

SERA AND CAP694 (THE UK FLIGHT PLANNING GUIDE) - GUIDANCE

Correct to 1 May 2015. This document is for guidance only and is subject to change.

Implementing Regulation (EU) 923/2012, supporting Acceptable Means of Compliance and Guidance Material can be found at <http://easa.europa.eu/regulations>.

CAP694 'The UK Flight Planning Guide' can be found at <http://www.caa.co.uk/docs/33/CAP694.pdf>

WHAT SERA SAYS	WHAT CAP694 SAYS	WHAT THIS MEANS FOR THE PILOT	WHERE CAN THIS BE FOUND IN THE AIP?
ARTICLE 2 DEFINITIONS			
64. 'current flight plan (CPL)' means the flight plan, including changes, if any, brought about by subsequent clearances;	Current flight plan (CPL) The flight plan, including changes, if any, brought about by subsequent clearances (<i>ICAO Annex 2 / ICAO Doc 4444</i>). NOTE: When the word "message" is used as a suffix to this term, it denotes the content and format of the current flight plan data sent from one unit to another.	No difference in ICAO, SERA or national text, therefore no change for the pilot.	Not included in the AIP
73. 'filed flight plan (FPL)' means the flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes;	Filed Flight Plan The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes (<i>ICAO Annex 2 / ICAO Doc 4444</i>). NOTE: When the word "message" is used as a suffix to this term, it denotes the content and format of the filed flight plan data as transmitted.	No difference in ICAO, SERA or national text, therefore no change for the pilot.	Not included in the AIP
79. 'flight plan' means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;	Flight Plan (FPL) Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft (<i>ICAO Annex 2 / ICAO Doc 4444</i>). NOTE: Specifications for flight plans are contained in ICAO Annex 2.	No difference in ICAO, SERA or national text, therefore no change for the pilot.	Not included in the AIP
109. 'repetitive flight plan' means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units;	Repetitive Flight Plan (RPL) A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units (<i>ICAO Annex 2 / ICAO Doc 4444</i>).	No difference in ICAO, SERA or national text, therefore no change for the pilot.	Not included in the AIP
SECTION 4 FLIGHT PLANS			
SERA.4001 Submission of a flight plan (a) Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia,	Chapter 1 General Procedures - IFR and VFR 1 Flight Rules and Categories of FPL 1.2 There are three categories of FPL: a) Full Flight Plans - the information filed on the FPL Form; b) Repetitive Flight Plans (see Chapter 4); and c) Abbreviated Flight Plans - the limited	There are some textual differences, however the meaning and intent of the text contained within CAP694 is essentially the same as that contained within SERA plus its supporting Acceptable Means of Compliance and Guidance Material. SERA.4001 Submission of a flight plan (2) any IFR flight within advisory airspace;	See UK AIP ENR 1.10

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<p>when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.</p> <p>(b) A flight plan shall be submitted prior to operating:</p> <p>(1) any flight or portion thereof to be provided with air traffic control service;</p> <p>(2) any IFR flight within advisory airspace;</p> <p>(3) any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;</p> <p>(4) any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;</p> <p>(5) any flight across international borders, unless otherwise prescribed by the States concerned;</p> <p>(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.</p> <p>(c) A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.</p> <p>(d) 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 ten minutes before the aircraft is estimated to reach:</p> <p>(1) the intended point of entry into a control area or advisory area; or</p> <p>(2) the point of crossing an airway or advisory route.</p> <p>GM1 SERA.4001 Submission of a flight plan GENERAL</p> <p>(a) A flight plan may cover only part of a flight, as necessary, to describe that portion of the flight or those manoeuvres which are subject to air traffic control.</p>	<p>information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne (See paragraph 4).</p> <p>NOTE: The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight.</p> <p>2 When to File an FPL</p> <p>2.1 An FPL may be filed for any flight. An FPL must be filed in the following circumstances:</p> <table border="1" data-bbox="816 636 1415 1444"> <thead> <tr> <th>Type of Airspace / Flight</th> <th>Type of FPL</th> </tr> </thead> <tbody> <tr> <td>all flights within Class A Airspace</td> <td>IFR</td> </tr> <tr> <td>all flights within any Controlled Airspace in IMC or at night (including those operating under SVFR)</td> <td>IFR</td> </tr> <tr> <td>all flights within any Controlled Airspace, if the flight is to be conducted in accordance with IFR</td> <td>IFR</td> </tr> <tr> <td>all flights within Class B - D Controlled Airspace irrespective of weather conditions</td> <td>IFR or VFR</td> </tr> <tr> <td>any flight from an aerodrome in the United Kingdom, being a flight whose destination is more than 40 km from the aerodrome of departure and the aircraft Maximum Total Weight Authorised exceeds 5700 kg</td> <td>IFR or VFR</td> </tr> <tr> <td>all flights to or from the United Kingdom which will cross the United Kingdom FIR Boundary</td> <td>IFR or VFR</td> </tr> <tr> <td>any flight in Class F Airspace wishing to participate in the Air Traffic Advisory Service</td> <td>IFR or VFR</td> </tr> </tbody> </table> <p>2.2 It is advisable to file a VFR or IFR FPL if the flight involves flying:</p> <p>a) over the sea, more than 10 nm from the UK coastline;</p> <p>b) over sparsely populated areas where Search and Rescue operations would be difficult; or</p> <p>c) into an area in which search and rescue operations are in progress. The flight plan should include the expected times of entering and leaving the area and the details must also be passed to the parent ACC. The ACC will notify Kinloss ARCC.</p>	Type of Airspace / Flight	Type of FPL	all flights within Class A Airspace	IFR	all flights within any Controlled Airspace in IMC or at night (including those operating under SVFR)	IFR	all flights within any Controlled Airspace, if the flight is to be conducted in accordance with IFR	IFR	all flights within Class B - D Controlled Airspace irrespective of weather conditions	IFR or VFR	any flight from an aerodrome in the United Kingdom, being a flight whose destination is more than 40 km from the aerodrome of departure and the aircraft Maximum Total Weight Authorised exceeds 5700 kg	IFR or VFR	all flights to or from the United Kingdom which will cross the United Kingdom FIR Boundary	IFR or VFR	any flight in Class F Airspace wishing to participate in the Air Traffic Advisory Service	IFR or VFR	<ul style="list-style-type: none"> The UK FIRs do not contain advisory airspace (i.e. Class F). <p>(4) any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;</p> <ul style="list-style-type: none"> The UK does not specify any such areas or routes. <p>(5) any flight across international borders, unless otherwise prescribed by the States concerned;</p> <ul style="list-style-type: none"> The UK requires flight plans for all flights to or from the United Kingdom which will cross the United Kingdom FIR Boundary <p>(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.</p> <ul style="list-style-type: none"> CAP694 does not currently directly address this issue, and SERA does not prescribe the means by which a flight plan must be filed in such circumstances. Therefore flight planning should follow the requirements and guidance contained in CAP694 Chapter 1 General Procedures - IFR and VFR. <p>Booking Out</p> <p>Rule 17 of the Rules of the Air Regulations 2007 (see below) is not carried over into the post-SERA Rules of the Air Regulations 2015. Its requirements are considered to be covered by SERA.4001 and text contained within CAP694.</p> <p>CAP694 Chapter 1 will be reviewed and revised to ensure alignment with SERA. Reference to 'Booking out' may be removed following the withdrawal of Rule 17.</p>	
Type of Airspace / Flight	Type of FPL																		
all flights within Class A Airspace	IFR																		
all flights within any Controlled Airspace in IMC or at night (including those operating under SVFR)	IFR																		
all flights within any Controlled Airspace, if the flight is to be conducted in accordance with IFR	IFR																		
all flights within Class B - D Controlled Airspace irrespective of weather conditions	IFR or VFR																		
any flight from an aerodrome in the United Kingdom, being a flight whose destination is more than 40 km from the aerodrome of departure and the aircraft Maximum Total Weight Authorised exceeds 5700 kg	IFR or VFR																		
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<p>(b) The term 'submit a flight plan' refers to the action by the pilot or the operator to provide ATS with flight plan information. The term 'filed flight plan' refers to the flight plan as received and accepted by ATS whereas 'transmit a flight plan' refers to the action by a pilot to submit the flight plan, or submit abbreviated flight plan by radiotelephony to the ATS unit concerned.</p>	<p>4 Abbreviated Flight Plans</p> <p>4.1 An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an Airway. No flight plan form is submitted and the destination aerodrome will not be informed.</p> <p>4.2 In the case of a departure from an aerodrome within a CTR, an Abbreviated FPL may be sufficient to obtain an ATC clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary and fulfils the requirement for "Booking Out" (see paragraph 5 below). However, some aerodromes require aircraft to follow designated noise preferential routes, which may be identified as Standard Departure Routes (SDRs) depending on the outbound track of the flight.</p> <p>4.3 A Full Flight Plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.</p> <p>5 Booking Out</p> <p>Rule 17 of the Rules of the Air Regulations 2007 requires a pilot intending to make a flight to inform the Air Traffic Service Unit (ATSU) at the aerodrome of departure, an action known as "Booking Out". Filing an FPL constitutes compliance with this Rule. The action of "Booking Out", however, does not involve flight details being transmitted to any other ATSU.</p>		
<p>SERA.4005 Contents of a flight plan</p> <p>(a) A flight plan shall comprise information regarding such of the following items as are considered relevant by the competent authority:</p> <ol style="list-style-type: none"> (1) Aircraft identification (2) Flight rules and type of flight (3) Number and type(s) of aircraft and wake turbulence category (4) Equipment (5) Departure aerodrome or operating site (6) Estimated off-block time (7) Cruising speed(s) (8) Cruising level(s) (9) Route to be followed (10) Destination aerodrome or operating site and 	<p>Chapter 1 General Procedures - IFR and VFR</p> <p>3 Flight Plan Consistency</p> <p>3.2 ICAO procedures for the submission, acceptance and distribution of flight plans should be complemented by provision of obliging operators, pilots, air traffic services units and various originators of flight plans to ensure that the key items of flight plans held by them remain consistent until the end of the pre-flight phase which is defined as the period from the first submission of a flight plan until the first delivery of an ATC clearance. The key items of a flight plan are as follows:</p> <ol style="list-style-type: none"> a) aircraft identification; b) departure aerodrome; c) estimated off-block date; 	<p>Although the CAP694 text appears to vary from the SERA text, it is in fact compliant. The key items listed in CAP694 are those stated in Regulation No.1033/2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the Single European Sky (SES).</p> <p>See also the requirements at CAP694 Chapter 5 Instructions for Completion of the FPL Form CA48/RAF F291</p>	<p>Not included in the UK AIP.</p>

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<p>total estimated elapsed time (11) Alternate aerodrome(s) or operating site(s) (12) Fuel endurance (13) Total number of persons on board (14) Emergency and survival equipment (15) Other information. (b) 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 in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.</p>	<p>d) estimated off-block time; e) destination aerodrome; f) route excluding terminal area procedures; g) cruising speed(s) and requested flight level(s); h) aircraft type and category of wake turbulence; i) flight rules and type of flight; j) aircraft equipment and its related capabilities.</p>		
<p>GM1 SERA.4005(a) Contents of a flight plan ABBREVIATED FLIGHT PLAN An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace, or any other areas or routes designated by the competent authority, normally contains, as a minimum: call sign, type of aircraft, point of entry, point of exit and level. Additional elements may be required by the competent authority.</p>	<p>Chapter 1 General Procedures - IFR and VFR 4 Abbreviated Flight Plans 4.1 An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an Airway. No flight plan form is submitted and the destination aerodrome will not be informed. 4.2 In the case of a departure from an aerodrome within a CTR, an Abbreviated FPL may be sufficient to obtain an ATC clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary and fulfils the requirement for "Booking Out" (see paragraph 5 below). However, some aerodromes require aircraft to follow designated noise preferential routes, which may be identified as Standard Departure Routes (SDRs) depending on the outbound track of the flight. 4.3 A Full Flight Plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.</p>	<p>There are no differences between SERA or national text, therefore no change for the pilot. The CAP694 text is compliant with SERA, and offers additional guidance (therefore fulfilling SERA's caveat that 'additional elements may be required by the competent authority').</p>	<p>See UK AIP ENR 1.10</p>
<p>SERA.4010 Completion of a flight plan (a) A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the portion thereof for which the flight plan is submitted. (b) It shall, in addition, contain information, as applicable, on all other items when so prescribed by the competent authority or when otherwise deemed necessary by the person submitting the</p>	<p>See CAP694</p> <ul style="list-style-type: none"> • Chapter 1 General Procedures - IFR and VFR paragraph 3 Flight Plan Consistency and • Chapter 5 Instructions for Completion of the FPL Form CA48/RAF F2919 	<p>There are no differences between SERA or national text, therefore no change for the pilot. The CAP694 text is compliant with SERA, and offers additional guidance (therefore fulfilling SERA's caveat that 'additional elements may be required by the competent authority').</p>	<p>See UK AIP ENR 1.10</p>

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flight plan.			
<p>SERA.4015 Changes to a flight plan</p> <p>(a) Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.</p> <p>(b) Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.</p>	<p>Chapter 1 General Procedures - IFR and VFR</p> <p>15 Delays, Departures, Modifications and Cancellations to a Filed Flight Plan</p> <p>15.1 General</p> <p>Having filed an FPL, pilots or AOs may require to change the existing FPL details. In most cases, a standard modification message can be sent. However, in some cases, the original FPL must be cancelled and a new FPL submitted. A second FPL cannot simply be used to amend the first (See also paragraph 15.5).</p> <p>15.2 Delays</p> <p>15.2.1 ICAO requires that an appropriate delay message (DLA) must be sent if the EOBT is more than 30 minutes later than that already shown in the FPL for controlled flights and if the EOBT is more than 60 minutes later for uncontrolled flights. In the event of such delays it is important that the pilot advises the departure aerodrome ATSU/Parent AFTN Unit/AFPEX Helpdesk so that a DLA message can be sent.</p> <p>15.2.2 However, in order to meet the requirements of ATFM, all IFR aircraft operating within Europe must have any changes to their EOBT of +/- 15 minutes notified to the Integrated Flight Plan Processing System (IFPS). Full details are shown in Chapter 4 of this publication.</p> <p>15.3 Departures</p> <p>15.3.1 It is also important that the DEP message is sent, as this activates the FPL. Although the ATSU at the departure aerodrome has the responsibility to send the FPL and DEP message by AFTN, it would be sensible to check that this has been done, especially when departing from a non-UK aerodrome. If there is no ATSU at the departure aerodrome, or the ATSU is not connected to the AFTN, the pilot must ensure that the departure time is passed to the Parent AFTN Unit/AFPEX Helpdesk for onward transmission.</p> <p>15.3.2 A DEP message is not required if an IFR FPL has been filed with IFPS and the flight will operate solely within the IFPS Zone (see also Chapter 4).</p> <p>15.3.3 DEP messages must always be sent for VFR FPLs and IFR FPLs operating outside Controlled Airspace (CAS) or outside the IFPS Zone.</p> <p>15.3.4 Failure to activate the FPL could result</p>	<p>CAP694 is SERA-compliant in this regard, and provides detailed guidance to pilots regarding the actions to be taken when changing any part of a flight plan, regardless of the means by which a plan has been submitted.</p> <p>No change for the pilot.</p> <p>CAP694 Chapter 1 will be reviewed and revised to ensure alignment with SERA.</p>	<p>See UK AIP ENR 1.10</p>

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	<p>in the destination aerodrome not being aware that alerting action should be taken.</p> <p>15.4 Modifications</p> <p>15.4.1 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message.</p> <p>15.4.2 It is also important that when any changes or modifications are made to the original FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.</p> <p>15.5 Cancellations</p> <p>15.5.1 Any changes to aircraft callsign, point of departure and/or destination will require the original FPL to be cancelled and a new FPL submitted.</p> <p>15.5.2 Should the flight be cancelled, for any reason it is equally important to ensure that a cancellation (CNL) message is transmitted to all the original FPL addressees. In the case of FPLs filed with IFPS, and as long as the CNL message is sent to them, IFPS will do this automatically for the IFR portion of the FPL.</p> <p>16 Cancelling an IFR FPL in Flight</p> <p>16.1 If a pilot has begun a flight in Controlled Airspace under an IFR FPL he may decide on encountering VMC that he wishes to cancel his IFR FPL and fly under VFR, provided he is not flying in Class A airspace, where all flights are subject to IFR procedures.</p> <p>16.2 In classes of Controlled Airspace where a choice of Flight Rules is possible in VMC, the pilot may cancel an IFR FPL by transmitting the following message to the ATSU: "(identification) Cancel my IFR Flight".</p> <p>16.3 ATC cannot approve or disapprove cancellation of an IFR FPL but, when in possession of information that IMC is likely to be encountered along the intended route of flight, will advise the pilot accordingly as follows: "IMC reported (or forecast) in the vicinity of....."</p> <p>16.4 The fact that a pilot reports that he is flying in VMC does not in itself constitute cancellation of an IFR FPL. Unless cancellation action is taken, the flight will continue to be regulated in relation to</p>		

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	<p>other IFR traffic.</p> <p>See also CAP 694 Chapter 1 General Procedures - IFR and VFR (3 Flight Plan Consistency)</p>		
<p>SERA.4020 Closing a flight plan</p> <p>(a) An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the competent authority 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.</p> <p>(1) Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.</p> <p>(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.</p> <p>(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.</p> <p>(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, where such a report is required. 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.</p> <p>(e) Arrival reports made by aircraft shall contain the following elements of information:</p> <ol style="list-style-type: none"> (1) aircraft identification; (2) departure aerodrome or operating site; (3) destination aerodrome or operating site 	<p>Chapter 4 IFR Flight Planning</p> <p>6 Filing of Flight Plans and Associated Messages</p> <p>6.2 Associated Messages</p> <p>6.2.2 The occasions when an ARR message must be sent are minimal, mainly when an aircraft has diverted or when a controlled flight has experienced radio failure. In each instance it is the responsibility of the ATSU at the landing aerodrome to send an ARR message.</p>	<p>Pilots are to comply with SERA.402 and associated guidance.</p> <p>While there are numerous references to modifications to or cancellations of flight plans throughout CAP694, other than the text at Chapter 4 paragraph 6.2.2 the Cap does not provide explicit guidance regarding the closure of IFR and VFR flight plans.</p> <p>See:</p> <p>Chapter 1 paragraph 14 Action in the Event of Diversion</p> <p>Chapter 5 Instructions for Completion of the FPL Form CA48/RAF F2919 The Flight Plan Filing Process</p> <p>The CAA will consider the need for further guidance regarding the circumstances and means by which a flight plan is closed.</p>	<p>See UK AIP ENR 1.10</p>

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<p>(only in the case of a diversionary landing); (4) arrival aerodrome or operating site; (5) time of arrival.</p>			
<p>GM1 SERA.4020 Closing a flight plan ARRIVAL REPORTS Whenever an arrival report is required, failure to comply with the provisions of SERA.4020 may cause serious disruption in the air traffic services and incur great expenses in carrying out unnecessary search and rescue operations.</p>			
SECTION 5 VISUAL METEOROLOGICAL CONDITIONS, VISUAL FLIGHT RULES, SPECIAL VFR AND INSTRUMENT FLIGHT RULES			
<p>SERA.5005 Visual flight rules (c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);</p>	<p>See Chapter 1 General Procedures - IFR and VFR</p>	<p>CAP694 does not currently directly address this issue, however SERA does not prescribe the means by which a flight plan must be filed in such circumstances. Therefore flight planning should follow the requirements and guidance contained in CAP694 Chapter 1 General Procedures - IFR and VFR.</p>	<p>See UK AIP ENR 1.10</p>
<p>SERA.5005 Visual flight rules (j) An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall: (1) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or (2) as required by SERA.4001(b), submit a flight plan to the appropriate air traffic services unit as soon as practicable and obtain a clearance prior to proceeding IFR when in controlled airspace.</p>	<p>Chapter 1 para 15 Delays, Departures, Modifications and Cancellations to a Filed Flight Plan 15.4 Modifications 15.4.1 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message. 15.4.2 It is also important that when any changes or modifications are made to the original FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL. Chapter 2 VFR Flight Planning 5 VFR Flight Plans with portion(s) of flight operated as IFR IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans and associated messages to ATSUs within the participating European States – the IFPS Zone. Although IFPS handles IFR flight plans, it will not process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be</p>	<p>CAP694 is SERA-compliant, however current text may require additional amplification regarding changes to flight rules. Current guidance is limited to VFR flights (and associated plans) that include pre-planned IFR segment.</p>	<p>Not included in the UK AIP.</p>

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	addressed to: a) IFPS (EGZYIFPS); b) aerodrome of departure; c) aerodrome of destination; d) all FIRs that the flight will route through as VFR (in UK address to EGZVFRP for Scottish/Oceanic FIRs and/or EGZVFRT for London FIR); and e) any additional addressees specifically required by State or Aerodrome Authorities.		
<p>SERA.5015 Instrument flight rules (IFR) — Rules applicable to all IFR flights</p> <p>(c) Change from IFR flight to VFR flight</p> <p>(1) An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.</p> <p>(2) When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.</p>	<p>Chapter 1 General Procedures - IFR and VFR</p> <p>16 Cancelling an IFR FPL in Flight</p> <p>16.1 If a pilot has begun a flight in Controlled Airspace under an IFR FPL he may decide on encountering VMC that he wishes to cancel his IFR FPL and fly under VFR, provided he is not flying in Class A airspace, where all flights are subject to IFR procedures.</p> <p>16.2 In classes of Controlled Airspace where a choice of Flight Rules is possible in VMC, the pilot may cancel an IFR FPL by transmitting the following message to the ATSU: "(identification) Cancel my IFR Flight".</p> <p>16.3 ATC cannot approve or disapprove cancellation of an IFR FPL but, when in possession of information that IMC is likely to be encountered along the intended route of flight, will advise the pilot accordingly as follows: "IMC reported (or forecast) in the vicinity of....."</p> <p>16.4 The fact that a pilot reports that he is flying in VMC does not in itself constitute cancellation of an IFR FPL. Unless cancellation action is taken, the flight will continue to be regulated in relation to other IFR traffic.</p>	<p>CAP694 is both SERA-compliant, and offers additional guidance to pilots.</p> <p>There are no changes for the pilot.</p>	<p>See UK AIP ENR 1.10</p>
<p>SERA.5025 IFR — Rules Applicable to IFR flights outside controlled airspace</p> <p>(c) Position reports</p> <p>An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in SERA.8025 for controlled flights.</p> <p>GM1 SERA.5025(c) IFR — Rules applicable to</p>	<p>Not addressed by CAP694.</p>	<p>There is no advisory airspace (i.e. Class F) currently established in the UK FIRs.</p> <p>Pilots are therefore not affected by GM1 SERA.5025(c) when flying within the UK FIRs.</p>	<p>No requirement for this aspect of SERA to be addressed in the UK AIP.</p>

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<p>IFR flights outside controlled airspace POSITION REPORTS Aircraft electing to use the air traffic advisory service whilst operating under IFR within specified advisory airspace are expected to comply with the provisions of 'Chapter 8 — Air traffic Control Service', except that the flight plan and changes thereto are not subject to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.</p>			
SECTION 8 AIR TRAFFIC CONTROL SERVICE			
<p>SERA.8015 Air traffic control clearances (b) Operation subject to clearance (1) An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.</p>	<p>Chapter 1 General Procedures - IFR and VFR 1 Flight Rules and Categories of FPL 1.2 There are three categories of FPL: a) Full Flight Plans - the information filed on the FPL Form; b) Repetitive Flight Plans (see Chapter 4); and c) Abbreviated Flight Plans - the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne (See paragraph 4). NOTE: The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight. 2 When to File an FPL 2.1 An FPL may be filed for any flight. An FPL must be filed in the following circumstances: INSERT TABLE 2.2 It is advisable to file a VFR or IFR FPL if the flight involves flying: a) over the sea, more than 10 nm from the UK coastline; b) over sparsely populated areas where Search and Rescue operations would be difficult; or c) into an area in which search and rescue operations are in progress. The flight plan should include the expected times of entering and leaving the area and the details must also be passed to the parent ACC. The ACC will notify Kinloss ARCC. 4 Abbreviated Flight Plans 4.1 An Abbreviated Flight Plan is the limited</p>	<p>CAP694 is SERA-compliant. The means by which an air traffic control clearance is obtained are not affected by SERA, therefore there are no changes for the pilot. The requirement for a clearance to be requested through the submission of a flight plan to an air traffic control unit is commonly achieved through an abbreviated flight plan as described at CAP694 Chapter 1 paragraph 4.</p>	<p>See UK AIP ENR 1.10</p>

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	<p>information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an Airway. No flight plan form is submitted and the destination aerodrome will not be informed.</p> <p>4.2 In the case of a departure from an aerodrome within a CTR, an Abbreviated FPL may be sufficient to obtain an ATC clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary and fulfils the requirement for "Booking Out" (see paragraph 5 below). However, some aerodromes require aircraft to follow designated noise preferential routes, which may be identified as Standard Departure Routes (SDRs) depending on the outbound track of the flight.</p> <p>4.3 A Full Flight Plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.</p>		
<p>SERA.8015 Air traffic control clearances (b) Operation subject to clearance (4) <i>Potential reclearance in flight.</i> If, prior to departure, it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.</p>	<p>Chapter 1 General Procedures - IFR and VFR 15 Delays, Departures, Modifications and Cancellations to a Filed Flight Plan 15.4 Modifications 15.4.1 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message. 15.4.2 It is also important that when any changes or modifications are made to the original FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.</p>	<p>CAP694 is SERA-compliant, therefore there are no changes for the pilot..</p>	<p>See UK AIP ENR 1.10</p>
<p>SERA.8020 Adherence to flight plan (a) Except as provided for in (b) and (d) an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this</p>	<p>Not explicitly addressed by CAP694.</p>	<p>Pilots are to comply with SERA. CAP694 focuses on flight planning requirements and the means by which a flight plan may be completed, submitted, modified or cancelled, and not the operational aspects of adherence to a filed plan. SERA.8020 addresses the latter. CAP694 may require additional amplification regarding adherence to flight plan requirements at SERA.8020.</p>	<p>No requirement for this aspect of SERA to be addressed in the UK AIP.</p>

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<p>action has been taken under emergency authority.</p> <p>(1) Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:</p> <p>(i) when on an established ATS route, operate along the defined centre line of that route; or</p> <p>(ii) when on any other route, operate directly between the navigation facilities and/or points defining that route.</p> <p>(2) Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.</p> <p>(3) Deviation from the requirements in (2) shall be notified to the appropriate air traffic services unit.</p> <p>(b) <i>Inadvertent changes.</i> In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:</p> <p>(1) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.</p> <p>(2) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.</p> <p>(3) Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 3 minutes from that notified to air traffic services, or such other period of time as is prescribed by the competent authority or on the basis of ICAO regional air navigation agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.</p> <p>(4) Additionally, when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes</p>			

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<p>occur beyond the threshold values stipulated by the ADS-C event contract.</p> <p>(c) <i>Intended changes</i>. Requests for flight plan changes shall include information as indicated hereunder:</p> <p>(1) Change of cruising level: aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.</p> <p>(2) Change of route:</p> <p>(i) <i>Destination unchanged</i>: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.</p> <p>(ii) <i>Destination changed</i>: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.</p> <p>(d) <i>Weather deterioration below the VMC</i>. When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:</p> <p>(1) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or</p> <p>(2) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or</p> <p>(3) if operated within a control zone, request authorisation to operate as a special VFR flight; or</p> <p>(4) request clearance to operate in accordance with the instrument flight rules.</p>			