ENR 1.10 Flight planning

1. FLIGHT PLAN

1.1 Requirement to submit a FPL

A FPL must be filed for every flight. Only QRA and SAR missions are exempted from this requirement.

A complete ICAO flight plan must be filed for:

- flights outside Copenhagen FIR
- flights landing on a civil airfield
- flights departing from a civil airfield
- IFR flights
- night VFR flights

In all other cases an abbreviated flight plan containing the following information will be sufficient:

- Callsign/SSR code
- Number and type of aircraft
- ETD
- EET
- Mission and area/route
- Endurance
- A/C Commander

1.2 FPL form

AIS and ATS units shall use a FPL form based on the model shown on page ENR 1.10-3 for completing FPLs.

1.3 Routine IFR flights within Copenhagen FIR

An IFR FPL must be received by local Wing Ops Center at least 60 minutes before ETD and ATCC Copenhagen at least 30 minutes before ETD.

2. INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

Reference document: ICAO Doc 4444, Rules of the air and air traffic services, appendix 2.

2.1 General

- Adhere closely to the prescribed formats and manner of specifying data.
- Commence inserting data in the first space provided.
- Where excess space is available leave unused spaces blank.
- Insert all clock times in 4 figures UTC.
- Complete items 7 to 19 as indicated hereunder.

Note 1: Item numbers on the form are not consecutive as they correspond to Field Type numbers in ATS messages.

Note 2: The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters.

Note 3: If a FPL for a flight conducted wholly in the EUR Region is filed more than 24 HR in advance of the EOBT, it is mandatory to provide the date of the flight. If the FPL is filed less than 24 HR in advance of the EOBT, the date of the flight may be optionally indicated. This information will be indicated in Item 18 of the FPL in form of a 3-letter indicator (DOF) followed by an oblique stroke and the date of the flight in a 6-figure group format: DOF/YYMMDD (where YY = year, MM = month, DD = day). These FPLs shall be processed and transmitted without being held in abeyance.

	FLIGHT PLAN
ROYAL DANISH AIR FORCE	
PRIORITY ADRESSEE(S)	
Prioritet Adressat(er)	
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FILING TIME ORIGINA	TOR
Indleveringstidspunkt	
SPECIFIC IDENTIFICATION OF ADRESSES AND (OR)	ORIGINATOR
Særlig adressat og(eller afsenderangivelse	
3 MESSAGE TYPE 7	AIRCRAFT IDENTIFICATION 8 FLIGHT RULES TYPE OF FLIGHT
Telegramtype	Luftfartøjets identifikation flyveregler flyvningens art
<< 🗆 (FPL -	<< _
9 NUMBER TYPE OF AIRC	RAFT WAKE TURBULENCE CAT 10 EQUIPMENT
Startsted	Afgangstidspunkt
15 CRUISING SPEED LEVEL Marchfart Marchhøide	ROUTE Flyvevei
16 DESTINATION AERODROME Bestemmelsessted 	Beregnet tidsforbrug ALTN AERODROME 2ND ALTN AERODROME HR MIN Alternativ flyveplads 2. Alternative flyveplads → ↓ ↓ ↓ → ↓ ↓ ↓ << □
) >> []
SUPPLEMENT IN	FORMATION(NOT TO BE TRANSMITTED IN FPL MESSAGE)
Aktionstid PERSONS ON E	JOARD Nødradioudstyr
HR MIN Personer om b	
- \Box / \Box	→ R / U L
POLAR DESERT MARIT	IME JUNGLE LIGHT FLUORES
Polar Ørken Maritir	nt Jungle Lys Fluorescene UHF VHF
→ C / L D D W	
NUMBER CAPACITY COVER	COLOUR
\rightarrow D / L \rightarrow L \rightarrow C \rightarrow	Farve <<
AIRCRAFT COLOUR AND MARKINGS	
Luftfartøjets farve og særlige kendetagn	
REMARKS	
Bemærkninger	
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FILED BY/Indleveret af	
	Reserveret til myndighedernes brug
Contact TEL:	

2.2 Item 3: MESSAGE TYPE 7: AIRCRAFT IDENTIFICATION 8: FLIGHT RULES

Insert: Either the registration marking of the aircraft or the ICAO designator for the aircraft operating agency followed by the flight identification. (e.g. DAF403, OYKSW)



Insert:

- S if scheduled air service
- N if non-scheduled air service
- G if general aviation
- M if military, customs or police services
- X if other than any of the defined
 - categories above.

2.3 Item 9: NUMBER & TYPE OF ACFT, WAKE TURBULENCE CATEGORY 10: EQUIPMENT

Insert the number of aircraft, if more than one

Insert the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designator, 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 (numbers and) type(s) of aircraft preceded by TYP/

Insert:

H - Heavy, to indicate an aircraft type with a maximum certified take-off mass of 136.000 kg or more.

M - Medium, to indicate an aircraft type with a maximum certified take-off mass of less than 136.000 kg but more than 7.000 kg. L - Light, to indicate an aircraft type with a maximum certified take-off mass of 7.000 kg or less.

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9 NÚMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT	10 EQUIPMENT	
Nummer	Luftfartøjets type	-wake turbulence- kategori	Udstyr	
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			A	

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.

S - if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable . AND/OR

Insert one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:

L - ILS

- 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 (specified after NAV/ in item 18)
- H HF RTF
- I Inertial navigation
- J1 CPDLC ATN VDL MODE 2
- J2 CPDLC FANS 1/A HFDL
- J3 CPDLC FANS 1/A VDL Mode A
- J4 CPDLC FANS 1/A VDL Mode 2
- J5 CPDLC FANS 1/A SATCOM (INMARSAT)
- J6 CPDLC FANS 1/A SATCOM (MTSAT)
- J7 CPDLC FANS 1/A SATCOM (IRIDIUM)
- K MLS

- M1 ATC SATVOICE (INMARSAT) M2 – ATC SATVOICE (MTSAT) M3 – ATC SATVOICE (IRIDIUM) O - VOR P1 - CPDLC RCP 400 P2 - CPDLC RCP 240 P3 – SATVOICE
- P4-P9 Reserved for RCP
- R PBN approved (specified after NAV/ in item
- 18)
- T TACAN
- U UHF RTF
- V VHF RTF
- W RVSM approved
- X MNPS approved
- Y VHF with 8.33 KHz capability
- Z Other equipment carried (specify in Item 18 under COM/ and/or NAV/).

After the "/" insert one or more of the following letters, maximum 20 characters, to describe the serviceable surveillance equipment carried: SSR equipment:

N - No surveillance equipment for the route to be flown is carried, or the equipment is unserviceable or

SSR modes A and C:

A - Transponder mode A, (4 digits - 4096 codes)

C - Transponder mode A, (4 digits - 4096 codes) and mode C

SSR mode S:

E - Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H - Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I - Transponder Mode S, including aircraft identification, but no pressure-altitude capability

L - Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P – Transponder Mode S, including pressure-altitude, but no aircraft identification capability

S - Transponder mode S, including both pressure-altitude and aircraft identification capability

X - Transponder mode S with neither aircraft identification nor pressure-altitude capability

ADS equipment:

ADS B:

B1 - ADS-B with dedicated 1 090 MHz ADS-B "out" capability

B2 - ADS-B with dedicated 1 090 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

Accommodation of State Aircraft operating without Mode S ELS, Mode S EHS and ADS-B out. State aircraft that are operating without Mode S ELS, Mode S EHS or ADS-B out for technical or operational reasons, will be accommodated by Danish ANSPs through traditional surveillance methods such as Mode 3/A/C/S. The flight plan shall include in item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

2.4 Item 13: DEPARTURE AERODROME and TIME 15: ROUTE

Insert:

- The ICAO four-letter location indicator of the departure aerodrome, 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 ATS unit from which supplementary flight plan data can be obtained preceded by DEP/



- kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or

- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082)

ROUTE Flyvevej	
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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 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 ATS route, and/or a change of flight rules is planned, 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 coordinates.

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.

Flights outside designated ATS routes

Insert points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track or a change of flight rules is planned or; define the track of flights operating predominantly in an east-west direction between 70 deg N and 70 deg S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes, the track shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one half hour's flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

Insert DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance

Use only the conventions in (1) to (5) below and separate each sub-item by a space.

<u>RVSM</u>

Flights intending to operate within EUR RVSM airspace shall insert the following:

- The entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
- The exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

(1) <u>ATS route (2 to 7 characters):</u>

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCNI, B1, R14, UB10, KODAP2A). SID and STAR's are only inserted if required by AIP.

(2) <u>Significant points (2 to 11 characters):</u>

The coded designator (2 to 5 characters) assigned to the point (e.g. 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, e.g. 45N078W.

- 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, e.g. 4620N07805W.

- Bearing and distance from a navigation aid:

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 inserting zeros - e.g. a point 180 deg magnetic at a distance of 40 nautical miles 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) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as described on page ENR 1.10-4, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045 MAY/N0305F180 HADDY/N0420F330 4602N07805W/N0500F250 46N078W/M082F330 DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above 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 as in (2) above followed by an oblique stroke. Then the speed to be maintained during cruise climb, expressed exactly as described on page ENR 1.10-4, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as described on page ENR 1.10-4, or the level above 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

(6) En-route STAY indicator:

The STAY indicator has been introduced by the IFPS to enable time delays associated with certain special en-route activities. The STAY indicator may be used in association with any significant point in the route, including the first and last point.

The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

The activity is described in item 18 as STAYINFO (see item 18 below).

Examples: Item 15: N0120F060 DCT KOR STAY1/0030 KOR DCT Item 18: STAYINFO1/AIRWORK

2.5 Item 16: DESTINATION AD, TOTAL EET, ALTN AERODROME(S)

Insert the ICAO four-letter location indicator of the destination aerodrome, or if no location indicator has been assigned, insert ZZZZ and specify in Item 18 the name of the aerodrome, preceded by DEST/.



2.6 Item 18: OTHER INFORMATION

18 OTHER INFORMATION

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Insert 0 (zero) if no other information, or any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

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

- ALTRV: for a flight operated in accordance with an altitude reservation;
- ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
- FFR: fire-fighting;
- FLTCK: flight check for calibration of navaids;
- HAZMAT: for a flight carrying hazardous material;
- HEAD: a flight with Head of State status;
- HOSP: for a medical flight declared by medical authorities;
- HUM: for a flight operating on a humanitarian mission;
- MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

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

- SAR: for a flight engaged in a search and rescue mission; and
- STATE: for a flight engaged in military, customs or police services.

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

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

RNAV SPECIFICATIONS

- A1 RNAV 10 (RNP 10)
- B1 RNAV 5 all permitted sensors
- B2 RNAV 5 GNSS
- B3 RNAV 5 DME/DME
- B4 RNAV 5 VOR/DME
- B5 RNAV 5 INS or IRS
- B6 RNAV 5 LORANC
- C1 RNAV 2 all permitted sensors
- C2 RNAV 2 GNSS
- C3 RNAV 2 DME/DME
- C4 RNAV 2 DME/DME/IRU
- D1 RNAV 1 all permitted sensors
- D2 RNAV 1 GNSS

- D3 RNAV 1 DME/DME
- D4 RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

- L1 RNP 4
- O1 Basic RNP 1 all permitted sensors
- O2 Basic RNP 1 GNSS
- O3 Basic RNP 1 DME/DME
- O4 Basic RNP 1 DME/DME/IRU
- S1 RNP APCH
- S2 RNP APCH with BARO-VNAV
- T1 RNP AR APCH with RF (special authorization required)
- T2 RNP AR APCH without RF (special authorization required)
- NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.
- COM/ Indicate communication equipment and capabilities not specified in Item 10 a).
- DAT/ Indicate data communication equipment and capabilities not specified in 10 a).
- SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b).
- DEP/ Name and location of the departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. Location of aerodromes not listed in the AIP is indicated as follows:
 4 figures describing latitude and 5 figures describing longitude (5652N00907E), or bearing and distance from the nearest significant point (AAL244032), or the first point of the route (name or LAT/LONG) or the marker radio beacon, if the

aircraft has not taken off from an aerodrome.

- DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.
- DOF/ If a flight plan concerning an IFR flight within the EUR-area, is filed more than 24 hours before EOBT, it is mandatory to insert the date of flight DOF/YYMMDD. If the flight plan is filed less than 24 hours before EOBT, insertion of date is optional.
- REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.
- EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples:

EET/CAP0745 XYZ0830 EET/EINN0204

- SEL/ SELCAL Code, for aircraft so equipped.
- TYP/ Type(s) of aircraft, preceeded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.
- CODE/ Aircraft address (expressed as six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.
- RVR/ The aircraft operational RVR-minima.
- DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).
- OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.
- ORGN/ The originator's 8 letter AFTN address or other contact details.
- PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.
- ALTN/ Name of destination alternate aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.
- RALT/ Name of en-route alternate aerodrome(s).
- TALT/ Name of take-off alternate.
- RIF/ The route details to the revised destination aerodrome, followed by the ICAO fourletter location indicator of the aerodrome. The revised route is subject to clearance in flight.

Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA APPH RIF/LEMD

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary. Number of persons on board shall be indicated here (e.g. RMK/36 POB). If TBN (to be notified) is inserted, POB shall be transmitted to ATC as described under item 19.

A flight plan with RMK/RTECOORATC that has not been coordinated and that has not been approved by NAOC will be rejected.

If the remark "Flight with Route Coordinated with ATC" (RTECOORATC) is inserted in the flight plan, this shall be done in accordance with EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5.

Approval authority for the use of RMK/RTECOORATC for military flights is the Royal Danish Air Force, National Air Operations Centre, Current Operations branch. Point of contact for coordination and approval: fko-ktp-f-naoc-cops@mil.dk Classified contact information will be provided on request.

After coordination and approval of the route, the flight plan shall be submitted with RMK/RTECOORATC inserted in item 18 (see examples below).

If the entire route in COPENHAGEN FIR has been approved by NAOC, insert:

RMK/RTECOORATC EKDK RDAF NAOC

If only a part of the route in COPENHAGEN FIR has been approved by NAOC, insert:

RMK/RTECOORATC EKDK RDAF NAOC [entry point] [exit point] Flying without complying with this paragraph and EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5 will result in an Air Traffic Safety Report (ATSR) from the civil Air Navigation Service Provider (ANSP, Naviar) to the Danish Civil Aviation Authority.

STAYINFOn/ / n = number from 1-9. Text describing the activity in the period indicated in item 15.

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2.7 Item 19: SUPPLEMENTARY INFORMATION

Insert a 4-figure group giving the fuel endurance in hours and minutes

Insert the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. Military transport aircraft shall also insert POB in item 18 under remarks (RMK/36 POB). Insert TBN (to be notified) if the total number of persons is not known at the time of filing. If TBN is inserted, number of POB shall be transmitted to ATC prior to departure. For Danish destinations, POB shall be transmitted to the local ATC at initial contact. Note: The above mentioned procedures for POB are mandatory for foreign military transport aircraft flying to or from Danish airbases/aerodromes, and for Danish military transport aircraft at all times. SUPPLEMENT INFORMATION(NOT TO BE TRANSMITTED IN FPL MESSAGE) Supplerende oplysninger (medsendes ikke i FPL meldinger) 19 ENDURANCE EMERGENCY RADIO Aktionstid PERSONS ON BOARD Nødradioudstyr UHF ELBA HR MIN Personer om bord VHF →R/U V F . Cross out U if UHF on frequency 243.0 MHz is not available. Cross out V if VHF on frequency 121.5 MHz is not available. Cross out E if emergency locator transmitter (ELT) is not

available.



Cross out U or V or both as in R/ above to indicate radio capability of jackets, if any.







	FLIGHT PLAN		
FLYVEVÅBNET	-		
PRIORITI A	Adressat(er)		
	Adressal(er)		
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	ORIGINATOR		
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Særlig adressat og(eller afsenderan	givelse		
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3 MESSAGE TYPE	7 AIRC	CRAFT IDENTIFICATION 8 FLIGHT RULES TYPE OF FLIGHT	
Telegramtype	Luftfa	artøjets identifikation flyveregler flyvningens art	
	- BB11		
9 NUMBER Nummer	I YPE OF AIRCRAF	I WAKE I URBULENCE CAT 10 EQUIPMENT -wake turbulence- kategori Udstvr	
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Startsted		Afgangstidspunkt	
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18 OTHER INFORMATION Andre oplyspinger	4		
- RMK/REO FULL PROCE	DURE VOR APP AT EKYT	/REO VECTORS ILS AT EKTS/REO GCA AT	
EKKA			
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	SUPPLEMENT INFOR	MATION(NOT TO BE TRANSMITTED IN FPL MESSAGE)	
19 ENDURANCE	Supplere	nde oplysninger (medsendes ikke i FPL meidinger) EMERGENCY RADIO	
Aktionstid	PERSONS ON BOAI	RD Nødradioudstyr	
	Personer om bord		
	\rightarrow F / 0 0 2		
POLAR	DESERT MARITIM	E JUNGLE LIGHT FLUORES	
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C/ IB IBSEN	-6) << 🗆	
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Contact TEL:			