

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 above 3000 ft MSL

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

A FPL form based on the model shown on page ENR 1.10-3 shall be used by AIS and ATS units for the purpose of completing FPLs.

2. INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

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

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

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

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)

3 MESSAGE TYPE Telegramtype << □ (FPL	7 AIRCRAFT IDENTIFICATION Luftfartøjets identifikation -	8 FLIGHT RULES flyveregler -	TYPE OF FLIGHT flyvningens art □ <<
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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:

A - Not allocated	P - Not allocated
B - Not allocated	Q - Not allocated
C - LORAN C	R - RNP type certification (if the aircraft meets the RNP type prescribed for the route segment(s), route(s) or area concerned)
D - DME	T - TACAN
E - Not allocated	U - UHF RTF
F - ADF	V - VHF RTF
G - (GNSS)	W - When the aircraft is approved for RVSM.
H - HF RTF	X - When the aircraft is certified for flying in MNPS airspace.
I - Inertial navigation	Y - 8.33 Khz capable
J - data link (specify in item 18 under DAT).	Z - Other equipment carried (specify in Item 18 under COM/ and/or NAV/).
K - MLS	
L - ILS	
M - Omega NAV	
O - VOR	

After the “/” insert one or two of the following letters to describe the serviceable surveillance equipment carried:

SSR equipment:
N - No transponder
A - Transponder mode A, (4 digits - 4096 codes)
C - Transponder mode A, (4 digits - 4096 codes) and mode C
X - Transponder mode S without both aircraft identification and pressure-altitude transmission
I - Transponder mode S, including aircraft identification transmission, but no pressure-altitude transmission
S - Transponder mode S, including both pressure-altitude and aircraft identification transmission

ADS equipment:
D - ADS capability

Note: operators of state aircraft, not equipped with RNAV or 8.33 capable radios, shall not insert the designators S (or R)

	ROUTE Flyvevej
<< □	

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.

RVSM

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) 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

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	Beregnet tidsforbrug	ALTN AERODROME	2ND ALTN AERODROME
16 DESTINATION AERODROME Bestemmelsessted	HR MIN	Alternativ flyveplads	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/ .

- STS/PROTECTED (special security flights where flight plan information only has to be available to the necessary ATS units)
 - STS/NONRNAV (state aircraft not equipped with RNAV)

 - STS/NONRVSM (State aircraft not approved for RVSM and formation flights intending to operate within EUR RVSM airspace as General Air Traffic)
 - STS/HOSP hospital aircraft
 - STS/EXM833 (state aircraft not equipped with 8.33 Khz capable radios)
- TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.
- PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.
- COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.
- DAT/ Significant data related to data link capability, using one or more of the letters S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.
- 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 (YY=year MM=month DD=date). If the flight plan is filed less than 24 hours before EOBT, insertion of date is optional.
- NAV/ Significant data related to navigation equipment as required by the appropriate ATS authority.
- DEP/ Name of the departure aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.
- DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.
- ALTN/ Name of destination alternate aerodrome, if ZZZZ is inserted in Item 16.
- RALT/ Name of en-route alternate aerodrome(s).
- RVR/ The aircraft operational RVR-minima.
- 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.

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)

<p>19 ENDURANCE Aktionstid HR MIN</p> <p>- E / <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/></p>	<p>PERSONS ON BOARD Personer om bord</p> <p>→ P / <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/></p>	<p>EMERGENCY RADIO Nødradioudstyr</p> <p style="text-align: center;">UHF VHF ELBA</p> <p>→ R / <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/></p>
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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.

SURVIVAL EQUIPMENT/Redningsudstyr					JACKETS/Redningsveste				
POLAR Polar	DESERT Ørken	MARITIME Maritimt	JUNGLE Jungle	LIGHT Lys	FLUORES Fluorescene	UHF	VHF		
S	P	D	M	J	L	F	U	V	V
→					→				

Cross out all indicators if survival equipment is not carried
 Cross out P if polar survival equipment is not carried.
 Cross out D if desert survival equipment is not carried.
 Cross out M if maritime survival equipment is not carried.
 Cross out J if Jungle survival equipment is not carried.

Cross out all indicators if life jackets are not carried.
 Cross out L if life jackets are not equipped with lights.
 Cross out F if life jackets are not equipped with fluorescein.
 Cross out U or V or both as in R/ above to indicate radio capability of jackets, if any.

Cross out indicator D if no dinghies are carried.

Insert number of dinghies. use 2 figures

Insert total capacity, in persons, of all dinghies carried

Cross out indicator C if dinghies are not covered.

Insert colour of dinghies if carried.

DINGHIES/Redningsflåder:			
NUMBER Antal	CAPACITY Kapacitet	COVER Overdækket	COLOUR Farve
D		C	
→			
A/ AIRCRAFT COLOUR AND MARKINGS Luftfartøjets farve og særlige kendetegn			

Insert colour of aircraft and significant markings.

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; width: 100%;"></div> <div style="border: 1px solid black; height: 20px; width: 100%;"></div> <div style="border: 1px solid black; height: 20px; width: 100%;"></div> << <input type="checkbox"/>		
FILING TIME Indleveringstidspunkt <div style="border: 1px solid black; width: 100%; height: 20px;"></div> → <div style="border: 1px solid black; width: 100%; height: 20px;"></div> << <input type="checkbox"/>	ORIGINATOR Afsender <div style="border: 1px solid black; width: 100%; height: 20px;"></div> << <input type="checkbox"/>		
SPECIFIC IDENTIFICATION OF ADDRESSES AND (OR) ORIGINATOR Særlig adressat og(eller) afsenderangivelse			
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 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 1 3 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	
<< <input type="checkbox"/>			
16 DESTINATION AERODROME Bestemmelsessted - E K K A		TOTAL EET Beregnet tidsforbrug HR MIN 0 2 0 0	ALTN AERODROME Alternativ flyveplads → E K S P
18 OTHER INFORMATION Andre oplysninger - RMK/REQ FULL PROCEDURE VOR APP AT EKYT/REQ VECTORS ILS AT EKTS/REQ GCA AT		2ND ALTN AERODROME 2. Alternative flyveplads → << <input type="checkbox"/>	
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		EMERGENCY RADIO Nødradioudstyr → R/ U <input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> ELBA
SURVIVAL EQUIPMENT/Redningsudstyr → S / <input checked="" type="checkbox"/> POLAR <input checked="" type="checkbox"/> DESERT <input checked="" type="checkbox"/> MARITIME <input checked="" type="checkbox"/> JUNGLE <input checked="" type="checkbox"/>		JACKETS/Redningsveste → J / L	
DINGHIES/Redningsflåder: NUMBER Antal CAPACITY Kapacitet COVER Overdækket COLOUR Farve → D / 0 2 → 0 0 2 → C → ORANGE << <input type="checkbox"/>		FLUORES Fluorescense <input checked="" type="checkbox"/> UHF <input checked="" type="checkbox"/> VHF	
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	

3. FLIGHT PLAN THROUGH (FPT)

3.1 General

Besides the general ICAO flight plan, named "COMPLETE FLIGHT PLAN", message type FPL, a special type of flight plan under this category is allowed being used in København FIR, named "FLIGHT PLAN THROUGH". Usage of the flight plan through type shall take place in accordance with the rules stated below:

a. FLIGHT PLAN THROUGH may only be used for:

- VFR flights within København FIR below FL 195
- Military IFR OAT flights within København FIR

It may contain up to 4 intermediate stops, and there must be maximum 2 alternative aerodromes for each route segment.

b. The general ICAO flight plan form shall be used with the following modifications (only differences are being described):

3.2 Item 3: MESSAGE TYPE.

"FPL" are to be crossed out, instead is FPT to be inserted.

3.3 Item 7: AIRCRAFT IDENTIFICATION.

The same identification shall be valid for the entire flight, i.e. through all of the route segments.

3.4 Item 13: DEPARTURE AERODROME, and TIME.

Here the ICAO four-letter location indicator is to be inserted (if none, then insert ZZZZ) as regard the first aerodrome of departure and time of departure.

3.5 Item 15: ROUTE.

Besides the normal description of the route the ICAO four-letter location indicator* is here to be inserted for each of the intermediate stops, followed by the total estimated elapsed time to each intermediate stop from the previous one, then a slant and the estimated off block time from each of the intermediate stops. After each new aerodrome of departure, then again insert cruising speed, VFR plus the route to the next stop, e.g. N0100VFR DCT EKBI0040/1200 N0100VFR DCT EKVB0025... etc.

After departure from the last intermediate stop, then again insert cruising speed, VFR plus the route and the total estimated elapsed time to the destination in accordance with the general ICAO rules for completion of the route item.

**Note: If an intermediate stop does not have an assigned ICAO four-letter location indicator, then insert either the geographical name of the aerodrome/- location in plain language or the co-ordinates of the location of landing.*

3.6 Item 16: DESTINATION AERODROME.

Insert here the ICAO four-letter location indicator or ZZZZ for the last destination plus total estimated elapsed time from the previous intermediate stop. Complete if wanted or required, the alternate blanks in relation to the destination.

3.7 Item 18: OTHER INFORMATION.

Insert after the abbreviation "ALTN", the ICAO four-letter location indicator for alternate aerodrome(s) for each route segment, as beginning by 1/ for the first route segment alternate 2/ for the second route segment alternate....etc. If an alternate does not have a four-letter location indicator, the geographical name of the aerodrome/- location may be written in plain language.

3.8 Item 19: ENDURANCE.

Complete endurance and the number of persons on board in relation to the first route segment of the flight.

c. Reports of departure and arrival shall be given for each segment of the flight, unless it is obvious that the departure/- landing is observed by an air traffic unit. The report of departure shall if needed contain statement of location of the departure.

d. At departure from each intermediate stop, the pilot shall state endurance and number of passengers carried to the next intermediate stop.



FLIGHT PLAN

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

PRIORITY Prioritet << <input type="checkbox"/> FF →	ADDRESSEE(S) Adressat(er)		
FILING TIME Indleveringstidspunkt			
ORIGINATOR Afsender		<< <input type="checkbox"/>	
SPECIFIC IDENTIFICATION OF ADDRESSES AND (OR) ORIGINATOR Særlig adressat og(eller) afsenderangivelse			
3 MESSAGE TYPE Telegramtype << <input type="checkbox"/> (FPL / FPT)	7 AIRCRAFT IDENTIFICATION Luffartøjets identifikation gs410	8 FLIGHT RULES flyveregler V	TYPE OF FLIGHT flyvningens art M << <input type="checkbox"/>
9 NUMBER Nummer -	TYPE OF AIRCRAFT Luffartøjets 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 0 1 8 0 0 << <input type="checkbox"/>	
15 CRUISING SPEED Marchfart N 0 1 0 0	LEVEL Marchhøjde V F R	ROUTE Flyvej DCT EKAH 0030/0840 N0100VFR DCT	
TOTAL EET Beregnet tidsforbrug			
16 DESTINATION AERODROME Bestemmelsessted - E K K A	HR MIN 0 0 3 0	ALTN AERODROME Alternativ flyveplads → E K S P	2ND ALTN AERODROME 2. Alternative flyveplads → << <input type="checkbox"/>
18 OTHER INFORMATION Andre oplysninger - RMK/FUEL 0400 REG/T-420			
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 1	EMERGENCY RADIO Nødradioudstyr UHF VHF ELBA → R / U <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SURVIVAL EQUIPMENT/Redningsudstyr POLAR DESERT MARITIME JUNGLE Polar Ørken Maritimt Jungle → S / <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> M <input checked="" type="checkbox"/> → J / L		JACKETS/Redningsveste LIGHT Lys → <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
DINGHIES/Redningsflåder: NUMBER CAPACITY COVER COLOUR Antal Kapacitet Overdækket Farve → D / 0 2 → 0 2 → C → ORANGE << <input type="checkbox"/>		FLUORES Fluorescense → <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
AIRCRAFT COLOUR AND MARKINGS Luffartøjets farve og særlige kendetegn A/ GREEN/RDAF MARKINGS			
REMARKS Bemærkninger → <input checked="" type="checkbox"/> / << <input type="checkbox"/>			
PILOT IN COMMAND Fartøjschef C/ HANS HANSEN) << <input type="checkbox"/>			
FILED BY/Indleveret af		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Reservet til myndighedernes brug	
H. H. 30313233		Contact TEL:	