ENR 1.10 FLIGHT PLANNING

1 General Procedures

1.1 Reference Documents

(a) ICAO Annex 2, Chapter 3.3.

(b) ICAO Doc 4444 Chapter 4, Chapter 11, Chapter 16 and Appendix 2.

(c) ICAO Doc 7030/5 Regional Supplementary Procedures, Part EUR and Part NAT.

(d) Network Operations HANDBOOK.

(e) Integrated Initial Flight Plan Processing System (IFPS) Users Manual (part of the Network Operations HANDBOOK).

(f) CAP 694 The UK Flight Planning Guide.

(g) North Atlantic Operations and Airspace Manual.

(h) CAP 493 Manual of Air Traffic Services (MATS) Part 1. →

(i) AFPEx Help Guide.

(j) Standardised European Rules of the Air (SERA).

1.2 **Flight Rules and Categories of FPL**

1.2.1 Subject to the mandatory requirements of airspace classification shown in paragraph 1.3, a pilot may file a **VFR** or **IFR** Flight Plan for any flight. When flying in different types of airspace, a pilot may indicate if the aircraft will fly VFR first, then change to IFR; or vice versa.

1.2.2 There are three categories of FPL:

(a) **Full** Flight Plans - the information filed on the FPL Form (CA48/RAF F2919);

(b) **Repetitive** Flight Plans - see paragraph 3.7;

(c) **Abbreviated** Flight Plans - the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. See paragraph 1.4.

Note: *The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight.*

1.3 **Submission of a Flight Plan** →

1.3.1 Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously full information on all items comprised in the flight plan description covering the whole route of a flight or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway or to take-off from/land at a controlled aerodrome. → → →

Note: *An Abbreviated Flight Plan fulfils the historical requirement for 'Booking Out' which is no longer applicable.*

1.3.2 A flight plan shall be submitted prior to operating:

(a) any flight or portion thereof to be provided with an air traffic control service;

(b) any IFR flight within advisory airspace;

(c) any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;

(d) any flight within or into areas, or along routes designated by the competent authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

(e) any flight across international borders, unless otherwise prescribed by the States concerned. In the UK this requirement includes any flight that will cross the UK FIR boundary;

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

1.3.3 A flight plan shall be submitted before departure to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station unless arrangements have been made for the submission of repetitive flight plans.

Note: *In the UK, where no air traffic services reporting offices have been established, the flight plan should be submitted to the ATS unit performing the functions of such an office, or direct to the Integrated Initial Flight Plan Processing System (IFPS).*

1.3.4 Unless a shorter period of time has been prescribed by the Competent Authority for domestic VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with an air traffic control service or an air traffic advisory service shall be submitted at least 60 minutes before departure or, if submitted during flight, at a time that will ensure its receipt by the appropriate air traffic services unit at least 10 minutes before the aircraft is intended to reach:

(a) the intended point of entry into a control area or advisory area; or

(b) the point of crossing an airway or advisory route.

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Note: *For submission parameters for flights subject to air traffic flow management (ATFM) and North Atlantic flights see paragraph 3.4.1.*

1.3.5 It is **advisable** to submit a flight plan (VFR or IFR) if the flight involves flying:

(a) Over the sea, more than 10 nm from the UK coastline;

(b) over sparsely populated areas where search and rescue operations would be difficult;

(c) into an area in which search and rescue operations are in progress. The flight plan should include the expected times of entering and leaving the area and the details must also be passed to the appropriate ACC. The ACC will notify the ARCC.

1.3.6 A flight plan **may** be submitted for any flight.

1.4 **Abbreviated Flight Plans**

1.4.1 An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an Airway. No flight plan form is submitted and the destination aerodrome will not be informed. An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace or any other areas or routes designated by the competent authority normally contains as a minimum: call sign, aircraft type, point of entry, point of exit and level.

1.4.2 In the case of a departure from an aerodrome within a CTR an Abbreviated FPL may be sufficient to obtain clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary. However, some aerodromes require aircraft to follow designated noise preferential routes which may be identified as Standard Departure Routes (SDRs) depending on the outbound track of the flight.

1.4.3 A Full flight plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.

1.5 **Submission Time Parameters**

1.5.1 The general ICAO requirement is that FPLs should be filed on the ground at least 60 minutes before clearance to start-up or taxi is requested. The 'Estimated Off Block Time' (EOBT) is used as the planned departure time in flight planning, not the planned airborne time. Exceptionally, in cases where it is impossible to meet this requirement, pilots or Aircraft Operators (AOs) should give as much notice as possible, but never less than 30 minutes.

1.5.2 In order to comply with the requirements of the Integrated Initial Flight Plan Processing System (IFPS), FPLs for IFR flights should be filed a minimum of **60 minutes** before Estimated Off Block Time (EOBT) (see paragraph 3).

1.5.3 IFR flights on the North Atlantic and on routes subject to Air Traffic Flow Management, should be filed a minimum of 3 hours before EOBT (see paragraph 3).

1.5.4 The Date of Flight (DOF) must be included in Item 18 of the FPL for all flights planned for the following day or beyond.

Note: *IFPS will not accept FPLs submitted more than 120 hours in advance of the flight taking place.*

1.5.5 An Abbreviated or Full FPL can be filed on RTF when airborne with any ATSU but normally with the appropriate FIR controller. If the FPL contains an intention to enter Controlled Airspace or certain Control Zones/Control Areas, at least 10 minutes prior warning of entry must be given. In all cases, the message should start with the words 'I wish to file an airborne FPL'. However, the filing of Full FPLs on the RTF is to be discouraged due to the delay likely to be caused by controller workload and congestion on the frequency.

1.5.6 The requirements for the submission of a Repetitive FPL are detailed in paragraph 3.7.

1.6 **Mechanisms for Filing a FPL**

1.6.1 NATS provides the AFTN (Aeronautical Fixed Telecommunications Network) within the UK and in addition, an internet based service called 'flightplanningonline'. This internet service uses an application called AFPEx (Assisted Flight Planning Exchange), which provides a gateway via the internet into the AFTN and allows pilots, Airline Operators, Flight Handlers or small aerodromes access to file their own flight plans and other related messages anywhere within the UK or abroad.

1.6.2 The following categories describe the method which should be adopted by each group to file a FPL within the UK:

(a) Airline Operators, Flight Handlers and Aerodromes must use the AFTN or 'flightplanningonline';

(b) GA pilots should use 'flightplanningonline'.

1.6.3 Foreign pilots and UK based GA pilots (who have no access to the internet) may Fax the FPL to the Parent AFTN Unit.

1.6.4 Applications for 'flightplanningonline' may be made via the website www.flightplanningonline.co.uk or through the following contacts. Approval is required from 'flightplanningonline' prior to connection to the AFPEx system.

AFPEX/Parent AFTN Unit	Telephone Number(s)	Fax/AFTN address/E-mail
24hr Helpdesk	0845-6010483 01489-612792	01489-612793 EGGGYFAJ
Registration and new account enquiries	0845-6010484 01489-612227	flightplanningonline@nats.co.uk

Note: *Applications for AFTN, refer to UK AIP GEN 3-4-2.*

1.6.5 **Submitting a FPL through the Departure Aerodrome ATSU**

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1.6.5.1 A written FPL, which is filed through the ATSU at the departure aerodrome, must be submitted on the FPL form CA48/RAF F2919. The local ATSU may assist in compiling FPLs and checking them. However, the ultimate responsibility for filing an accurate FPL rests with the pilot or AO.

1.6.6 **Submitting a FPL via 'flightplanningonline'**

1.6.6.1 FPL may be submitted through this system by account holders by using the on-line forms and technical assistance is available from the AFPEx Helpdesk. Responsibility for filing an accurate FPL still rests with the pilot.

1.6.7 **Submitting a FPL via Parent AFTN Unit**

1.6.7.1 A written, or preferably typewritten, FPL should be submitted to the Parent AFTN Unit for transmission over AFTN using Fax number 01489-612793.

1.6.7.2 A copy of the transmitted data will be faxed back to the pilot for checking. The checking for accuracy of the transmitted information is the responsibility of the pilot and if there are any discrepancies, contact the Helpdesk number in the table at paragraph 1.6.4. →

1.7 **Addressing Flight Plans**

1.7.1 Increasingly the responsibility for originating the FPL and its associated messages is being delegated by ATC to airlines and AOs. In such instances the responsibility for completing all parts of the form, including the addressing, rests with them. Although the ultimate responsibility for filing an accurate FPL rests with the pilot or operator, those who file through 'flightplanningonline' will be given assistance by the AFPEx Helpdesk. Those who submit FPL by fax to the Parent AFTN Unit will still be responsible for completing all parts of the form. However, if they do not know the correct addresses then as a minimum they should indicate which countries their intended flight will be operating through.

1.7.2 The UK is a participating State in the Integrated Initial Flight Plan Processing System (IFPS). IFPS is the only system for the distribution of IFR General Air Traffic (GAT) flight plans and associated messages to Air Traffic Service Units (ATSUs) within the participating European States - the IFPS Zone. The roles and responsibilities of IFPS, with regard to addressing FPL, are detailed in paragraph 3.

1.7.2.1 Although IFPS handles IFR flight plans, it will not process the VFR portions of any mixed VFR/IFR flight plan.

1.7.2.2 An incident involving a mixed IFR/VFR flight highlighted the importance of the FPL and all associated messages being correctly addressed, especially when departure or destination aerodromes are omitted.

Example:

An aircraft is planned to depart under VFR from an aerodrome in the UK with the intention of later joining controlled airspace flying under IFR. It is then planned to leave controlled airspace and proceed under VFR to a destination in France.

In this example, IFPS will process the IFR portion of the flight (notifying appropriate ATSUs along the route), but it will not distribute the flight plan information to either the departure or destination aerodromes, as they are included in the VFR portion of the FPL. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to:

- IFPS (EGZYIFPS);
- Aerodrome of departure;
- Aerodrome of destination;
- All FIRs that the flight will route through under VFR (in UK address to EGZYVFRP for Scottish FIR, EGGXZOZX for Shanwick/Oceanic FIR and/or EGZYVFRT for London FIR).

1.7.3 Additional VFR FPL addressing is detailed in paragraph 2.

1.7.4 Additional IFR FPL addressing is detailed in paragraph 3.

1.7.5 Further addressing information is available on the 'flightplanningonline' system, in UK AIP ENR 1.11, AFPEx Help Guide and in the 'Random FPL AFTN Address Book' available in electronic format at: www.ais.org.uk (Links).

1.8 **Parent AFTN System**

1.8.1 The Parent AFTN Unit based at Swanwick ACC will provide a Faxing service to visiting foreign pilots and UK pilots who have no access to the internet as detailed in paragraph 1.6.7. →

1.8.2 Where there is no ATSU at the departure aerodrome, the pilot is responsible for ensuring that the **departure time** is passed to the Parent AFTN Unit or AFPEx Helpdesk, so as to activate the FPL and to enable the DEP message to be sent to the appropriate addressees. Arrangements should be made for a 'responsible person' on the ground to telephone the departure time to the Helpdesk. Failure to pass the departure time will result in the FPL remaining inactive. Consequently, this could result in the destination aerodrome not being aware that the aircraft is airborne and any necessary alerting action may not then be taken.

1.8.3 Exceptionally, the Flight Information Region (FIR) Controller at the ACC will accept departure times on RTF from pilots who have departed from aerodromes where there is no ATSU, or it is outside the hours of operation. The pilot is to request the Controller to pass the departure time to the AFPEx Helpdesk. However, controller workload may cause a delay in forwarding such departure messages.

1.9 **Action When the Destination Aerodrome has no ATSU or AFTN Link**

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1.9.1 If a pilot has filed a FPL to a destination that does not have an active ATSU, and is not connected to the AFTN, they are required to pass the ETA, prior to departure, to a 'responsible person' at the destination aerodrome. In the event of the aircraft failing to arrive at the destination aerodrome within 30 minutes of the notified ETA, the 'responsible person' must **immediately** advise the AFPEx Helpdesk in order that alerting action may be commenced by ATC.

1.9.2 The AFPEx Helpdesk will commence Overdue Action on behalf of a nominated 'responsible person', but will not act as the responsible person on behalf of the pilot. It is advisable to include contact details of the responsible person in Item 18 RMK/ of the FPL form for reference.

1.10 **Flight Planning in Remote Areas**

1.10.1 **Introduction**

1.10.1.1 Pilots may file a flight plan for any flight, but it is most advisable to file a FPL if flying over the sea more than 10 nm from the UK coast, or over sparsely populated areas where search and rescue operations may be difficult.

1.10.2 **Flight Planning and Alerting Action**

1.10.2.1 Filing a FPL makes the ATSU at the destination aerodrome aware of an inbound aircraft's planned flight details. Once the FPL DEP message has been received, the destination aerodrome calculates the aircraft's estimated time of arrival (ETA). If the aircraft fails to arrive or make communication, the ATSU will start overdue action 30 minutes after the calculated ETA. Preliminary action will be taken to confirm the flight plan details and departure time. The supplementary flight plan information (which is not normally transmitted with the FPL) will be requested from the departure aerodrome. If the FPL has been filed for a departure from an aerodrome not connected to the AFTN, the pilot should indicate in Item 18 where the Supplementary FPL information can be obtained (such as the AFPEx Helpdesk if the FPL has been filed through them).

Note: *Booking Out does not constitute filing a flight plan.*

1.10.2.2 If no FPL is filed, the destination aerodrome may not know that the aircraft is inbound to them, and will not be able to calculate an ETA, nor will they be prepared to initiate alerting action - unless additional information comes to their notice that an aircraft is in difficulties.

1.10.2.3 Searching for an aircraft that may have forced landed in difficult terrain or a sparsely populated area, or ditched in a large expanse of water, can be a difficult and lengthy process. The sooner an ATSU can detect that an aircraft needs assistance and alerts search and rescue services, the better for all concerned.

1.10.2.4 It is also important, that if a pilot does file a FPL and then lands elsewhere, that they notify the original destination without delay. When landing at an alternate aerodrome with an ATSU, it can be expected that the ATSU will send an arrival message on the pilot's behalf. However, it is important that the pilot informs the ATSU that they have diverted from the planned destination. Failure to notify the original destination may cause unnecessary search and rescue action to be initiated.

1.10.2.5 Specific FPL addressing requirements are detailed in paragraph 2.

1.11 **Low Level Cross-Channel Operations - UK/France**

1.11.1 Pilots undertaking Cross-Channel flights are reminded that a flight plan **MUST** be filed for all flights to or from the United Kingdom which will cross the United Kingdom/France FIR Boundary.

1.11.2 Specific FPL addressing requirements are detailed in paragraph 2 VFR Flight Planning.

1.11.3 For further details see ENR 1.1, paragraph 3.7.

1.12 **Action in the Event of Diversion**

1.12.1 If a pilot lands at an aerodrome, other than the destination specified in the FPL, they must ensure that the ATSU at the original destination is informed within 30 minutes of the ETA (calculated from the FPL and departure time). This will avoid unnecessary search and rescue action being taken by the Alerting Services.

1.13 **Delays, Departures, Modifications and Cancellations to a Filed Flight Plan**

1.13.1 **General**

1.13.1.1 Having filed a FPL, pilots or AOs may require to change the existing FPL details. In most cases, a standard modification message can be sent. However, in some cases, the original FPL must be cancelled and a new FPL submitted. A second FPL cannot simply be used to amend the first.

1.13.2 **Delays**

1.13.2.1 ICAO requires that an appropriate delay message (DLA) must be sent if the EOBT is more than 30 minutes later than that already shown in the FPL.

1.13.2.2 It is important that, in the event of a delay of 30 minutes or more to the EOBT, the pilot advises the departure aerodrome ATSU/ Parent AFTN Unit so that a DLA message can be sent.

1.13.2.3 In order to meet the requirements of ATFM, all IFR aircraft operating within Europe must have any changes to their EOBT of +/- 15 minutes notified to the Integrated Flight Plan Processing System (IFPS). Full details are shown in paragraph 3.

1.13.3 **Departures**

1.13.3.1 It is also important that the DEP message is sent, as this activates the FPL. Although the ATSU at the departure aerodrome has the responsibility to send the FPL and DEP message by AFTN, the pilot should check that this has been done, especially when

departing from a non-UK aerodrome. If there is no ATSU at the departure aerodrome, or the ATSU is not connected to the AFTN, the pilot must ensure that the departure time is passed to the Parent AFTN Unit for onward transmission.

1.13.3.2 A DEP message is not required if an IFR FPL has been filed with IFPS and the flight will operate solely within the IFPS Zone. (See also paragraph 3).

1.13.3.3 DEP messages must always be sent for VFR FPLs and IFR FPLs operating outside Controlled Airspace (CAS) or outside the IFPS Zone.

1.13.3.4 **Failure to activate the FPL could result in the destination aerodrome not being aware that alerting action should be taken.**

1.13.4 **Modifications**

1.13.4.1 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message.

1.13.4.2 It is also important that when any changes or modifications are made to the original FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.

1.13.5 **Cancellations**

1.13.5.1 Any changes to aircraft callsign, point of departure and/or destination will require the original FPL to be cancelled and a new FPL submitted.

1.13.5.2 Should the flight be cancelled, for any reason, it is equally important to ensure that a cancellation (CNL) message is transmitted to all the original FPL addressees. In the case of FPLs filed with IFPS, and as long as the CNL message is sent to them, IFPS will do this automatically for the IFR portion of the FPL.

1.14 **Cancelling an IFR FPL in Flight**

1.14.1 If a pilot has begun a flight in Controlled Airspace under an IFR FPL he may decide on encountering VMC that he wishes to cancel his IFR FPL and fly under VFR. However, it must be stressed that a pilot cannot exercise this choice when operating a flight:

(a) In Controlled Airspace which is notified as Class A Airspace.

(b) Above FL 195 in Controlled Airspace which is notified as Class C Airspace.

(c) Along an ATS Route which is notified as Class C Airspace.

In these circumstances all flights in all weather conditions are subject to IFR procedures.

1.14.2 In classes of Controlled Airspace where a choice of Flight Rules is possible in VMC, the pilot may cancel an IFR FPL by transmitting the following message to the ATSU:

'(Identification) - Cancel my IFR flight.'

1.14.3 ATC cannot approve or disapprove cancellation of an IFR FPL but, when in possession of information that IMC is likely to be encountered along the intended route of flight, will advise the pilot accordingly as follows:

'IMC reported (or forecast) in the vicinity of.....'

1.14.4 The fact that a pilot reports that he is flying in VMC does not in itself constitute cancellation of an IFR FPL. Unless cancellation action is taken, the flight will continue to be regulated in relation to other IFR traffic.

1.15 **Persons On Board**

1.15.1 The number of persons on board a flight for which a FPL has been filed must be available to ATC for search and rescue purposes for the period up to the ETA at the destination aerodrome plus one hour. If this information has been sent to the AO' s handling agency at destination, no further action is required. Otherwise, the information is to be made available as follows:

(a) Where the AO or handling agency at the departure aerodrome closes before the ETA plus one hour, the AO or handling agency must lodge the number on board with the ATSU serving the aerodrome of departure;

(b) where the departure aerodrome ATSU closes down before the ETA plus one hour, that ATSU must lodge the number directly with the appropriate Area Control Centre (ACC);

(c) at aerodromes without an ATSU, where the aerodrome closes before ETA at destination plus one hour, the aerodrome operator or handling agency must lodge the name and address of officials who have access to flight departure records with the appropriate ACC, so that they can be contacted as necessary, either direct or through the local police.

Note: *The procedure above only applies if 'TBN' (or similar) has been inserted in Item 19 to indicate that the total number of persons on board was not known at the time of filing the FPL.*

2 VFR Flight Plans

2.1 **When to File a VFR Flight Plan** see paragraph 1.3.

2.2 **Highland and Island Airports Limited**

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2.2.1 Highland and Island Airports Limited have highlighted the specific remoteness of some of their airports and the CAA considers it appropriate to emphasise the advice to pilots to file a flight plan when flying to or from the following HIAL aerodromes:

Barra (EGPR)

Benbecula (EGPL)

Campbeltown (EGEC)

Inverness (EGPE)

Islay (EGPI)

Kirkwall (EGPA)

Stornoway (EGPO)

Sumburgh (EGPB)

Tiree (EGPU)

Wick (EGPC)

2.3 **Submission Time Parameters**

2.3.1 VFR flight plans should be submitted to the ATSU at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The local ATSU, if required, will assist in compiling the flight plan. If the departure aerodrome is not connected to the AFTN, and the pilot has no AFPEx account, the pilot is responsible for arranging the dispatch of the completed flight plan to the AFPEx Helpdesk/Parent AFTN Unit by Fax.

2.4 **Addressing VFR Flight Plans**

2.4.1 When addressing a VFR flight plan it is important to note that in addition to addressing the Destination Aerodrome, and when applicable the appropriate adjacent foreign FIR(s), it **must** also be addressed to the appropriate UK FIR(s), when entering or remaining within them, as listed below:

(a) EGZYVFRP Scottish FIR

(b) EGZYVFRT London FIR

(c) EGGXZOZX Shanwick/Oceanic FIR

2.4.2 For addressing Cross-Channel flight plans see paragraph 2.7.2.4.

2.4.3 Further addressing information is available on the ‘flightplanningonline’ system, in UK AIP ENR 1.11, AFPEx Help Guide and in the ‘Random FPL AFTN Address Book’ available in electronic format at: www.ais.org.uk (Links).

2.5 **VFR Flight Plans with Portion(s) of Flight Operated as IFR**

2.5.1 IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans and associated messages to ATSUs within the participating European States - the IFPS Zone. Although IFPS handles IFR flight plans, **it will not** process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to:

(a) IFPS (EGZYIFPS);

(b) aerodrome of departure;

(c) aerodrome of destination and alternate;

(d) all FIRs that the flight will route through as VFR (in UK address to EGZYVFRP for Scottish FIR and/or EGZYVFRT for London FIR);

(e) Shanwick/Oceanic FIR to EGGXZOZX (for VFR);

(f) any additional addressees specifically required by State or Aerodrome Authorities.

2.6 **Airborne Time**

2.6.1 The pilot is responsible for ensuring that the airborne time of the flight is passed to the ATSU with whom the flight plan has been filed. The ATSU will ensure that the departure (DEP) message is sent to the appropriate addressees. The pilot should try to arrange for a 'responsible person' on the ground to telephone the airborne time to the ATSU/AFPEx Helpdesk, as passing it over the RTF may, due to controller workload, lead to a delay in sending a departure message. Failure to pass the airborne time will result in the flight plan remaining inactive; consequently, this could result in the destination aerodrome not being aware that alerting action should be taken.

2.7 **Cross-Channel Flight Planning**

2.7.1 **Introduction**

2.7.1.1 The CAA have received reports that some VFR flight plans, filed for flights between France and the United Kingdom, have not been received at the UK destination aerodrome. Although these reports are infrequent, they nevertheless identify a significant safety aspect of cross-channel flight planning. The ability of the Air Traffic Service Unit at the destination aerodrome to be aware of an inbound flight is a key factor to alert search and rescue services, when appropriate.

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2.7.2 **Pilots' Responsibilities**

2.7.2.1 The pilot is responsible for submitting (filing) a FPL to the Air Traffic Service Unit (ATSU) at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The local ATSU will, if required, assist the pilot to complete the FPL. If there is no ATSU at the departure aerodrome, or the ATSU is not connected to the Aeronautical Fixed Telecommunication Network (AFTN), the pilot must ensure that the FPL is passed to the Parent AFTN Unit for onward transmission (see paragraph 1.8). →

2.7.2.2 If pilots send their FPLs by Fax, or make use of a non-UK computer based FPL system, they should assure themselves that the FPL has been accepted and has been transmitted by AFTN on their behalf. A telephone call to the ATSU receiving the FPL, or contact with the ATSU at the aerodrome of departure, will enable pilots to confirm that their FPL has been received, accepted and transmitted.

2.7.2.3 Pilots submitting a FPL via Fax to the Parent AFTN Unit, will receive a faxed copy of the transmitted FPL as proof of filing and to check for accuracy as detailed in paragraph 1.6. →

2.7.2.4 **VFR Flight Plan Addressing**

2.7.2.4.1 The FPL should be addressed to:

(a) The departure aerodrome;

(b) the destination aerodrome and alternate;

(c) all interested ATSUs en-route;

(d) the London FIR - EGZYVFRT;

(e) the Scottish FIR - EGZYVFRP (when necessary);

(f) the Shanwick/Oceanic FIR - EGGXZOZX (when necessary);

(g) all foreign FIRs that the aircraft will fly through or land/depart from.

2.7.2.5 **Flight Plan Route**

2.7.2.5.1 Pilots must ensure that well defined, significant points are included in the FPL to indicate where the aircraft will cross the UK or near continent coastlines. This information should be shown in Item 15 (Route) or Item 18 (Other information: EET/).

2.7.2.5.2 Routing information will NOT be given by the Parent AFTN Unit/AFPEx Helpdesk. For assistance with routing pilots should refer to the AIP and/or local ATSU in the vicinity of intended flight.

2.7.3 **Flight Plan Route - Flights to/from France**

2.7.3.1 Additionally, for flights to/from France, the French Authorities require the frontier crossing point (the UK/France FIR boundary position) to be included in Item 15 (Route) of the FPL. To assist pilots, the UK now includes the ATS route reporting points on the Southern England and Wales 1:500 000 chart. These can be used as a frontier crossing point. A position may also be shown as LAT/LONG, or as a bearing and distance from a route reporting point or navigation aid.

Example:

Cap Gris Nez - RINTI

Cap Gris Nez - 51N00130E

Cap Gris Nez - RINTI23005

Cap Gris Nez - DVR16010

2.7.3.2 The EET for this position should be shown in Item 18 of the FPL (Other information) in the format EET/LFFF(elapsed time) or EET/EGTT (elapsed time), depending on flight direction.

Example: EET/LFFF0145 (UK/France) or EET/EGTT0020 (France/UK).

2.7.4 **Flight Plan Route - Flights to/from Channel Islands**

2.7.4.1 Recommended VFR routes from the Solent CTA to the Channel Islands are shown in the UK AIP Aerodrome Section - Jersey, page AD 2-EGJJ-3-1.

2.7.5 **Return Flight Plans Filed from the UK**

2.7.5.1 Pilots may elect to file their return FPLs at the same time as they file their outbound FPL. The normal requirement is to address the FPL solely to the aerodrome of departure. However, if the pilot also adds the addressee of the destination aerodrome, then this will ensure that the return destination in the UK is aware of the intended return flight, just in case the return FPL is not transmitted from the non-UK country. If the return flight occurs on a different day, pilots must ensure that the date of flight (DOF) is shown in Item 18 of the FPL.

Example: DOF/060922 (DOF/year/month/day = Date of flight 22 September 2006).

2.8 **Flight Planning in Remote Areas** - see paragraph 1.10. →

2.9 **Special VFR Flight** - see ENR 1.2, paragraph 2. →

ENR 1.10 FLIGHT PLANNING (continued)

3 IFR Flight Planning

3.1 **Introduction**

3.1.1 The UK is a participating State in the **Integrated Initial Flight Plan Processing System (IFPS),** which is an integral part of the Eurocontrol centralised **Air Traffic Flow Management (ATFM)** system.

3.1.2 IFPS is the **sole** source for the distribution of **IFR** /General Air Traffic (GAT) FPL information to ATSUs within the participating European States, which collectively comprise the **IFPS Zone**. A description and map of the IFPS Zone is shown at ENR 6-1-10-1.

3.1.3 IFPS will not handle VFR flight plans or Military Operational Air Traffic (OAT) flights but will process the GAT portions of a mixed OAT/GAT FPL and the IFR portions of a VFR/IFR FPL.

3.2 **IFPS**

3.2.1 IFPS comprises two Units (IFPU) sited within the Eurocontrol facilities at Haren, Brussels and at Bretigny, Paris. The IFPS Zone is divided into two separate geographical areas, each IFPU having a primary responsibility for one area and a secondary role, for contingency purposes, for the other. Consequently all IFR/GAT flight plans and associated messages **must** be addressed to both IFPUs (see paragraph 3.5). Following successful processing, the FPL will be delivered, at the appropriate time, to all the ATSU addressees on the flight-profiled route within the IFPS Zone.

3.2.2 As all IFR/GAT flight plans within the IFPS Zone are addressed to both IFPUs, the effect of one unit being out of action will be transparent to flight plan originators. The likelihood of a simultaneous outage of both IFPUs is considered to be extremely low. In such an event, flight plan originators will be alerted, by NOTAM, to reinstate the filing of messages, for flight plan and RPL operations, to all appropriate addresses, both within and outside the IFPS Zone.

3.3 **ATFM**

3.3.1 Additionally, IFPS provides accurate flight data to the ATFM elements of the **Network Management Directorate (NMD),** located at Haren, Brussels. The day-to-day ATFM activities in the participating states are managed by the NMD, supported by the UK Flow Management Position (FMP) established at London Area Control (Swanwick), and Flight Data Operations (FDO). Overall authority for the provision of ATFM in the London and Scottish FIRs/UIRs is delegated to the Eurocontrol NMD.

3.3.2 NATS has provided an FMP at London Area Control (Swanwick) to liaise between the NMD, local AOs and ATS.

3.3.3 ATS is responsible for monitoring a flight's compliance with any **Calculated Take-Off Time (CTOT)** that may be issued by the NMD in response to the filing of a FPL on a route that is regulated. In accordance with agreed procedures, flights that cannot adhere to their CTOT will be denied start-up clearance. However, ATS will make all efforts to enable departing flights to comply with the CTOT and flights will not be prevented from departing due to small taxiing delays.

3.3.4 In some cases, due to specific restrictions in enroute airspace, or at aerodromes, flights will need to be stopped from departing. In this event, a Flight Suspension (FLS) message may be issued after a CTOT has been issued.

3.3.5 Where a flight departs from an aerodrome with an ATSU, the Aircraft Operator or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

3.3.6 Where a flight departs from an aerodrome **without**an ATSU, or when the FPL has been filed with a Parent AFTN Unit, it is the Aircraft Operator or pilot's responsibility to determine whether a CTOT or FLS affects their flight. In this case, the Aircraft Operator or pilot should contact the NMD or FMP before the aircraft departs.

3.3.7 For additional information see ENR 1.9.

3.4 **Submission Time Parameters**

3.4.1 FPLs should be filed a minimum of **3 hours** before Estimated Off Block Time (EOBT) for North Atlantic flights and those subject to ATFM measures, and a minimum of **60 minutes** before EOBT for all other flights.

3.4.2 IFPS always calculates the Date of Flight (DOF) if none is given in the FPL. In doing so it will assume the EOBT to be within the next 24 hours after the filing time. If a FPL is filed more than **24 hours** in advance of the EOBT, the **DOF** must be indicated in **Item 18** of the FPL.

3.4.3 IFPS will not accept flight plans submitted more than 120 hours in advance of the flight taking place.

3.5 **Addressing IFR Flight Plans**

3.5.1 **Flights Wholly Within the IFPS Zone**

3.5.1.1 FPLs and associated messages must be addressed to both IFPUs. This can be achieved by using either the standard collective AFTN address, or the individual AFTN or SITA addresses:

		AFTN	SITA
Collective		EGZYIFPS	
Individual	Haren	EUCHZMFP	BRUEP7X
	Bretigny	EUCBZMFP	PAREP7X

3.5.2 **Flights Entering or Overflying the IFPS Zone**

3.5.2.1 For that part of the flight within the IFPS Zone, only the two IFPUs need to be addressed as shown above.

3.5.3 **Flights Departing from an Aerodrome Within, and then Exiting, the IFPS Zone**

ENR 1.10 FLIGHT PLANNING (continued)

3.5.3.1 For that part of the flight within the IFPS Zone, only the two IFPUs need be addressed as shown above. For any parts of the flight outside the IFPS Zone, the FPL and associated messages must also be addressed to the appropriate ATSUs outside the Zone.

3.5.3.2 FPL originators filing directly to IFPS are responsible for ensuring that any modifications made to the FPL, either by IFPS or through subsequent messages, are distributed to the relevant ATSUs outside the Zone. This is achieved by use of the 'Re-addressing Function' which is described fully in the IFPS User's Manual.

3.5.3.3 Operators are reminded that IFPS does not forward mixed IFR/VFR FPL to VFR addresses.

3.5.4 **IFR Flight Plans with Portion(s) of Flight Operated as VFR**

3.5.4.1 IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans within the participating European States - the IFPS Zone. Although IFPS handles IFR flight plans, **it will not** process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains VFR, in addition to IFR, the FPL must be addressed to:

(a) IFPS (EGZYIFPS);

(b) aerodrome of departure;

(c) aerodrome of destination and alternate;

(d) all FIRs that the flight will route through as VFR (in UK address to EGZYVFRT for London FIR);

(e) any additional addressees specifically required by State or Aerodrome Authorities.

3.5.5 **Oceanic Flights**

3.5.5.1 For Oceanic flights it should be noted that Shanwick is within the IFPS Zone and FPLs should also be addressed as per ENR 1.11-1.

3.6 **Filing of Flight Plans and Associated Messages**

3.6.1 **Flight Plans**

3.6.1.1 Filing flight plans under IFPS involves an automatic interface with the computer database. Consequently, a rigid protocol for message exchange is needed, especially when delays or modifications are required to the planned route.

3.6.1.2 AOs are ultimately responsible for the complete filing of their FPLs and all associated messages. This encompasses compilation (including addressing), accuracy and submission of FPLs and also for the reception of the Acknowledgement (ACK) message from IFPS.

3.6.1.3 In the UK, AOs who have the facilities (AFTN or 'flightplanningonline' account) may file their own flight plans and associated messages directly with IFPS and any other non-IFPS states. This is the standard IFPS IFR/GAT FPL filing procedure and is termed '**direct filing**'.

3.6.1.4 **AOs and pilots who, for whatever reason, are unable to conform to the direct filing procedure** should make local arrangements to file their IFR/GAT flight plans through the ATSU at the aerodrome of departure. The ATSU will, when appropriate, assist in the compilation of flight plans and interpreting the associated messages. It is essential for reasons indicated below that the flight crew remains contactable by the ATSU prior to departure.

3.6.1.5 **Adherence to Airspace Utilization Rules and Availability.** No flight plans shall be filed via the airspace of the UK FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for UK FIR/UIR and any reference to them shall be made via https://www.nm.eurocontrol.int/RAD/index.html.

3.6.2 **Associated Messages**

3.6.2.1 The compilation of Departure **(DEP)**, Arrival **(ARR)**, Modification **(CHG)**, Delay **(DLA)** and Cancellation **(CNL)** messages is detailed in ICAO Doc 4444. Their use for the exchange of information with the automatic IFPS database is strictly governed by the instructions given in the IFPS Users Manual. For example, to change the information in certain Items of the FPL, it is necessary to cancel the original FPL and refile with the amended data after a time lapse of at least 5 minutes.

3.6.2.2 The occasions when an **ARR** message must be sent are minimal, mainly when an aircraft has diverted or when a controlled flight has experienced radio failure. In each instance it is the responsibility of the ATSU at the landing aerodrome to send an ARR message. Submission of an arrival report is not required after landing at an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

3.6.2.3 A pilot flying to a destination without an ATS or AFS facility should, prior to departure, notify a responsible person at the destination of his ETA. The responsible person is required to inform the Parent ATSU if the aircraft fails to arrive within 30 minutes of the ETA. In the event of a pilot being unable to find a responsible person at his destination he may request the Parent ATSU to act in this capacity. Should this occur the pilot is required to inform the Parent ATSU within 30 minutes of his arrival at destination. This ensures that prompt alerting and overdue action is initiated if necessary.

3.6.2.4 Certain FPL messages are exclusive to the IFPS process, and are named Operational Reply Messages **(ORM)**. They are:

(a) The FPL Acceptance Acknowledgement Message **(ACK)**;

(b) Referred for Manual Repair **(MAN)**;

(c) FPL Message Rejected **(REJ)**.

ENR 1.10 FLIGHT PLANNING (continued)

3.6.2.5 The **ACK** message will be automatically received from IFPS when the FPL has been automatically accepted into the system. Alternatively, a **MAN** message will indicate that the FPL has not been accepted and is awaiting manual intervention by an IFPS operator. Manual repair of a failed FPL is often carried out in conjunction with the FPL originator. Where FPLs are filed directly to IFPS, it is strongly advised that the originator's contact details be included in Item 18 where this is not obvious from the flight details. Dependant upon the success or otherwise of the manual 'repair' to the message, an **ACK** or **REJ** will be received. An ACK message will include the 'repaired' message so that the changes can be checked by the originator, and it is essential that the **flight crew are informed** of the accepted FPL route.

3.6.2.6 Receipt of a **REJ** message will indicate that the FPL has not been accepted by IFPS. The REJ message will indicate the errors in the message which need to be resolved and will also include a copy of the message received by IFPS; this will enable the originator to determine if the message has been corrupted during transmission. If a FPL or associated message is rejected by IFPS, a corrected message must be sent without delay.

3.6.2.7 It is a European ATFM requirement that all controlled flights that are departing, arriving or overflying Europe that have a change (+ or -) in an EOBT of more than 15 minutes shall be notified to the NMD through IFPS. Modification procedures are, therefore, necessary to enable Aircraft Operators (AOs) to meet this requirement whenever they know that a flight will not meet its EOBT.

Note 1: AOs should not modify the EOBT simply as a result of an ATFM delay. The EOBT is to be modified only if the original EOBT established by the AOs cannot be met. It is not possible to amend the EOBT to an earlier time than the EOBT given in the flight plan.

The procedure to be followed to modify the EOBT of a flight is shown in ENR 1.9 and full details are contained in the IFPS Users Manual, pages 4.1 and 4.2.

Some states outside the NMD area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula (as shown in ENR 1.9) for calculating the new EOBT when doing this. Where it is known that ATC send departure messages (DEP) for all flights, then this DEP message will suffice.

***Note 2:** Extreme care should be exercised when compiling a DLA message; the time specified in the message must be the EOBT, not the planned airborne time or the Calculated Take-Off Time (CTOT).*

3.6.2.8 **Until an ACK message has been received by the message originator, the requirement to submit a valid FPL for an IFR/ GAT flight intending to operate within the IFPS Zone will not have been satisfied.** In this case the flight details will not have been processed by IFPS and consequently the flight data will not have been distributed to the relevant ATSUs within the IFPS Zone. Similarly, processed data will not have been sent to the database of the NMD to be considered for ATFM purposes.

3.6.2.9 Therefore, **errors in the FPL or associated messages may result in the flight concerned being delayed.**

3.6.3 To indicate the necessity for 'special handling', the appropriate Status Indicator (STS) should be inserted in Field 18 of the flight plan.

3.6.3.1 The following standard abbreviations should be used:

STS/ALTRV	for flights operated in accordance with an altitude reservation;
STS/ATFMX	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
STS/FFR	fire fighting;
STS/FLTCK	flight check for calibration of navaids;
STS/HAZMAT	for a flight carrying hazardous material;
STS/HEAD	for a flight with Head of State status;
STS/HOSP	for a medical flight declared by medical authorities;
STS/HUM	for a flight operating on a humanitarian mission;
STS/MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft;
STS/MEDEVAC	for a life critical medical emergency evacuation;
STS/NONRVSM	for a non-RVSM capable flight intending to operate in RVSM airspace;
STS/SAR	for a flight engaged in a search and rescue mission;
STS/STATE	for a flight engaged in military, customs or police services.

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

3.6.3.2 The following STS/indicators will be recognised by the NMD and will be provided with automatic exemption from flow regulation:

STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR and STS/ATFMX.

3.6.3.3 The following STS/indicators require approval for exemption from flow regulation from the appropriate State authorities, in accordance with the requirements detailed in the ATFM Users Handbook and in ENR 1.9:

STS/HUM, STS/HOSP and STS/STATE.

3.6.3.4 In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the Flight Plan Form.

3.6.3.5 For formation flights that intend to operate - for any part - as GAT, it is essential for en-route ATC Providers to have as much notification as possible in order for planning to take place. Although use of FPL Item 9 in the current ICAO standard Flight Plan Proforma provides for indication of the number of aircraft (if more than one operating under the same callsign), the ability of some

ENR 1.10 FLIGHT PLANNING (continued)

ATC Flight Data Processing Systems to detect and highlight this to control staff may not be robust; this is especially the case where Air-to-Air refuelling tanker aircraft file as singleton, only to include a FPL Item 18 remark that it will be joined by other aircraft which have filed separate flight plans.

3.6.3.6 Commanders of all planned GAT formation flights are requested to enter RMK/Formation flight in FPL Item 18 of their flight plan to ensure that ATC Flight Data Processing Systems can detect and promulgate such information correctly to control staff. Any queries should be directed to London Control (Swanwick) Flight Planning and Airspace Data (Tel: +44-(0)1489-612590/612040).

3.6.3.7 Civil formation flights in Controlled Airspace, other than for VFR transit of CTA/CTR/TMA are considered to be Non-Standard Flights (NSFs) requiring the issuing of a NSF number/authorisation in advance of the intended date of flight. A formation's NSF number/authorisation is to be included in FPL Item 18 and prior clearance must be obtained from the appropriate ATC Watch Supervisor on the day (See ENR 1.1.4 - Arrangements for Particular Types of Flight (Non-Standard, Non-Deviating, Unusual, Royal, Observation, Special, VFR Access to Class C Airspace Above FL 195, and Civilian Formation Flights) paragraph 1 (Non-Standard Flights (NSFs) in Controlled Airspace).

3.6.3.8 For Military formation flights that intend to operate - for any part - as GAT, it is essential for en-route ATC Providers to have as much notification as possible in order for planning to take place.

3.6.4 **Supplementary Flight Plan Information**

3.6.4.1 As an alternative to ICAO procedure that Supplementary Information should not be transmitted in a flight plan message (ICAO Doc 4444: Appendices 2 and 3) it should be noted that IFPS is able to process and store Field 19 - Supplementary Flight Plan Information. Where such information is supplied as part of a flight plan submission to IFPS it will be extracted and stored for later retrieval, if required, in the event of an emergency situation arising. Supplementary flight plan information will not be included in the normal flight plan distribution by IFPS.

Note: *If the FPL has been filed via 'flightplanningonline' this information will be held by the system, but will not be transmitted. Should this information be required contact the AFPEx Helpdesk.*

3.6.4.2 Whilst the ICAO procedure should normally be followed by flight plan originators in the UK, they may avail themselves of the IFPS facility if they so wish.

3.6.4.3 ATS Authorities, or other relevant bodies, requiring Supplementary flight plan information on a particular flight and for urgent operational reasons may contact the Supervisor at the appropriate IFPU; assistance will be provided by either:

(a) giving information on Field 19 where such information has been submitted to and stored by IFPS;

(b) giving advice on a contact name/Tel No. of the AO and/or originator of the flight plan, which may be stored in the NMD database;

(c) giving any additional information which may be contained in Field 18.

3.6.5 **Replacement Flight Plan Procedure.** If, within 4 hours of the EOBT, an alternative routing is selected between the same points of departure and destination, the procedure shall be as follows:

(a) The original Flight Plan **must be cancelled** by submitting a CNL message using the DD priority indicator;

(b) the replacement Flight Plan shall be filed **not less than 5 minutes** after the CNL message (It is recommended that the replacement Flight Plan is not submitted until the ACK for the CNL message has been received);

(c) the replacement Flight Plan shall contain in Field 18 the indication RFP/Qn where:

(i) **RFP/Q** refers to the replacement Flight Plan; and

(ii) **n** corresponds to the sequence number relating to the replacement Flight Plan.

Example: First replacement Flight Plan - ICAO Field 18 - **RFP/Q1** ;

Second replacement Flight Plan - ICAO Field 18 - **RFP/Q2** .

3.7 **Repetitive Flight Plans (RPLs)**

3.7.1 As part of the continuing development of the NMD, Eurocontrol will assume full responsibility for the reception, processing and distribution of Repetitive Flight Plan (RPL) data within the IFPS Zone (See the chart at ENR 6-1-10-2). Flights within the IFPS Zone shall be filed solely with Eurocontrol at the NMD, Brussels, in accordance with the requirements and procedures detailed below.

3.7.2 Operators who fly routes on a regular or scheduled basis within the IFPS Zone are able to file Repetitive Flight Plans on the Eurocontrol database. These plans are activated automatically at the appropriate time before each flight. RPLs for flights within the IFPS Zone, but which have a route portion outside the Zone, have to be **filed** to the National Authorities of those external states. All external states on the route must have agreed to the use of RPLs; a mixture of RPLs and FPLs is not permitted for an individual flight.

3.7.3 Details of the requirements for the submission and duration of RPLs can be found in the IFPS User Manual section of the Network Operations HANDBOOK. The **IFPS Users Manual and the Network Operations HANDBOOK** are available, free of charge, from:

Post: Eurocontrol Library
Rue de la Fusee, 96
B - 1130 Brussels, Belgium
URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

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3.8 **Specific Eurocontrol Requirements for RPL Operations**

3.8.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444 and 7030. The following paragraphs detail the differences between the ICAO Standard and the Eurocontrol requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the Network Operations HANDBOOK.

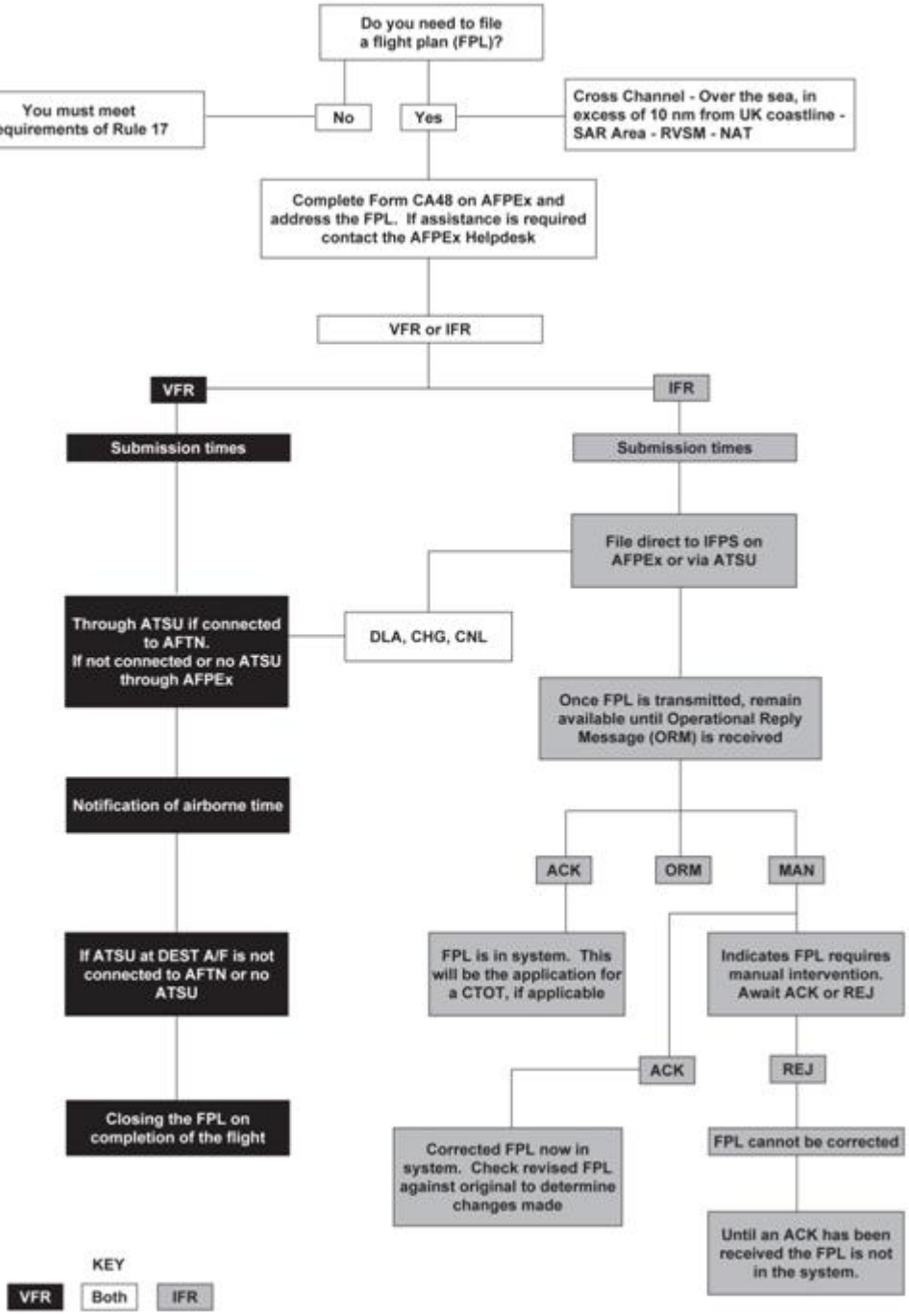
3.8.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for its entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied only when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS Zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the Zone are properly co-ordinated and addressed to the relevant external ATS authorities.

3.8.3 To suspend an RPL the originator should send the information in the format as shown in the IFPS User Manual. However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving 'ghost' flights in the NMD and ATC databases.

3.8.4 To cancel an RPL for a specific day, the originator need only send a normal ICAO CNL message to both of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) **but not earlier than 20 hours before the EOBT of the flight.** The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes a FPL.

ENR 1.10 FLIGHT PLANNING (continued)

4 THE FLIGHT PLAN FILING PROCESS VIA AFPEx



5 LOW-LEVEL CIVIL AIRCRAFT NOTIFICATION PROCEDURES (CANP)

5.1 Introduction

5.1.1 Many military and civil aircraft operate in Class G Airspace below 2000 ft agl, where ground radio and radar coverage is not always available to assist pilots in avoiding collisions. Collision avoidance must necessarily, therefore, be based on the 'see and avoid' principle, assisted as far as possible by information on known activity. Whereas a variety of civil aviation activities take place within this airspace, military activity consists mainly of low flying training.

5.1.2 It is not practicable to obtain and disseminate traffic information on all civil flights below 2000 ft agl, nor is it possible to disseminate details of military low-level flights within the UK Low Flying System (UKLFS) to civil operators. Nevertheless, the greatest conflict of interests occurs at or below 1000 ft agl where the majority of military low-level operations take place and where civil aircraft may be engaged upon activities, as defined at paragraph 5.2.1, which might inhibit pilot look-out or reduce aircraft manoeuvrability. In addition, certain recreational and other civil flying activity, away from licensed aerodromes, needs to be considered.

ENR 1.10 FLIGHT PLANNING (continued)

5.1.3 A system exists to collect information on civil aerial activities for distribution to military operators to assist in flight planning. This system is known as the Low-Level Civil Aircraft Notification Procedure (CANP).

5.1.4 Before commencing any low flying sortie, military pilots receive a comprehensive brief on all factors likely to affect their flight, including relevant CANP details. Hence, maximum participation in CANP by those planning to conduct the qualifying activities is essential if full benefit is to be obtained from the procedure.

5.1.5 Pilots/operators, or their representatives, intending to embark upon aerial activities described below should notify details of the flights to the Low Flying Booking Cell (LFBC) at RAF Wittering. For the purposes of CANP, direct-dial, Freephone, E-mail and Freefax facilities are available as follows:

Monday to Thursday	0700-2300 (Local);
Friday	0700-1700 (Local).

5.1.6 E-mail or Fax notification is preferred for CANP requests as this allows the LFBC to E-mail, 'faxback' or telephone confirmation of E-mail or fax receipt and issue a reference number to the aircraft operating authority. Contact details are as follows:

Phone: 0800-515544 or 01780-781581;
Fax: 01780-416206;
Email: cas-aslfoflfbc@mod.uk

5.2 **Commercial Aerial Activity**

5.2.1 The following civil aerial activities at and below 1000 ft agl with an expected duration in excess of 20 minutes at a specific location, should be notified to the LFBC:

(a) Aerial crop spraying;

(b) underslung aerial load lifting;

(c) aerial photography and filming;

(d) aerial survey/air surveillance.

Note: *For the purposes of this notification, crop spraying is to be considered as the generic term for all agricultural tasks carried out by an aircraft.*

5.2.1.1 Pipeline/powerline inspection activity is the subject of ENR 1.10, paragraph 6. However, aircraft carrying out powerline inspections and which are able to operate within a limited geographical area may apply for warning status under CANP. Any request for such protection should be made as far in advance as is possible through the E-mail address, Freefax or Freephone numbers shown at paragraph 5.1.6. The manager of the UKLFS at Low Flying Operations Squadron (LF Ops Sqn), RAF Wittering will consider requests of this nature on a case-by-case basis.

5.2.2 **Procedure**

5.2.2.1 CANP fax and telephone messages should provide details of the intended activity in the following format:

(a) Type of activity;

(b) location(s): Preferably as a 2-letter, 6-figure grid reference taken from an OS 1:50,000 map, although latitude and longitude will be accepted. The name of a nearby village or town is also required;

(c) area of operation(s): (See paragraph 5.2.4.1);

(d) date and time of intended operation(s): Start/finish in local time;

(e) maximum operating height(s) agl;

(f) number and type(s) of aircraft;

(g) contact fax and/or telephone number(s);

(h) operating company and fax/telephone number(s) (if applicable).

Example: CANP NOTIFICATION
A - UNDERSLUNG LOADS
B - SU 561310 - OVINGTON
C - 2 NM RADIUS
D - 12 SEPTEMBER - 1000 to 1300
E - 1000 FEET AGL
F - SINGLE MB105 HELICOPTER
G - Contact fax and telephone number for the site
H - ROTARY HELICOPTERS LTD - Fax and telephone number of operator.

5.2.2.2 Once a notification has been accepted, the LFBC will allocate a reference number which pilots/operators should retain. Operators are advised that, in the interests of safety and accuracy, all telephone calls to the LFBC are recorded.

ENR 1.10 FLIGHT PLANNING (continued)

5.2.2.3 Operators should, where possible, use the E-mail or freefax facility as the primary method of filing a notification. Requests should be submitted using Form CA 2366 as reproduced at Figure ENR 1.10-1. Customised variations of this form are acceptable if they contain all the information required at paragraph 5.2.2.1. A contact E-mail address, fax and telephone number must be provided in order that notification can be confirmed and a reference number issued. (Additional copies of Form CA 2366 can be obtained from the Safety and Airspace Regulation Group (SARG) at the address shown at paragraph 5.4.1). **Users will receive a CANP reference number from the LFBC by E-mail, 'faxback' or return telephone call.** This reference number should be retained until the termination of the activity with which it is associated.

5.2.3 **Pre-notification Required**

5.2.3.1 Pre-notification of intended operations should be communicated, by E-mail or fax if possible, to the LFBC not less than 4 hours before commencement of the activity. E-mail or Fax requests will receive an E-mail, a 'faxback' or telephone call from the LFBC with time authentication and reference number. Notifications by telephone will receive a time authentication followed by a return call from the LFBC with a reference number. Although successful transmission of the CA 2366, or a time authenticator for notification by telephone, not less than 4 hours from the start of the CANP activity can normally be considered as confirmation that a CANP avoidance for the period requested will be issued, when it is considered that the imposition of an avoidance will have a significantly adverse affect on military training (eg prolonged duration of CANP activity) warning status only may be granted at the discretion of the manager of the UKLFS. If avoidance status is to be refused the operator will be advised accordingly. CANP activity that takes place in the Highland Restricted Area may also be refused subject to restrictions detailed in AIC 17/2008 (Pink 137).

5.2.3.2 Whenever possible, pre-notification of operations due to take place up to 1300 hours (local time) should be made the previous day and those due to take place after 1300 hours (local time) should be pre-notified on the morning of the same day. Consideration should also be given to the LFBC opening hours (paragraph 5.1.5); as multiple notifications just prior to LFBC evening closure may not be processed until the following morning and operators therefore risk not having their activity notified to military crews before activity commencement the next day. It is accepted that there will be occasions when the minimum pre-notification time cannot be met. Nevertheless, late notifications should still be made and every effort will be made to distribute the information as widely as possible. However, reports received less than 4 hours before operations are due to commence are, progressively as the time diminishes, less likely to reach all military pilots before they depart on their low-level sorties and will, therefore, only be issued as a warning to military aircrew.

5.2.3.3 Due to the closure of the LFBC at weekends, activities planned for the weekend should be notified to the LFBC no later than 1600 hours (local time) on the Friday before, in order to receive warning status against any pre-notified Military flying. This also applies to flights which may enter low level due to the prevailing weather and the nature of the activity.

5.2.4 **Operating Area Boundaries**

5.2.4.1 The airspace notified under CANP should not exceed an area bounded by a 2 nm radius circle. **If more than one area is to be notified, these areas are not to be activated concurrently**. In the case of underslung aerial load lifting operations the area should be defined as a corridor extending 2 nm either side of intended track from ground level to a maximum of 1000 ft agl. When the route of an underslung load exceeds 20 nm it should, wherever possible, be divided into sections not exceeding 20 nm in length; an overlap of 20 minutes is acceptable in such circumstances.

5.2.4.2 CANP may be used to notify pipeline inspection activity in a limited area (see ENR 1.10, paragraph 6), however, avoidance status will normally only be granted for a maximum period of 2 hours. Concurrent activation will be permitted, although the manager of the UKLFS still retains the right to refuse such requests when the impact on military training is considered to be unacceptable. Specific sites identified for the application of this facility are as follows:

Newark-on-Trent	530400N 0005200W
Tewkesbury	520000N 0021200W
Glasbury	520000N 0030800W
Kineton	520800N 0013000W
5 nm North of Ebbw Vale	515500N 0031900W

Additional sites may be identified as required by PINS operators subject to normal notification procedures.

5.2.4.3 Pilots of military fixed wing aircraft flying at an IAS greater than 140 kt will avoid areas reported under CANP either laterally or vertically. CANP users should note that military pilots may overfly the reported area by a minimum of 500 ft. Thus, for example, if the height of the CANP area is 1000 ft agl, military aircraft may overfly the area at a minimum height of 1500 ft agl. Therefore, the lateral and vertical boundaries that define the area of activity should equate only to the parameters within which the activity is planned to take place and should not build in an allowance as a safety factor.

5.2.4.4 Pilots/operators should note that, other than in exceptional circumstances, the dimensions of a CANP 'avoidance' as defined at paragraph 5.2.4.1 are generally not negotiable. Any request for a CANP of non-standard dimensions should be made, as far in advance as possible, to the contact numbers shown at paragraph 5.1.6.

5.2.5 **Cancellation and Re-submissions**

5.2.5.1 Activities reported under CANP may considerably restrict the airspace available for military low flying training. Thus, in order to maintain the integrity of the CANP system, every reasonable attempt should be made to inform the LFBC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

5.2.5.2 To eliminate the possibility of error, an application **must** be made in accordance with paragraph 5.2.2.1 on each occasion. Re-submission by reference to a previously issued CANP Reference Number **will not** be accepted by the LFBC.

ENR 1.10 FLIGHT PLANNING (continued)

5.2.6 **Infringements of CANP Airspace**

5.2.6.1 Infringements of CANP airspace will be fully investigated. If it is considered that CANP airspace has been infringed by military aircraft, and more than 4 hours pre-notification has been given in accordance with paragraph 5.2.3.1, then pilots/operators should contact the LFBC as soon as possible with the following information:

(a) Reference Number (paragraph 5.2.2.2 refers);

(b) date and time of the incident;

(c) number and type of aircraft involved;

(d) position and estimated profile (heading/height) of aircraft involved.

5.2.6.2 Pilots/operators should note that military light aircraft flying at an IAS of 140 kt or less, helicopters and any aircraft flying within a MATZ, need not avoid CANP airspace. However, pilots of such military aircraft will be aware of the notified activity, subject to the minimum notifying period indicated at paragraph 5.2.3.2.

5.3 **Recreational and Other Aerial Activities**

5.3.1 **Recreational Aerial Activities**

5.3.1.1 The LFBC invite notifications concerning certain recreational aerial activities planned to occur at or below 1000 ft agl . Such notifications will be granted warning status under CANP and will be promulgated to military aircrew. Notifications are only required, however, when 5 or more gliders, hang-gliders and paragliders, free-flight balloons, microlight aircraft or model aircraft will be operating:

(a) From a site not listed in the UK AIP for such activity; or

(b) from a site listed in the UK AIP but outside the published operating hours of the site, where these are detailed.

5.3.1.2 BHPA Members may seek avoidance status when operating from one of the BHPA listed sites on weekdays (as also listed in the UK Military Low Flying Handbook). The LFBC must be notified by 2000 hours (local time) the day before flight, Monday - Thursday and by 1600 hours (local time) on Friday for the following Monday (excluding PH). Notification after these times will attract warning status only. The LFBC should be informed as soon as possible if the activity is cancelled.

5.3.1.3 Notwithstanding the provisions of paragraph 5.3.1.1(b), operators will be aware that permissions for cable launched gliding, hang-gliding and paragliding activities, to a height of more than 60 metres agl, are issued by SARG. Individual permissions will stipulate that, if activity during a weekday, it is conditional on compliance with the CANP system.

5.3.2 **Other Aerial Activities**

5.3.2.1 The LFBC also invites notification of the following activities:

(a) Tethered and captive balloons (to a height greater than 60 metres agl);

(b) kite flying, involving 5 or more kites from a specified site, (to a height greater than 60 metres);

(c) operations of aircraft from water;

(d) any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

5.3.3 **Procedure**

5.3.3.1 E-mail, fax or telephone notification should provide details of the intended activity as at paragraph 5.2.2.1.

Example: RECREATIONAL ACTIVITY
A - HANG-GLIDING
B - ST 187101 - UPOTTERY AERODROME, DEVON
C - 2 NM RADIUS
D - 19 NOVEMBER - 0900 to 1500 (local time)
E - N/A
F - EXPECTED NUMBER OF HANG-GLIDERS - 6
G - Telephone number of the site
H - DISCOVER AIR HANG-GLIDING GROUP (Telephone number if different to that at G).

5.3.3.2 Once a notification has been accepted, the LFBC will allocate a reference number which pilots/operators should retain.

5.3.3.3 The E-mail or Freefax facility detailed in paragraph 5.1.6 should be used where possible for the notification of recreational activities.

5.3.4 **Pre-notification is required as in paragraph 5.2.3.1**

5.3.5 **Operating Area Boundaries**

5.3.5.1 The airspace notified should not exceed an area bounded by a 2 nm radius circle, from ground level to 1000 ft agl.

5.3.5.2 Recreational and other aerial activities will not normally attract CANP avoidance areas; however, warnings of such activities will be promulgated to military aircrew.

ENR 1.10 FLIGHT PLANNING (continued)

5.3.6 **Cancellation**

5.3.6.1 Every reasonable attempt should be made to inform the LFBC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

5.4 **Comments / Recommendations**

5.4.1 Users are invited to forward comments on CANP, or recommend improvements to the procedure to the CAA Safety and Airspace Regulation Group (SARG) at the following address:

Post: Airspace Section, SARG, CAA House, 45-59 Kingsway, London WC2B 6TE
Phone: 020-7453 6543
Fax: 020-7453 6565.

6 PIPELINE AND POWERLINE INSPECTION PROCEDURES

6.1 **Introduction**

6.1.1 Pipeline and powerline inspection aircraft that operate in the airspace below 1000 ft agl are not normally able to predict their movements with sufficient accuracy to utilise the CANP system for advising military aircraft of their activities.

6.1.2 To reduce the potential for confliction between pipeline and powerline inspecting aircraft and low-flying aircraft, a number of measures were introduced in October 1993. The system is continually monitored and updated to allow for changes to inspection procedures and profiles.

6.2 **Centralised Aviation Data Service (CADS)**

6.2.1 The use of Centralised Aviation Data Service (CADS) enables users, in the route-planning stage of a sortie, to both identify potential conflicts with the routes of other CADS users and submit and assess low level booking information to the Low Flying Booking Cell (LFBC). It is very much an 'early Situational Awareness (SA)' tool, providing a prompt for further action to ensure that aviators reduce the risk of Mid Air Collision (MAC) as far as is reasonably practicable. It provides a detailed route summary to all users.

6.2.2 Before any flight, pipeline and powerline inspection operators are encouraged to input their route into CADS*. Training on the system and the detailed procedures for using CADS are available from the Low Flying Operations Flight (LFOF) based at RAF Wittering. They can be contacted at cas-ascadssptgmb@mod.uk. Best endeavour is to be used to employ CADS on every sortie.

Note: ** CADS and potentially any subsequent replacement.*

6.2.3 Users should submit routes as early as practicable to maximise visibility of their plan to other users. Route detail may be updated before flight if required. Users should ensure that their route on CADS is plotted as accurately as practicable; the accuracy of each waypoint's position and the time of overflight should allow a subsequent user to gain SA of the plan and identify any potential conflict.

6.2.4 Crews should be aware that CADS only provides SA on flying activity planned by other CADS users. Furthermore, it does not allow for airborne route/timing changes due to weather or other constraints. Crews must ensure that effective lookout remains a fundamental discipline for avoiding MAC.

6.3 **Pipeline/Powerline Inspection Notification System (PINS)**

6.3.1 Pipeline/Powerline Inspection Notification System (PINS) allows for the collation of information on pipeline/powerline inspection programmes and its distribution by NOTAM.

6.3.2 Pipeline/powerline inspection aircraft pilots or their representatives should notify details of all inspection flights to LFBC at RAF Wittering. For this purpose, the PINS E-mail, Freefax and Freephone facilities are available during the following times:

Monday to Thursday 0700-2300 (Local);
Friday 0700-1700 (Local).

Note: *The Low Flying Booking Cell (LFBC) does not operate on a 24 hour basis.*

6.3.3 E-mail or Fax notification is preferred for PINS as this allows LFBC to E-mail, 'faxback' or telephone confirmation of E-mail or fax receipt to the aircraft operating authority. Operators are advised that, in the interests of safety and accuracy, all telephone calls to the LFBC are recorded. The contact details for the LFBC are as follows:

Phone: 0800-515544 or 01780-781581;
Fax: 01780-416206;
Email: cas-aslfoflfbc@mod.uk

6.3.4 Details of planned inspection activity may be notified up to one month in advance. However, to ensure maximum effectiveness of the system, any changes to the pre-planned schedules should be passed to the LFBC by 1800 (Local) on the preceding weekday. Monday's schedules should be passed by 1700 on the preceding Friday. These details will be promulgated to military crews during the evening preceding the day of activity by means of a NOTAM for each weekday. The NOTAM will include a consolidated list of all PINS activity by area for the day between 0800-1700. The areas notified, shown at ENR 6-1-10-3, are coincident with the Low Flying Areas of the military UKLFS with LFAs 7, 11 and 14 each subdivided into 2 further areas, but exclude military low flying Avoidance Areas and Dedicated User Areas.

6.4 **Recommended Height Profiles**

ENR 1.10 FLIGHT PLANNING (continued)

6.4.1 Aircraft engaged on pipeline inspection flights are likely to operate in the height band 500 ft to 700 ft agl (typically 70-90 kts) where they will be above, and skylined to, the majority of military low flying aircraft that operate below 500 ft. Aircraft engaged on powerline inspection flights are likely to operate in the height band 50 ft to 200 ft agl (typically <40 kts).

6.4.2 Since both inspection and military aircraft can be expected to operate outside of these height bands, pilots are not absolved from maintaining a good lookout and applying visual avoidance criteria. In particular, it should be noted that helicopters involved in inspections will continue, when required by the inspection, to descend in accordance with any permissions granted by the CAA in relation to the provisions of SERA.3105 Minimum Heights, SERA.5001 VMC Visibility and Distance from Cloud Minima and/or SERA.5005 Visual Flight Rules. Where circumstances dictate, helicopters may land to permit further investigation.

6.4.3 The nature of powerline inspections and the height at which they are flown is such that aircraft engaged on these duties are unlikely to conflict with the majority of low flying fast jet military aircraft except in certain specific areas shown at ENR 6-1-10-3. Inspection pilots intending to fly in these particular areas are reminded that military aircraft are authorised to fly down to 100 ft Minimum Separating Distance and that they should therefore plan their sortie accordingly. Military helicopter low flying traffic regularly conduct wires crossings at powerlines and therefore there is a requirement to notify and be vigilant, particularly in the areas shown at ENR 6-1-10-3 for helicopter activity.

6.4.4 Pipeline/Powerline inspection sorties which are able to operate within a limited area, may apply for warning status under CANP (ENR 1.10-13). This procedure is encouraged in known areas of conflict between military aircraft and inspection helicopters; 5 such areas have been specifically identified in paragraph 5. Any request for such protection should be made as far in advance as is possible through the E-mail, Freefax or Freephone numbers shown at paragraph 6.3.3. The manager of the UKLFS, Low Flying Operations Flight (LF Ops Flt) at RAF Wittering, will consider requests of this nature on a case-by-case basis.

6.5 **Conspicuity**

6.5.1 Discrete Radiotelephony (RTF) callsigns and a dedicated Secondary Surveillance Radar (SSR) code have been allocated to aircraft on power and pipeline inspection flights. Thus the nature of flight will be immediately apparent to the Air Traffic Service Unit and to other aircraft operating on the frequency as soon as the initial radio transmission using the dedicated callsign is made. The differing height profile (as per paragraph 6.4.1) and callsign should allow ATC units to understand and identify the likely inspection profile. Similarly, radar controllers will be able to detect the presence of an inspection aircraft which might not be in radio communication with that unit.

6.5.2 **RTF Callsigns**

6.5.2.1 Aircraft conducting inspection flights will use the callsign ‘pipeline’ or ‘powerline’, depending upon the nature of the task, followed by a unique numerical suffix. Hence, a helicopter carrying out a powerline inspection might use the callsign ‘Powerline12’.

6.5.2.2 A list of operators and their allocated RTF numerical suffixes are listed in the table below. The WPD Helicopter Unit and the National Grid Company plc's licensed contracted operators only use callsign prefix ‘Electricity’ and ‘Grid’ respectively.

PINS Conspicuity Callsign Allocation	
Company	**Callsign Suffix**
HeliAir	44 to 47 inclusive, 66 and 100
Helicentre Aviation	81 to 85 inclusive
National Grid Company plc (Fixed & Rotary Wing)	GRID
PLM Dollar Helicopters Limited	40, 50 to 65 inclusive and 69
Ravenair (Fixed Wing)	33 and 34
WPD Helicopter Unit	ELECTRICITY

6.5.3 **SSR Operating Procedures**

6.5.3.1 The special purpose SSR Code 0036 has been allocated to pipeline/powerline operations. Pilots should select this code, with Mode C, throughout the period that the aircraft is engaged in inspection activities. Unless there are overriding requirements, ATC Units should permit retention of the dedicated squawk by PINS aircraft for the benefit of adjacent radar equipped units. When in transit between the operating base and the region pilots should comply with the SSR Operating Procedures published at ENR 1.6, paragraph 2.1.3.

6.5.3.2 Air Traffic Controllers are reminded that, in accordance with Note 2 to the UK SSR Code Allocation Plan (ENR 1.6, paragraph 2.6), code 0036 must be considered as unverified and unvalidated.

6.6 **Conclusion**

6.6.1 It must be emphasised that the procedures detailed herein are advisory and that the promulgation of the activities will be in the form of warnings not avoidances. Both CADS and PINS should be used to inform all low flying traffic of potential conflictions. Failure to make pre-flight booking, either through CADS or PINS will not prevent inspection sorties taking place. Similarly, deviation from the booking is at the discretion of the helicopter pilot. The only consequence would be the inability to provide greater clarity to military crews of inspection activity.

6.6.2 Users are invited to forward comments or recommended improvements on pipeline and powerline inspection procedures to the CAA Safety and Airspace Regulation Group (SARG) at the following address:

Post: Airspace Section, SARG, CAA House, 45-59 Kingsway, London WC2B 6TE
Phone: 020-7453 6543
Fax: 020-7453 6565.

ENR 1.10 FLIGHT PLANNING (continued)

7 MILITARY LOW FLYING TRAINING IN THE UNITED KINGDOM

7.1 Introduction

7.1.1 The United Kingdom Military Low Flying System (UKLFS) is sponsored by the MoD. The Safety and Airspace Regulation Group and the MoD co-sponsor this section to inform civilian pilots about military low flying training operations in the UK in the interest of mutual flight safety.

7.1.2 Low flying training remains an essential element in the tactical inventory of an effective air force and regular training in a realistic environment is essential to maintain operational capabilities. Over the UK, low flying is carried out by the Royal Air Force, Royal Navy, Army Air Corps and the UK based 16th United States Air Force. To a much lesser degree, training is also conducted by other NATO air forces.

7.2 The United Kingdom Military Low Flying System (UKLFS)

7.2.1 The UKLFS extends across the whole of the UK and surrounding overseas areas, from the surface to 2000 ft. This permits a wide distribution of activity, which contributes to flight safety and reduces the environmental impact of low flying. Military pilots are directed to avoid major conurbations, built up areas, Controlled Airspace (CAS), Aerodrome Traffic Zones (ATZ) and other sensitive locations. Inevitably, the protection given to these areas creates unavoidable concentrations of military low flying activity where corridors are formed between them. Where necessary, military pilots follow directional flows below 2000 ft to reduce the risk of confliction. These flow structures are published at ENR 6-5-2-1.

7.2.2 The UKLFS comprises the airspace vertically from surface to 2000 ft agl/amsl extending laterally to the FIR boundary. For ease of management the airspace is sub-divided into Low Flying Areas (LFA) by day and a different structure of Night LFAs/Sectors at night (see charts at ENR 6-1-10-3 and 6-1-10-4). The Low Flying Booking cell (LFBC) based at RAF Wittering is responsible for the day-to-day management of the majority of the UKLFS. Certain LFAs, nominated as Dedicated User Areas (DUA), are allocated for special use (such as concentrated helicopter training) and are managed under local arrangements. Civil pilots should be aware that Unusual Air Activity (UAA) and night exercises are frequently conducted in DUAs including aircraft operating without, or with reduced lighting particularly when in formation. A limited amount of UAA is conducted in other areas of the UKLFS, which will usually be promulgated by AUS NOTAM.

7.2.3 In the North of Scotland, the Highlands Restricted Area (HRA) is used for special training, often in Instrument Meteorological Conditions (IMC). To ensure safety, entry by civilian and non-participating military aircraft is normally prohibited during the promulgated operating hours. The HRA is not permanently active. Activation times will be promulgated via NOTAM. See ENR 5.1.

7.2.4 UK Danger Areas are regularly used for weapons training. This can lead to an increased amount of low flying in the surrounding airspace. Details of Danger Areas can be found at ENR 5.1.

7.3 Military Low Flying Activity

7.3.1 Military fixed wing aircraft (except light aircraft) are considered to be low flying when less than 2000 ft Minimum Separation Distance (MSD), which is the authorised minimum separation, in all directions, between an aircraft and the ground, water or any obstacle. The lowest height at which military aircraft normally fly is 250 ft MSD. However, in three specially designated areas, known as Tactical Training Areas (TTA), located in Mid-Wales, in the Borders of Scotland and in the North of Scotland, a small number of flights may be authorised to fly down to 100 ft MSD. Military light propeller aircraft and helicopters are considered to be low flying when operating below 500 ft MSD. In practice, most military low flying takes place between 250 ft and 500 ft MSD, decreasing in intensity up to 1000 ft MSD and reducing further in the 1000 ft to 2000 ft height band. Occasionally, however, military aircraft perform high-energy manoeuvres between 250 ft and 2000 ft, during which rapid changes in height, speed and direction of the aircraft will occur.

7.3.2 The vast majority of low flying training is conducted on weekdays between 0700 and 2300 (Local), although a limited amount may take place outside these times or at weekends. Fast jet aircraft are normally limited to a cruising speed of 450 kt, although speeds of up to 500 kt can be authorised for short periods during simulated attacks and practice interceptions. Of course, light propeller aircraft and helicopters operate at much lower speeds.

7.3.3 Most low flying takes place in the UK Flight Information Regions (FIR), outside CAS, where ground radio and radar coverage is not adequate to provide a radar service to military aircraft flying at low level. It would be equally impractical for military jet aircraft to achieve deconfliction by contacting ATC units. Military low flying is only conducted in Visual Meteorological Conditions (VMC), where pilots not only fly with visual reference to the surface, but also apply the ‘see and avoid’ principle regarding other aircraft. The exception to this rule is low flying in the HRA, when active, which is regularly conducted in limited visibility using terrain following radar.

7.3.4 The LFBC based at RAF Wittering disseminates information on hazards and restrictions, including Civil Aircraft Notification Procedure (CANP) and some recreational aviation activities, to military aircrews via a military NOTAM distribution network. It is also possible for some late warnings to be passed to aircrew by telephone before flight, but once airborne, because of high transit speeds, frequency distribution and terrain screening, there is a limit on the extent to which ground to air communications can be maintained.

7.4 Civilian Low Flying

7.4.1 Civilian pilots engaged in low level aerial work might be subject to aircraft manoeuvring limitations and/or restricted lookout. CANP exists to provide military aircrews with information on civil aircraft below 1000 ft agl engaged in crop spraying, photography, surveys or helicopters carrying under-slung loads. Military aircraft flying at speeds in excess of 140 kt will avoid the notified CANP areas of operation either laterally or vertically, with a separation of not less than 500 ft. Recreational activities will not normally attract CANP avoidance areas, but military aircrew will take account of some specified activities when planning low flying sorties. Information on the use of CANP is published at ENR 1.10, paragraph 5.

ENR 1.10 FLIGHT PLANNING (continued)

7.4.2 To reduce the risk of confliction with low flying military aircraft, civilian pilots conducting transit flights under Visual Flight Rules (VFR) during the working week are recommended to fly above 2000 ft agl if possible. In particular, they should avoid operating in the 250 ft to 1000 ft height band. When departing from aerodromes in the FIR, pilots should endeavour to reach 1000 ft as quickly as possible, and to delay descent below 1000 ft for as long as possible when approaching such aerodromes. Military pilots are directed to avoid ATZs. Where an ATZ is established, civilian pilots are recommended to fly circuits and procedures within the ATZ as far as they can. In the vicinity of aerodromes without an ATZ military pilots will apply the 'see and avoid' principle.

7.5 **Conclusion**

7.5.1 In UKLFS airspace, as elsewhere in the FIR, deconfliction depends on pilots seeing and avoiding other aircraft. Civilian pilots can make a considerable contribution to flight safety by flying above 1000 ft whenever possible and remaining aware that some military flying occurs in the 1000 ft to 2000 ft height band.

ENR 1.10 FLIGHT PLANNING (continued)

Figure ENR 1.10-1:

SAFETY AND AIRSPACE REGULATION GROUP

CIVIL LOW FLYING/AERIAL ACTIVITY

COMMERCIAL* / RECREATIONAL* / OTHER*

Description of Activity.....

Timing: **START** Date ..... Time ..... (Local)

FINISH Date ..... Time ..... (Local)

Location: **1:50,000 OS Grid Ref**.....

or

Lat and Long N..... *E/W .....

Radius .....NM

Route or Multiple Positions

Position	Radius of Operation	Times (Local)

Height: Upper Height..... FT AGL

Type of Aircraft ..... No of Aircraft .....

Contact No: Fax..... Tel .....

Name ..... Company Tel No .....

Company*/Club*/Individual*

Official Use Only –

Time Authentication:	Reference Number:	LFBC Ops Initials:

CONFIRMATION MUST BE OBTAINED FROM LFBC BEFORE FLIGHT

*Delete as required

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