entry and *FRA Horizontal Exit points only;
- the planning of DCT segments across the *SESCI *FRA borders (cross border DCT) is not allowed;
- 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 Points (X).

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

FRA IT –SECSI FRA

- Cross-border FRA operations between FRA IT and SECSI FRA are allowed;
- FRA boundary intermediate points are not mandatory for flight planning

4.2.3 Flight Level Orientation Scheme (FLOS)

The *FLOS applicable within *SESCI *FRA corresponds to the Table of Cruising levels in accordance with ICAO Annex 2, Appendix 3, a) and ENR 1.7.

Information about required direction of cruising levels over *FRA Horizontal entry (E) or *FRA Horizontal exit (X) points are given in ENR 4.1 and ENR 4.4 column “Remarks”.

Instructions on how to flight plan in accordance with a rules connected to the *FLOS are described in the table below.

FLs over FRA Horizontal Entry Point	FLs over FRA Horizontal Exit Point	FLs inside SECSI FRA
EVEN	EVEN	EVEN FLs for all DCT segments
ODD	ODD	ODD FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside SECSI FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside SECSI FRA

Note: *ODD is the direction of IFR cruising levels with a magnetic track between 000° and 179°,while EVEN is the direction of IFR cruising levels with magnetic track between 180° and 359°, as described in the table of cruising levels in* ENR-1.7.

Cruising levels must also be planned in accordance with the adjacent ATS route network and/or *FRA Flight Level

Orientation Scheme.

4.2.4 Use of geographical coordinates in FPL ITEM 15: ROUTE

Unpublished significant 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.

4.2.5 Overflying Traffic

Overflying traffic are all flights whose aerodromes of departure and destination are located outside *SESCI *FRA area.

Overflying traffic may:

- plan directly from any Horizontal Entry point (E) to any *FRA Horizontal Exit point (X) and via published FRA Intermediate points (I) as described above and in RAD;
- file mandatory Intermediate points (I) if and when required due to safety, capacity or operational reasons.

Overflying traffic via Sarajevo CTA (FL 205 - FL 660):

- with planned flight level change from a flight level below FL 205 to a flight level above FL 205 must/may be planned:
  - below FL 205 along the ATS route network published in ENR 3;
  - above FL 205 according the *FRA rules above.
- with planned flight level change from a flight level above FL 205 to a flight level below FL 205 must/may be planned:
  - above FL 205 according the *FRA rules above;
  - below FL 205 along the ATS route network published in ENR 3.

4.2.6 Access to FRA for Departing Traffic

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

Depending on the aerodrome there are different requirements on flight planning for departing traffic. Free Route 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 the *RAD, Appendix 5 or;
- if no SID is available or there is no requirement for a connecting point, any *FRA relevant point can be used.

In order to better integrate the departure traffic into the overflight flow and for capacity reasons use of mandatory *FRA Intermediate points (I) might be required for flight planning.

4.2.7 Access to FRA for Arriving Traffic

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

Depending on the aerodrome there are different requirements on flight planning for arriving traffic. *FRA Arrival Points (A) can either be:

- a *FRA Arrival Connecting point (A) or;
- a specific *FRA Intermediate point (I) linked to an aerodrome according to the *RAD, Appendix 5 or;

- if no STAR is available or there is no requirement for a connecting point, any *SESCI *FRA significant point can be used.

In order to better manage the arrival traffic into the TMAs or airports from *FRA operation airspace, the use of mandatory intermediate waypoints might be required for flight planning.

4.2.8 Airspace Reservation - Special Areas

Flights must be planned around active SAs within Sarajevo FIR, as published in AIP Bosnia and Herzegovina, ENR 5 using valid *FRA Intermediate points (I).

4.2.8.1 Promulgation of route extension

In cases, where crossing of active Special areas is not possible, one of the following procedures applies:

- A flight will be instructed tactically by ATC to proceed via *FRA Intermediate points (I) published in ENR 4.1 and ENR 4.4 respectively;
- Tactical radar vectoring by ATC;

The average extension to be considered by airspace users is approximately 5 NM.

4.2.9 ATS Route Network

The ATS route network within Sarajevo FIR, as published in AIP Bosnia and Herzegovina section ENR 3.3 is withdrawn above FL 205 within all airspace portions forming *SESCI *FRA.