

ENR 1.10 FLIGHT PLANNING

The Republic of Lithuania is a part of IFPS zone (IFPZ). Therefore, flight plans and associated messages for IFR flights, including the IFR portions of mixed IFR/VFR flights intending to operate within Vilnius FIR shall be submitted to IFPS. IFPS cannot be used to submit VFR flight plans. All documentation related to the IFPS is available on the EUROCONTROL website www.eurocontrol.int.

1 PROCEDURES FOR THE SUBMISSION OF FLIGHT PLAN

The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan and flight plan submission requirements in addition to the flight planning requirements are contained in the ICAO EUR Regional Supplementary Procedures (Doc 7030/5 - EUR).

A flight plan shall be submitted prior to operating:

- a) any flight or portion thereof to be provided with air traffic control service;
- b) any IFR flight within advisory airspace;
- c) for flight within uncontrolled air space in Vilnius FIR, in order to facilitate the provision of flight information, alerting and search and rescue services;
- d) for flight within or into prohibited and restricted areas and border area 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;

Note. – 1) For flight within ATZ submission of FPL is not required.

2) For flight within or into prohibited and restricted areas prior permission from Military Authority is required.

3) Border area is part of the Republic of Lithuania's uncontrolled airspace stretching out for 4 nautical miles into the territory from the Republic of Lithuania's state border with a non-European Union state. When the internal border control is resumed, the border area is part of the Republic of Lithuania's airspace stretching out for 4 nautical miles from the Republic of Lithuania's state border into the territory.

4) Recommendation for pilots: don't plan and perform local flights in the Vilnius FIR controlled airspace, when turn points are navigation points on the border with Belarus and Russian Federation.

- e) for flight across international borders;
- f) for flight planned to operate at night, if leaving the vicinity of an aerodrome.

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

1.1 Time of submission:

- a) A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least 10 minutes before the aircraft is estimated to reach:
 - the intended point of entry into a control area or advisory area; or
 - the point of crossing an airway or advisory route.
- b) A flight plan for international flights intending to operate within IFPS shall be submitted at least 3 hours before the EOBT whenever possible. Flight plans filed more than 120 hours in advance of the EOBT will not be accepted by IFPS.

1.2 Place of submission:

- a) Aircraft operators shall file their IFR or IFR/VFR mixed flight plans and associated messages (e. g. CHG, DLA, CNL) before departure directly with IFPS using available means in accordance with addressing principles set in ENR 1.11 Addressing of flight plan messages.
Direct filers take the full responsibility for compliance with all relevant IFPS procedures including complete addressing of their messages.
- b) If those means are not available, flight plans for VFR or mixed VFR/IFR and OAT flights and associated messages (e. g. CHG, DLA, CNL) shall be submitted to Vilnius ARO main workplace or remote workplace, depending on the responsibility of the sector:

- planning flight from Vilnius AD and aerodromes located in the Vilnius sector to the main workplace by submitting a flight plan via the website or e-mail: briefing@ans.lt
- planning flight from Kaunas, Palanga or Šiauliai AD and aerodromes in these sectors to the remote workplace by submitting a flight plan via the website or e-mail: remotebriefing@ans.lt

LITHUANIA VILNIUS ARO

Phone: +370 706 94 694 (main workplace at Vilnius aerodrome)

+370 706 94 618

+370 706 94 747 (remote workplace)

Fax: +370 706 94 621

Email: briefing@ans.lt, remotebriefing@ans.lt

After submitting FPL it is necessary to make a call to the Vilnius ARO for confirmation that FPL has been received. FPL can also be provided at selfbriefing offices located in Kaunas, Palanga, Šiauliai or Vilnius AD.

- c) IFR flights are submitted to IFPS, VFR flights are submitted only to the addresses specified by the addressing rules.

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

1.3 Filing of flight plans with IFPS directly

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure.

The originator will be informed of the processing of flight plans and flight plan associated messages within IFPS through Operational Reply Messages (ORM).

MAN – the message is not correct and will be amended manually

REJ – the message is not correct and cannot be amended, a correct version has to be sent

ACK – the message is correct and accepted by IFPS

With respect to the 8.33 kHz channel spacing capable radio equipage requirements for IFR flights, the IFPS may send one of the following comments:

REJ message with the following comment: <<This flight does not comply with 8.33 kHz radio equipment>>

ACK message with the following comment: <<Flight plan is not compliant with 8.33 kHz radio equipment; expect significant operational penalty>>, if the flight is indicated as STS/SAR or STS/HOSP

1.4 Submission of flight plans during flight (AFIL)

AFIL is submitted during flight to obtain ATC clearance to enter controlled air space, if required by certain circumstances unknown to the pilot prior to departure.

AFIL shall be submitted to the ATS unit of flight responsibility area.

For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided instead of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.

1.5 Abbreviated Flight Plan (AFPL)

AFPL is the limited information required to obtain a clearance for a portion of flight or depart controlled aerodrome, filed by telephone prior to take-off. This might apply in the case of a required clearance to departure controlled aerodrome or cross Vilnius, Kaunas, Palanga or Šiauliai control zone (CTR). In this case no flight plan form is submitted and the destination aerodrome will not be informed. When aircraft leaves CTR, future flight will be considered as flight without flight plan. AFPL can be filed for VFR flight only and is submitted to the Vilnius ARO or FIS unit.

1.6 Contents and form of a flight plan

ICAO flight plan forms are available at Vilnius ARO and for download or filling out a form online on the web-site www.ans.lt.

A flight plan shall be completed in accordance with the provisions specified below. Complete Items 7 to 18 as indicated hereunder.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications not exceeding 7 alphanumeric characters and without hyphens or symbols:

a) The ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification;

OR b) the nationality or common mark and registration mark of the aircraft (e.g. EIAKO) when:

- 1) in radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency;
- 2) the aircraft is not equipped with radio.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT(ONE OR TWO CHARACTERS)

Flight rules

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

- I** if it is intended that the entire flight will be operated under the IFR
- V** if it is intended that the entire flight will be operated under the VFR
- Y** if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or
- Z** if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

Type of flight

INSERT one of the following letters to denote the type of flight:

- S** if scheduled air service
- N** if non-scheduled air transport operation
- G** if general aviation
- M** if military
- X** if other than any of the defined categories above
Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Number of aircraft (1 or 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators.

OR if no such designator has been assigned, or in case of formation flights comprising more than one type, *INSERT* ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP.

Wake turbulence category (1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

- H** – HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
- M** – MEDIUM, to indicate an aircraft type with a maximum certified take off mass of less than 136 000 KG but more than 7 000 KG;
- L** – LIGHT, to indicate an aircraft type with a maximum certified take off mass of 7 000 KG or less.

ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

- a) presence of relevant serviceable equipment on board the aircraft;
- b) equipment and capabilities commensurate with flight crew qualifications; and
- c) where applicable, authorization from the appropriate authority.

Radiocommunication, navigation and approach aid equipment and capabilities

INSERT one letter as follows:

- N** if no COM/NAV/approach aid equipment for the route to be flown is carried or the equipment is unserviceable,
- OR S** if standard COM/NAV/ approach aid equipment for the route to be flown (VHF RTF, VOR and ILS) is carried and serviceable (*see Note 1*),

AND/OR

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

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC SATVOICE (INMARSAT)
E1	FMC WPR ACARS	M2	ATC SATVOICE (MTSAT)
E2	D-FIS ACARS	M3	ATC SATVOICE (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1	CPDLC RCP 400 (<i>See Note 7</i>)
		P2	CPDLC RCP 240 (<i>See Note 7</i>)
		P3	SATVOICE RCP 400 (<i>See Note 7</i>)
		P4-P9	Reserved for RCP
G	GNSS (<i>See Note 2</i>)	R	PBN approved (<i>see Note 4</i>)
H	HF RTF	T	TACAN
I	Inertial Navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 (<i>See Note 3</i>)	V	VHF RTF
J2	CPDLC FANS 1/A HFDL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode A	X	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities (<i>see Note 5</i>)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

Note 1. – If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2. – If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note 3. – See RTCA/EUROCAE Interoperability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4. – If the letter R is used, the performance-based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).

Note 5. – If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

Note 6. – Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 7. – Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

- A** Transponder – Mode A (4 digits – 4 096 codes)
- C** Transponder – Mode A (4 digits – 4 096 codes) and Mode C

SSR Mode S

- E** Transponder – Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H** Transponder – Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I** Transponder – Mode S, including aircraft identification, but no pressure-altitude capability
- L** Transponder – Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P** Transponder – Mode S, including pressure-altitude, but no aircraft identification capability
- S** Transponder – Mode S, including both pressure altitude and aircraft identification capability
- X** Transponder – Mode S with neither aircraft identification nor pressure-altitude capability

Note. – Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

- B1** ADS-B with dedicated 1090 MHz ADS-B “out” capability
- B2** ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability
- U1** ADS-B “out” capability using UAT
- U2** ADS-B “out” and “in” capability using UAT
- V1** ADS-B “out” capability using VDL Mode 4
- V2** ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

- D1** ADS-C with FANS 1/A capabilities
- G1** ADS-C with ATN capabilities

Example: ADE3RV/HB2U2V2G1

Note 1. – The RSP specification(s), if applicable, will be listed in Item 18 following the indicator SUR/. Guidance material on the application of performance-based surveillance, which prescribes RSP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

Note 2. – Additional surveillance equipment or capabilities will be listed in Item 18 following the indicator SUR/, as required by the appropriate ATS authority.

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators,
OR, if no location indicator has been assigned,
INSERT *ZZZZ* and *SPECIFY*, in Item 18, the name and location of the aerodrome preceded by *DEP/*,
OR, the first point of the route or the marker radio beacon preceded by *DEP/...*, if the aircraft has not taken off from the aerodrome,
OR, if the flight plan is received from an aircraft in flight,
INSERT *AFIL*, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by *DEP/*.
THEN, WITHOUT A SPACE,
INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),
OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

INSERT the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.
THEN following the arrow, *INSERT* the route description as in (c).

a) Cruising speed (maximum 5 characters)

INSERT the *True airspeed* for the first or the whole cruising portion of the flight, in terms of:
Kilometres per hour, expressed as *K* followed by 4 figures (e.g. K0830), *or*
Knots, expressed as *N* followed by 4 figures (e.g. N0485), *or*
True Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as *M* followed by 3 figures (e.g. M082).

b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:
Flight level, expressed as *F* followed by 3 figures (e.g. F085; F330), *or*
**Standard metric level in tens of metres*, expressed as *S* followed by 4 figures (e.g. S1130), *or*
Altitude in hundreds of feet, expressed as *A* followed by 3 figures (e.g. A045; A100), *or*
Altitude in tens of metres, expressed as *M* followed by 4 figures (e.g. M0840), *or*
for uncontrolled VFR flights, the letters VFR.

c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes.

For IFR approaches and departures (SID/STAR) and flights on ATS routes, the abbreviated designations (identifications) established for such routes shall be indicated.

In case a standard instrument arrival/departure route has not been established for an aerodrome, the indicator **DCT** shall be entered as the first and/or last route element.

Where a flight intends to fly on a route, the route given in the flight plan shall indicate the point at which the flight intends to join that route and the point at which the flight intends to leave that route.

For flights outside the published ATS routes, the indicator **DCT** (direct) shall be inserted between the specified points in order to indicate the direct route of flight between two points.

The use of a **DCT** shall be avoided wherever possible. Crossing of Lithuanian border on a **DCT** routing is not allowed with Russian Federation and Republic of Belarus.

During FRA operations AOs may plan user-preferred routes by means of DCT or via existing ATS route network or a combination of the two.

For IFR flights within the Republic of Lithuania, the pilot shall consult the contents of the Integrated Aeronautical Information Package (IAIP) when planning routes. In addition, he may also refer to the contents of the Route Availability Documents (RAD).

For VFR flights entering Lithuania, the point of crossing the international border, related to the nearest larger locality depicted on the Aeronautical Chart – ICAO 1:500 000 or to a navigation aid, shall be indicated in Item 18 by the indicator **EET/**.

The route shall be described using the following elements:

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

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

Note. – Provisions for the application of route designators are contained in Annex 11, Appendix 1

2) **Significant point** (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY)
or, if no coded designator has been assigned, one of the following ways:

– *Degrees only* (7 characters):

2 figures describing latitude in degrees, followed by “N” (North) or “S” (South), followed by 3 figures describing longitude in degrees, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.

– *Degrees and minutes* (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

– *Bearing and distance from a reference point:*

The identification of the significant point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros — e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

3) **Change of speed or level** (maximum 21 characters)

The point at which a change of speed (5% TAS or 0.01 Mach or more) and/or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045
 MAY/N0305F180
 HADDY/N0420F330

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

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, *followed by a space and one of the following:*

VFR if from IFR to VFR
IFR if from VFR to IFR

Examples: LN VFR
 LN/N0284A050 IFR

5) **Cruise climb** (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350
 C/48N050W/M082F290PLUS

The reporting point, at which the change to operational air traffic is completed, shall be indicated by the identification group **OAT**. The change to non-operational air traffic shall be indicated by the identification group **GAT**.

En-route STAY Indicator

The STAY Indicator specifies the location and time of a special flight activity which only takes place en-route (e.g. training flight, photo flight operation, etc.). It shall only be used for individual flight plans if the entire flight is conducted completely within the IFPS zone.

The point of entry into the area where special activities are planned (STAY Area) shall be followed by the indicator "STAY1/....", the duration of the planned flight activity as well as the point of exit from the STAY Area.

Every STAY Indicator shall be numbered. If there is only one STAY Indicator in Item 15, the number shall always be "1". If a flight plan contains several STAY Indicators, they shall be numbered up to maximum value of 9, followed by a "/", then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

As way of explanation regarding the type of intended flight, an indicator "STAYINFO1/...." shall be entered in Item 18 for every STAY Indicator. The STAYINFO indicator shall be numbered analogous to the STAY Indicator in Item 15, followed by "/", then free alphanumeric text.

Example: Item 15: Route SAU STAY1/0100 SAU
 Item 18: Other Information STAYINFO1/CALIBRATION OF SAU

It shall not be possible to have more than one consecutive STAY indicator associated with the same point.

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, AND DESTINATION ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,

OR, if no location indicator has been assigned,

INSERT **ZZZZ** and *SPECIFY* in Item 18 the name and location of the aerodrome, preceded by **DEST/**.

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

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

Destination alternate aerodrome(s)

INSERT the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,

OR, if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT **ZZZZ** and *SPECIFY* in Item 18 the name and location of the destination alternate aerodrome(s), preceded by **ALTN/**.

The destination aerodrome, in the case of manned free balloons the estimated location of landing, the total EET and, at least one, maximum two alternate aerodromes shall be indicated as follows:

A flight plan shall indicate the destination aerodrome and the destination alternate aerodromes using the ICAO four-letter location designator, when that designator is known.

If no location indicators have been assigned, the letter group **ZZZZ** shall be indicated, and in Item 18 the name of the destination aerodrome or of the estimated location of landing preceded by the indicator **DEST/** and/or the name and location of the destination alternate aerodrome(s) preceded by the indicator **ALTN/** shall be indicated.

Maximum two destination alternate aerodromes shall be accepted.

If no estimated location of landing can be indicated in the case of flights of manned free balloons, the word "unknown" shall be indicated following the indicator **DEST/**.

The total EET is to be given as a 4-figure group following the designation of the destination aerodrome or following the indicator **ZZZZ**.

If a flight plan is filed during the flight, the total EET related to the route point from where the flight plan is intended to apply shall be indicated.

The total estimated elapsed time signifies:

- a) for IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome;
- b) for VFR flights, the estimated time required from departure until arrival over the destination aerodrome.

ITEM 18: OTHER INFORMATION

Note. – Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes shall only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR, any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

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

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

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

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

RNAV SPECIFICATIONS	
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
RNP SPECIFICATIONS	
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

NAV/ Significant data related to navigation equipment, other than specified in “PBN/”, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communications applications or capabilities not specified in Item 10a).

DAT/ Indicate data applications or capabilities not specified in 10a).

SUR/ Indicate surveillance equipment and capabilities not specified in Item 10b). Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.

- DEP/** Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:
With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).
OR, Bearing and distance from the nearest significant point, as follows:
The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “KNA” should be expressed as KNA180040.
OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.
- DEST/** Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under “DEP/” above.
- DOF/** The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).
- REG/** The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.
- EET/** Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.
Examples:
EET/CAP0745 XYZ0830 EET/EINN0204
- SEL/** SELCAL Code, for aircraft so equipped.
- TYP/** Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9
Example:
TYP/2F15 5F5 3B2
- CODE/** Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.
- DLE/** En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).
Example: DLE/MDG0030
- OPR/** ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.
- ORGN/** The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.
- PER/** Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I – Flight Procedures, if so prescribed by the appropriate ATS authority.
- PPR/** Prior permission request number shall be included, if it was obtained from appropriate authority.
- ALTN/** Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

- RALT** ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- TALT/** ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above
- RIF/** The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.
Examples:
RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH
- RMK/** Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

Endurance

After **E/** *INSERT* a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After **P/** *INSERT* total number of persons on board (passengers and crew). *INSERT* TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO) *CROSS OUT* U if UHF frequency 243.000 MHz is not available. *CROSS OUT* V if VHF frequency 121.500 MHz is not available. *CROSS OUT* E if emergency locator transmitter (ELT) is not available.

SI (SURVIVAL EQUIPMENT) *CROSS OUT* all indicators if survival equipment is not carried. *CROSS OUT* P if polar survival equipment is not carried. *CROSS OUT* D if desert survival equipment is not carried. *CROSS OUT* M if maritime survival equipment is not carried. *CROSS OUT* J if jungle survival equipment is not carried.

J/ (JACKETS) *CROSS OUT* all indicators if life jackets are not carried. *CROSS OUT* L if the life jackets are not equipped with lights. *CROSS OUT* F if the life jackets are not equipped with fluorescein. *CROSS OUT* U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES) (NUMBER) *CROSS OUT* indicators D and C if no dinghies are carried, or *INSERT* number of dinghies carried;

(CAPACITY) *INSERT* total capacity, in persons, of all dinghies carried; and

(COVER) *CROSS OUT* indicator C if dinghies are not covered; and

(COLOUR) *INSERT* colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS) *INSERT* colour of the aircraft and significant markings.

N/ (REMARKS) *CROSS OUT* indicator N if no remarks, or *INDICATE* any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT) *INSERT* name of pilot-in-command.

1.7 Authorization for special flights

Flights of a specific character such as survey flights, scientific research flights etc. may be exempted from the specific restrictions that are connected with airspace users limitations.

Request for exemption shall be send so as to be received at least one week before the intended day of operation to:

SE "Oro navigacija"
Air Traffic Flow Planning and Data Processing Division (ATFPDPD)
Rodūnios kelias 2
LT-02188 Vilnius, Lithuania
Phone: +370 706 94 608
+370 706 94 609
+370 687 51 381
Fax: +370 706 94 611
Email: fmp@ans.lt

1.8 Closing a flight plan

- a) An arrival report shall be made in person, by radiotelephony, via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.
Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided except if it was required by ATS unit.
- b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

Note. – AFPL has to be closed, when aircraft leaves CTR.

- c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit:
Phone: +370 706 94 599 (Vilnius ACC)
+370 706 94 367 (Kaunas APP/TWR)
+370 706 94 111 (Palanga APP/TWR)
+370 41 39 81 30 (Šiauliai TWR)

Note. – If there is no message about the closing of the flight plan after expiry of 30 minutes, the search and rescue operation will be started.

- d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
- e) Arrival reports shall contain the following items of information:
 - aircraft identification;
 - departure aerodrome or operating site;
 - destination aerodrome or operating site (only in the case of a diversionary landing);
 - arrival aerodrome or operating site;
 - time of arrival.

2 REPETITIVE FLIGHT PLAN SYSTEM

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 (EUR Regional Supplementary Procedures), Part 1, paragraph 2.1, Doc 4444 (The Rules of The Air and Air Traffic Services PANS-RAC), part II, paragraph 8.4 and the EUROCONTROL Handbook.

Aircraft Operators which make use of Repetitive Flight Plans (RPLs) are requested to ensure that RPL data for flights into, departing from or overflying the Vilnius FIR are submitted to the NM RPL Team.

RPL Files should preferably be submitted in electronic format via E-mail or alternatively as paper copy via SITA or post.

Postal address:

EUROCONTROL DNM
IFPU1 NM RPL Team
Rue de la Fusee, 96
B-1130 Brussels
BELGIUM
SITA: BRUER7X
Fax: + 32 2 729 9042
Email: rpl@eurocontrol.int

The IFPS Users Manual can be obtained from EUROCONTROL Internet site:

<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf>

Aircraft operators for clarifications or other questions could contact RPL Supervisor at:

Email: fdorplsup@eurocontrol.int
Phone: +32 2 729 9847

Flight planning DCT routes in free route airspace

Within EYSFRA airspace AOs can plan user-preferred trajectories using the five-letter Name Code of waypoints, LAT/LONG and/or the Radio Navigation Aids. Segments between the significant points shall be defined by means of DCT (Direct) instruction. Within EYSFRA no restrictions on MAX DCT distance.

Overflight traffic is also allowed to plan directly from EYSFRA horizontal entry point to EYSFRA horizontal exit point. No restrictions for number of intermediate points used.

Flight planning within EYSFRA should accomplish with adjacent ATS Route Network orientation. AOs will be requested to plan a flight not closer than 5 NM clear of the Lithuanian boundary. Re-entering flight plans will not be accepted. DCT routes shall adhere to air traffic flow management restrictions.

DCT routing shall be indicated in item 15 of the flight plan.

Within EYSFRA, aircraft other than State aircraft, shall comply with the aircraft equipment requirements published in AIP [GEN 1.5](#). The carried equipment shall be indicated in item 10 of the flight plan.

3 CHANGES TO THE SUBMITTED FLIGHT PLAN

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the competent ATS unit.

In the event of a delay in departure in excess of 15 minutes from the estimated off-block time, for an IFR flight (except ATFM regulated flights) or in excess of 30 minutes for a VFR flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled. A replacement flight plan in the form of an FPL with identical call sign shall be transmitted not less than 5 minutes after sending the CNL message.

Note 1. – If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2. – If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever submitted flight plan is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

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