BY ORDER OF THE SECRETARIES OF THE
AIR FORCE, ARMY, AND NAVY

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Flying Operations

MILITARY FLIGHT DATA
TELECOMMUNICATIONS SYSTEM

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This manual explains how to process flight data through Department of Defense (DoD) and Federal Aviation Administration (FAA) telecommunications system. It applies to all DoD locations with military base operations.

SUMMARY OF CHANGES

This revision aligns this manual with AFPD 11-2, changes the numbering format, and adds a glossary of abbreviations.

<center>Chapter 1</center>

<center>GENERAL PROCEDURES</center>

1.1. Methods of Submitting Flight Data. There are two methods of submitting flight data into the national air traffic system: by automated teleprocessing and by voice. The primary method of processing this data is through the automated Service B telecommunications system. Service B is part of the National Airspace Data Interchange Network (NADIN). This network provides DoD base operations with the capability to send and receive flight plans and related air traffic messages between worldwide US military base operations, Air Route Traffic Control Centers (ARTCC), and FAA Flight Service Stations (FSS). At base operations where voice procedures are used, flight data is submitted by interphone direct to the FAA FSS. Voice procedures are specified in attachment 3. The lead DoD agency for this program is Headquarters Air Force Flight Standards Agency (HQ AFFSA/XVA).

1.1.1. Equipment Provided. Continental United States (CONUS) military base operations are equipped with state-of-the-art equipment for sending and receiving air traffic messages. This equipment is leased by the FAA and provided for DoD use. Procedures on equipment usage are found in publications issued to and available at base operations. If equipment must be moved, the circumstances describing the move must be provided, in writing, to the DoD Service B Program Manager (HQ AFFSA/XVA) 90 calendar days before requested move date.

1.1.2. System Circuitry. Military base operations are provided with a dedicated circuit (or dial access) through which all messages are transmitted. Message traffic is automatically processed through the FAA switching centers and distributed according to address coding. Therefore, messages must be prepared according to the instructions provided in this publication. Incorrectly prepared messages will be rejected and the originator subsequently notified.

1.1.3. NADIN Switch. Two NADIN switching centers, one in Atlanta GA and one in Salt Lake City UT, monitor and control the Service B system. DoD bases east of the Mississippi River and in the Minneapolis ARTCC area are connected to NADIN Atlanta. Bases west of the Mississippi, except those in Minneapolis ARTCC are connected to NADIN Salt Lake City. These switching centers have the capability to selectively monitor any message and will reject unauthorized messages. DoD facilities will use this communications system and equipment for authorized air traffic messages only. Examples of nonacceptable materials are:

- Classified messages or material.
- Unnecessary or anonymous signals or correspondence.
- Personal messages. Its use for unauthorized messages may be grounds for disciplinary action. Since each base is on a dedicated circuit, circuit control will immediately know the originator of the transmission.

1.1.4. Equipment/Circuit Problems and Rerouting Traffic. When an equipment outage occurs or is anticipated, the involved facility will immediately notify its ARTCC who in turn will notify the appropriate NADIN switch (Atlanta NADIN 404-946-7675 or Salt Lake City NADIN 801-539-3172) of the situation. If base operations personnel are unable to transmit data, they will ask an adjacent facility to make the notification. NADIN will initiate action to reroute traffic to the tie-in FSS. Base operations personnel will also notify the local ARTCC and contractor repair facility. The appropriate 800 telephone number is 1-800-336-1551 when communicating with the repair facility. Base opera-

tions personnel will report outages in excess of 24 hours to the Service B Program Manager, DSN 858-4779, HQ AFFSA/XVA, 1535 Command Dr, Suite D309, Andrews AFB MD 20331-7002.

1.2. Message Format (General). There are several different formats used for transmitting air traffic control and movement messages. Although each type of message is explained in detail, certain entries are common to each message (figure 1.1).

Figure 1.1. Common Message Address Format.

/B

System Authorization

FF   ADW

Precedence Indicator   Addressee(s) (3- or 8-letter Ident)

(Control D*)   011500   KBLVYXYX

Date Time Group (6 numbers)   Originator (8-letter ICAO)

(Control B*) IFR WAXY74 C29 BLV ADW 1635

                    Message Text

* Hold down the control key and the D or B key as required for this entry. The control D and B characters will print on the CRT screen, but will not print on the base operations printer.

NOTE: Self-addressing is not authorized as this action doubles the amount of data being processed

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- Each message will be preceded by the function "/B."
- Each message will include a precedence identifier from the following list:

Identifier	Message Type
SS	Messages involving safety of life and property. Restricted to emergency information.
DD	Priority operational and circuit control messages.
FF	Flight movement, including modification and change messages directly relating to the safe and efficient operation of the aircraft.
GG	Flight cancellation, delay messages, and all others.

NOTE: Routinely, base operations personnel will use precedence identifier "FF." Message acknowledgments must be the same precedence as the message being received. Each message will also contain:

- One or more addressees, using a three-letter identifier (Ident) for CONUS facilities or an eight-letter Ident for international agencies. Do not exceed seven addressees on the message address line. (69 characters including separating spaces.)
- Date and time group (281630) in Coordinated Universal Time (UTC). UTC is the mean solar time at the meridian of Greenwich, England, used as a basis for standard time throughout the world. Normally expressed in four numerals 0001 through 2400. Also called Greenwich Mean Time, GMT, Greenwich civil time, universal time, Z-time, or Zulu Time.

- Originators eight-letter ICAO identifier (KHTBYXYX).
- The fifth through the eighth letters of an international ICAO identifier specify the agency or office receiving or sending a message. The most frequently used and authorized are:

  YAYX-Government Civil Aviation Authority (FAA RO or HDQTRS)

  YCYX-Rescue Coordination Center (RCC)

  YDYX-Authority Supervising the Aerodrome

  YFYX-Aeronautical Fixed Station (FSS/IFSS/IATSC)

  YMYX-Meteorological Office (NWS)

  YNYX-International NOTAM Office (NOF)

  YTYX-Telecommunications authority

  YWYX-Military Flight Operational Control Center (ACP)

  YXYX-Military Organization (Base Operations)

  YYYX-Organizations not allocated a two letter designator

  ZOZX-Oceanic Air Traffic Control Center

  ZPZX-Air Traffic Service Reporting Office

  ZQZX-Computer Facility at a Aeronautical Control Center

   (ACC) or Air Route Traffic Control Center (ARTCC)

  ZRZX-ACC/ARTCC. (Center in charge of a Flight Information Region (FIR) and

       Upper Information Region (UIR) when the message is relevant to a Visual Flight

       Rules (VFR) flight (AMIS))

  ZTZX-Aerodrome Control Tower

  ZZZX-Aircraft in flight

Chapter 2

DEPARTURE NOTIFICATION MESSAGES

2.1. Base Operations Responsibility. Immediately after a departure, base operations personnel will submit a flight notification departure message to the next point of landing (figure 2.1). If this facility is not a full Service B location, submit the message to the destination tie-in FAA FSS. Initial departure messages will contain, as a minimum:

- Type of flight plan
- Aircraft identification
- Type aircraft
- Departure point
- Destination
- ETA
- Remarks; e.g., coded data pertinent to services, passengers, or cargo. In the absence of remarks, enter the letter "N" (meaning none) in the remarks field. When an FSS is an addressee precede remarks with a dollar sign ($).

NOTES:

1. The remarks section will include items applicable to that segment of flight. Enter "AERO CLUB" for those aircraft assigned to a base AERO CLUB. EXAMPLE: VFR N214MC C172 BLV BYH 1630 S BLV AERO CLUB.

2. For civil aircraft enter users name and landing permit number, which should be indicated on the DD Form 175, Military Flight Plan, or FAA 7233-1, Flight Plan. (Obtain FAA Form 7233-1 from any FAA Flight Service Center.) Remember the pilot is required to enter this information as stated in his or her landing permit authorization letter. EXAMPLE: WOODALL HAF 900001C.

3. Destination station base operations will check the monthly Civil Aircraft Landing Permit Report to verify permit currency. User name will be listed by individuals last name or company first name, such as Admire, Mark A = Admire and Crown Central Petroleum Corp = Crown.

Figure 2.1. Departure Notification Message Format.

/B
_____
System Authorization
FF   BAD
Precedence Indicator   Addressee(s) (3- or 8-letter Ident)
(Control D*) 072305   KRNDYXYX
Date Time Group (6 numbers)   Originator (8-letter identifier)
(Control B*) VFR TALL 11 T38 RND BAD 0015 N
Message Text

2.2. Sample VFR Departure (Flight Notification) Messages:

   2.2.1. Visual Flight Rules (VFR) One Way. Only the destination station will be addressed (or the tie-in FSS if the destination is not a full Service B location). When the FSS is an addressee, remarks must be preceded by a dollar sign ($) to allow automatic processing by AFSS.

EXAMPLE:

/B	/B
FF BAD	FF KDRIYFYX
072305 KRNDYXYX	072305 KRNDYXYX
VFR TALL11 T38 RND BAD 0015	VFR TALL11 T38 RND BAD 0015
(Destination Barksdale AFB)	(To BAD Tie-in FSS, De Ridder FSS)

These messages transmitted from Randolph base operations to Barksdale base operations or De Ridder FSS (BAD service B out) indicate: Type flight plan, aircraft call sign, aircraft type, departure point, destination, and estimated time of arrival (ETA) (including en route delays).

   2.2.2. VFR Stopover Departure (Flight Notification) Messages. Address messages to all base operations or FSSs having tie-in responsibility for the different points of intended landing. Separate stopover legs by a slant (/) at the end of each leg except the last. Before the slant, include remarks and, if the message is addressed to DoD base operations only, include the proposed departure time applicable to each leg. Place remarks that apply to the entire route at the end of the message. Begin each stopover leg as a new line. The first leg will show ETA to the first stop. The additional legs will show estimated time en route (ETE) between legs. Enter a void time as a last line item.

NOTE: Although shown in the following example, an FAA FSS is not required to include a proposed departure time from stopover points in Departure Notification Messages:

EXAMPLE:

   /B

   FF SKF BSM HLR

   071400 KNGPYXYX

   VFR R23467 UH1 NGP SKF 1532 P1600/

   BSM 0+30 P1730/

   HLR 1+50

This message, transmitted by Corpus Christi Naval Air Station base operations, indicates stopovers at Kelly and Bergstrom AFBs with the destination being Fort Hood. To calculate the void time, take the total time from takeoff to final destination, rounded to the next whole hour.

   2.2.3. VFR Departure (Flight Notification) Message from Stopover Point. En route stations are responsible for sending departure notices when an aircraft departs their location.

EXAMPLE

/B

FF BSM

071600 KSKFYXYX

R23467 D1605

This message sent by Kelly AFB to Bergstrom AFB indicates the aircraft departed at 1605.

2.2.4. VFR Arrival and Cancellation Messages. When an aircraft arrives at its destination and an arrival or cancellation message has been requested, follow the following example:

EXAMPLE:

/B

FF RND

072020 KHLRYXYX

R23467 RND A2015 HLR

This message sent by Ft Hood Army Airfield to Randolph AFB indicates an arrival at 2015.

2.3. Sample Instrument Flight Rules (IFR) Departure (Flight Notification) Messages:

2.3.1. IFR One Way. The same elements used in a VFR departure notice will be used in an IFR departure notice, except the type of flight will be shown as IFR.

EXAMPLE:

IFR One Way (C-9 Air Evacuation (EVAC) Andrews AFB to Plattsburgh AFB):

/B

FF PBG

281421 KADWYXYX

IFR E116 C9 ADW PBG 1430

Spoken, this departure message would read: "IFR, EVAC one one six, C9, Andrews to Plattsburgh, ETA 1430."

2.3.2. IFR Stopover. An example of a message of a C-21 from Andrews AFB to Plattsburgh AFB, Loring AFB, Logan Intl, TF Green State, Newark, Andrews AFB, Wright-Patterson AFB, and Scott AFB follows:

EXAMPLE:

/B

FF PBG LIZ BDR MIV FFO BLV

281425 KADWYXYX

IFR TUG11 C21 ADW PBG 1430 N/

LIZ 0+45 S/

BOS 0+45 $S/

PVD 0+10 $N/

EWR 0+25 $N/

ADW 0+30 AP A5O SMITH S/

FFO 0+50 A5O N/

BLV 0+40 DP A5O SMITH

Andrews base operations sends this departure notification message to Plattsburgh base operations, to Loring base operations, to Bridgeport Connecticut (services Logan Airport and TF Green State Airport), to Millville New Jersey FSS (services Newark New Jersey), to Wright-Patterson base operations, and to Scott base operations. The message also indicates that service is required at Loring AFB and Boston International (Intl), and a USAF code 5 M/Gen (A5) who requests no assistance (O) will be on loaded at Andrews AFB and offloaded at Scott AFB. See chapter 4 of DoD FLIP (General Planning) for VIP codes. Proposed times from each stop may be included if the message is between DoD base operations.

NOTE: AP is used at onload station to depict passenger pickup. DP indicates passenger deplaning station.

2.3.3. Departure From Stopover Point. When the aircraft departs from a stopover point, base operations personnel at the stopover location will send a departure notice to the next destination.

EXAMPLE:

/B

FF LIZ

281615 KPBGYXYX

TUG11 D1605

2.4. Sample Composite IFR, VFR, and IFR Departure Notices:

EXAMPLE:

/B

FF NIR RND NBE

081945 KNGPYXYX

IFR VV27548 C9 NGP NIR 2104 P2130/

VFR RND 0+45 S P2220/

IFR NBE 1+10

2.5. Other Departure Notices. It is not practical to provide examples of every possible departure notice. It is important however, to use the format specified above. If the departure message becomes involved, such as in the case of tactical missions that originate as formation flights and return as single ship, do not hesitate to use clear text to explain the mission more completely.

Chapter 3

DOMESTIC IFR FLIGHT PLANS HANDLING

3.1. IFR Flight Plan Proposals (CONUS). Base operations personnel will submit all IFR flight plan proposals to the ARTCC computer within whose control area the IFR flight originates (figure 3.1). See attachment 2 for specific IFR message text requirements. Messages will be addressed to CONUS ARTCC (three-letter) facility identifier; i.e., ZDC.

    3.1.1. One-Way Flight Plan. An example of a C-9 Air EVAC Andrews AFB to Plattsburgh AFB follows:

EXAMPLE:

      /B

      FF ZDC

      281530 KADWYXYX

      ADW1530002 FP E116 C9/A 460 ADW P1320 310\

      ADW..OTT.J61.PSB.J59.SYR.J29.PLB..VAL172015..PBG/0050

Figure 3.1. IFR Flight Plan Format (Domestic).

/B		
System Authorization		
FF_____	_____	
___		
Precedence Indi- cator	Addressee(s)	
	_____	_____
(Control D) (Control B)	Date Time Group	Originator
	_____ _____	_____
	Message Ident Message Type	Aircraft Ident
_____ _____	_____ _____	_____
Aircraft Type/ Equipment	True Air Speed Departure Point	Departure Time Altitude
Route of Flight		
_____		
Remarks		

    3.1.2. Stopover Flight Plan. Sample messages of a C-9 departing Andrews AFB with en route stops at Plattsburgh AFB, Loring AFB, Logan Intl\Airport, TF Green State Airport, Newark Intl Airport back to Andrews AFB are shown in the following examples. Andrews base operations personnel send all IFR flight plan proposals:

EXAMPLES:

First Leg-Andrews AFB to Plattsburgh AFB sent to Washington ARTCC:

/B

FF ZDC

281233 KADWYXYX

ADW1230025 FP E116 C9/A 460 ADW P1320 310\

ADW..OTT.J61.PSB.J59.SYR.J29.PLB..VAL172015..PBG/0050

Second Leg-Plattsburgh AFB to Loring AFB sent to Boston ARTCC:

/B

FF ZBW

281234 KADWYXYX

ADW1234026 FP E116 C9/A 460 PBG P1410 290\

PBG..PLB.J29.PQI..AWD..LIZ/0100

Third Leg-Loring AFB to Logan Intl Airport sent to Boston ARTCC:

/B

FF ZBW

281235 KADWYXYX

ADW1234027 FP E116 C9/A 460 LIZ P1610 310\

LIZ..PQI.J29.BGR.J79.SCUPP..BOS/0045

Fourth Leg-Logan Intl to TF Green State Airport sent to Boston ARTCC:

/B

FF ZBW

281248 KADWYXYX

ADW1248028 FP E116 C9/A 400 BOS P1710 100\

BOS..BOSOX..PVD/0010

Fifth Leg-Providence to Newark Intl leg sent to Boston ARTCC:

/B

FF ZBW

281249 KADWYXYX

ADW1249029 FP E116 C9/A 420 PVD P1855 IALS..EWR/0025

Sixth Leg-Newark Intl to Andrews AFB leg sent to New York ARTCC:

/B

FF ZNY

281250 KADWYXYX

ADW1250030 FP E116 C9/A 450 EWR P2005 200\

EWR.SMST5.EMI..ADW180010..ADW/0030

3.1.3. Composite IFR to VFR. Following is an example of a C-9 Air EVAC Plattsburgh AFB to Loring AFB. IFR Plattsburgh AFB to Presque Isle VORTAC, VFR to Loring AFB. Submit IFR leg to appropriate ARTCC.

EXAMPLE:

/B

FF ZBW

311210 KPBGYXYX

PBG1210003 FP E116 C9/A 460 PBG P1410 290\

PBG..PLB.J29.PQI.VFR.LIZ/0045

3.1.4. Composite VFR to IFR. Following is an example of a C-9 Air EVAC Plattsburgh AFB to Loring AFB, VFR Plattsburgh AFB to Presque Isle VORTAC, IFR to Loring AFB.

EXAMPLE:

/B

FF ZBW

311300 KPBGYXYX

PBG1300009 FP E116 C9/A 460 PQI P1410 290\

PQI..AWD..LIZ/0025 :PU IFR OVER PQI

NOTE: Use of the colon (:) preceding remarks indicates that the remark is for all ARTCCs through which the flight transits.

3.1.5. Delay En Route Flight Plans. A delay en route flight plan normally requires a separate message for each leg of flight. The following examples indicate a departure from Randolph AFB with terminal area delays, for approaches, at San Angelo, Texas, at Bergstrom AFB, Texas, and an arrival back at Randolph AFB.   Such a flight plan requires three messages:

EXAMPLES:

/B

FF ZHU

151600 KRNDYXYX

RND1516002 FP TALL23 T38/P 420 RND P1650 260\

RND..SAT.J2.JCT..SJT222016..SJT/0022:D0+20 APCHS SJT RND

/B

FF ZHU

151700 KRNDYXYX

RND1517012 FP TALL23 T38/P 420 SJT P1730 150\ SJT.V77.J50.ACT..BSM325050..BSM/ 0040:D0+20

APCHS BSM RND

/B

FF ZHU

151900 KRNDYXYX

RND1519019 FP TALL23 T38/P 310 BSM P1935 040\

BSM..MARCS.V68.SAT..RND050012..RND/00 16

The following flight plan specifies a delay en route at altitude and no change in the altitude structure. The delay may be indicated in the route of flight:

/B

FF ZME

191607 KNQAYXYX

NQA1607010 FP SKULL04 A4/P 360 NQA P1630 190\

NQA..MEM/D1+00..IGB..MEI..NMM/0040

3.1.6. Instrument Route (IR) Flight Plan. IFR flight plan messages indicating IR usage will include the entry and exit fixes in the route of flight and entry and exit times plus MARSA in the remarks.

EXAMPLE:

/B

FF ZHU

081955 KDLFYXYX

DLF1955053 FP RAKE12 T38/P 322 DLF P2230 060\

DLF..DLF327020..DLF329028.IR169.SJT2O9035..FST..

ELP115030..ELP/0110 :IR169E2245X2305MARSA

The remarks that indicate route entry and exit times will be formatted in consecutive sequence, without spaces.

3.1.7. Short Notice IFR Flight Plan Messages. If the IFR flight plan indicates a time en route of 30 minutes or less to the first stop, identify the destination as an addressee on the IFR proposal message.

EXAMPLE:

> /B
>
> FF ZME NMM
>
> 191607 KNQAYXYX
>
> NQA1607010 FP SKULL04 A4/P 370 NQA P1630 190\
>
> NQA..MEM..IGB..MEI..NMM/0030

3.2. Altitude Reservations (ALTRV):

3.2.1. CONUS. Flight plans that include ALTRV information in CONUS airspace are processed to the FAA ARTCC by the Central Altitude Reservation Facility. Base operations should not resubmit to the CONUS ARTCC that portion of the flight plan, DD Form 175, **Military Flight Plan,** that contains an ALTRV being flown in US airspace.

3.2.1.1. If the ALTRV starts at the originating base, that is the aircraft is on an ALTRV immediately after departure, base operations personnel do not submit an IFR flight plan proposal message. The ARTCC performs all actions.

3.2.1.2. If the ALTRV is initiated or begins en route, use the following procedure:

3.2.1.2.1. The originating base operations submits a flight data message specifying the fix where the ALTRV begins, followed by the amount of time required to fly from the ALTRV entry point to the ALTRV exit point, followed by the exit point and remainder of route. *EXAMPLE:* flight plan route to (entry point) ABC 136050/D02+00..XYZ (exit point) and flight plan route to destination. This base operations message is similar to the message used to show a delay en route at altitude. The ALTRV duration, or delay time, is determined from the ALTRV approval message.

3.2.1.2.2. Local procedures should ensure base operations personnel understand the ALTRV entry point, ALTRV delay time and exit point. The remarks section of the flight data message should specify the point where the ALTRV is joined and the ALTRV name. *EXAMPLE*: JOIN DING BAT1 ALTRV at ABC 136050.

3.2.2. International Flight Plans. The ALTRV must be included in the International flight plan DD Form 1801, **International Flight Plan**, when the entire ALTRV takes place outside CONUS airspace. Base operations personnel will ensure that the ALTRV is included in the IFR flight data message (FPL) sent to the CONUS ARTCC computer. If the ALTRV begins in CONUS airspace and extends into another country's airspace, base operations personnel will have to transmit two flight plan messages. The first flight plan message will be submitted in domestic format using the procedures above and sent to the CONUS ARTCC computer. The flight plan will also be sent to all addressees except the ARTCC computer.

3.2.3. Summary:

3.2.3.1. If the ALTRV is all in CONUS airspace, do not include ALTRV as part of the flight plan message. Include the ALTRV entry and exit points and ALTRV duration in the text of the IFR flight plan message. Identify the ALTRV in remarks.

3.2.3.2. If the ALTRV is all in international airspace, include the entire ALTRV in the route of flight. Identify the ALTRV in remarks.

3.2.3.3. If the ALTRV begins in CONUS airspace and continues into international airspace, two messages are required:

- Send one IFR flight plan proposal message (domestic format) as in 3.2.3.1. above.
- Send the second message in International Civil Aviation Organization (ICAO) format to all addressees.

NOTE:

The local ARTCC may have requirements that amend the above directions. Base operations personnel must work closely with the ARTCC to ensure a mutual understanding of ALTRV procedures exists.

3.3. Canceling or Amending Messages. Flight plans previously submitted to the CONUS ARTCC computer may be amended by an amendment message (AM) or canceled by using a remove strip (RS) message until 30 minutes before the proposed departure time. After 30 minutes before the proposed departure time, base operations personnel must call the ARTCC for manual coordination.

3.3.1. AM Message. The AM message (figure 3.2) is used to modify, add to, or delete previously filed flight plan data. When accepted, the amendment information becomes a part of the flight plan data base. An AM is user-generated and is different than a correction message (CM) which is sent to respond to an error message generated by the ARTCC computer. If Field 02 (aircraft identification) is to be amended, no other field may be amended in the same AM. If Field 02 and other fields are to be amended, send a RS message (figure 3.3) and reenter a corrected flight plan.

EXAMPLE:

/B

FF ZHU

121900 KRNDYXYX

RND1827055 AM HUNT12 02 HUNT33

In this message, the change applies to "field two", aircraft identification. Spoken, it would read "Hunt field two, is amended to read Hunt 33."

EXAMPLE:

Randolph AFB needs to amend the proposed departure time-Field 07.

/B

FF ZHU

150545 KRNDYXYX

RND0827055 AM HUNT33 07 P0730

Figure 3.2. Amendment Message Format.

/B
_____
System Authorization
FF_____ .   _____
1-Precedence Indicator   2-Addressee(s)
(Control D) _____ .   _____ .
                               3-Date Time Group   4-Originator
(Control B) _____ . AM _____ .   _____
             5-Message Ident 6-Message Type   7-Aircraft Ident

_____   _____
8-Number of Field being 9-Change Information
amended

1-Precedence Indicator -- normally FF.

2-Addressee - three-letter ARTCC identifier.

3-Date Time Group -- current date and time group (UTC). *NOTE:* In most cases, you may enter a *1* in place of the DTG, the center's computer will input the correct DTG automatically. Check with your center to see if this applies to you.

4-Originator -- eight-letter ICAO listing.

5-Message Identification -- three-letter ICAO identifier code followed by time group and message number.

6-Message Type -- AM for amendment message.

7-Aircraft Identification -- aircraft call sign.

8-Field Being Amended -- enter the two-digit number indicating the flight plan field to be amended.

9-Enter corrected information.

EXAMPLES:

McChord AFB needs to amend the requested altitude-Field 09.

> /B
>
> FF ZSE
>
> 222200 KTCMYXYX
>
> TCM2127072 AM A12341 09 350

Little Rock AFB needs to amend the second leg of a stopover it originated. All legs are controlled by the same ARTCC (in this case, Memphis) and the leg to be amended is out of Blytheville AFB.

> /B

FF ZME

100815 KLRFYXYX

LRF1008050 AM DUMP55/BYH 09 350

This message amends DUMP 55's altitude (Field 09) out of Blytheville AFB.

Figure 3.3. Remove Strip Message Format.

/B

_____

System Authorization

GG _____.   _____

1-Precedence Indicator   2-Addressee(s)

(Control D) _____.   _____.

                      3-Date Time Group   4-Originator

(Control B) _____.   AM _____.   _____

          5-Message Ident   6-Message Type   7-Aircraft Ident

_____   _____

1-Precedence Indicator -- GG.

2-Addressee -- three-letter ICAO ARTCC identifier.

3-Date/Time Group -- current date/time group.

4-Originator -- eight-letter ICAO identifier.

5-Message Identification -- three-letter originator ICAO followed by time and message number.

6-Message Type -- RS for remove strip.

7-Aircraft Identification -- self-explanatory.

3.3.2. RS Message. The RS message is used to remove from the computer system a flight plan previously submitted.

EXAMPLE:

/B

GG ZKC

011705 KBLVYXYX

BLV1652147 RS R12345

*This message cancels the stored flight plan for Army 12345. **NOTE:** If there is more than one flight plan on an aircraft, operating in the same ARTCC, the RS message must contain the call sign and location of the aircraft that is being canceled. The message text will read: BLV1652147 RS R12345/LRF, or another example: GSB2313091 RS CHIEF41/ILM037070.*

3.4. Error and CMs. Errors in IFR flight plan proposal messages are identified by the FAA computer and a rejection message is generated to the originator. Base operations uses a CM to provide the correct information.

   3.4.1. Sample Error Message:

Base operations sends the following IFR proposal message:

>   /B
>
>   FF ZSE
>
>   121200 KTCMYXYX
>
>   TCM1800031 FP LK04 F106/P 05000 TCM P1700 400\
>
>   TCM..PDX/0030

The computer sends the following error message to base operations:

>   FF KTCMYXYX
>
>   121220 KZSEZQZX
>
>   ERROR 031 05 SPD 05000

This message tells you that base operations message 031, field 05 (air speed) is in error.

   3.4.2. Base operations CM. This is the only time when base operations personnel will repeat a message number-field 00.

EXAMPLE:

>   /B
>
>   FF ZSE
>
>   121225 KTCMYXYX
>
>   TCM1800031 CM 500

NOTES:

1. The ARTCC computer stores or holds an erroneous flight plan for a specified period of time. This period varies between ARTCCs, but normally is no longer than 10 minutes after computer receipt. If base operations personnel do not transmit a CM within the time frame established by the ARTCC, the entire flight plan must be resubmitted.

EXAMPLE:

Computer Message: ERROR 070 10 RTE..FLACK..FIX NOT STORED CM: TCM1908070 CM ..FLAAK..

2. IFR proposed flight plan messages that contain errors and are sent to ARTCC computers outside or beyond the local ARTCC may not be identified back to the originator. The message originator will receive a normal ARTCC computer acknowledgment and a rejection message will be identified at the ARTCC receiving the proposal. EXAMPLE: Ft Campbell KY (served by Memphis ARTCC) sends an IFR proposal message to Jacksonville ARTCC on an aircraft stopping over at Cairns AAF. This message

has an error in the route of flight. The Jacksonville ARTCC computer will acknowledge the message back to Ft Campbell and a rejection message will be printed out in Jacksonville center. If the IFR message was sent to the wrong center, that ARTCC may generate a message back to originator indicating the error. The originator is then responsible for transmission to the correct center.

3.5. ARTCC Computer Acknowledgment Messages. When a flight plan message is accepted by the ARTCC computer, an acknowledgment or "Roger" will be received as follows:

EXAMPLE:

>   FF KRNDYXYX

>   121320 KZCHZQZX

>   R002

Houston ARTCC computer (KZCHZQZX) acknowledges Randolph AFB (KRNDYXYX) IFR Message number 2.

3.6. ARTCC Computer Identifying Number (CID). The CID is an automatic numbering system generated by the ARTCC computer. When a base sends an IFR flight plan message (e.g., LRF2100003) and the message is correct, the ARTCC computer "Rogers" the message by sending the base "R003." At the same time, the ARTCC computer assigns an in-house CID. If several IFR messages are sent on the same aircraft, as is the case with the stopover flight plan, each message is assigned a CID. Base operations personnel are unaware of the CID but they may need the information under certain circumstances.

EXAMPLE:

DUMP 55 is a C-130 operating out of Little Rock AFB on a stopover flight plan all within the Memphis ARTCC control area. The stopover flight plan route is Little Rock AFB to Eaker AFB to Little Rock AFB to Memphis. Little Rock AFB sends three messages:

>   LRF0700002 (originating at Little Rock AFB)

>   LRF0701003 (stopover at Eaker AFB)

>   LRF0703004 (stopover at Little Rock AFB)

Approximately 45 minutes before original departure, Little Rock base operations wants to amend the filed altitude of the stopover leg from Little Rock to Memphis. Little Rock base operations sends the following:

>   LRF1015012 AM DUMP55/LRF 09 260

The ARTCC computer looks for DUMP 55 and finds two flight plan messages on DUMP 55 out of Little Rock AFB. The computer sends this message to Little Rock AFB:

>   ERROR 012 02 AID DUMP55 FILD DUPLICATION

>   LRF P1100

>   BYH P0930

>   LRF P0800

This error message translates to: Error message 012, Field 02, aircraft identification (AID) DUMP 55 has more than one (duplication) flight plan message on file. The computer message then identifies all the

messages on DUMP 55 using CID numbers, departure point, and proposed time. Now base operations can amend the stopover leg out of Little Rock AFB using the CID (070): LRF0715010 AM 070 09 260.

3.7. Stereo Flight Plan. A stereo flight plan is used to activate a route of flight that is prestored in the ARTCC computer. The flight plan message may be entered with the stereo identification as the only field 10 entry. The departure location (field 06) must agree with the stereo departure point. Variations from these procedures do occur within some centers. Letters of agreement must be established between base operations and the applicable ARTCC. Sample stereo entry:

>   /B
>
>   FF ZAB
>
>   192300 KABQYXYX
>
>   ABQ1230025 SP TACO21 A7/P 450 P1530 300 LOLA36

Field two must read SP. If it reads FP then a computer error message, message too short, will be transmitted to the originator.

3.8. System Saturation. If the telecommunications system becomes saturated so that you cannot deliver your IFR proposed flight plan messages, revert to these alternate procedures:

- Immediately verify with the ARTCC what the problem is.
- Coordinate with the center and telephone in your immediate IFR proposals; that is, those that are proposed for departure in less than 30 minutes. Other IFR proposals will be voiced to the local FSS.
- Avoid sending duplicate messages via the telecommunications system.
- Voice call all your message traffic, including departure notices, to the FAA FSS.
- Notify your local flying organizations and ask them to submit their flight plans well in advance of the departure time.

Chapter 4

MILITARY TRAINING ROUTES (MTR)

4.1. MTR Policy. Flight plans that indicate flights along MTR require special handling. Flight plan filing lead times and submission times to the ARTCC, as outlined in the FLIP Document, must be adhered to.

4.2. Scheduling Requirements. MTRs are scheduled in advance. Instrument Routes (IR) and Visual Routes (VR) cannot be used without being scheduled. Unit scheduling organizations "owning" these routes provide base operations (with Service B capability) or the tie-in FSS with a daily schedule of route usage. Base operations personnel do not schedule these routes but will issue the scheduled usage to all FSSs, ARTCCs, and other base operations within 100 NM of the training route (see FLIP Document AP/1B). Messages will include route identifier, time of use, and altitude involved. (*NOTE*: Slow-speed, low-altitude training routes are not to be transmitted, briefed on, or posted). FAA FSS and ARTCCs are not required to acknowledge MTR schedules. While scheduling flexibility is necessary, local procedures should ensure that changes 2 hours before scheduled departure are held to a minimum.

EXAMPLE:

> /B
>
> FF HBR GAG PNC ICT SLN KZFWZRZX KZKCZRZX CDS SPS
>
> 111500 KTIKYXYX
>
> IR145 1400-1445 SFC-6000
>
> IR145 1545-1630 SFC-6000
>
> IR145 1715-1830 SFC-8000

Chapter 5

ICAO FLIGHT PLAN HANDLING (FAAH 7110.10, CHAPTER 7, SECTION 1)

5.1. ICAO IFR Flight Plans (FPL). Address FPL messages to the ARTCC servicing the airport of departure using the three-letter ARTCC identifier and to all air traffic units providing air traffic control service (not including CONUS air traffic units). Transmit all IFR FPL proposals to the ARTCC not less than 1 hour before the proposed departure time. Dashes "-" and both open and closed parentheses "( )" are required functions included in an IFR ICAO FPL message. Messages must adhere to ICAO standards, submitted in the exact format (figure 5.1) and be free of errors. ICAO FPL proposal messages will not be automatically acknowledged by the ARTCC computer. A voice call will be required to verify receipt of an FPL or AM. (See FLIP General Planning for additional information regarding ICAO FPLs.)

Figure 5.1. ICAO IFR Flight Plan Format.

```
/B
_____
System Authorization
FF
_____              _____
 1-Precedence Indicator        2-Addressee(s)
(Control D)
                               _____        _____
                               3-Date Time Group         4-Originator
(Control B)
                               _____
                               5-Message Type
_____
6-Aircraft Identification
_____
7-Flight Rules and Type of Flight
_____
8-Number/Aircraft Type/Wake Turbulence Category
_____
9-Equipment - Communications, Navigation, Approach Aid, Secondary Surveillance Radar Data
10-Aerodrome of Departure and Estimated Off Block Time
_____              _____
11-True Air Speed and Flight lev-  12-Route of flight
el
_____       _____
13-Destination and Estimated En  14-Alternate Airdrome
Route Time
_____)
```

15-Other Information

Numbers (1), (2), (3), etc., are used with the following information to explain flight data computer entries. They do not refer to the numbers printed on the DD Form 1801.

1-Precedence Indicator. Normally "FF"

2-Addressees. Eight-letter ICAO identifiers as required; do not exceed seven addressees (each addressee separated by a space or 69 characters including spaces per line. Only one line of address indicators may be sent at one time preceded by a precedence indicator. Messages concerning flights originating in the United States will be sent to the computer at the ARTCC; e.g., ZME.

3-Six-character date and time group; e.g., 121500.

4-Originator. Eight-letter ICAO identifier.

5-Message Type. Insert left parentheses "(" (which indicates start of message), followed by the message type.

FPL	Filed flight plan
CHG	Changed or modification
CNL	Cancellation
DLA	Delay
DEP	Departure
ARR	Arrival

6-Aircraft identification. Insert dash and aircraft identification (no more than seven characters; e.g., -M50237).

7-Flight Rules and Type of Flight. Insert dash, then I or V for IFR or VFR, followed by M if military, or S if scheduled air transport; e.g., -IM.

8-Number, type aircraft, and wake turbulence category. Precede by a dash; e.g., -C141/H, -E3/H, -F16.

9-Radio Communications, Navigation, and Approach and SSR (Transponder) Equipment. Preceded by a dash (IM). One or more of the following letters are used to indicate communications/navigation/approach aid equipment:

A	LORAN A	M	Omega
B	(Not allocated)	O	VOR
C	LORAN C	P	Doppler
D	DME	Q	(Not allocated)
E	Decca R	R	NAV Route Equipment
F	ADF	T	TACAN
G	(Not allocated)	U	UHF RTF
H	HF RTF	V	VHF RTF

I	Inertial Nav	W	When prescribed by ARTCC
J	(Not allocated)	X	When prescribed by ARTCC
K	(Not allocated)	Y	When prescribed by ARTCC
L	ILS	Z	Other equipment carried

Standard equipment is represented by an S and is considered to be Very High Frequency (VHF), Radiotelephone (RTF), Automatic Direction Finder (ADF), Very High Frequency Omnidirectional (VOR), and Instrument Landing System (ILS). If the letter Z is used, specify in item 15 (item 18 of DD Form 1801) the other equipment carried preceded by COM/____ or NAV/___.

 SSR Equipment (Transponder)

   N None

   Transponder--Mode A, no coding

   Transponder--Mode A, two digits--64 codes

   Transponder--Mode A, four digits--4096 codes

   C Transponder--Mode A, four digits--4096 codes and Mode C

Sample entry of 5, 6, 7, 8, and 9, above:

(FPL = Flight plan message

-M50237 = Aircraft identification

-IM = Flight rules and type flight

-C141/H = Type aircraft and wake turbulence category

-SI = Communications Navigation (COMNAV)/ approach aid equipment /C = Transponder

CRT Entry: (FPL-M50237-IM-C141/H-SI/C

10-Aerodrome of departure and estimated off block time, preceded by a dash; e.g., -KRND1548.

11-True Airspeed and Flight Level. The true airspeed and flight level are part of the route of flight but separated here for clarification. Insert the first cruising speed in knots (indicated by N) in four digits, and the first cruising level in three digits (preceded by an F) without a space between them; e.g., -N0290F230 (290 knots at an initial flight level of 230). A Mach number may also be used. Indicate Mach number to the nearest hundredths of unit Mach preceded by the letter "M" (MO82). All requests for block altitudes will be identified in remarks (other information) section only. Do not show block altitudes in the route of flight section.

12-Route of Flight. The route of flight starts one space after the True Airspeed (TAS) and flight level. Use direct (DCT) when implying direct between all like elements; e.g., JAX DCT GNV DCT COVIA. If a change in altitude or airspeed is planned, insert a slash immediately after the point where the change is to take place; e.g., DCT MINOW DCT FISHR/N0440F330. This procedure is required even if only one of these quantities will be changed. Indicate latitude and longitude without a slash between them.

Latitude and Longitude - Degrees Only (Seven Characters). Two figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by three figures describing longitude in degrees followed by "E" (East) or "W" (West). Insert zeros, where necessary to compile the correct number of figures; e.g., 46N078W. (Do not separate latitude and longitude by a slash "/".)

Latitude and Longitude - Degrees and Minutes (11 Characters). Four figures describing latitude in degrees and minutes followed by five figures describing longitude in degrees and minutes followed by "E" (East) or "W" (West). Insert zeros where necessary, to makeup the correct number of figures; e.g., 4620N07805W. (Do not separate latitude and longitude by a slash "/".)

Bearing and distance from a navigation aid. The identification of the navigation aid (normally a VOR), in the form of two or three characters, then the bearing from the aid in the form of three figures giving degrees magnetic, then the distance from the aid in the form of three figures expressing nautical miles. Insert zeros where necessary, to makeup the correct number of figures; e.g., a point 180 degrees magnetic at a distance of 40 nautical miles from VOR "DUB" would read DUB180040.

13-Aerodrome of destination and Estimated Elapsed Time (EET), preceded by a dash; e.g., -MPHO0415.

14-Alternate Aerodrome. Enter ICAO identifier, one space after EET.

15-Other information, preceded by a dash; i.e., -0 indicates no other information (note after this entry the right parentheses, ")", must be inserted to complete the message). If additional information is added, use one of the following abbreviations, a slash and the appropriate information in plain text or accepted abbreviation. If there are no remarks, indicate 0; i.e., -0). Do not use a dash within the text of the remarks.

EET and significant points or FIR boundary designators and accumulated elapsed time to such points or boundaries.

REG/. The registration marking of the aircraft, if different from the aircraft identification above.

SEL/. SELCAL Code, if so prescribed by the appropriate Air Traffic Service (ATS) authority.

OPR/. Name of the operator, if not obvious from the aircraft identification.

STS/. Reason for special handling by ATS; e.g., hospital aircraft or one engine inoperative, e.g., STS/ HOSP, STS/ONE ENG INOP.

TYP/. Type(s) of aircraft, preceded if necessary by number(s) of aircraft, such as for a formation flight.

PER/. Aircraft performance data, if so prescribed by the appropriate ATS Authority.

COM/. Any additional COM equipment carried.

NAV/. Any additional NAV equipment.

DEP/. ICAO 4-letter location indicator of the location of the Air Traffic Services (ATS) unit from which supplementary flight plan data can be obtained, if Air File (AFIL) is inserted in item 13.

   RMK/. Any other plain language remarks when required by the appropriate ATS authority as deemed necessary.

EXAMPLES:

            /B

FF MPLBYSYX MMIDZQZX MHTGZQZX MKJKZQZX MPZLZRZX MPZLZQZX
MPHOYXYX MHSCZTZX ZJX

291326 KHTBYXYX

 (FPL-M644-IM

-C141/H-SI/C

-KCHS1500

-N0435F350 J121 JAX DCT GNV DCT COVIA DCT MINOW DCT

FRISH/N0440F330 UA9 DANUL UA321 TBG DCT

-MPHO0415 MHSC

-EET/MMID0149 MHTG0219 MPZL0300 REG/A40644 OPR/USAF

STS/HAZ CARGO)

/B

FF KZNYZOZX CZQMZQZX CZQXZQZX BIRDZQZX BIKFYXYX ZFW

262330 KTIKYXYX

 (FPL-TOWN3O-IM

-E3/H-SHUIMPRT/C

-KTIK0130

-N0435F330 DCT TUL DCT SGF062068 DCT VHP089017 DCT CXR DCT SYR DCT

ALB018067

AR212 PQI339024/M074F330 DCT YZV110050 DCT YYR DCT LOACH DCT

58N050W DCT 61N040W DCT 63N030W DCT KF280120 DCT KF202012 DCT KF DCT

BIKF0900 EGUN

EET/CZQM0432 CZQX0503 BIRD0730 50W0710 40W0757 30W0837 REG/50559

RMKS/AIRFL W REFER 98 AR212 FL250B270)

5.2. Stopover Flight Plans. While multiple stopover flights are not authorized on the DD Form 1801, separate flight plan forms for subsequent legs of flight may be filed at the first departure aerodrome. The originating base operations will transmit the first flight plan message to the ARTCC controlling the departure point. Separate messages for the other legs may be transmitted by the originating base operations to the base operations at each intermediate stop. Base operations, in receipt of this flight plan information, will transmit the data to their local ARTCC facility. *EXAMPLE*: McGuire base operations receives ICAO flight plans for a flight with intermediate stops at Lajes Field, Mildenhall RAF, and terminating at Ramstein AB. McGuire AFB sends the initial leg (McGuire to Lajes) to New York ARTCC for initial clearance. They then transmit to Lajes base operations, the flight plan from Lajes Field to Mildenhall RAF, and to Mildenhall base operations, the flight plan from Mildenhall AFB to Ramstein AB. Upon

receipt, Lajes Field and Mildenhall RAF will submit the appropriate flight plan to their air traffic control facility.

5.3. ICAO Departure Message. Base operations personnel at the originating station will send all ICAO departure notification messages (figure 5.2.).   Messages will be sent to the same agencies addressed in the FPL message not including the originating ARTCC.

Figure 5.2. ICAO Departure Notification Message Format.

/B
_____
System Authorization
FF_____   _____
1-Precedence Indicator   2-Addressee(s)
(Control D)
_____   _____
3-Date Time Group   4-Originator
(Control B) DEP
_____   _____   _____   _____   _____
5-Message   6-Aircraft   7-Departure   8-Destina-
Type   Ident   Point and   tion
Time
1-Precedence Indicator. Normally FF
2-Addressee(s). Same addressee(s) as specified on the FPL message (except the originating ARTCC).
3-Current Date Time Group. Six-number date and time group.
4-Originator. Self explanatory.
5-Message Type. DEP.
6-Aircraft Identification Call Sign, i.e. M65432.
7-Departure Point and Time, i.e. KCHS1505
8-Destination. i.e. MPHO.

EXAMPLE:

>   /B

>   FF KZMAZRZX MUHAZQZX MMIDZQZX MHTGZQZX MKJKZQZX MPZLZQZX
> MPHOYXYX

>   281507 KHTBYXYX

>   (DEP-M644-KCHS1505-MPHO)

5.4. ICAO Delay Message. Send a delay message (figure 5.3) when a delay is being incurred or is anticipated. Include all addressees in the original message.

EXAMPLE:

/B

GG KZMAZRZX MUHAZOZX MMIDZQZX MHTGZQZX MKJKZQZX MPZLZQZX MPHOYXYX

281400 KHTBYXYX

(DLA-M644-KCHS1600-MPHO)

Figure 5.3. ICAO Delay Message Format.

/B

_____

System Authorization

GC_____   _____

1-Precedence Indi-   2-Addressee(s)
cator

(Control D)   _____   _____

                          3-Date Time Group   4-Originator

(Control B) (DLA   _____   _____   _____)

5-Message Type   6-Aircraft Ident   7-Departure Point   8-Destination
                                              and Block Time

1-Precedence Indicator. Normally GG.

2-Addressee(s). Same addressee(s) as on the FPL message.

3-Current Date Time Group. Six-number date time group.

4-Originator. Self explanatory.

5-Message Type. DLA.

6-Aircraft Identification. i.e. M65432.

7-Departure Point and Revised Off Block Time. i.e. KCHS1600.

8-Destination. i.e. MPHO.

5.5. ICAO Change Message. A change or modification message (figure 5.4) is authorized if you need to change flight plan data that has been submitted.

EXAMPLE:

/B

FF MMMXZQZX MMIDZQZX MHTGZQZX MZBZYFYX MGGTYFYX KZHUZRZX

091512 KSKFYXYX

(CHG-A23456-KSKF0600 EGUN-15/N0400F350

NOTE: The "15" indicates that item 15 on the ICAO flight plan form is being changed.

Figure 5.4. ICAO Change Message Format.

/B			
_____			
System Authorization			
FF_____	_____		
Precedence Indicator	Addressee(s)		
(Control D)	_____	_____	
	Date Time Group	Originator	
(Control B) (CHG	_____	_____	_____
	Message Type	Aircraft Ident	Departure Point and Time
_____	_____	_____	_____
Destination	Total Elapsed Time	Alternate	Change Information

5.6. ICAO Cancellation Message. Use the following message format (figure 5.5) when canceling a message previously sent:

EXAMPLE:

> /B
>
> FF MMMXZQZX MMIDZQZX MHTGZQZX MZBZYFYX MGGTYFYX KZHUZRZX
>
> 091512 KSKFYXYX
>
> (CNL-A23456-KSKF-MPHO)

Figure 5.5. ICAO Cancellation Message Format.

/B			
_____			
System Authorization			
FF_____	_____		
Precedence Indicator	Addressee(s)		
(Control D) _____	_____		
Date Time Group	Originator		
(Control B) (CNL	_____	_____	_____)
Message Type	Aircraft Ident	Planned Departure Station	Planned Destination

Chapter 6

TRANSBORDER MESSAGES

6.1. General Information. Air traffic messages between the United States, Canada, and Mexico are considered transborder messages. Military bases that experience difficulties in processing flight data to Canada should contact the Seattle FSS; for Mexico contact the San Antonio FSS. These facilities will provide guidance, as necessary.

6.2. Canada Transborder Messages. Military base operations will transmit VFR and IFR departure notification messages concerning aircraft landing in Canada. Canadian FSSs will acknowledge VFR departure messages but normally do not acknowledge IFR departure messages.

6.2.1. Flight plans must indicate a designated airport of entry as point of destination.

6.2.2. Transmit flight notification messages in the following format:

EXAMPLE:

/B

_____
System Authorization

FF	CZYZZQZX					
Precedence	Addressee					
_____	KOFFYXYX					
Date Time Group	Originator					
IFR	M3456	C141	OFF	YYZ	1745	ADCUS 6
Type Flt Plan	Ident	Type	Dept	Dest	ETA	Remarks

NOTE: ADCUS 6 indicates that customs should be advised and that six persons are on board. In this example, all passengers are US citizens:

EXAMPLE:

>/B

>FF CQWGYFYX

>081700 KTCMYXYX

>VFR SCOTT22 3/CT114 TCM YYO 1725 ADCUS 1US 2CAN

NOTE:

This message indicates one US passenger and two Canadians.

6.2.3. If acknowledgment of a VFR message is not received within 30 minutes after departure, transmit the contraction "REQ ACP" (request acceptance) and complete aircraft identification.

EXAMPLE:

>/B

FF CZYZYFYX

091440 KOFFYXYX

REQ ACP MAC3456

If acknowledgment is not received within 1 hour after departure, use the telephone to deliver the message.

6.2.4. When correcting or revising a message, re-transmit the complete message preceded by the contraction "CHG" (change).

EXAMPLE:

/B

FF CZYZZQZX

091442 KOFFYXYX

CHG IFR M3456 C141 OFF YYZ 1815 ADCUS 7US

6.3. Mexico Transborder Messages. Mexico requires notification of an inbound aircraft before its arrival. Transmittal of a flight notification message with "ADMISA" (Advise Customs and Public Health Services) in the remarks is one method of satisfying this requirement.

6.3.1. Transmission of flight notification message will consist of the following items:

- Aircraft identification.
- Aircraft type.
- Departure time.
- Departure point.
- Destination..
- Estimated time en route.
- Remarks:

ADMISA, number of persons aboard, nationality, and pilot's name (if customs notification requested).

REQ ACK (request acknowledgment).

EXAMPLE:

/B

FF MMMYYFYX

091540 KSKFYXYX

A48750 C141 D1535 SKF ADN 0305 ADMISA 5US JACKSON REQ ACK

6.3.2. The departure station is responsible for Search and Rescue (SAR) action until an acknowledgment is received from Mexico. If an acknowledgment is not received within 30 minutes of transmission time, the flight notification message should be retransmitted to the destination station and to Mexico City (MMMXXMOW), which will then send an acknowledgment to the departure station and assume responsibility for the message.

6.3.3. As some Mexican facilities operate on a part-time basis, do not request SAR operations for overdue aircraft unless the destination confirms that the aircraft has not arrived or circumstances indicate that an accident may have occurred. Make inquiries to the destination station and Mexico City when an acknowledgment has not been received within 2 hours of the aircraft's ETA, provided this is within the hours of operation of the destination station.

6.3.4. If no reply is received within 1 hour after the inquiry is transmitted or if the reply is negative, initiate preliminary communications search actions and transmit an information request (QALQ) message to stations along the route within the United States.

6.3.5. If preliminary communications search actions are not successful, notify your tie-in FSS and ask for their assistance. Maintain suspense files of all unclosed flight plans until the aircraft is located, even though this may be for an indefinite period.

Chapter 7

MISCELLANEOUS MESSAGES

7.1. About This Chapter. This chapter includes selected Service (SVC), Arrival, Acknowledgment, and Flight Advisory messages.

    7.1.1. SVC Messages. SVC messages are used for a variety of information pertaining to or affecting the movement of air traffic (also see attachment 2).

    To request a repeat of a message from the originating station, see following examples:

EXAMPLES:

        /B

        FF PANCYFYX

        111200 KRDNYXYX

        QSMB A24591

        /B

        FF HIF

        091820 KRNDYXYX

        QSMB AJAX32

Aircraft returned to departure point and flight plan canceled.

EXAMPLE:

        /B

        FF SUU

        192230 KTCMYXYX

        CNL M50237 RETURNED TCM

To obtain information on a particular flight, you may send the following message:

EXAMPLE:

        /B

        FF AUS

        091620 KDLFYXYX

        QRUQ R34657

    7.1.2. Arrival Message. Send an arrival message on Canadian Ministry of Transportation, US Department of Transportation, FAA Aircraft, when requested or when an aircraft arrives without a departure message being received.

EXAMPLES:

        /B

FF LFI

211200 KVPSYXYX

TUG11 LFI A1155 VPS

/B

FF BLV

101345 KBSMYXYX

A46789 BLV A1340 BSM FPNO

7.1.3. Message Acknowledgments. Base operations personnel will acknowledge receipt of all Service B flight data messages within 10 minutes after receipt. Acknowledgments for inbound aircraft will be accomplished by transmitting the con traction "R" followed by the aircraft identification; for example, TUG11 a C21 out of Andrews AFB going to Wright-Patterson AFB, the Wright-Patterson acknowledgment would read:

EXAMPLES:

/B

FF ADW

131500 KFFOYXYX

R TUG11

Sample acknowledgment message:

/B

FF VPS

132230 KSUUYXYX

R R23914

Sample acknowledgment of a numbered message:

/B

FF LFI

211300 KADWYXYX

R001

7.1.4. Flight Advisory Messages:

7.1.4.1. IFR Flight Advisory Message. (See figure 7.1.) Service B circuits may be used to notify an aircraft when hazardous airfield conditions exist; for example, weather below minimums at destination. Advisories for IFR aircraft will be sent to the appropriate ARTCC (ZRZX).

EXAMPLE:

/B

FF KZDCZRZX

231500 KADWYXYX

FLT ADVY TUG11 C21 FFO ADW

ADW WEA BLO LNDG MIN. SUG PROCD LFI

ADZ INTENTIONS. DLVR 1625

FFO BASEOPS

Figure 7.1. Flight Advisory Message Format.

/B					
FF_____	_____				
Precedence	Addressee(s)				
(Control D)	_____	_____.			
	Date Time Group	Originator			
(Control B)	FLT ADVY	_____	_____	_____	_____.
	Flight Advisory	Aircraft Ident	Type Aircraft	Departure Point	Destination
_____.	_____.				
Text (advise intentions)	Delivery Time				
NOTE: Normally limit addressees to the ARTCC controlling the aircraft.					

7.1.4.2. VFR Flight Advisories. Flight advisory messages for VFR aircraft will be sent to the appropriate FSS nearest the aircraft's estimated position.

7.1.4.3. En Route Flight Plan Changes. Normally all en route changes to flight plans will be made with a FSS through the en route ARTCC controller. An example of a Service B message indicating a change of destination follows (C-21 TUG11 en route Andrews AFB to Wright-Patterson AFB changed destination to Scott AFB over Zanesville, new ETA 2030).

EXAMPLE:

/B

FF BLV FFO ADW

151945 KZZVYFYX

IFR TUG11 C21 BLV 2030 $OVR ZZV 1930 ORIG DEST FFO

7.2. Equipment Outage and Circuit Interruptions. When an equipment outage occurs or you experience circuit problems, notify the ARTCC, the tie-in FSS and NADIN. If the ARTCC indicates that the

problem is not at the GS-200 equipment or circuit end, then also contact the Customer Service Center. Restoration of the outage requires that the same facilities or offices be notified.

7.2.1. Notification for scheduled or unscheduled closures, is required by NADIN and the tie-in FSS. A local letter of agreement may negate the need for scheduled closure notifications.

7.2.2. Notification may be made by message or telephone.

Chapter 8

OVERDUE AIRCRAFT

8.1. Agency Responsibilities. Overdue aircraft communications search responsibility is shared between the DoD and FAA. The destination host base operations is responsible for preliminary communication search activities, and the FAA destination tie-in FSS is responsible for all extended communication search actions.

8.1.1. Destination Base Operations. If an inbound aircraft (including aircraft flying locally and round robin) has not arrived or communications cannot be established within 30 minutes after ETA, the destination host base operations will initiate preliminary communications search actions.

* Contact local air traffic control agencies. (This action frequently resolves questions regarding IFR aircraft.)
* Initiate a ramp check.
* Check adjacent airports.
* If 1, 2, or 3 above fails to ascertain the aircraft's whereabouts, transmit a "QALQ" message to the original departure station and to each point of intended landing:

EXAMPLE:

> /B
>
> FF SPS
>
> 091543 KSKFYXYX
>
> QALQ N2821Z

* Notify the destination tie-in FSS, by voice, of the overdue aircraft and the preliminary communications search actions taken.

8.1.2. Action by Departure Station. Upon receipt of a QALQ inquiry, the departure station will complete a ramp check and local communications search for the aircraft. This action should be completed within 15 minutes. If the aircraft is located, send the following message to the destination base, the destination tie-in FSS, and the controlling ARTCC:

EXAMPLE:

> /B
>
> FF SKF SAT KZHUZRZX
>
> 101650 KAFBYXYX
>
> N2821Z QAL 1625

8.1.2.1. If unable to locate the aircraft, immediately provide the destination and the destination tie-in FSS with all flight plan information.

EXAMPLE:

> /B
>
> FF SKF SAT

091555 KREEYXYX

N2821Z C172 TAS 110 D1320 REE 65 DCT MWL

AUS SKF FEXHA 1720 PILOT JOHN JACOBS FONE 656-7823

AF AERO CLUB ACFT 4POB WHITE WITH RED TRIM.

(FEXHA is defined as fuel exhaustion time).

NOTE: At this point, the FAA assumes responsibility for all overdue aircraft communications (extended communications search). The military base operations will continue to cooperate with the tie-in FSS, as may be required.

8.2. Extended Communications Search. Although the FAA is responsible for extended communications search activity, the military base operations may be in receipt of communications search traffic that will require a response. As a result, the following information is provided: (Ref: FAAH 7110.10, chap 8).

   8.2.1. Information Request (INREQ) Message. If the reply to the QALQ is negative, or if the aircraft has not been located within 30 minutes after it becomes overdue (1 hour after ETA), the FAA will:

   •   Transmit a numbered INREQ message to the departure station, flight watch stations with communications outlets (see FAA M14 charts) along the route, other FSSs along the route, and the Rescue Coordination Center. If these stations are within 50 miles of the Great Lakes, also transmit the INREQ to the Cleveland FSS.

   •   Include all information in the INREQ message that will assist in search activities.

EXAMPLE:

/B

DD REE SPS FTW MWL AUS SAT KZFWZRZX KZHUZRZX KRCCYCYX

091655 KSATYFYX

INREQ N2821Z C172 TAS 110 D1320 REE 65 DCT MWL AUS SKF FEXHA 1720 PILOT JOHN JACOBS FONE 656-7823

AF AERO CLUB ACFT 4POB WHITE WITH RED TRIM

NOTE: INREQ messages are also addressed to ARTCCs along the route of flight and the Air Force Rescue Coordination Center-KRCCYCYX. An eight-letter identifier must be used when sending to the RCC.

   8.2.2. INREQ Action Upon Receipt. All stations in receipt of an INREQ are required to take some type of action.

   8.2.2.1. Departure Station will hold the INREQ message in suspense.

   8.2.2.2. En Route Stations will seek information about the aircraft:

   •   Check operational records.

   •   Check airports in their area.

   •   Check local Air Traffic Control agencies and initiate a ramp check.

- Reply to the INREQ within 1 hour. If the reply contains pertinent information, send a numbered message to the INREQ originator.

EXAMPLE:

/B

DD SAT SPS MWL AUS REE SKF KZFWZRZX KZHUZRZX KRCCYCYX

091718 KFTWYFYX

REF INREQ N2821Z 30N MWL 1355. REQD AUS WX.

NO OTHER INFO AVAIL

8.2.3. Alert Notice (ALNOT) Message. ALNOT messages are sent 1 hour after transmission of the INREQ message, or upon FEXHA time, whichever comes first (if all inquires to the INREQ were negative).

8.2.3.1. ALNOT messages contain all items of the INREQ plus any information received as a result of the INREQ inquiries.

8.2.3.2. ALNOT messages are addressed with priority indicator of "SS".

8.2.3.3. The FAA calls the RCC at Scott AFB 10 minutes after issuance of the ALNOT to assure delivery and to answer any inquiries.

8.2.3.4. ALNOTs are addressed to all Service B circuits serving the ALNOT search area plus the RCC.

NOTE:

ALNOTs are not numbered.

8.2.4. Receipt of ALNOT Action. Upon receipt of an ALNOT, each station whose area extends into the ALNOT search area will:

8.2.4.1. Immediately conduct a communications search of those airports. That could accommodate the aircraft and were not checked during the INREQ status. Notify originator of search results within 1 hour of receipt. Use a numbered message.

8.2.4.2. Deliver ALNOT information to adjacent terminal facilities.

8.2.4.3. Request appropriate law enforcement agencies to check airports which could not be contacted, otherwise.

8.2.4.4. Request search assistance from aircraft traversing the search area.

8.2.4.5. Suspense ALNOT until canceled.

8.2.5. Cancellation of INREQ or ALNOT. INREQs will be canceled by the originator of the message. ALNOTs are canceled by the RCC or the facility that originated the message. When information is received indicating an aircraft arrival, cancellation, extension of flight plan, or information that the aircraft has been located, the INREQ/ALNOT originator will transmit a cancellation message.

EXAMPLES:

/B

DD SPS FTW MWL AUS KZFWZRZX KZHUZRZX KRCCYCYX

091740 KSATYFYX

INREQ N2821Z CNLD ACFT LCTD BSM

/B

SS XXMM XXEE XXBB KRCCYCYX

091810 KSATYFYX

ALNOT N2821Z CNLD WRECKAGE LCTD 35NW SAT

NOTE: XXMM, etc., indicates an all circuit message; base operations cannot use all circuit message addressing.

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Attachment 1

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

Abbreviations and Acronyms

ADF—Automatic Direction Finder

ADMISA—Advise Customs and Public Health Services

AFB—Air Force Base

AID—Aircraft Identification

ALNOT—Alert Notice

ALTRV—Altitude Reservations

AM—Amendment Message

ARTCC—Air Route Traffic Control

CID—Computer Identifying Number

COMNAV—Communication Navigation

CONUS—Continental United States

DCT—Direct

DoD—Department of Defense

DTG—Date Time Group

EET—Estimated Elapsed Time

ETE—Estimated Time En Route

FAA—Federal Aviation Administration

FIR—Flight Information Region

FLP—Flight Plans

FSS—Flight Service Stations

GMT—Greenwich Mean Time

ICAO—International Civil Aviation Organization

ILS—Instrument Landing System

IR—Instrument Route

MTR—Military Training Routes

NADIN—National Airspace Data Interchange Network

SAR—Search and Rescue

SVC—Service

RS—Remove Strip

RTF—Radiotelephone

TAS—True Airspeed

UIR—Upper Information Region

VFR—Visual Flight Rules

VHF—Very High Frequency

VOR—Very High Frequency Omindirectional

Attachment 2

VOICE INTERPHONE PROCEDURES

A2.1. All flight data will be voiced to the tie-in Flight Service Station (FSS) when Service B automated equipment is not available.

A2.1.1. Manner of Speaking . Clear enunciation is necessary at all times. Speak directly into the interphone instrument in a moderate tone of voice. To avoid repetition, do not speak faster than the FSS specialist can accurately copy. Spelling is not necessary unless the word is peculiar or seldom used. Where spelling is required, use the International Civil Aviation (ICAO) phonetic alphabet.

A2.1.2. Initiating and Terminating a Conversation:

A2.1.2.1. Military base operations Initiating. Before using the interphone, ensure the circuit is not in use; then activate the proper ringing device. When the FSS answers, state your location, facility, and type messages. The following are examples of initiating communications:

A2.1.2.1.1. IFR Flight Plan Message. McCalister Flight Service receives a call from Tinker AFB base operations (figure A2.1).

Figure A2.1. Sample IFR Flight Plan Message.

-**Flight Service answers:** "Flight Service".

-**Operator at Tinker replies:** "Tinker base operations-IFR Flight Plan".

-**FSS replies:** "Go ahead". (This indicates the FSS specialist is ready to copy.)

-**Tinker:** "IFR, Air Force 71926, C-130/A, 320/ knots, Departing T-I-K, proposing at 1715, Flight Level 210/, Victor 163, A-D-M, Victor 358 Dallas, D-A-L, Direct and landing Navy Dallas, N-B-E, 45 minutes en route". (End the message with an exchange of operator's initials. Operator initials will be used as established locally.)

A2.1.2.1.2. Departure Notification Message. Tinker AFB calls McCalister Flight Service (figure A2.2):

Figure A2.2. Sample Departure Notification Message.

-**FSS answers:** "Flight Service".

-**Tinker Base Operations:** "Departure".

-**FSS:** "Go ahead".

-**Tinker:** "Air Force 71926 departed Tinker, ETA N-B-E is 1800 (operator initials)."

A2.1.2.1.3. Delay En Route Flight Plan. The following IFR delay en route flight plan is called by Scott AFB to St Louis FSS: "Scott Base Operations, IFR, TUG04, C21A, true airspeed 250, proposing from Scott at 1500Z, 6000 feet, direct Centralia, E-N-L, V313, Decatur D-E-C, direct Springfield, C-A-P, remarks, delay 0+30 at C-A-P, final destination Scott, B-L-V. Next leg (pause) proposing from C-A-P at 1700Z, airspeed 250, 5000 feet, direct

Decatur, D-E-C, V313 Centralia, E-N-L, direct landing Scott Air Force Base, B-L-V, 1+30 en route (operators initials)."

A2.1.2.1.4.   Stopover VFR Flight Plan. This voice notification is provided by Tinker AFB base operations to Oklahoma City FSS. "Tinker Base Operations, Stopover Flight Plan (pause), VFR, Army 211, UH1, Departed Tinker, landing McConnell I-A-B, ETA 1910, next leg (pause), landing Richards-Gebaur, G-V-W, 1 hour en route (operator's initials)."

A2.1.2.1.5.   Stopover IFR Flight Plan. This notification is provided by Tinker AFB base operations to McCalister flight service: "Tinker Base Operations, IFR Stopover Flight Plan (pause), IFR, TALL 22, T38P, Departed Tinker T-I-K for McConnell AFB, I-A-B, ETA 1123, next leg (pause), 480, proposed 1200, 350, direct Wichita, I-C-T, J28 Pueblo, P-U-B, J17 Rapid City, R-A-P, direct and landing Ellsworth AFB, R-C-A, 1+45 En Route, next leg (pause), 480 proposed 1400, 350, direct Rapid City, R-A-P, J151 Billings, B-I-L, J136 Spokane, G-E-G, direct and landing Fairchild AFB, S-K-A, 1+45 en route (operators initials)."

A2.1.2.2.   FSS Initiating. St Louis FSS has an inbound flight plan to deliver to Scott AFB. St Louis activates the appropriate ringing device (figure A2.3).

Figure A2.3. Sample FSS Initiated Message.

Scott answers: "Base Operations".
FSS: "Inbound".
Scott: "Go ahead".

Attachment 3

INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN MESSAGE

A3.1. IFR Flight Plan. The purpose of the IFR proposal message is to establish a data base for the flight plan. Each message is composed of fields and elements and when accepted by the computer, becomes part of the data base.

A3.1.1. Fields. The "body" (not including the address and originator elements) of an IFR flight plan message is made up of 11 data fields in a fixed order. Each data field is made up of one or more elements. Fields are separated from each other by a space.

A3.1.2. Element. An element is made up of one or more nonspace characters; e.g., SPS, separated from other elements in a field by a slash or a period.

A3.1.3. IFR Flight Plan Message (Fields and Elements):

Field 00 SOURCE	Field 01 MSG TYPE IDENT	Field02 ACFT IDENT	Field03 ACFT DATA	Field04 USED ONLY IF DI-RECTED	Field 05 AIRSPEED
Field 06 Field 07 DEPT PT			Field 09 PROP TIME	Field 10 ALTI-TUDE	Field 11 ROUTE RE-MARKS

Sample Entries:

Field 00 ADW1530002	Field 01 FP	Field 02 E116	Field 03 C9/A	Field 05 460	
Field 06 ADW	Field 07 P1320	Field 09 310	Field 10 ADW..OTT.J61.PSB.J59.SYR.J29.PLB..VAL1720015..PBG		

A3.2. Data Fields Required For IFR Flight Plan Messages:

A3.2.1. Field 00 . **Source Identification** - ten characters required:

- Three-letter ICAO identification (station identifier)
- Time (UTC)
- Local three-digit message number.

Sample Entry: ADW1530002

A3.2.2. Field 01 . **Message Type-**two letters followed by a space:

- **FP (Flight Plan)**- used when transmitting a flight plan. Sample entry: FP
- **AM (Amendment)** - used to amend flight plan data.
- **CM (Correction)** - used to correct an error as identified by the ARTCC computer.
- **RS (Remove Strip)** - used to remove a flight plan.
- **SP (Stereo Plan)** - used to enter a stereo flight plan.

A3.2.3. Field 02. Aircraft Identification - (two to seven characters), followed by a space. If there are more than seven characters, abbreviate to seven characters and explain in the remarks. Examples: TOXEN22, M12345, E116.

A3.2.4. Field 03. Aircraft Data - Consists of two to nine characters including /, followed by a space. Examples: T38/A, H/C141/R, 3H/C141/R, 2/F15/P.

- Number of aircraft and or "Heavy" Indicator (two-character limit).
- Type of Aircraft (four-character limit).
- Equipment Suffix (one-character limit).

A3.2.5. Field 04. Used only when specifically directed by the ARTCC.

A3.2.6. Field 05. Airspeed (True Airspeed) - Two to four characters followed by a space. Sample Entry: 350

A3.2.7. Field 06. Departure point or point where clearance begins - (must be a fix, and may also include fix radial distance). Consists of two to twelve characters, followed by a space. Sample Entry: DLF

A3.2.8. Field 07. Proposed Departure Time. Consists of the letter "P" and a four-digit time group (UTC) followed by a space. If an error is made in the proposed time and the error indicates a proposed departure time that is "before" the current actual time, the computer will acknowledge the message and store the flight plan for departure the next day. For example, if the current time is 1400Z and the proposed time is entered as 1300Z, the computer will think the proposed time is 1300Z the next day. Sample Entry: 1400

A3.2.9. Field 09. Requested Altitude. Two to seven characters followed by a backward slant.

-Altitudes or flight levels will be expressed in hundreds of feet without leading zeros; e.g., 410. Other approved entries are: VFR on top (OTP) Block altitude (190B240) (When placed in proper message format, the requested altitude element is followed, without a space, by a backward slash and then a new line.)

A3.2.10. Field 10. Proposed Route of Flight. Forty element limit except flight plans submitted to New York, Washington, and Cleveland ARTCCs which have a limit of 32 elements. Double periods count as one.

A3.2.10.1. Elements. Separated by one or two periods.

- Unlike elements are separated by one period: FIX.RTE.FIX.RTE.FIX
- Like elements are separated by two periods: FIX..FIX.RTE..RTE.FIX

A3.2.10.2. Fix elements. Describes a geographical location.

A3.2.10.3. Fix name. Consists of two to five alphanumeric characters.

A3.2.10.4. Fix, radial, distance. Consists of eight to eleven alphanumeric characters; e.g., RND135021.

A3.2.10.5. Latitude and Longitude. Consists of nine to twelve alphanumeric characters; e.g., 3640N/09250W. *EXAMPLE:* DLF..THX056012..2955N/09912W..3122N/10112W..ABI.

A3.2.10.6.   Route Elements. Consists of airways, routes, Standard Instrument Departures (SID), Standard Arrival Routes (STAR), published radials, Military Training Routes (MTR), and special route elements.

A3.2.10.7.   Airways. Indicate the airway designator; e.g., V163, J21.

A3.2.10.8.   Routes. This includes Radar Navigation (RNAV) routes, Oceanic Routes, and North American Routes:

EXAMPLE:

   RNAV-J843R

   Oceanic-A15,B12

   North American-NA50,NA9

A3.2.10.9.   Standard Instrument Departure. If used, the SID must be specified as the second element in Field 10.   *EXAMPLE:*   LAX.OCEN3.DAG..GFS.V210.GCN.   (This example indicates an Ocean 3 (OCEN3) SID to Dagget (DAG)).

A3.2.10.10.   Standard Terminal Arrival Route. If used, the STAR must be specified as next to the last element in Field 10.

EXAMPLE: RND..MARCS.V198.GLAND.BLUMS5.HOU.   (This example indicates a BLUMS 5 arrival to Houston.)

A3.2.10.11.   Published Radials. Published radials (e.g., within a preferred route) are considered airways.   *EXAMPLE:*   LRD012..SAT202.

A3.2.10.12.   Military Training Routes (MTR). Certain military routes are considered coded routes; e.g., IR-routes, Refueling Tracks and Anchors.   The route designator must be preceded and followed by the entry and exit fixes in terms of fix, radial, and distance.

EXAMPLES:

   TNP355025.IR252.PKE107012

   ABQ..TCC..ONM..ONM075057.IR134+2.ALS080070..

   GAG.AR114.CIM276038..LVS..TCC.J6.AMA.J26.TXO..

   CVS001035..CVS0445 : TANKER BLAST 41

A3.2.10.13.   VFR Element. Used when an aircraft is proceeding IFR to a fix and then VFR or VFR to an IFR pickup point.   *NOTE:* The ARTCC computer stops processing whenever it reads VFR.   EXAMPLE: Aircraft is going from New Orleans to Randolph AFB.   The pilot files VFR to CRP and then IFR.   The route of flight will read CRP.V163.THX..RND (Flight Plan remarks will indicate: VFR Departure).   EXAMPLE: Aircraft files IFR to SAT then VFR to COT: HLR..AUS.V17.SAT.VFR.COT.

A3.2.10.14.   Stereo Routes. A stereo route must specify the identification of a prestored flight plan.   The flight plan message may be entered with the stereo identification as the only Field 10 entry.   The stored data will automatically replace the stereo identification when received at the ARTCC.

A3.2.10.15. Estimated Time En Route (ETE). Consists of an element separator (/) and four digits applicable to the destination: CVS/0445.

A3.2.11. Field 11 Remarks. This is an optional field. Data in this field are separated from Field 10 by a space and is limited to air traffic control remarks.

- Full Route Clearance (FRC) will be added to the flight plan remarks any time the route of flight transmitted to the ARTCC is different than the route the pilot filed. This action requires the ARTCC controller to issue an FRC to the pilot, thus eliminating any possible confusion. When used, FRC must be the first remark in Field 11.

- The overcast symbol, represented by a question mark (?) on the Cathode Ray Tube (CRT) keyboard, is followed by the remarks applicable to the ARTCC controlling the departure point.

- The clear weather symbol, represented by a colon (:) on the CRT key board, is followed by the remarks applicable to all ARTCCs through which the flight transits, including the originating ARTCC.

Attachment 4

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	26G	FBM Operational Test
	26JJ	Fleet Area Control and Surveillance Facility
	27G	Support Force
	28A	Carrier Group
	28C	Surface Group and Force Representative
	28L	Amphibious Squadron
	29B	Aircraft Carrier (CV), (CVN)
	31A	Amphibious Command Ship (LCC)
	31B	Amphibious Cargo Ship (LKA)
	31H	Amphibious Assault Ship (LHA), (LPH)
	32TT	Auxiliary Aircraft Landing Training Ship (AVT)
		Naval Aviation
		Fleet Marine Force - Aviation
	C3B	Naval Personnel at FAA Activities
	FA5	Air Facility LANT
	FA6	Air Station LANT
	FB6	Air Facility PAC
	FB7	Air Station PAC

FB10	Station PAC
FB34	Fleet Activities
FC4	Air Facility NAVUR
FC5	Support Activity NAVEUR
FC7	Station NAVEUR
FD1	Oceanography Command
FD3	Fleet Numrical Oceanography Center
FD5	Oceanography Command Center
FD6	Oceanography Command Facility
FF3	Station CNO
FF5	Safety Center
FG1	Computer and Telecommunications Command
FG2	Communication Station
FKA1A	Air Systems Command
FKA1B	Space and Naval Warfare Systems Command
FKA1C	Facilities Engineering Command
FKR1A	Air Station NAVAIRSYSCOM
FKR1B	Aviation Depot
FKR2A	Plant Representative Office NAVAIRSYSCOM
FKR4B	Missile Range Facility
FKR6A	Air Warfare Center Aircraft Division (Warminster, Lakehurst, Patuzent River, only)
FR4	Air Reserve
FT1	Chief of Naval Education and Training
FT2	Chief of Naval Air Training
FT5	Chief of Naval Technical Training
FT6	Air Station CNET
FT10	Aviation Schools Command
FT12	Air Maintenance Training Group
V3	Marine Corps Air Bases Commanders
V4	Marine Corps Air Facility
V5	Marine Corps Air Station
V6	4th Marine Aircraft Wing

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