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REPUBLIC OF COSTA RICA
CIVIL AVIATION DIRECTION GENERAL
Air Navigation Management
AIS/MAP
P.O. BOX 5026 -1000
SAN JOSE – COSTA RICA

AIC
Series A
A03/12
JANUARY 05/12

ENR

NEW FLIGHT PLAN FORM

1. PURPOSE

The Civil Aviation Direction General informed Aircraft Operators, Pilots, Air Traffic Services, Aeronautical Information Services, Flight Dispatchers and staff related to the receipt and processing of flight plans and associated message exchange, that **starting from November 15, 2012**, a new flight plan form with the information specified below must be completed.

2. BACKGROUND

2.1 Based on Amendment 1 to the 15th Edition of the PANS-ATM, Doc 4444, entered in force on November 15, 2012, aims to update the flight plan form established by ICAO, to meet the needs of aircrafts with advanced capabilities and the developed requirements of the automated air traffic management systems (ATM).

2.2 The update of the format of ICAO flight plan model, according to contents of Amendment 1 to the 15th Edition of the PANS-ATM (Doc 4444), approved on May 27, 2008, for application on November 15, 2012 has been officially notified to the States through ICAO communication AN13/2.1-08/50 of June 25, 2008.

2.3 The material of this Amendment has been developed by the Flight Plan Study Group (FPLSG) established by ICAO in order to meet the needs of aircrafts with advanced capabilities and the developed requirements of the automated air traffic management systems.

2.4 The new flight plan addresses functionality and technologies of air navigation such as GNSS, RNAV, RNP, PBN, data links, the ADS-B and ADS-C, being these changes reflected more substantial in the content of boxes 10 and 18 of the flight plan form.

2.5 Such data shall be considered by the air traffic management systems; in order make available the necessary information for the air traffic planning, to the air traffic controller, as well as enable alerting, whenever there is a modification respecting reported data and may produce an impact on control planned actions.





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2.6 The changes also have consequences for airspace users. If a flight plan with new content is sent to an *air navigation service provider (ANSP)* who is not prepared to accept it; may lose part of the information, cause misinterpretation, or be rejected.

2.7 It is essential to the successful implementation of these changes that all airspace users and the ANSP; be able to submit and process flight information (**NEW Flight Plan**), in accordance with Amendment 1 to the PANS-ATM to November 15, 2012, since processing with current methods (**Current Flight Plan**), can not be guaranteed after that date.

2.8 Finally, this Circular presents briefly the changes in the content of the Flight Plan and associated messages, approved in Amendment 1 to the 15th edition of Doc 4444 (PANS-ATM), and the guidelines and transition procedures provided for its pre-implantation in Costa Rica through the Civil Aviation Direction General (DGAC).

3. CONTENTS OF THE AMENDMENT 1 TO THE 15TH EDITION OF THE DOC. 4444

3.1 ICAO considered that, to meet the needs of aircraft with advanced capabilities and the evolving requirements of systems automated air traffic management (ATM) must do updates on flight plan forms.

3.2 In this regard, published the Amendment 1 to PANS-ATM, Doc 4444 - 15th Edition, which contains basically the following changes:

3.2.1 Submission of a flight plan:

Amendment 1 ° alters the deadline for filing a flight plan, allowing it up to 120 hours before the estimated off-block time of flight (EOBT). The date of the flight shall be declared after the DOF indicator to be specified in Item 18 of FPL for plans submitted with more than 24 hours in advance of the EOBT.

3.2.2 Box 7 of the FPL - Aircraft Identification

Amendment 1 states that the Block 7 of the FPL must allow the introduction to 7 alphanumeric characters, without the possibility of using special characters (hyphen or symbols). Taking into account that some onboard systems composed downlink messages including special characters in this field (dash), the grounding system should be able to disregard such information for purposes of association with data stored flight plan.





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3.2.3 Box 8 of the FPL - Flight rules and type of flight

The new format enables the inclusion of one or more changes of flight rules along the path defined in the flight plan, through the specification of characters "Y" or "Z" for the first leg of the flight. With this option, the respective points of rules alteration must be defined in item 15 - Route, which must be contained in the route declared.

For a flight type in conditions that require specific treatment of the ATS, the appropriate STS indicator will be used, which must be declared in item 18 of FPL or the indicator RMK for cases not specified in the amendment.

3.2.4 BOX 10 – of FPL Equipment - COM / NAV

This box allows the declaration of FPL equipment available and its capacity utilization, as the list contained in the amendment.

In the statement of the equipment COM / NAV in the FPL, must be used one or two characters, the first one will be alphabetical and the second (if any) will be numeric.

3.2.5 BOX 13 of FPL – Departure aerodrome and time

For cases where the aircraft take-off from a heliport or aerodrome without ICAO designator, the will note ZZZZ in box13 of the FPL and specify in box 18 after the indicator DEP /, the name and location of the aerodrome or the first point of the route or beacon preceded by DEP/.....if the aircraft has not taken off from the aerodrome

3.2.6 BOX 15 of FPL 3.2.6 – Route

Will enable points of a path can be defined, also, by using as reference a magnetic bearing and distance in relation to a significant point defined by geographical coordinates.

It also pass to be a requirement, as modified in box 8, mentioned above, the treatment of alternating insertion of letters Y or Z in this box 15, to allow the specification of more than one point of altering flight rules, being that the system must interpret the points on which will be alteration flight rules.





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3.2.7 BOX 18 OF FPL - Other Information

The following indicators shall be considered valid for registration in box 18 of FPL: STS /, PBN /, NAV / COM / DAT /, SUR / DEP /, DEST / DOF / REG /, TSE /, SEL /, TYP /, CODE /, DLE /, OPR /, ORGN /, PER /, ALTN /, RALT /, TALT / RIF / and RMK /.

The sequence presented above shall be accomplished when completing box 18 of the FPL, being that use of indicator not specified by the amendment may generate a rejection or an incorrect processing or loss of information.

The special character "dash" may not be used in the Box 18 and the use of slash (/) will only be allowed after each indicator.

3.2.7.1 STS Indicator

The following reasons for special handling by ATS authority may be stated after STS indicator. Other reasons must be specified by using the RMK indicator:

- a) ALTRV: flight operated in accordance with a reserve altitude;
- b) ATFMX: flight authorized with ATFM exemption measures by appropriate ATS authority;
- c) FFR: firefighting;
- d) FLTCK: flight inspection;
- e) HAZMAT: flight carrying hazardous material
- f) HEAD: flight ("status") Head of State;
- g) HOSP: medical flight declared by medical authorities;
- h) HUM: flight carrying humanitarian mission;
- i) MARSAs: flight which a military authority assumes responsibility for military aircraft separation;
- j) MEDEVAC: life threatening emergency medical evacuation;
- k) NONRVSM: Flight not approved for RVSM intending to operate in RVSM airspace;
- l) SAR: flight involved in search and rescue mission, and
- m) STATE: flight engaged in military, customs or police services.





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3.2.7.2 PBN Indicator

The following capabilities RNP and RNAV may be declared after PBN indicator:

- a) A1 RNAV 10 (RNP 10)
- b) B1 RNAV 5 all sensors permitted
- c) B2 RNAV 5 GNSS
- d) B3 RNAV 5 DME/DME
- e) B4 RNAV 5 VOR/DME
- f) B5 RNAV 5 INS o IRS
- g) B6 RNAV 5 LORANC
- h) C1 RNAV 2 all sensors permitted
- i) C2 RNAV 2 GNSS
- j) C3 RNAV 2 DME/DME
- k) C4 RNAV 2 DME/DME/IRU
- l) D1 RNAV 1 all sensors permitted
- m) D2 RNAV 1 GNSS
- n) D3 RNAV 1 DME/DME
- o) D4 RNAV 1 DME/DME/IRU
- p) L1 RNP 4
- q) O1 Básico RNP 1 all sensors permitted
- r) O2 Básico RNP 1 GNSS
- s) O3 Básico RNP 1 DME/DME
- t) O4 Básico RNP 1 DME/DME/IRU
- u) S1 RNP APCH
- v) S2 RNP APCH con BARO-VNAV
- w) T1 RNP AR APCH con RF (special authorization required)
- x) T2 RNP AR APCH sin RF (special authorization required)

3.2.7.3 NAV Indicator

Other data related to navigation equipment, in addition to those specified in the indicator PBN /, as required by the appropriate ATS authority, may be stated after NAV/, as, for example, augmentation resources of GNSS with use of space, separating two or more methods of augmentation.





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3.2.7.4 COM Indicator

The applications or capabilities of communications not specified in Box 10 must be stated after COM indicator.

3.2.7.5 DAT Indicator

The data applications or capabilities not specified in Box 10 must be stated after DAT indicator.

3.2.7.6 SOUTH Indicator

The applications or surveillance capabilities not specified in Box 10 must be stated after SOUTH indicator.

3.2.7.7 DEP Indicator

For departure aerodromes not listed in the Aeronautical Information Publication, the departure location must be stated after DEP indicator, according to cases specified in Amendment 1.

3.2.7.8 DEST Indicator

For destination aerodromes not listed in the Aeronautical Information Publication, the location destination must be stated after DEST indicator, according to cases specified in Amendment 1.

3.2.7.9 DOF Indicator

For the commissioning of flight plans treatment; filed with more than 24 hours to 120 hours' notice, the date (YYMMDD) concerning the flight must be declared after DOF indicator, where YY, MM and DD refer respectively, year, month and day.

3.2.7.10 DEL Indicator

For delays in route or holdings, compulsory points shall be inserted in the route where delay is planned to occur, followed by duration of delay in hours and minutes format (hhmm).

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3.2.7.11 ORGN Indicator

For the insertion of 8 letters AFTN address of FPL originator or other appropriate contact details, in cases where the flight plan originator can not be easily identified, as established by the appropriate ATS authority.

3.2.7.12 PER Indicator

For the inclusion of performance data of the aircraft using a single letter, as specified in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures if specified by the appropriate ATS authority.

3.2.7.13 TALT Indicator

For the insertion of 4 letters ICAO indicator or the name of the aerodrome, in the event that there is no indicator published, for departure alternate aerodrome where the aircraft has land conditions, if because of technical or operational reasons, occurs the necessity to carry out an unanticipated arrival (emergency) immediately after departure and being it impracticable in the departure aerodrome.

4. REGIONAL PLANNING

4.1 Considerations relating Planning

4.1.1 In accordance, the Regional Planning and Implementation Group (GREPECAS) developed a regional strategy for the implementation of the amendment referred. Following this regional strategy, the State of Costa Rica in coordination with the Central American Corporation for Air Navigation Services (COCESNA) will implement Amendment 1 ° (PANS-ATM 15 Edition) according to the following phases:

4.1.2 COCESNA in coordination and support to its Member States (Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua), has created a working group to follow the "Draft Implementation of the New Flight Plan Form" this project is developed with the following components:

- Software Development
- Socialization of the project
- COCESNA Hardware

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- Technical Operative Personal Training
- Internal testing, external and local
- Project Contingency
- States Publications

ICAO will keep a "website" with the list on the capability of each ANSP to accept the CURRENT or the NEW information. Each ANSP will communicate to the respective ICAO Regional Offices the ability to accept the new information as soon as possible.

5. ADDITIONAL INFORMATION

Additional information can be obtained through the following contacts:

Central American Corporation of Air Navigation Services (COCESNA)

Project Implementation of the New Flight Plan Form

E-mail: nuevofpl@cocesna.org

Website: <http://www.cocesna.org/pagina.php?id=262&lng=0>

Also, visit **ICAO** website: <http://www.mexico.icao.int/ATM.html#FPL>

6. CANCELLATION

This Aeronautical Information Circular (AIC) will be canceled on the date December 15, 2012.

AIC C14/03 is canceled, and part of contents of COSTA RICA AIP section ENR 1.10-1 time of submission.

NEW FLIGHT PLAN FORM IS ATTACHED





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MINISTERIO DE OBRAS PÚBLICAS Y TRANSPORTES
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NAVEGACIÓN AÉREA
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No.
DGAC-NAV-AIS-F01/1

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 Tel. Pavas: (506)2232-8049
 Tel. Liberia: (506) 2668-1026

PLAN DE VUELO
FLIGHT PLAN

PRIORIDAD Priority ←≡ FF →	DESTINATARIO(S) Addressee(s)
HORA DE DEPOSITO Filing Time	REMITENTE Originator
IDENTIFICACIÓN EXACTA DEL (DE LOS) DESTINATARIOS Y/O DEL REMITENTE Specific identification of addressee(s) and / or	

3 TIPO DE MENSAJE Message type ←≡ (FPL)	7 IDENTIFICACION DE AERONAVE Aircraft Identification	8 REGLAS DE VUELO Flight rules	TIPO DE VUELO Type of flight
9 NUMERO Number	TIPO DE AERONAVE Type of aircraft	10 EQUIPO Y CAPACIDADES Equipment and Capabilities	
13 AERODROMO DE SALIDA Departure Aerodrome	CAT. ESTELA TURBULENCIA Wake turbulence CAT.	HORA Time	
15 VELOCIDAD DE CRUCERO Cruising speed	NIVEL Level	RUTA Route	

16 AERODROMO DE DESTINO Destination Aerodrome	EET TOTAL Total EET HR MIN	AERODROMO ALT ALTN Aerodrome	2º AERODROMO ALT 2ND ALTN Aerodrome
18 OTROS DATOS Other information			

19 INFORMACION SUPLEMENTARIA (EN LOS MENSAJES FPL NO HAY QUE TRANSMITIR ESTOS DATOS)
 Supplementary Information (Not to be transmitted in FPL messages)

AUTONOMIA Endurance — E / HR MIN	PERSONAS A BORDO Persons on board → P /	EQUIPO DE EMERGENCIA Emergency Equipment → R / U V E
EQUIPO DE SUPERVIVENCIA Survival Equipment → S / P D M J	CHALECOS / JACKETS → J / L F U V	
BOTES NEUMATICOS / Dingies → D / C / COLOR Y MARCA DE LA AERONAVE Aircraft Colour and Marking		
A /	OBSERVACIONES Remarks → N /	
C /	PILOTO AL MANDO Pilot in Command	

PRESENTADO POR / Filed by	ESPACIO RESERVADO PARA REQUISITOS ADICIONALES Space reserved for additional requirements
NOMBRE, FIRMA Y OBSERVACIONES DEL OFICIAL ARO	