

ENR 1 GENERAL RULES AND PROCEDURES

GENERAL RULES AND PROCEDURES



ENR 1.11 ADDRESSING

FLIGHT PLAN MESSAGES ADDRESSING OF FLIGHT PLAN MESSAGES

1.11.1 Movement and control messages

This category includes the following messages:

a) movement messages (FF), including:

- *flight plan messages filed*;
- *messages of delay*;
- *modification messages*;
- *flight plan cancellation messages*;
- *the messages of departure*;
- *arrival messages*;
- *Acknowledgment and flight plan processing messages*.

b) Coordination messages (FF), including:

- *the flight plan messages in force*;
- *estimation messages*;
- *coordination messages*;
- *acceptance messages*;
- *information messages*;
- *activation messages*;
- *logical processing messages*.

c) supplementary messages (FF), including:

- *flight plan request messages*;
- *additional flight plan request messages*;
- *additional flight plan messages*.

d) Control messages (FF), including:

- *clearance messages*;
- *control transfer messages*;
- *traffic control messages*;

- *position report and flight report messages*.

- Movement messages, coordination messages and additional messages are described in the following pages.

1.11.1 Movement and control messages

This category includes the following messages:

a) movement messages (FF), including:

- the filed flight plan messages;
- the delay messages;
- the change messages;
- the flight plan cancellation messages;
- the departure messages;
- *the arrival messages*;
- acknowledgment and flight plan processing messages.

b) coordination messages (FF), including:

- the current flight plan messages;
- the estimate messages;
- the coordination messages;
- the acceptance messages;
- the information messages;
- the activation messages;
- the logic processing messages.

c) additional messages (FF), including:

- the flight plan request messages;
- the additional flight plan request messages;
- the additional flight plan messages.

d) control messages (FF), including:

- the clearance messages;
- the control transfer messages;
- the traffic regulation messages;
- the position report messages and the in-flight report messages.

- Movement, coordination and additional messages are described in the following pages.

1.11.2 General provisions

The use in this part of terms such as "transmitted", "transmitted", "addressed" or "received" does not necessarily mean that they are teletypewriter messages or messages between computers. Except on express indication, the messages described in this part can be transmitted also in voice; in such a case, these terms have the meaning respectively of "communicated", "pronounced by", "said to" or "listened".

1.11.2 General provisions

In this section, the use of such terms as "transmitted", "addressed" or "received" does not necessarily mean that teleprinter messages or messages between computers. Unless clearly specified, the messages described in this section may also be transmitted in voice mode; in such case, these terms respectively mean "communicated", "pronounced by", "said to" or "listened".

1.11.2.1 Origin and destination of messages

a) General

In this context, motion messages refer to flight plan messages, delay messages, arrival messages, cancellation messages, and amendment messages that are relevant to them.

Messages used for the needs of air traffic services are issued by appropriate air traffic agencies or by

1.11.2.1 Origin and destination of messages

a) General

In this context, the movement messages designate message, delay messages, arrival messages, cancellation messages and relevant amendment messages.

The messages used for the purpose of air traffic by the aircraft; However, they may be referred to by

aircraft; however, by special local agreement, air traffic organizations may delegate to the pilot, operator or designated representative the responsibility for issuing certain movement messages, particularly if they are related to the AFTN.

The transmission of movement messages for purposes other than those of the air traffic services (eg operational control) is, in principle, the responsibility of the pilot, the operator or his designated representative.

Flight plan messages, amendment messages concerning them and flight plan cancellation messages shall be except as provided in the following paragraph, addressed only to the air traffic organizations specified in 1.11.2.8 1-a. These messages are made available to other interested air traffic organizations, or specified entities within these bodies, and to all other message recipients, in accordance with local arrangements.

When the interested operator requests it, the movement messages which must be transmitted simultaneously to the interested organizations of the air traffic, are also addressed:

- to a consignee at the aerodrome of destination or at the aerodrome of departure; and
- two or more operational control bodies.

These consignees are specified by the operator or his designated representative.

(b) Use of the aeronautical fixed telecommunications network.

The air traffic services messages to be transmitted over the aeronautical fixed telecommunications network include:

- information on the priority to be given to the message and the addressees, as well as a date and time of filing at the relevant station of the aeronautical fixed service, and the origin indicator. This information constitutes the "address" and "origin" part of the RSFTA message.
- the information necessary for the air traffic services, preceded if necessary by additional information on the addressees. This information is the "text" part of the AFTNT message.

the AFTN, to the pilot, to the operator or to their designated representative.

The transmission of movement for the purpose of the operation of the service (operation control, for instance) is in principle of the pilot, operator or designated representative responsibility.

The flight plan messages, the relative amendment messages and the description of the aircrafts are specified in 1.11.2.8. These messages are made available to other interested parties, or specified entities within these bodies, and to all other addresses of the messages, in accordance with the local agreements.

Where the operator concerned requests , are also addressed:

- to an addressee at the destination aerodrome or at the departure aerodrome; and
- to two operation control bodies maximum.

These addresses are specified by the operator or his designated representative.

b) Use of the aeronautical fixed telecommunications network

The air traffic service messages to be transmitted over the aeronautical telecommunication fixed service include:

- information on the priority to be assigned to the message and indication of its addressees, as well as a mention of the date and time of filing to the AFTN station and the origin indicator. this information form the "address" and "origin" part of the AFTN message.
- information required by the air traffic services, preceded, if applicable, by additional indications on the addressees. This information forms the "text" part of the AFTN message.

1.11.2.2 Priority indicator.

The priority indicator consists of the appropriate two-letter group, as indicated in parentheses in 1.11.1, for the corresponding message category.

The transmission of messages on the AFTN is made in the following order of priority:

Transmission priority	Priority indicator
1	SS
2	DD FF
3	GG KK

1.11.2.2 Priority indicator

The priority indicator consists of the appropriate group of two letters in brackets in 1.11.1, for the corresponding category of message.

The transmission of messages over the AFTN is performed according to the following priority order:

Transmission priority	Priority indicator
1	SS
2	DD FF
3	GG KK

1.11.2.3 Address

The address includes a set of recipient flags, one indicator per recipient to which the message is to be delivered.

Each recipient indicator is formed of an eight-letter sequence comprising, in order:

a) a location indicator

1.11.2.3 address

The address includes a series of addressees, with one indicator for whom the message is transmitted.

Each addressee indicator consists of a sequence of eight letters,

a) a location indicator

<p>the four-letter ICAO location indicator assigned to the destination; A list of ICAO location indicators is contained in Doc 7910 - Location Indicators.</p> <p>b) an indicative of three letters</p> <ul style="list-style-type: none"> - either the ICAO code of three letters designating the aeronautical authority, the aeronautical service or the aircraft operator to whom or to which the message is addressed; - where no call sign has been allocated, one of the following codes: YXY when the consignee is a service or a military organization; ZZZ when the consignee is an aircraft in flight; YYY in all other cases. <p>A list of three-letter ICAO codes is contained in Doc 8585 (Aircraft Operators' and Aircraft Administration and Services Codes).</p> <p>c) a letter</p> <ul style="list-style-type: none"> - the letter X; or 	<p>The four-letter ICAO location indicator assigned to the destination location; A list of ICAO location indicator is provided in Doc 7910 - Location indicators</p> <p>b) a three-letter call-sign</p> <ul style="list-style-type: none"> - the ICAO three-letter call-sign designating the aeronautical authority, the aeronautical service or the aircraft operator to which the message is addressed; - or, when no call-sign is assigned, one of the following call-signs: YXY when the address is a military body or service; ZZZ when the addressee is an aircraft in flight; YYY in all other cases <p>A list of ICAO three-letter call-signs is provided in Doc 8585 (Call-signs of aircraft operators and aeronautical authorities and services).</p> <p>c) a letter</p> <ul style="list-style-type: none"> - letter X; gold
<ul style="list-style-type: none"> - the code of a letter designating the department or section of the organization to which the message is addressed. <p>The following three-letter codes are used to address ATS messages to ATS organizations:</p> <ul style="list-style-type: none"> . Responsible Center for a Flight Information Region or Upper Flight Information Region (whether CCA or FIC): - in the case of a VFR flight: ZFZ - for French non-IFPS organizations, in the case of an IFR flight : ZQZ - for organizations in the IFPS zone, in the case of an IFR flight: address of the NMOC organization, which centralises the flight plans for this zone (see AIP ENR 1.10 - Metropolitan France). . Aerodrome control tower or AFIS organization: ZTZ . Air Traffic Services Track Office: ZPZ <p>Other three-letter codes designating ATS units shall not be used for this purpose.</p>	<ul style="list-style-type: none"> - the one-letter call-sign designating the service or section of the body to which the message is addressed. <p>The three-letter call-signs hereafter are used to address the ATS messages to ATS bodies:</p> <ul style="list-style-type: none"> . Responsible Center for a Flight Information Area (or if this is an ACC or a FIC): - in case of VFR flight: ZFZ - for French services outside IFPS area, in case of IFR flight: ZQZ - for services inside IFPS area, in case of IFR flight: address of the NMOC service, which refers to this area (refer to AIP ENR 1.10 - France) . airfield control tower gold AFIS body: ZTZ . Air traffic services control office: ZPZ <p>Other three-letter call-signs designating ATS bodies should not be used for this purpose.</p>
<p>1.11.2.4 Deposit time</p> <p>The filing time shall consist of a six-digit date-time group, indicating the UTC date and time at which the message was delivered to the aeronautical fixed service station concerned for transmission.</p>	<p>1.11.2.4 Filing time</p> <p>The filing time includes a six-digit date-time group, indicating the date and the date on which it was filed to the AFTN concerned for transmission.</p>
<p>1.11.2.5 Origin indicator</p> <p>The original indicator includes an eight-letter sequence, analogous to a recipient indicator, designating the origin and the organization issuing the message.</p>	<p>1.11.2.5 Origin indicator</p> <p>The origin indicator includes a sequence of eight letters, similar to an addressee indicator, designating the original location and the body transmitting the message.</p>
<p>1.11.2.6 Additional information on address and origin</p> <p>When the three-letter codes YYY, YXY or ZZZ appear in the recipient and / or originator indicators:</p> <ul style="list-style-type: none"> - the name of the organization or the identity of the aircraft concerned must appear at the beginning of the text section; 	<p>1.11.2.6 Additional information on the origin and address</p> <p>When the three-letter call-signs YYY, YXY or ZZZ appear in the address and (or) origin indicators:</p> <ul style="list-style-type: none"> - the name of the body or the identity of the aircraft concerned must be shown at the beginning of the "text" part;

- this information should be inserted in the same order as the recipient indicators and / or the original indicator;
- when there is more than one such information the last must be followed by the word "STOP";
- when there is one or more information concerning the recipient indicators plus information concerning the origin indicator, the word "FROM" must appear before the insertion relative to the original indicator.

- this information should be inserted in the same order as the indicators and (or) origin indicator;
- when more than one item of this type exists, the last should be followed by the word "STOP";
- when one or more information concerning the addressee indicators exist plus an information concerning the origin indicator, the word "FROM" should appear before the insertion relating to the origin indicator.

1.11.2.7 Establishment and transmission of messages

Air traffic services messages shall be prepared and transmitted in the form of standard texts, in a standard form and in accordance with standard data conventions, in accordance with the specifications of Appendix 3 to the fifteenth edition of Doc 4444 of the ICAO including amendments N ° 1, 2, 3.

If a flight plan is filed more than 24 hours before the estimated time of departure from the parking position for the flight in question, the departure date of the flight (statement DOF /) is inserted in field 18 "Miscellaneous information" (and in the field 22 "Amendment", in the case of the message CHG) associated messages.

The time must always be indicated in field 13 ("departure aerodrome and time") in the movement messages and the supplementary messages (in the RQP message, if known).

In fields 13 and 16, the location indicators to be used are those described in Doc 7910, Location indicators.

When messages are exchanged verbally between interested air traffic organizations, a verbal acknowledgment will be proof that the message has been received. No written confirmation is required.

1.11.2.7 Establishment and transmission of messages

ICAO Doc 4444 including amendments NR 1, 2, 3
The ICAO Doc 4444 including amendments NR 1, 2, 3.

If "a", "date of departure of flight", the date of departure of flight (mention DOF /) is indicated in field 18 "Miscellaneous information" (and in the field 22 "Amendment" , in case of message CHG) within associated messages.

The time must be indicated in field 13 ("Departure aerodrome and estimated off-block-time") within the frame of additional movement (within RQP message, if it is known).

For fields 13 and 16, location Indicators.

When the messages are verbally exchanged between the air traffic bodies concerned, a verbal acknowledgment will be obtained message reception. No written confirmation is thus required.

1.11.2.8 Movement and control messages

Messages regarding planned or actual aircraft movements are based on the latest information provided to air traffic organizations by the pilot, the operator or his designated representative, or obtained by ground radar.

* Movement messages.

The filed flight plan messages and associated update messages include:

- *filed flight plan messages (FPL)*;
- *delay messages (DLA)*;
- *modification messages (CHG)*;
- *flight plan cancellation messages (CNL)*;
- *the departure messages (DEP)*;
- *arrival messages (ARR)*;
- *Acknowledgment and flight plan processing messages.*

1.11.2.8 Movement and control messages

Messages relating to aircraft, or to the operator, or to the operator, or obtained through a ground-based radar.

* Movement messages.

The messages and associated amendment messages include:

- the filed flight plan messages (FPL);
- the delay messages (DLA);
- the change messages (CHG);
- the flight plan cancellation messages (CNL);
- the departure messages (DEP);
- the arrival messages (ARR);
- acknowledgment and flight plan processing messages.

1 - Filed Flight Plan Messages (FPL)

Except in cases where repetitive flight plan procedures are applied or where current flight plan messages are used, the filed flight plan messages are transmitted for all flights a filed flight plan so that the aircraft concerned benefit, as the case may be, from all or part of the air traffic services on all or part of the route.

1 - Filed flight plan messages (FPL)

Except when repetitive flight plan procedures are applied when they are used, the aircraft is concerned on the road, as applicable.



When an agreement between the relevant air traffic services authorities so requires, to assist in the identification of flights and thereby eliminate or reduce the need for interception in the event of deviation from the assigned flight path, messages filed flight plan, for flights on specified roads or sections of road, in the immediate vicinity of flight information region boundaries, shall also be addressed to the centers responsible for each flight information region or flight information contiguous to these roads or sections of roads.

A flight plan may be filed up to a limit of 120 hours before the estimated time of departure from the parking position. If a flight plan is filed more than 24 hours before the estimated time of departure of the parking position for the flight in question, the date of departure of the flight (reference DOF /) will be inserted in box 18 of the flight plan as well as in all associated messages that contain it.

When so required by an agreement between the competent authorities of the air traffic services, to help in the identification of flights and the elimination of the requirement for an interception These routes or sections of roads, which are adjacent to these areas of responsibility, are also addressed to the centers of responsibility of each other.

A flight plan can be filed until 120 hours before the estimated off-block time. If a flight plan is filed, the date of departure of flight (mention DOF /) will be indicated in field 18 of the flight plan it.

a) Recipients of the filed flight plan messages

The filed flight plan messages shall be issued and addressed as follows by the air traffic organization serving the aerodrome of departure or, as the case may be, by the air traffic organization receiving a flight plan communicated by a aircraft in flight:

a FPL message is transmitted:

- . the area control center or flight information center serving the control or flight information region in which the departure aerodrome is located;
- . all centers responsible for each flight information region or upper flight information region along the route;
- . at the control tower or at the AFIS organization at the destination aerodrome;
- . if necessary, to the traffic management centers responsible for ATS bodies located on the road.

When the flight plan indicates a possible request for an in-flight clearance change (FIR), the FPL message is also sent to the other centers concerned and to the control tower or the AFIS organization of the new destination aerodrome.

a) Addresses of filed messages

The following are the terms and conditions of the aircrafts.

a FPL message is transmitted:

- . to the area control center operating in the control of the airport;
- . to all centers in charge of each other;
- . to the control tower or the AFIS body of the aerodrome destination;
- . if applicable, to the traffic management centers in charge of ATS bodies along the road.

When the flight plan signals a possible modification of the flight (RIF), the FPL message is also transmitted to the other centers concerned and to the AFIS body of the new destination aerodrome.

(b) Stopover flights

In the case of a stopover flight for each step from which flight plans are filed at the first aerodrome of departure, the following procedure is applied:

For a flight whose point of departure is in French territory, the flight plans of intermediate stops located in France must be sent directly by the track office where they are deposited to all organizations concerned by the flight.

For intermediate stops located in foreign territory, the corresponding flight plans are sent to the interested airside offices, which are responsible for transmitting them to the organizations concerned.

For a flight whose point of departure is not located on French territory, the flight plans of the intermediate stops located in France are sent by the foreign agency only to the interested offices of the track, which upon receipt of the message flight plan, make the same arrangements as if the flight plan had been filed locally (Procedure in accordance with the ICAO provisions in force).

b) Stop flights

In the case of the following procedure, the following procedure is applied:

For a flight of the French language, the flight routes of the United Kingdom must be directly controlled by the control office

For intermediate stops located on foreign territories, the corresponding flight plans are required

For a flight to the destination of the aircraft, the flight control system is a ICAO Provisioning.

Composition of the filed flight plan message

3 - Type of message

Composition of the message

3 - Type of message



- 7 - Identification of the aircraft
- 8 - Flight rules and type of flight
- 9 - Aircraft type and wake turbulence category
- 10 - Equipment and possibilities
- 13 - Departure aerodrome and estimated time of departure from the parking station
- 15 - Road
- 16 - Destination aerodrome and estimated total duration, alternate destination aerodromes
- 18 - Miscellaneous information.

Example

Here is an example of a plan message submitted by London Airport to the Shannon, Shanwick and Gander centers. This message can also be transmitted to central London, or the data can be communicated to the latter in voice.

(FPL -ACA 101-IS-
B773 / H-CHOV / C-
EGLL1400-
N0450F310 L9 UL9 STU285036 / M082F310 UL9
LIMI 52N020W 52N030W 50N040W 49N050W
-CYQX0455 CYYR
-EET / EISNS0026 EGGX0111 020W0136
CYQX0228 040W0330 050W0415 SEL / FJEL)

Meaning

Filed Flight Plan Message - Aircraft Identification ACA101 - IFR, Regular Flight - A Boeing 777-300, "Widebody" wake turbulence category with Loran C, HF radiotelephone, VOR, VHF radiotelephone and an SSR transponder with A modes (4,096 codes) and C - departure aerodrome London, estimated time of departure from the 1400 UTC parking station - cruising speed and requested flight level for the first part of the route 450 kt and FL 310 - it will follow the airways Lima 9 and Upper Lima 9 to the point located in the bearing 285 magnetic degrees, at the distance of 36 NM from VOR Strumble. From this point the aircraft will move at constant Mach number 0.82, following Upper Lima 9 to LIMRI; then will go to 52N020W; at 52N030W; at 50N040W; at 49N050W; at destination Gander estimated total duration 4 hours 55 minutes - alternate destination aerodrome Goose Bay - the pilot-in-command reported cumulative estimated times at significant points along the route, Shannon FIR limit 26 minutes, FIR limit Shanwick Oceanic 1 hour 11 minutes, 20W 1 hour 36 minutes, FIR Gander Oceanic limit 2 hours 28 minutes, 40W 3 hours 30 minutes, and 50W 4 hours 15 minutes - SELCAL FJEL.

2 - Delay messages (DLA)

A DLA message is issued when the departure of an aircraft for which basic flight plan data (FPL or RPL) has been transmitted is deferred or delayed by more than 30 minutes in relation to the estimated time of departure of the position parking included in the basic flight plan data.

The DLA message will be transmitted by the air traffic organization serving the aerodrome of departure to all recipients of the flight plan master data.

Composition of the delay message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and estimated time of departure from the parking station

- 7 - Identification of the aircraft
- 8 - Flight rules and type of flight
- 9 - Type of aircraft and category of trailing vortex
- 10 - Equipment and capabilities
- 13 - Departure aerodrome and estimated off-block time
- 15 - Road
- 16 - Aerodrome destination and estimated total flying time, alternate aerodromes destination
- 18 - Miscellaneous information

Example

Here is an example of filed flight plane Message Transmitted by London Airport to Shannon and Gander Shanwick centers. This message may also be sent to London Center, or may be sent to it by voice.

(FPL -ACA 101-IS-
B773 / H-CHOV / C-
EGLL1400-
N0450F310 L9 UL9 STU285036 / M082F310 UL9
LIMI 52N020W 52N030W 50N040W 49N050W
-CYQX0455 CYYR
-EET / EISNS0026 EGGX0111 020W0136
CYQX0228 040W0330 050W0415 SEL / FJEL)

Meaning

Filed flight Message map - identification of aircraft ACA101 - IFR, scheduled flight - a Boeing 777-300, wake turbulence category "heavy aircraft" equipped with Loran C, HF radio, VOR, VHF radio and SSR transponder with A (4096 codes) and C modes - departure aerodrome London, estimated to be off-block time 1400 UTC - cruising speed and flight level requested for the first part of the route 450 kts and FL 310 - it will follow airways Lima 9 and Upper Lima 9 until the waypoint located in the bearing 285 magnetic degrees, 36 NM from VOR Strumble. From this point, ACFT will fly with a constant Mach of 0.82, following Upper Lima 9 until LIMRI; then, will fly to 52N020W; to 52N030W; to 50N040W; to 49N050W; Estimated total time 4 hours 55 minutes - destination alternate aerodrome Goose Bay - pilot-in-command estimated cumulative times to significant points along the route, Shannon limit 26 minutes, FIR Shanwick Oceanic limit 1 hour 11 minutes, 20W 1 hour 36 minutes, FIR Gander Oceanic limit 2 hours 28 minutes, 40W 3 hours 30 minutes and 50W 4 hours 15 minutes - SELCAL FJEL.

2 - Delay messages (DLA)

A DLA message (FPL or RPL) has been transmitted or postponed or delayed by more than 30 minutes.

The DLA message will be transmitted by the air traffic control system operating at the departure point.

Composition of the delay message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and estimated off-block time

- 16 - Destination aerodrome.
- 18 - Miscellaneous information

When it is necessary to delay a flight beyond midnight, which leads to a change of date, it is strongly recommended to use the CHG message to indicate unequivocally the new field 13 (which includes the EOBT) and amend field 18 to include the new flight date (DOF / indicator).

Example

The following is an example of a delay message transmitted from an aerodrome of departure, or an organization to which an aerodrome of departure belongs and which is responsible for its communications, to each of the recipients of a filed flight plan message.

(DLA-KLM671-LIRF0900-Lydu-0)

Meaning

Delayed message - aircraft identification KLM671 - new estimated time of departure from Fiumicino 0900 UTC parking station - destination Dubrovnik - no further information.

- 16 - Destination aerodrome.
- 18 - Miscellaneous information

When it is necessary to delay a midnight flight, which causes a change of date, it is highly recommended to send a message to the United States (including EOBT) and to update the field. flight (DOF / indicator).

example

Here is an example of a message sent from the aerodrome, or from the service of the aerodrome and its communications, to each address of a message.

(DLA-KLM671-LIRF0900-Lydu-0)

Meaning

Delay message - aircraft identification KLM671 - new estimated time-off time from Fiumicino 0900 UTC - destination Dubrovnik - any other information

3 - Change Messages (CHG)

A CHG message is issued when any modification has to be made to the basic data that is part of the previously issued FPL or RPL data. This CHG message is addressed to the recipients of the flight plan master data that are affected by the change. The appropriate revised flight plan master data is communicated to the relevant entities that have not previously received it.

Aircraft identification changes (field 7), aerodrome departure (field 13), or destination aerodrome (field 16) require the dispatch of a new flight plan.

Composition of the change message

- 3 - Type de message
- 7 - Identification de l'aéronef
- 13 - Aérodrôme de départ et heure
- 16 - Aérodrôme de destination
- 18 - Renseignements divers
- 22 - Amendement (reprise intégrale du ou des champs modifiés).

Lorsque l'on modifie un champ, l'intégralité du contenu de son champ doit impérativement être intégrée dans le champ 22 « Amendement ». Le contenu du champ amendé ne se limite pas à la seule modification subie. Cela est particulièrement pertinent pour le champ 18 (inscription d'un « 0 » si le champ 18 devient vide).

Exemple

Voici un exemple de message de modification transmis par le centre d'Amsterdam au centre de Francfort pour rectifier des renseignements préalablement transmis à Francfort dans un message de plan de vol déposé. On suppose que les deux centres sont équipés d'ordinateurs.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-L6/EDDN)

Meaning

Change message - Amsterdam and Frankfurt computer identification letters A and F, followed by the serial number (016) of

3 - Change messages (CHG)

A CHG message is transmitted when a change has been made to the data included in the FPL or RPL data already transmitted. The CHG message is addressed to the addressees of the flight plan basic data affected by the change. Appropriated revised plans have been transmitted to concerned services which have not received them previously.

Changes in the identification of the aircraft (field 7), departure aerodrome (field 13), or destination aerodrome (field 16) require sending a new flight plan.

Composition of the change message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and time
- 16 - Destination aerodrome
- 18 - Miscellaneous information
- 22 - Amendment (integral transmission of the modified field or fields)

When a field is modified, the whole contents of this field must be included in the field 22 « Amendment ». The contents of the amended field is not limited to the only change affected. That is particularly pertinent for the field 18 (inscription «0» if the field 18 becomes empty).

Example

Here is an example of change message transmitted by Amsterdam centre to Francfort centre to correct information previously provided to Francfort in a filed flight plan message. It supposes that the both centres are equipped with computers.

(CHGA/F016A/F014-GABWE/A2173-EHAM0850-EDDF-DOF/080122-8/I-L6/EDDN)

Meaning

Change message - identification computers letters of Amsterdam and Frankfurt A and F, followed by serial number (016) of this message transmitted by

this message sent by Amsterdam, computer identification letters followed by the serial number (014) of the corresponding filed flight plan message - aircraft identification GABWE code SSR 2173 operating in Mode A, en route from Amsterdam, estimated time of departure from the 8:50 am station, to Frankfurt, date of flight 22 January 2008 - Reading "IFR" in field type 8 of the filed flight plan message correspondent - the field type 16 of the corresponding filed flight plan message is changed: new destination Nuremberg.

Amsterdam, identification computers letters followed by serial number (014) of matched message - GABWE aircraft identification SSR code 2173 working in A mode, en-route from Amsterdam, estimated off-block time 8:50, to Frankfurt, date of flight January 2008, 22 nd - Read "IFR" in the field type 8 of the match - field type 16 of the match is here: new destination Nuremberg

4 - Flight plan cancellation messages (CNL)

A CNL message is issued when a flight for which flight plan basic data has been previously broadcast is canceled. The ATS organization serving the aerodrome of departure transmits this CNL message to the ATS organizations which have received basic flight plan data.

Composition of the flight plan cancellation message

3 - Type of message

7 - Identification of the aircraft

13 - Departure aerodrome and time

16 - Destination aerodrome.

18 - Miscellaneous information

Example 1 This

is an example of a flight plan cancellation message sent by an ATS organization to all recipients of a previously filed flight plan message.

(CNL-DLH522-EDBB0900-LFPO-0)

Meaning

Flight plan cancellation message - cancel the flight plan of the aircraft whose identification is DLH522 - planned flight from Berlin, estimated time of departure from the 9:00 am parking station in Paris - no further information.

Example 2 This

is an example of a flight plan cancellation message transmitted from one center to an adjacent center. It is assumed that both centers are equipped with ATC computers.

(CNLF / B127F / B055-BAW580-EDDF1430-EDDW-0)

Meaning

Flight plan cancellation message - identification letters of the sending and receiving ATC computers F and B, followed by the serial number (127) of this message, repetition of the computer identification letters followed by the serial number (055) of the previously transmitted flight plan message transmitted - cancel the flight plan of the aircraft identified as BAW580 - scheduled flight from Frankfurt, estimated time of departure from the 14.30 parking lot in Bremen - no other information.

5 - Departure messages (DEP)

Except as otherwise provided in a regional air navigation agreement, a DEP message shall be issued immediately after take-off of an aircraft for which basic flight plan data has been previously issued. In mainland France, the DEP messages are not issued for flights that take place entirely in IFR.

The DEP message is transmitted by the ATS organization serving the aerodrome of departure to all recipients of the flight plan data.

4 - Flight plan cancellation messages (CNL)

A CNL message is transmitted when it has been transmitted. The ATS body operating on the departure aerodrome transmits this CNL message to the ATS.

Composition of the flight plan cancellation message

3 - Type of message

7 - Identification of the aircraft

13 - Departure aerodrome and time

16 - Destination aerodrome

18 - Miscellaneous information

Example 1

Here is an example of a flight plan cancellation message transmitted by an ATS to all addressees.

(CNL-DLH522-EDBB0900-LFPO-0)

Meaning

Flight plan cancellation message DLH522 - flight planned from Berlin, estimated to be off-block time 9 am, to Paris - not any other information.

Example 2

Here is an example of a flight plan cancellation message transmitted by a center to another adjacent center. It is supposed that both centers are equipped with ATC computers.

(CNLF / B127F / B055-BAW580-EDDF1430-EDDW-0)

Meaning of the

plane of the message and the receiver of the message and the receiver of that message, followed by the serial number (127) of this message BAW580 - flight planned from Frankfurt, estimated off-block time 2.30 pm, to Bremen - any other information.

5 - Departure messages (DEP)

Unpublished in a regional air navigation agreement, a DEP message is transmitted immediately after take-off of an aircraft for which flight data has been transmitted. In France, the DEP messages are not transmitted for flights fully performed in IFR.

The DEP message is transmitted by the ATS body operating on the departure aerodrome to all addresses of flight plan basic data.

Composition of the starting message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome
- 16 - Destination aerodrome.
- 18 - Miscellaneous information

Example The

following is an example of a departure message sent from an aerodrome of departure, or an organization to which an aerodrome of departure belongs and which is responsible for its communications, to each of the recipients of a filed flight plan message.

(DEP-CSA4311-EGPD1923-ENZV-0)

Meaning

Departure Message - Aircraft Identification CSA4311 - Aberdeen Party to 1923 UTC - Stavanger Destination - No Further Information.

Composition of the departure message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome
- 16 - Destination aerodrome
- 18 - Miscellaneous information

Example

Here is an example of a message originating from an aerodrome or a service of a flight and a message.

(DEP-CSA4311-EGPD1923-ENZV-0)

Meaning

Departure message - aircraft identification CSA4311 - took-off from Aberdeen at 1923 UTC - destination Stavanger - not any other information.

6 - Arrival messages (ARR)

When an arrival report is received by the ATS organization serving the arrival aerodrome, this organization sends an ARR message:

(a) in the case of a landing at the destination aerodrome:

- . at the area control or flight information center in the region of which the arrival aerodrome is located, if that center so requires and
- . to the air traffic organization at the aerodrome of departure that issued the flight plan message, if that message included an ARR message request;

(b) in the case of a landing at an alternate aerodrome or at another aerodrome:

- . at the area control or flight information center in the region of which the arrival aerodrome is located;
- . at the control tower or the AFIS organization at the destination aerodrome;
- . at the airfield office of the departure aerodrome; and
- . at the area control or flight information center responsible for each flight information region or upper flight information region that, according to the flight plan, the aircraft would have crossed if it had not been confused.

Lorsqu'un aéronef en vol contrôlé dont les radiocommunications ont été interrompues a atterri, l'organisme ATS qui dessert l'aérodrome adresse un message ARR :

c) dans le cas d'un atterrissage à l'aérodrome de destination :

- . à tous les organismes de la circulation aérienne intéressés par le vol pendant l'interruption des radiocommunications ;
- . à tous les autres organismes de la circulation aérienne qui ont pu être alertés ;

d) dans le cas d'un atterrissage sur un aérodrome autre que l'aérodrome de destination :

- . à l'organisme ATS qui dessert l'aérodrome de destination ; cet organisme adresse ensuite un message ARR aux autres organismes ATS intéressés ou alertés, comme en c) ci-dessus.

Composition du message d'arrivée

- 3 - Type de message
- 7 - Identification de l'aéronef

6 - Arrival messages (ARR)

When an arrival report is received by the ATS body operating on the arrival aerodrome, this body sends an ARR message:

a) in the box of landing on the destination aerodrome:

- . the center of the airport is located, if this center requires it

- . to send a message to the air traffic body ;

(b) in the case of a landing on an alternate aerodrome or on another aerodrome:

- . to the area control of the area of which the arrival aerodrome is located;
- . to the control tower or the AFIS body of the aerodrome destination;
- . to the control office of the departure aerodrome, and
- . to the area control or information center in which the aircraft should have overflown if it had not changed its route.

When an aircraft in control flight had an interruption in radiocommunications and has landed, the ATS body operating on the aerodrome sends an ARR message:

c) in the case of landing on the destination aircraft:

- . to all air traffic bodies concerned by the flight during radiocommunications interrupt;
- . to all other air traffic bodies which may have been alerted;

d) in the case of landing on an aerodrome other than the destination aerodrome:

- . aerodrome: . to the ATS body operating on the destination aerodrome ; this body then sends an ARR message to other ATS bodies concerned or alerted, as in c) above.

Composition of the arrival message

- 3 - Type of message
- 7 - Identification of the aircraft

13 - Aérodrome de départ et d'heure
16 - Aérodrome de destination (en cas d'atterrissage sur un aérodrome de dégagement)
17 - Aérodrome d'arrivée et heure d'atterrissage.

Exemple 1

Voici un exemple de message d'arrivée transmis de l'aérodrome d'arrivée (aérodrome de destination) à l'aérodrome de départ.

(ARR-CSA406-LHBP-LKPR0913)

Signification

Message d'arrivée — identification de l'aéronef CSA406 — parti de Budapest/Ferihegy — atterri à l'aéroport de Prague/Ruzyne à 0913 UTC.

Exemple 2

Voici un exemple de message d'arrivée envoyé pour un aéronef qui a atterri à un aérodrome auquel aucun indicateur d'emplacement OACI n'a été attribué. Le code SSR n'aurait aucune signification.

(ARR-HHE13-EHAM-ZZZZ1030 DEN HELDER)

Signification

Message d'arrivée — identification de l'aéronef HHE13 — parti d'Amsterdam — atterri à l'hélistation de Den Helder à 1030 UTC.

13 - Departure aerodrome and time

16 - Destination aerodrome (in case of landing on an alternate aerodrome)

17 - Arrival aerodrome and landing time.

Example 1

Here is an example of an arrival message transmitted from arrival aerodrome (destination aerodrome) to the departure aerodrome.

(ARR-CSA406-LHBP-LKPR0913)

Meaning

Arrival message — aircraft identification CSA406 — took-off from Budapest/ Ferihegy — landed at Prague/Ruzyne airport at 0913 UTC.

Example 2

Here is an example of an arrival message sent to an aircraft which landed at an aerodrome which no ICAO location indicator has been assigned. SSR code would have no signification.

(ARR-HHE13-EHAM-ZZZZ1030 DEN HELDER)

Meaning

Arrival message — aircraft identification HHE13 — took-off from Amsterdam — landed at Den Helder helistation at 1030 UTC.

7 - Messages d'accusé de réception et de traitement des plans de vol

Chaque message FPL, DLA, CHG et CNL, transmis par un organisme français métropolitain, donne lieu, pour les vols IFR, à un message de réponse adressé par l'organisme français chargé du traitement initial des plans de vol au bureau de piste de l'aérodrome de départ et à l'expéditeur si ce dernier n'est pas le bureau de piste de l'aérodrome de départ.

La composition des messages d'accusé de réception et de traitement des plans de vol fait l'objet d'une instruction particulière.

* Messages de coordination

Les messages de coordination comprennent :

- les messages de plan de vol en vigueur (CPL) ;
- les messages d'estimation (EST) ;
- les messages de coordination (CDN) ;
- les messages d'acceptation (ACP) ;
- les messages d'information (ABI) ;
- les messages d'activation (ACT) ;
- les messages de traitement logique (LAM).

Les messages de coordination ne sont pas en principe transmis sur le RSFTA. Ils sont généralement transmis par communications vocales directes (téléphone) ou par liaisons entre ordinateurs.

7 - Acknowledgement and flight plan processing messages

Each FPL, DLA, CHG and CNL message, transmitted by a French body, generates, for IFR flight, an answer message addressed by the French body in charge of initial processing of flight plans to the departure aerodrome control office and to the sender if the latter is not the departure aerodrome control office.

The composition of the acknowledgement and flight plan processing messages is governed by a specific instruction.

* Coordination messages

The coordination messages include:

- the current flight plan messages (CPL);
- the estimate messages (EST);
- the coordination messages (CDN);
- the acceptance messages (ACP);
- the information messages (ABI);
- the activation messages (ACT);
- the logic processing messages (LAM).

In principle, the coordination messages are not transmitted over the AFTN. They are usually transmitted through direct voice communications (phone) or communications between computers.

1 - Messages de plan de vol en vigueur (CPL)

A moins que l'on ait déjà diffusé des données de base de plan de vol (FPL ou RPL) qui seront complétées par des données de coordination dans le message d'estimation, un message CPL est transmis pour chaque vol contrôlé par chaque centre de contrôle régional au centre de contrôle régional suivant et du dernier centre de contrôle régional à la tour de contrôle ou à l'organisme AFIS de l'aérodrome de destination.

Un message CPL est transmis suffisamment tôt pour que chaque organisme intéressé de la circulation aérienne reçoive les renseignements au moins 20 minutes, à moins

1 - Current flight plan messages (CPL)

Unless flight plan basic data (FPL or RPL) to be completed with coordination data in the estimate message have already been transmitted, a CPL message is transmitted for each controlled flight by each area control centre to the next area control centre and from the last area control centre to the control tower or to the AFIS body on the destination aerodrome.

A CPL message is transmitted early enough for each air traffic body concerned to receive the information at least 20 minutes, unless another notice is agreed upon,

qu'un délai différent soit convenu, avant l'heure à laquelle on estime que l'aéronef franchira le point de transfert de contrôle ou le point limite à partir duquel il sera placé sous le contrôle de cet organisme.

before the estimated time at which the aircraft should cross the control transfer point or the limit point from which it will be placed under the control of this body.

2- Messages d'estimation (EST)

Lorsque les données de base de plan de vol d'un vol ont été communiquées, un message EST est adressé par chaque centre de contrôle régional ou d'information de vol au centre de contrôle régional ou d'information de vol suivant le long de la route.

Un message EST est émis suffisamment tôt pour que l'organisme intéressé de la circulation aérienne reçoive les renseignements au moins 20 minutes avant l'heure à laquelle on estime que l'aéronef franchira le point de transfert de contrôle ou le point limite à partir duquel il sera placé sous le contrôle de cet organisme.

2- Estimate messages (EST)

When the basic data of a flight plan were communicated, an EST message is sent by each area control or flight information centre to the next area control or flight information centre along the route.

An EST message is transmitted early enough for the air traffic body concerned to receive the information at least 20 minutes before the estimated time at which the aircraft should cross the control transfer point or the limit point from which it will be placed under the control of this body.

3 - Messages de coordination (CDN)

Lorsqu'un organisme accepteur désire proposer de modifier les données de coordination qui figurent dans un message CPL ou EST précédemment reçu, il adresse un message CDN à l'organisme transféreur pendant le processus de coordination. Si l'organisme transféreur désire proposer de modifier les données qui figurent dans un message CDN reçu de l'organisme accepteur, il transmet un message CDN à l'organisme accepteur.

Le processus ci-dessus se répète jusqu'à ce que le processus de coordination se termine par la transmission d'un message d'acceptation (ACP) par l'un des deux organismes intéressés.

3 - Coordination messages (CDN)

When an accepting body wants to propose a change in the coordination data mentioned in a CPL or EST message already received, it sends a CDN message to the transferring body during the coordination process. If the transferring body wants to propose a change in the data mentioned in a CDN message received from the accepting body, it sends a CDN message to the accepting body.

The above process is repeated until the coordination process is completed with the transmission of an acceptance message (ACP) by either of the bodies concerned.

4 - Messages d'acceptation (ACP)

Pour indiquer que les données contenues dans un message CPL ou EST sont acceptées, l'organisme accepteur adresse un message ACP à l'organisme transféreur. L'organisme accepteur ou l'organisme transféreur transmet un message ACP pour indiquer qu'il accepte les données reçues dans un message CDN et que le processus de coordination est terminé.

4 - Acceptance messages (ACP)

To indicate that the data contained in a CPL or EST message is accepted, the accepting body sends an ACP message to the transferring body. The accepting body or the transferring body transmits an ACP message to indicate that it accepts the data received in a CDN message and that the coordination process is completed.

5 - Messages d'information (ABI)

Le message ABI est transmis par liaison entre ordinateurs d'un centre donneur à un centre accepteur dans le but de garantir la cohérence de la banque de données de plans de vol du centre accepteur avec le vol en cours et de mettre à jour le plan de vol du centre accepteur.

5 - Information messages (ABI)

The ABI message is transmitted through communication between computers from a transferring centre to an accepting centre in order to guarantee the consistency of the flight plan data bank of the accepting centre with the current flight and to update the flight plan of the accepting centre.

6 - Messages d'activation (ACT)

Le message ACT est transmis par liaison entre ordinateurs et permet d'activer le vol dans le centre accepteur. Si le contrôleur accepteur accepte le vol dans les conditions de l'activation (notamment estimée et niveau de vol), ce message remplace la coordination téléphonique entre les contrôleurs ; sinon, l'initiative de l'appel est à la charge du contrôleur accepteur.

6 - Activation messages (ACT)

The ACT message is transmitted through communication between computers and allows activating the flight in the accepting centre. If the accepting controller accepts the flight in the conditions of activation (specially estimate and flight level), this message replaces the telephone coordination between controllers; otherwise, the calling initiative depends on the accepting controller.

7 - Messages de traitement logique (LAM)

Le message LAM est transmis par liaison entre ordinateurs par le centre accepteur après réception d'un message ACT. L'absence de réception du message LAM par le centre donneur entraîne chez

7 - Logic processing messages (LAM)

The LAM message is transmitted through communication between computers by the accepting centre after reception of an ACT message. Non reception of the LAM message by the transferring

celui-ci une alarme indiquant le risque d'absence de réception du message ACT par le centre accepteur. Cette alarme implique une initiative de coordination téléphonique de la part du centre donneur.

*Messages complémentaires

Les messages complémentaires comprennent :

- les messages de demande de plan de vol (RQP) ;
- les messages de demande de plan de vol complémentaire (RQS) ;
- les messages de plan de vol complémentaire (SPL).

centre generates an alarm indicating the risk for no reception of the ACT message by the accepting centre. This alarm implies a telephone coordination initiative from the transferring centre.

*Additional messages

Additional messages include:

- flight plan request messages (RQP);
- additional flight plan request messages (RQS);
- additional flight plan messages (SPL).

1 - Messages de demande de plan de vol (RQP)

Un message RQP est émis lorsqu'un organisme ATS désire obtenir des données de plan de vol. Le message RQP est transmis à l'organisme ATS précédent situé le long de la route du vol ou au bureau de piste des services de la circulation aérienne de l'aérodrome de départ s'il est connu.

Composition du message de demande de plan de vol

- 3 - Type de message
- 7 - Identification de l'aéronef
- 13 - Aérodrome de départ et heure
- 16 - Aérodrome de destination.
- 18 - Renseignements divers

Exemple

Voici un exemple de message de demande de plan de vol envoyé par un centre à un centre adjacent après réception d'un message d'estimation auquel ne correspond aucun message de plan de vol déposé précédemment reçu.

(RQP-PHOEN-EHRD-EDDL-0)

Signification

Message de demande de plan de vol — identification de l'aéronef PHOEN — parti de Rotterdam — destination Düsseldorf — aucun autre renseignement.

1 - Flight plan request messages (RQP)

A RQP message is transmitted when an ATS body wants to obtain flight plan data. The RQP message is transmitted to the preceding ATS body along the route or to the departure aerodrome air traffic services control office if it is known.

Composition of the flight plan request message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and time
- 16 - Destination aerodrome
- 18 - Miscellaneous information

Example

Here is an example of additional flight plan request message sent by a centre to adjacent centre after receiving estimation message which no corresponding with any filed flight plan message previously received.

(RQP-PHOEN-EHRD-EDDL-0)

Meaning

Flight plan request message — aircraft identification PHOEN — took-off from Rotterdam — destination Düsseldorf — not any other information.

2 - Messages de demande de plan de vol complémentaire (RQS)

Un message de demande de plan de vol complémentaire (RQS) est émis lorsqu'un organisme de la circulation aérienne désire obtenir des données de plan de vol complémentaire. Ce message est adressé au bureau de piste des services de la circulation aérienne de l'aérodrome de départ ou, dans le cas d'un plan de vol déposé en cours de vol, à l'organisme ATS spécifié dans le message de plan de vol.

Composition du message de demande de plan de vol complémentaire

- 3 - Type de message
- 7 - Identification de l'aéronef
- 13 - Aérodrome de départ et heure
- 16 - Aérodrome de destination.
- 18 - Renseignements divers

Exemple

Voici un exemple de message de demande de plan de vol complémentaire transmis par un organisme ATS à un organisme ATS desservant l'aérodrome de départ pour demander des renseignements contenus dans le formulaire de plan de vol mais non transmis dans les messages de plan de vol déposé ou en vigueur.

(RQS-KLM405/A4046-EHAM-CYMX-0)

Signification

2 - Additional flight plan request messages (RQS)

An additional flight plan request message (RQS) is transmitted when an air traffic body wants to obtain additional flight plan data. This message is sent to the departure aerodrome air traffic services control office or, in case of a flight plan filed during a flight, to the ATS body specified in the flight plan message.

Composition of the additional flight plan request

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and time
- 16 - Destination aerodrome
- 18 - Miscellaneous information

Example

Here is an example of additional flight plan request message transmitted by an ATS to an ATS serving the departure aerodrome requesting information contained in the flight plan form but not transmitted in filed or in use flight plan messages.

(RQS-KLM405/A4046-EHAM-CYMX-0)

Meaning

Message de demande de plan de vol complémentaire — identification de l'aéronef KLM405/code SSR 4046 fonctionnant en mode A — l'aérodrome de départ est Amsterdam — l'aérodrome de destination est Mirabel — aucun autre renseignement.

Additional flight plan request message — aircraft identification KLM405/SSR code 4046 working with mode — departure aerodrome is Amsterdam — destination aerodrome is Mirabel — not any other information.

3 - Messages de plan de vol complémentaire (SPL)

Un message SPL est adressé par le bureau de piste des services de la circulation aérienne de l'aérodrome de départ, ou par l'organisme auprès duquel a été déposé le plan de vol, aux organismes de la circulation aérienne qui demandent des renseignements destinés à compléter ceux qui ont déjà été transmis dans un message CPL ou FPL. Lorsqu'il est acheminé par le RSFTA, ce message porte le même indicateur de priorité que le message de demande.

Composition du message de plan de vol complémentaire

- 3 - Type de message
- 7 - Identification de l'aéronef
- 13 - Aérodrome de départ et heure
- 16 - Aérodrome de destination et durée totale estimée aérodromes de décollage à destination.
- 18 - Renseignements divers
- 19 - Renseignements complémentaires.

Exemple

Voici un exemple de message de plan de vol complémentaire transmis par l'aérodrome de départ d'un aéronef à un organisme ATS qui a demandé des renseignements complémentaires figurant sur le formulaire de plan de vol (mais non transmis dans les messages de plan de vol déposé ou dans les messages de plan de vol en vigueur).

(SPL-SAW502A
– EDDW0920
– EKCH0400 EKVB
– REG/GBZTA RMK/CHARTER
– E/0640 P/9 R/V J/L A/BLUE C/DENKE)

Signification

Message de plan de vol complémentaire — identification de l'aéronef SAW502A pas de SSR — parti de Brême à 0920 UTC — destination Kastrup, durée totale estimée 4 heures — aérodrome de décollage Viborg — immatriculation de l'aéronef GBZTA — vol charter — autonomie 6 heures 40 minutes après le départ — 9 personnes à bord — équipement radio portatif fonctionnant sur la fréquence de détresse internationale 121,5 MHz — gilets de sauvetage dotés de lampes — l'aéronef est de couleur bleue — le pilote s'appelle Denke.

3 - Additional flight plan messages (SPL)

An SPL message is sent by the departure aerodrome air traffic services control office, or by the body to which the flight plan was filed to the air traffic bodies requesting information intended for completing the one already transmitted in a CPL or FPL message. When transmitted by the AFTN, this message includes the same priority indicator as the request message.

Composition of the additional flight plan message

- 3 - Type of message
- 7 - Identification of the aircraft
- 13 - Departure aerodrome and time
- 16 - Destination aerodrome and estimated total flying time, destination alternate aerodromes.
- 18 - Miscellaneous information
- 19 - Additional information.

Example

Here is an example of additional flight plan message transmitted by departure aerodrome to an ATS which requested additional information contained inside flight plan (but not transmitted in filed or in use flight plan messages).

(SPL-SAW502A
– EDDW0920
– EKCH0400 EKVB
– REG/GBZTA RMK/CHARTER
– E/0640 P/9 R/V J/L A/BLUE C/DENKE)

Meaning

Additional flight plan message — aircraft identification SAW502A with no SSR — took-off from Brême at 0920 UTC — destination Kastrup, estimated total flying time 4 hours — alternate aerodrome Viborg — aircraft registration GBZTA — charter flight — endurance 6 hours 40 minutes after departure — 9 persons on board — portable radion equipment working on international emergency frequency 121.5 MHz — life jackets equipped with lights — aircraft colour is blue — pilot's name is Denke.

Acheminement des messages de plan de vol VFR

Addressing of VFR flight plan messages

ADRESSAGE DES PLANS DE VOL VFR

Code OACI de l'AD de départ + ZPZX

- + Code OACI de l'AD de destination + ZTZX
- + Code OACI du BRIA de rattachement + ZPZX (*)
- + FIR traversées + ZFZX
- + SIV concernés + ZTZX
- + Adresses spéciales selon le terrain de destination.

VFR FLIGHT PLAN ROUTING

Departure AD OACI code + ZPZX

- + Destination AD OACI code + ZTZX
- + Attaching BRIA OACI code + ZPZX (*)
- + FIR crossed + ZFZX
- + SIV concerned + ZTZX
- + Additional addresses according to airfield of destination

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	SIV	ADRESSES SPECIALES Additional addresses
ABBEVILLE	LFOI	LFFF	LFBD	LFQQ	
AGEN LA GARENNE	LFBA	LFBB	LFBD	LFBO	
AIRE SUR L'ADOUR	LFDA	LFBB	LFBD	LFBP	
AIX LES MILLES	LFMA	LFMM	LFML	LFML	
AJACCIO NAPOLEON BONAPARTE	LFKJ	LFMM	LFKJ	LFKJ	LFMNZPGA (1) LFMNZPZX (1)
ALBERT BRAY	LFAQ	LFFF	LFBD	LFQQ	
ALBERTVILLE	LFKA	LFMM	LFBD		
ALBI LE SEQUESTRE	LFCI	LFBB	LFBD	LFBO	
ALENÇON VALFREMBERT	LFOF	LFFF	LFBD		
ALES CEVENNES	LFMS	LFMM	LFML		LFTWZPZX (2) LFTWZTZX (2) LFMIZPZX (2) LFMIZTZX (2)
AMBERIEU	LFXA	LFMM	LFBD	LFLL	
AMBERT LE POYET	LFHT	LFMM	LFBD	LFLL	
AMBOISE DIERRE	LFEF	LFFF	LFPB	LFPM	
AMIENS GLISY	LFAY	LFFF	LFBD	LFQQ	
ANCENIS	LFFI	LFRR	LFBD	LFRS	
ANDERNOS LES BAINS	LFCD	LFBB	LFBD	LFBD	
ANGERS MARCE	LFJR	LFRR	LFBD	LFRS	
ANGOULEME BRIE CHAMPNIERS	LFBU	LFBB	LFBD	LFBL	LFBGZPZX
ANNECY MEYTHET	LFLP	LFMM	LFBD	LSGG	
ANNEMASSE	LFLI	LFMM	LFBD	LSGG	
ARCACHON LA TESTE DE BUCH	LFCH	LFBB	LFBD	LFBD	
ARGENTAN	LFAJ	LFFF	LFRS		
ARGENTON SUR CREUSE	LFEG	LFBB	LFPB	LFBI	
ARRAS ROCLINCOURT	LFQD	LFFF	LFBD	LFQQ	
ASPRES SUR BUECH	LFNJ	LFMM	LFML		
AUBENAS ARDECHE MERIDIONALE	LFHO	LFMM	LFBD		
AUBENASSON	LFJF	LFMM	LFBD		
AUBIGNY SUR NERE	LFEH	LFFF	LFPB		
AUCH GERS	LFDH	LFBB	LFBD	LFBP	
AURILLAC	LFLW	LFBB	LFBD	LFCR	LFLCZPZX
AUTUN BELLEVUE	LFQF	LFFF	LFPB	LFLC	
AUXERRE BRANCHES	LFLA	LFFF	LFPB	LFPM	
AVALLON	LFGE	LFFF	LFPB	LFPM	
AVIGNON CAUMONT	LFMV	LFMM	LFML	LFML	
AVIGNON PUJAUT	LFNT	LFMM	LFML	LFML	
AVORD	LFOA	LFFF	LFPB/LFOA		
AVRANCHES LE VAL SAINT PERE	LFRW	LFRR	LFBD	LFRN	
BAGNERES DE LUCHON	LFCB	LFBB	LFBD	LFBP	
BAGNOLES DE L'ORNE COUTERNE	LFAO	LFRR	LFBD		LFRGZTZX
BAILLEAU ARMENONVILLE	LFFL	LFFF	LFPB	LFPM	
BALE MULHOUSE	LFSB	LFEE	LFPB		
BAR LE DUC	LFEU	LFEE	LFPB	LFST	

(1) Si traversée SIV LFMN ou traversée maritime / if SIV LFMN crossing or maritime crossing.

(2) PLN VFR de nuit / Night VFR FPL.

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	SIV	ADRESSES SPECIALES Additional addresses
BARCELONNETTE SAINT PONS	LFMR	LFMM	LFML		
BASTIA PORETTA	LFKB	LFMM	LFKJ	LFKB	LFMNZPGA (1) LFMNZPZX (1)
BEAUNE CHALLENGE	LFGF	LFEE	LFPB	LFSB	
BEAUVAIS TILLE	LFOB	LFFF	LFBD		
BEAUVOIR FROMENTINE	LFFO	LFRR	LFBD	LFRS	
BEDARIEUX LA TOUR SUR ORB	LFNX	LFMM	LFML	LFMT	
BELFORT CHAUX	LFGG	LFEE	LFPB	LFSB	
BELLE ILE	LFEA	LFRR	LFBD	LFRS	
BELLEGARDE VOUVRAY	LFHN	LFMM	LFBD	LSGG	
BELLEVILLE VILLIE MORGON	LFHW	LFMM	LFBD	LFLL	
BELLEY PEYRIEU	LFKY	LFMM	LFBD	LSGG	
BELVES SAINT PARDOUX	LFIB	LFBB	LFBD	LFBD	
BERCK SUR MER	LFAM	LFFF	LFBD	LFQQ	LFATZTZX
BERGERAC DORDOGNE PERIGORD	LFBE	LFBB	LFBD	LFBD	
BERNAY SAINT MARTIN	LFPD	LFFF	LFBD		
BERRE LA FARE	LFNR	LFMM	LFML	LFML	
BESANÇON LA VEZE	LFQM	LFEE	LFPB	LFSB	
BESANÇON THISE	LFSA	LFEE	LFPB	LFSB	
BEYNES THIVERVAL	LFPF	LFFF	LFPB		
BEZIERS VIAS	LFMU	LFMM	LFML	LFMT	LFMLZPZX
BIARRITZ PAYS BASQUE	LFBZ	LFBB	LFBD	LFBZ	
BISCARROSSE PARENTIS	LFBS	LFBB	LFBD	LFBD	
BLOIS LE BREUIL	LFOQ	LFFF	LFPB	LFPM	
BORDEAUX LEOGNAN SAUCATS	LFCS	LFBB	LFBD	LFBD	
BORDEAUX MERIGNAC	LFBD	LFBB	LFBD	LFBD	
BORDEAUX YVRAC	LFDY	LFBB	LFBD	LFBD	
BOURG CEYZERIAT	LFHS	LFMM	LFBD		
BOURG EN BRESSE	LFHS	LFMM	LFBD	LFLL	
BOURGES	LFLD	LFFF	LFPB		
BREST BRETAGNE	LFRB	LFRR	LFBD	LFRB	LFRJZPZX
BRIARE CHATILLON	LFEI	LFFF	LFPB	LFPM	
BRIENNE LE CHATEAU	LFN	LFFF	LFPB	LFPM	
BRIOUDE BEAUMONT	LFHR	LFMM	LFBD		
BRIVE SOUILLAC	LFSL	LFBB	LFBD	LFBL	
BUNO BONNEVAUX	LFFB	LFFF	LFPB	LFPM	
CAEN CARPIQUET	LFRK	LFRR	LFBD	LFRG	LFRGZPZX
CAHORS LALBENQUE	LFCC	LFBB	LFBD	LFCR/LFBO	
CALAIS DUNKERQUE	LFAC	LFFF	LFBD	LFQQ	
CALVI SAINTE CATHERINE	LFKC	LFMM	LFKJ	LFKB	LFMNZPGA (1) LFMNZPZX (1)
CAMBRAI NIERGNIES	LFYG	LFFF	LFBD	LFQQ	
CANNES MANDELIEU	LFMD	LFMM	LFMN	LFMN	LFMNZPGA (1) LFMNZPZX (1)

CANNES QUAI DU LARGE	LFTL	LFMM	LFMN	LFMN	LFMNZPGA (1) LFMNZPZX (1)
CARCASSONNE SALVAZA	LFMK	LFBB	LFML		
CARPENTRAS	LFNH	LFMM	LFML		
CASSAGNES BEGONHES	LFIG	LFBB	LFBD	LFCR	
CASTELNAUDARY VILLENEUVE	LFMW	LFBB	LFML	LFBO	
CASTELNAU MAGNOAC	LFDQ	LFBB	LFBD	LFBP	
CASTELSARRASIN MOISSAC	LFCX	LFBB	LFBD	LFBO	
CASTRES MAZAMET	LFCK	LFBB	LFBD	LFBO	
CAZERES PALAMINY	LFJH	LFBB	LFBD	LFBO	
CESSEY BAIGNEUX LES JUIFS	LFSY	LFEE	LFPB		
CHALAIS	LFIH	LFBB	LFBD	LFBD	
CHALON CHAMPFORGUEIL	LFLH	LFEE	LFPB	LFSB	
CHALONS ECURY SUR COOLE	LFQK	LFFF	LFPB	LFPM	
CHALONS VATRY	LFOK	LFEE/LFFF	LFPB	LFPM	
CHAMBERY AIX LES BAINS	LFLB	LFMM	LFBD		
CHAMBERY CHALLES LES EAUX	LFLE	LFMM	LFBD		

(1) Si traversée SIV LFMN ou traversée maritime / if FIS LFMN crossing or maritime crossing.

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	IF V	SPECIAL ADDRESSES Additional addresses
CHAMBLEY	LFJY	LFEE	LFPB	LFST	LFJLZPZX-LFQEZX
CHAMPAGNOLE CROTENAY	LFGX	LFEE	LFPB	LFSB	
CHARLEVILLE MEZIERES	LFQV	LFFF	LFPB		
CHARTRES METROPOLE	LFOR	LFFF	LFPB	LFPM	
CHATEAU ARNOUX ST AUBAN	LFmx	LFMM	LFML		
CHATEAU THIERRY BELLEAU	LFFH	LFFF	LFBD		
CHATEAUBRIANT POUANCE	LFTQ	LFRR	LFBD	LFRN	
CHATEAUDUN	LFOC	LFFF	LFPB / LFOC	LFPM	
CHATEAUNEUF ON CHER	LFFU	LFBB	LFPB	LFBL	
CHATEAUROUX DEOLS	LFLX	LFBB	LFPB	LFBI	
CHATEAUROUX VILLERS	LFEJ	LFBB	LFPB	LFBI	
CHATELLERAULT TARGE	LFCA	LFBB	LFBD	LFBI	
CHATILLON SUR SEINE	LFQH	LFFF	LFPB	LFPM	
CHAUMONT SEMOUTIERS	LFJA	LFEE / LFFF	LFPB	LFPM	
CHAUVIGNY	LFDW	LFBB	LFBD	LFBI	
CHAVENAY VILLEPREUX	LFPX	LFFF	LFPB		
CHERBOURG MAUPERTUS	LFRC	LFRR	LFBD	LFRG	LFRGZPZX
CHOLET THE PONTREAU	LFOU	LFRR	LFBD	LFRS	
CLAMECY	LFJC	LFFF	LFPB		
CLERMONT FERRAND AUVERGNE	LFLC	LFMM	LFBD	LFLC	LFLCZTX
COGNAC CHATEAUBERNARD	LFBG	LFBB	LFBD	LFBD	
COLMAR HOUSSEN	LFGA	LFEE	LFPB	LFSB	
COLMAR MEYENHEIM	LFSC	LFEE	LFPB	LFSB	
COMPIEGNE MARGNY	LFAD	LFFF	LFBD / LFAD		
CONDAT ON VEZERE	LFDZ	LFBB	LFBD	LFBL	
CONDOM VALENCE ON FUEK	LFID	LFBB	LFBD	LFBP	

CORLIER	LFJD	LFMM	LFBD	LFLL	
CORTE	LFKT	LFMM	LFKJ	LFKB	LFMNZPGA (1) LFMNZPZX (1)
COSNE SUR LOIRE	LFGH	LFFF	LFPB		
COUCHE VERAC	LFDV	LFBB	LFBD	LFBI	
COULOMMIERS NEIGHBORS	LFPK	LFFF	LFPB		
COURCHEVEL	LFLJ	LFMM	LFBD		
CREIL	LFPC	LFFF	LFBD / LFPC		
CUERS PIERREFEU	LFTF	LFMM	LFMN		
DAX SEYRESSE	LFBY	LFBB	LFBD	LFBZ	
DEAUVILLE NORMANDY	LFRG	LFFF	LFBD	LFRG	
DIEPPE SAINT AUBIN	LFAB	LFFF	LFBD		
DIEUZE GUEBLANGE	LFQZ	LFEE	LFPB	LFST	
DIJON DAROIS	LFGI	LFEE	LFPB	LFSB	
DIJON LONGVIC	LFSD	LFEE	LFPB	LFSB	
DINAN TRELIVAN	LFEB	LFRR	LFBD	LFRN	LFRDZTZX
DINARD PLEURTUIT ST MALO	LFRD	LFRR	LFBD	LFRN	
DOLE TAVAUX	LFGJ	LFEE	LFPB	LFSB	
DONCOURT THE CONFLANS	LFGR	LFEE	LFPB	LFST	LFJLZTZX
DREUX VERNOUILLET	LFON	LFFF	LFPB	LFPM	
DUNKERQUE LES MOERES	LFAK	LFFF	LFBD	LFQQ	LFACZTZX
EGLETONS	Hopefest	LFBB	LFBD	LFBL	
EPERNAY PLIVOT	LFSW	LFFF	LFPB	LFPM	
EPINAL DOGNEVILLE	LFSE	LFEE	LFPB	LFST	LFJLZTZX
EPINAL MIRECOURT	LFSG	LFEE	LFPB	LFST	LFSGXHAX
RED TIN	LFQE	LFEE	LFPB	LFST	
ETAMPES MONDESIR	LFOX	LFFF	LFPB	LFPM	
ETREPAGNY	LFYF	LFFF	LFBD		
EU MERS TREPORT	LFAE	LFFF	LFBD	LFQQ	
EVREUX FAUVILLE	LFOE	LFFF	LFBD / LFOE		
FALAISE MONTS D'ERAINES	LFAS	LFFF	LFBD		
FAYENCE	LFMF	LFMM	LFMN		
FEURS CHAMBEON	LFLZ	LFMM	LFBD	LFLC	
FIGARI SOUTH CORSICA	LFKF	LFMM	LFKJ	LFKJ	LFMNZPGA (1) LFMNZPZX (1)

(1) If crossing SIV LFMN or sea crossing / IF FIS LFMN crossing or maritime crossing.

AERODROME	ICAO CODE	FIR	BRIA DE ATTACHMENT Attaching BRIA	IF V	SPECIAL ADDRESSES Additional addresses
FIGEAC LIVERNON	LFCF	LFBB	LFBD	LFCR	
FLERS ST PAUL	LFOG	LFRR	LFBD		
FLORAC HOLY ENIMY	LFNO	LFMM	LFML	LFMT	
FONTENAY COUNTY	LFFK	LFBB	LFBD	LFRS	LFBIZTZX
FONTENAY TRESIGNY	LFPQ	LFFF	LFPB		
FUMEL MONTAYRAL	LFDX	LFBB	LFBD	LFBO	
GAILLAC LISLE ON TARN	LFDG	LFBB	LFBD	LFBO / LFCR	
GAP TALLARD	LFNA	LFMM	LFML		
GHISONACCIA ALZITONE	LFKG	LFMM	LFKJ	LFKB	LFMNZPGA (1) LFMNZPZX (1)
GRANVILLE MONT SAINT MICHEL	LFRF	LFRR	LFBD	LFRN	LFRGZPZX - LFRDZPZX
GRAULHET MONDRAGON	LFCQ	LFBB	LFBD	LFBO	
GRAY SAINT ADRIEN	LFEV	LFEE	LFPB	LFSB	

GRENOBLE ISERE	LFLS	LFMM	LFBD	LFLL	
GRENOBLE THE VERSOUD	LFLG	LFMM	LFBD	LFLL	
SAINT LAURENT GUERET	LFCE	LFBB	LFBD	LFBL	
GUISCRIF SCAR	LFES	LFRR	LFBD	LFRB	LFRJZPZX
HAGUENAU	LFSH	LFEE	LFPB	LFST	
HYERES LE PALYVESTRE	LFTH	LFMM	LFMN		LFTHXHAX (2)
YEU ISLAND	LFEY	LFRR	LFBD	LFRS	
ISSOIRE LE BROU	LFHA	LFMM	LFBD	LFLC	
ISSOUDUN THE FAY	LF EK	LFBB	LFPB	LFBL	
ISTRES THE TUBE	LFMI	LFMM	LFML	LFML	
ITXASSOU	LFIX	LFBB	LFBD	LFBZ	
JOIGNY	LFGK	LFFF	LFPB	LFRM	
JOINVILLE MUSSEY	LFFJ	LFFF	LFPB		
JONZAC NEULLES	LFCJ	LFBB	LFBD	LFBD	
Juvancourt	LFQX	LFFF	LFPB	LFRM	
LA BAULE ESCOUBLAC	LFRE	LFRR	LFBD	LFRS	
LA FERTE ALAIS	LFFQ	LFFF	LFPB		
LA FERTE LEFT	LFFG	LFFF	LFPB		
THE ARROW THOREE THE PINS	LFAL	LFFF	LFBD	LFRS	
THE GRAND'COMBE	LFTN	LFMM	LFML		
THE MOLE	LFTZ	LFMM	LFMN		LFRMZPZX
THE MOTTE CHALANCON	LFJE	LFMM	LFBD		
THE REOLE FLOUDES	LFDR	LFBB	LFBD	LFBD	
THE ROCK ON YON THE AJONCS	LFRI	LFRR	LFBD	LFRS	
LA ROCHELLE ISLAND OF RE	LFBH	LFBB	LFBD	LFBH (4)	
THE ROUND OF THE PIN CESSIEU	LFKP	LFMM	LFBD	LFLL	
L'AIGLE ST MICHEL	LFOL	LFFF	LFBD		
ALPE D'HUEZ	LFHU	LFMM	LFBD		
LANGOGNE LESPERON	LFHL	LFMM	LFBD	LFLC	
LANGRES ROLAMPONT	LFSU	LFEE	LFPB		
LANNION	LFRO	LFRR	LFBD	LFRB	LFRJZPZX
LAON CHAMBRY	LFAF	LFFF	LFBD		
LAPALISSE PERIGNY	LFHX	LFMM	LFBD	LFLC	
Lasclaveries	LFJV	LFBB	LFBD	LFBP	
LAVAL ENTRAMMES	LFOV	LFRR	LFBD	LFRN	
THE WHITE	LFEL	LFBB	LFPB	LFBI	
THE CASTELLET	LFMQ	LFMM	LFMN	LFML	LFMLZPZX - LFTHZPZX
LE HAVRE OCTEVILLE	LFOH	LFFF	LFBD	LFRG	LFQQZPZX
LE HAVRE SAINT ROMAIN	LFOY	LFFF	LFBD	LFRG	
LE LUC LE CANNET	LFMC	LFMM	LFMN		LFRMZPZX (3)
LE MANS ARNAGE	LFRM	LFFF	LFBD	LFRS	
LE MAZET DE ROMANIN	LFNZ	LFMM	LFML	LFML	
LE PLESSIS BELLEVILLE	LFPP	LFFF	LFBD		

(1) Si traversée SIV LFMN ou traversée maritime / if FIS LFMN crossing or maritime crossing.

(2) Adresse à ajouter sur PLN pour tout vol civil à destination de LFTH / To be added to FPL for all civil flight going to LFTH.

(3) Adresse des opérations pour obtention PPR de l'atterrissage / Operating address for PPR before landing.

(4) LFRS hors / out of ATS LA ROCHELLE.

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	SIV	ADRESSES SPECIALES Additional addresses
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LE PUY LOUDES	LFHP	LFMM	LFBD	LFLC	
LE TOUQUET COTE D'OPALE	LFAT	LFFF	LFBD	LFQQ	
LENS BENIFONTAINE	LFQL	LFFF	LFBD	LFQQ	
LES MUREAUX	LF XU	LFFF	LFPB		
LES SABLES D'OLONNE TALMONT	LFOO	LFRR	LFBD	LFRS	
LESPARRE SAINT LAURENT DE MEDOC	LFDU	LFBB	LFBD	LFBD	
LESSAY	LFOM	LFRR	LFBD		
LEZIGNAN CORBIERES	LFMZ	LFMM	LFML	LFMT	
LIBOURNE ARTIGUES DE LUSSAC	LFDI	LFBB	LFBD	LFBD	
LILLE LESQUIN	LFQQ	LFFF	LFBD	LFQQ	
LILLE MARCQ EN BAROEUL	LFQO	LFFF	LFBD	LFQT	
LIMOGES BELLEGARDE	LFBL	LFBB	LFBD	LFBL	
LOGNES EMERAINVILLE	LFPL	LFFF	LFPB		
LONGUYON VILLETTE	LFGS	LFFF	LFPB		
LONS LE SAULNIER COURLAOUX	LFGL	LFEE	LFPB	LFSB	
LORIENT LANN BIHOUE	LFRH	LFRR	LFRS		
LOUDUN	LFDL	LFBB	LFBD	LFBI	
LUNEVILLE CROISMARE	LFQC	LFEE	LFPB	LFST	LFJLZTZX
LURCY LEVIS	LFJU	LFFF	LFBD		
LUXEUIL SAINT SAUVEUR	LFSX	LFEE	LFPB	LFSB	
LYON BRINDAS	LFKL	LFMM	LFBD	LFLL	
LYON BRON	LFLY	LFMM	LFBD	LFLL	LFFACDCV
LYON CORBAS	LFHJ	LFMM	LFBD	LFLL	
LYON SAINT EXUPERY	LFLL	LFMM	LFBD	LFLL	
MACON CHARNAY	LFLM	LFMM	LFPB	LFLL	
MARENNES	LFJI	LFBB	LFBD	LFBH (5)	
MARIGNANE BERRE	LFTB	LFMM	LFML	LFML	
MARMANDE VIRAZEIL	LFDM	LFBB	LFBD	LFBD	
MARSEILLE PROVENCE	LFML	LFMM	LFML	LFML	
MAUBEUGE ELESMES	LFQJ	LFFF	LFBD	LFQQ	
MAULEON	LFJB	LFRR	LFBD	LFRS	
MEAUX ESBLY	LFPE	LFFF	LFPB		
MEGEVE	LFHM	LFMM	LFBD	LSGG	
MELUN VILLAROCHE	LFPM	LFFF	LFPB	LFPM	
MENDE BRENOUX	LFNB	LFMM	LFML		
MERIBEL	LFKX	LFMM	LFBD		
MERVILLE CALONNE	LFQT	LFFF	LFBD	LFQQ	
METZ FRESCATY	LFSF	LFEE	LFPB	LFST	
METZ NANCY LORRAINE	LFJL	LFEE	LFPB	LFST	
MILLAU LARZAC	LFCM	LFMM	LFBD	LFMT	
MIMIZAN	LFCZ	LFBB	LFBD	LFBZ	
MONACO	LNMC	LFMN	LFMN	LFMN	LFMNZPGA (1) LFMNZPZX (1)
MONT DAUPHIN SAINT CREPIN	LFNC	LFMM	LFML		
MONT LOUIS LA QUILLANE	LFNQ	LFBB	LFML	LFMT	
MONTAGNE NOIRE	LFMG	LFBB	LFBD	LFBO	
MONTAIGU ST GEORGES	LFFW	LFRR	LFBD	LFRS	
MONTARGIS VIMORY	LFEM	LFFF	LFPB	LFPM	
MONTAUBAN	LFDB	LFBB	LFBD	LFBO	
MONTBELIARD COURCELLES	LFSM	LFEE	LFPB	LFSB	

MONTCEAU LES MINES	LFGM	LFFF	LFPB	LFLC	
MONTDIDIER	LFAR	LFFF	LFBD		LFOBZTZX
MONTELMAR ANCONE	LFLQ	LFMM	LFBD		
MONTENDRE MARCILLAC	LFDC	LFBB	LFBD	LFBD	
MONTLUCON DOMERAT	LFLT	LFBB	LFBD	LFBL	
MONTLUCON GUERET	LFBK	LFBB	LFBD	LFBL	
MONTPELLIER CANDILLARGUES	LFNG	LFMM	LFML	LFMT	LFMTZTZX
MONTPELLIER MEDITERRANEE	LFMT	LFMM	LFML	LFMT	
MORESTEL	LFHI	LFMM	LFBD	LFLC	

(1) Si traversée SIV LFMN ou traversée maritime / if FIS LFMN crossing or maritime crossing.

(5) LFBD hors / out of ATS LA ROCHELLE.

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	SIV	ADRESSES SPECIALES Additional addresses
MORET EPISY	LFPU	LFFF	LFPB	LFPM	
MORLAIX PLOUJEAN	LFRU	LFRR	LFBD	LFRB	LFRJZPZX - LFRBZTZX
MORTAGNE AU PERCHE	LFAX	LFFF	LFBD		
MOULINS MONTBEUGNY	LFHY	LFFF	LFBD	LFLC	LFLNZPZX - LFLCZPZX
MOUSSOULENS	ZZZZ	LFBB	LFML		
MULHOUSE HABSHEIM	LFGB	LFEE	LFPB	LFSB	
MURET LHERM	LFBR	LFBB	LFBD	LFBO	
NANCY AZELOT	LFEX	LFEE	LFPB	LFST	LFJLZTZX
NANCY ESSEY	LFSN	LFEE	LFPB	LFST	LFJLZTZX
NANCY MALZEVILLE	LFEZ	LFEE	LFPB	LFST	LFJLZTZX
NANCY OCHEY	LFSO	LFEE	LFPB	LFST	
NANGIS LES LOGES	LFAI	LFFF	LFPB	LFPM	
NANTES ATLANTIQUE	LFRS	LFRR	LFBD	LFRS	
NARBONNE	LFNN	LFMM	LFML	LFMT	
NEUFCHATEAU	LFFT	LFEE	LFPB	LFST	LFJLZTZX
NEVERS FOURCHAMBAULT	LFQG	LFFF	LFPB		
NICE COTE D'AZUR	LFMN	LFMM	LFMN	LFMN	LFMNZPGA (1) LFMNZPZX (1)
NIMES COURBESSAC	LFME	LFMM	LFML	LFMT	
NIMES GARONS	LFTW	LFMM	LFML	LFMT	LFMIZPZX
NIORT MARAIS POITEVIN	LFBN	LFBB	LFBD	LFBI	LFBGZPZX LFBIZPZX
NOGARO	LFCN	LFBB	LFBD	LFBP	
NUITS SAINT GEORGES	LFGZ	LFEE	LFPB	LFSB	
OLORON HERRERE	LFCO	LFBB	LFBD	LFBP	
ORANGE CARITAT	LFMO	LFMM	LFML	LFML	
ORANGE PLAN DE DIEU	LFMM	LFML	LFML	LFML	
ORLEANS BRICY	LFOJ	LFFF	LFPB/LFOJ	LFPM	
ORLEANS SAINT DENIS DE L'HOTEL	LFOZ	LFFF	LFPB	LFPM	LFOZXHAX
OUESSANT	LFEC	LFRR	LFRS	LFRB	LFRJZPZX
OYONNAX ARBENT	LFLK	LFMM	LFBD		
PAMIERES LES PUJOLS	LFDJ	LFBB	LFBD	LFBO	
PARAY LE MONIAL	LFNG	LFMM	LFPB	LFLC	
PARIS CHARLES DE GAULLE	LFPG	LFFF	LFPB		
PARIS ISSY LES MOULINEAUX	LFPI	LFFF	LFPB		
PARIS LE BOURGET	LFPB	LFFF	LFPB		
PARIS ORLY	LFPO	LFFF	LFPB		
PAU PYRENEES	LFBP	LFBB	LFBD	LFBP	

PERIGUEUX BASSILLAC	LFBX	LFBB	LFBD	LFBD	
PERONNE SAINT QUENTIN	LFAG	LFFF	LFBD	LFQQ	
PEROUGES MEXIMIEUX	LFHC	LFMM	LFBD	LFLL	
PERPIGNAN RIVESALTES	LFMP	LFMM	LFML	LFMT	
PERSAN BEAUMONT	LFPA	LFFF	LFPB		LFPBZPX
PEYRESOURDE BALESTAS	LFIP	LFBB	LFBD	LFBP	
PHALSBOURG BOURGSCHIED	LFQP	LFEE	LFPB	LFST	
PIERRELATTE	LFHD	LFMM	LFBD		
PITHIVIERS	LFFP	LFFF	LFPB	LFPM	
PLOERMEL LOYAT	LFRP	LFRR	LFBD	LFRN	
POITIERS BIARD	LFBI	LFBB	LFBD	LFBI	
PONS AVY	LFCP	LFBB	LFBD	LFBD	
PONT SAINT VINCENT	LFSV	LFEE	LFPB	LFST	LFJLZTZX
PONT SUR YONNE	LFGO	LFFF	LFPB	LFPM	
PONTARLIER	LFSP	LFEE	LFPB	LFSB	
PONTIVY	LFED	LFRR	LFBD	LFRB	
PONTOISE	LFPT	LFFF	LFPB		
POUILLY MACONGE	LFEP	LFEE	LFPB	LFSB	
PROPRIANO	LFKO	LFMM	LFKJ	LFKJ	LFMNZPGA (1) LFMNZPZX (1)
PUIMOISSON	LFTP	LFMM	LFML		
PUIVERT	LFNW	LFBB	LFML	LFBO	

(1) Si traversée SIV LFMN ou traversée maritime / if FIS LFMN crossing or maritime crossing.

AERODROME	CODE OACI	FIR	BRIA DE RATTACHEMENT Attaching BRIA	SIV	ADRESSES SPECIALES Additional addresses
QUIBERON	LFEQ	LFRR	LFBD	LFRS	
QUIMPER PLUGUFFAN	LFRQ	LFRR	LFBD	LFRB	LFRJZPX
REDON BAINS SUR OUST	LFER	LFRR	LFBD	LFRN	
REIMS PRUNAY	LFQA	LFFF	LFPB		LFQAXHXX
RENNES SAINT JACQUES	LFRN	LFRR	LFBD	LFRN	
RETHEL PERTHES	LFAP	LFFF	LFPB		
REVEL MONTGEY	LFIR	LFBB	LFBD	LFBO	
RIBERAC TOURETTE	LFIK	LFBB	LFBD	LFBD	
RION DES LANDES	LFIL	LFBB	LFBD	LFBZ	
ROANNE	LFLO	LFMM	LFBD	LFLC	LFNLZPX
ROCHEFORT CHARENTE MARITIME	LFDN	LFBB	LFBD	LFBH (5)	
RODEZ AVEYRON	LFCR	LFBB	LFBD	LFCR	
ROMANS SAINT PAUL	LFHE	LFMM	LFBD	LFLL	
ROMORANTIN PRUNIERS	LFYR	LFFF	LFPB		
ROUEN VALLEE DE SEINE	LFOP	LFFF	LFBD		
ROYAN MEDIS	LFCY	LFBB	LFBD	LFBD	
RUOMS	LFHF	LFMM	LFBD		
SAINTE AFFRIQUE BELMONT	LFIF	LFBB	LFBD	LFBO	
SAINTE ANDRE DE L'EURE	LFFD	LFFF	LFBD		
SAINTE BRIEUC ARMOR	LFRT	LFRR	LFBD	LFRN	LFRDZTZX
SAINTE CHAMOND L'HORME	LFHG	LFMM	LFBD	LFLL	
SAINTE CYR L'ECOLE	LFPZ	LFFF	LFPB		
SAINTE DIE REMOMEIX	LFGY	LFEE	LFPB	LFST	
SAINTE DIZIER ROBINSON	LFSI	LFFF	LFPB		
SAINTE ETIENNE LOIRE	LFMH	LFMM	LFBD	LFLC	
SAINTE FLORENTIN CHEU	LFGP	LFFF	LFPB	LFPM	

SAINT FLOUR COLTINES	LFHQ	LFBB	LFBD	LFLC	LFLCZPZX
SAINT GALMIER	LFKM	LFMM	LFBD	LFLC	
SAINT GAUDENS MONTREJEAU	LFIM	LFBB	LFBD	LFBT/LFBP	
SAINT GIRONS ANTICHAN	LFCG	LFBB	LFBD	LFBO	
SAINT INGLEVERT LES DEUX CAPS	LFIS	LFFF	LFBD	LFQQ	
SAINT JEAN D'ANGELY	LFYI	LFBB	LFBD	LFBH (5)	
SAINT JEAN D'AVELANNE	LFKH	LFMM	LFBD	LFLL	
SAINT JEAN EN ROYANS	LFKE	LFMM	LFBD	LFLL	
SAINT JUNIEN	LFBJ	LFBB	LFBD	LFBL	
SAINT MARTIN OF LONDON	LFNL	LFMM	LFML	LFMT	
SAINT NAZAIRE MONTOIR	LFRZ	LFRR	LFBD	LFRS	
SAINT OMER WIZERNES	LFQN	LFFF	LFBD	LFQQ	
SAINT PIERRE D'OLERON	LFDP	LFBB	LFBD	LFBH (5)	
SAINT QUENTIN ROUPY	LFOV	LFFF	LFBD	LFQQ	
SAINT RAMBERT D'ALBON	LFLR	LFMM	LFBD	LFLL	
SAINT REMY OF MAURIENNE	LFKR	LFMM	LFBD		
SAINT SIMON CLASTRES	LFYT	LFFF	LFBD		
SAINT SULPICE OF THE LANDES	LFSS	LFRR	LFBD	LFRN	
SAINT VALERY VITTEFLEUR	LFOS	LFFF	LFBD		
SAINT YAN	LFLN	LFMM	LFPB	LFLC	
SAINTE FOY LA GRANDE	LFDF	LFBB	LFBD	LFBO	
SAINTE LEOCADIE	LFYS	LFBB	LFML	LFBO	
SAINTE THENAC	LFXB	LFBB	LFBD	LFBH (5)	
SALLANCHES MONT BLANC	LFHZ	LFMM	LFBD	LSGG	LFLBZPZX
LIVING ROOM	LFMY	LFMM	LFML	LFML	
EYGUIERES FAIR	LFNE	LFMM	LFML	LFML	
SARLAT DOMME	LFDS	LFBB	LFBD	LFBL	
SARRE UNION	LFQU	LFEE	LFPB	LFST	
SARREBOURG BUHL	LFGT	LFEE	LFPB	LFST	
SARREGUEMINES NEUNKIRCH	LFGU	LFEE	LFPB	LFST	
SAULIEU LIERNAIS	LFEW	LFEE	LFPB	LFLC	

(5) LFBD out / out of ATS LA ROCHELLE

AERODROME	ICAO CODE	FIR	BRIA DE ATTACHMENT Attaching BRIA	IF V	SPECIAL ADDRESSES Additional addresses
SAUMUR SAINT FLORENT	LFOD	LFFF	LFBD	LFRS	
SAVERNE STEINBOURG	LFQY	LFEE	LFPB	LFST	
SEDAN DOUZY	LFSJ	LFFF	LFPB		
SEMUR IN AUXOIS	LFGQ	LFFF	LFPB	LFPM	
SERRES LA BATIE	LFTM	LFMM	LFML		
SEZANNE SAINT REMY	LFFZ	LFFF	LFPB	LFPM	
SISTERON VAUMEILH	LFNS	LFMM	LFML		
COURMELLES SOISSONS	LFJS	LFFF	LFBD		
SARDIER SOLLIERES	LFKD	LFMM	LFBD		LFLBZPZX
SOULAC ON THE SEA	LFDK	LFBB	LFBD	LFBD	
STRASBOURG ENTZHEIM	LFST	LFEE	LFPB	LFST	
STRASBOURG NEUHOF	LFGC	LFEE	LFPB	LFST	
TARBES LALOUBERE	LFDT	LFBB	LFBD	LFBT / LFBP	
TARBES HEAVY PYRENEES	LFBT	LFBB	LFBD	LFBT / LFBP	

THOUARS	LFCT	LFBB	LFBD	LFBI	
TIL CHATEL	LFET	LFEE	LFPB	LFBS	
TOULOUSE BLAGNAC	LFBO	LFBB	LFBD	LFBO	
TOULOUSE BOURG SAINT BERNARD	LFIT	LFBB	LFBD	LFBO	
TOULOUSE FRANCAZAL	LFBF	LFBB	LFBD	LFBO	
TOULOUSE LASBORDES	LFCL	LFBB	LFBD	LFBO	
TOURNUS CUISERY	LFFX	LFEE	LFPB	LFBS	
LOUROUX TOURS	LFJT	LFBB	LFPB	LFBI	
SORIGNY TOURS	LFEN	LFFF	LFPB	LFPM	
LOIRE VALLEY TOURS	LFOT	LFFF	LFPB	LFPM	LFOTYUYX
TOUSSUS THE NOBLE	LFPN	LFFF	LFPB		LFPVZPZX
TROYES BARBEREY	LFQB	LFFF	LFPB	LFPM	
USSEL THALAMY	LFCU	LFBB	LFBD	LFBL	
UZES	LFNU	LFMM	LFML		
VALENCE CHABEUIL	LFLU	LFMM	LFBD	LFL	LFLLPZX
VALENCIENNES DENAIN	LFAV	LFFF	LFBD	LFQQ	
VALREAS VISAN	LFNV	LFMM	LFML		
MEUCON VALVES	LFRV	LFRR	LFBD	LFRS	
VAUVILLE	LFAU	LFRR	LFBD		
VENDAYS MONTALIVET	LFIV	LFBB	LFBD	LFBD	
VERDUN SOMMEDIUE	LFGW	LFEE	LFPB	LFST	
VESOUL FROTEY	LFQW	LFEE	LFPB	LFBS	
VICHY CHARMEIL	LFLV	LFMM	LFBD	LFLC	LFLCZPZX
VIENNA REVENTIN	LFHH	LFMM	LFBD	LFL	
VIERZON MEREAU	LFFV	LFFF	LFPB		
VILLEFRANCHE OF ROUERGUE	LFCV	LFBB	LFBD	LFCR	
VILLEFRANCHE TARARE	LFHV	LFMM	LFBD	LFL	
VILLENEUVE SUR LOT	LFCW	LFBB	LFBD	LFBO	LFLLPZX
VILLERUPT	LFAW	LFFF	LFPB		LFJLZTZX
VINON	LFNF	LFMM	LFMN		
VITRY IN ARTOIS	LFQS	LFFF	LFBD	LFQQ	
VITRY THE FRANÇOIS	LFSK	LFFF	LFPB		
YVETÔT GET THE COUNT	LFYV	LFFF	LFBD		

