

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.



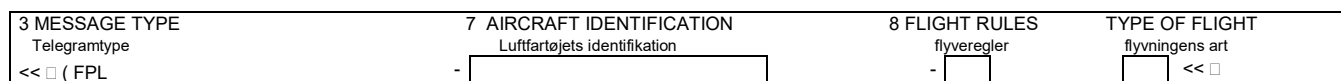
FLIGHT PLAN

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

PRIORITY Prioritet << <input type="checkbox"/> FF →	ADDRESSEE(S) Adressat(er) <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> ORIGINATOR Afsender <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>		
FILING TIME Indleveringstidspunkt <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> → <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>	SPECIFIC IDENTIFICATION OF ADDRESSES AND (OR) ORIGINATOR Særlig adressat og(eller) afsenderangivelse <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>		
3 MESSAGE TYPE Telegramtype << <input type="checkbox"/> (FPL	7 AIRCRAFT IDENTIFICATION Luftfartøjets identifikation - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	8 FLIGHT RULES flyveregler - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	TYPE OF FLIGHT flyvningens art <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>
9 NUMBER Nummer - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	TYPE OF AIRCRAFT Luftfartøjets type - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	WAKE TURBULENCE CAT -wake turbulence- kategori / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	10 EQUIPMENT Udstyr - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>
13 DEPARTURE AERODROME Startsted - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	TIME Afgangstidspunkt <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>	15 CRUISING SPEED Marchfart <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	LEVEL Marchhøjde <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>
16 DESTINATION AERODROME Bestemmelsessted - <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	TOTAL EET Beregnet tidsforbrug HR MIN <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	ALTN AERODROME Alternativ flyveplads → <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	2ND ALTN AERODROME 2. Alternative flyveplads → <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>
18 OTHER INFORMATION Andre oplysninger - <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>			
) << <input type="checkbox"/>			
SUPPLEMENT INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGE) Supplerende oplysninger (medsendes ikke i FPL meldinger)			
19 ENDURANCE Aktionstid HR MIN - E / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	PERSONS ON BOARD Personer om bord → P / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	EMERGENCY RADIO Nødradioudstyr → R / <input type="checkbox"/> UHF <input type="checkbox"/> VHF <input type="checkbox"/> ELBA	
SURVIVAL EQUIPMENT/Redningsudstyr POLAR DESERT MARITIME JUNGLE Polar Ørken Maritimt Jungle → <input type="checkbox"/> S / <input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> M <input type="checkbox"/> J → <input type="checkbox"/> J		JACKETS/Redningsveste LIGHT Lys → <input type="checkbox"/> L / <input type="checkbox"/> F <input type="checkbox"/> U <input type="checkbox"/> V	
DINGHIES/Redningsflåder: NUMBER CAPACITY COVER COLOUR Antal Kapacitet Overdækket Farve → <input type="checkbox"/> D / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> → <input type="checkbox"/> C → <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>		FLUORES Fluorescene → <input type="checkbox"/> F	
AIRCRAFT COLOUR AND MARKINGS Luftfartøjets farve og særlige kendetegn A/ <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>			
REMARKS Bemærkninger → <input type="checkbox"/> N / <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>			
PILOT IN COMMAND Fartøjschef C/ <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div> << <input type="checkbox"/>			
FILED BY/Indleveret af <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>			
Contact TEL:		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Reserveret til myndighedernes brug	

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:
I - for IFR
V - for VFR
Y - for IFR first *)
Z - for VFR first *)
*) and specify in item 15 the point where the change of flight rules is planned.

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.

9 NUMBER Nummer	TYPE OF AIRCRAFT Luftfartøjets type	WAKE TURBULENCE CAT -wake turbulence- kategori	10 EQUIPMENT Udstyr
-	-	/	- << □

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:

<p>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</p>	<p>L - ILS 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/).</p>
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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.

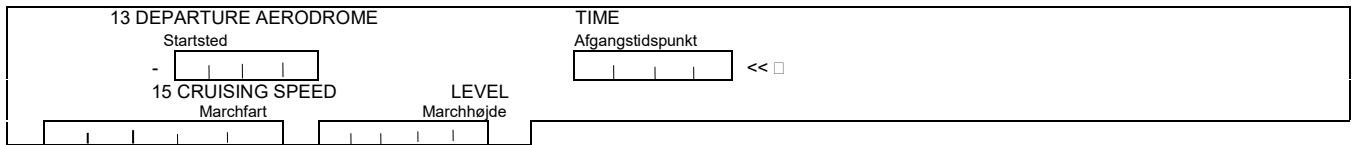
**2.4 Item 13: DEPARTURE AERODROME and TIME
15: ROUTE**

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/

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.



Insert:
“VFR” for an uncontrolled VFR flight.

For other flights insert the planned cruising level for the first or the whole portion of the route to be flown, in the terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085), or
- Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840)

Insert True air speed for the first or the whole cruising portion of the flight in terms of:

- 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)

(1) ATS route (2 to 7 characters):

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

(2) Significant points (2 to 11 characters):

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/ .

Insert the total estimated elapsed time.

For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies.

TOTAL EET	16 DESTINATION AERODROME Bestemmelsessted	Beregnet tidsforbrug HR MIN	ALTN AERODROME Alternativ flyveplads	2ND ALTN AERODROME 2. Alternative flyveplads
	- [] [] [] []	[] [] [] []	→ [] [] [] []	→ [] [] [] [] << □

Insert the ICAO four-letter location indicator(s) of not more than two alternate aerodromes. If no location indicator has been assigned, insert ZZZZ and specify in Item 18 the name of the aerodrome, preceded by ALTN/ .

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, preceded 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 four-letter 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.
- STAYINFO_n/ / n = number from 1-9. Text describing the activity in the period indicated in item 15.

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	Aktionstid		PERSONS ON BOARD		EMERGENCY RADIO
	HR	MIN	Personer om bord		Nødradioudstyr
- E /			→ P /		UHF
					V
					E
					ELBA

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.

REMARKS
Bemærkninger

→ N / << □

Cross out indicator N if no remarks, or indicate any other equipment carried and any other remarks regarding survival equipment.

Insert name of pilot in command.

PILOT IN COMMAND
Fartøjschef

C/) << □

FILED BY/Indleveret af

Contact TEL:

Insert the name of the unit, company or person, filing the flight plan.



FLIGHT PLAN

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

PRIORITY Prioritet << <input type="checkbox"/> FF →	ADDRESSEE(S) Adressat(er) <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>		
FILING TIME Indleveringstidspunkt <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>	ORIGINATOR Afsender <div style="border: 1px solid black; width: 100%; height: 20px; margin-top: 5px;"></div>		
SPECIFIC IDENTIFICATION OF ADDRESSES AND (OR) ORIGINATOR Særlig adressat og(eller) afsenderangivelse <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>			
3 MESSAGE TYPE Telegramtype << <input type="checkbox"/> (FPL	7 AIRCRAFT IDENTIFICATION Luftfartøjets identifikation - BB11	8 FLIGHT RULES flyveregler - I	TYPE OF FLIGHT flyvningens art M << <input type="checkbox"/>
9 NUMBER Nummer -	TYPE OF AIRCRAFT Luftfartøjets type - M F 1 7	WAKE TURBULENCE CAT -wake turbulence- kategori / L	10 EQUIPMENT Udstyr - SDU /C << <input type="checkbox"/>
13 DEPARTURE AERODROME Startsted - E K K A	TIME Afgangstidspunkt 1 3 1 0 << <input type="checkbox"/>		
15 CRUISING SPEED Marchfart N 0 1 0 0	LEVEL Marchhøjde A 0 3 0	ROUTE Flyvevej DCT AAL DCT TE DCT KA	
TOTAL EET Beregnet tidsforbrug) << <input type="checkbox"/>			
16 DESTINATION AERODROME Bestemmelsessted - E K K A	HR MIN 0 2 0 0	ALTN AERODROME Alternativ flyveplads → E K S P	2ND ALTN AERODROME 2. Alternative flyveplads → << <input type="checkbox"/>
18 OTHER INFORMATION Andre oplysninger - RMK/REQ FULL PROCEDURE VOR APP AT EKYT/REQ VECTORS ILS AT EKTS/REQ GCA AT			
EKKA			
) << <input type="checkbox"/>			
SUPPLEMENT INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGE) Supplerende oplysninger (medsendes ikke i FPL meldinger)			
19 ENDURANCE Aktionstid HR MIN - E/ 0 4 0 0	PERSONS ON BOARD Personer om bord → P/ 0 0 2	→ R/ U UHF	EMERGENCY RADIO Nødradioudstyr VHF <input checked="" type="checkbox"/> ELBA <input checked="" type="checkbox"/>
SURVIVAL EQUIPMENT/Redningsudstyr POLAR <input checked="" type="checkbox"/> DESERT <input checked="" type="checkbox"/> MARITIME <input checked="" type="checkbox"/> JUNGLE <input checked="" type="checkbox"/>	JACKETS/Redningsveste LIGHT <input checked="" type="checkbox"/>	→ J / L	FLUORES <input checked="" type="checkbox"/> UHF <input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/>
DINGHIES/Redningsflåder: NUMBER Antal → 0 2 → CAPACITY Kapacitet → 0 0 2 → COVER Overdækket → C → COLOUR Farve → ORANGE << <input type="checkbox"/>			
AIRCRAFT COLOUR AND MARKINGS Luftfartøjets farve og særlige kendetegn A/ GREEN/RDAF MARKINGS			
REMARKS Bemærkninger → <input checked="" type="checkbox"/> / << <input type="checkbox"/>			
PILOT IN COMMAND Fartøjschef C/ IB IBSEN) << <input type="checkbox"/>			
FILED BY/Indleveret af			
I . I 30313233 Contact TEL:	SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Reserveret til myndighedernes brug		