

## ENR 1.10 FLIGHT PLANNING

### 1 Procedures for the submission of flight plan

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- a) any IFR flight;
- b) any VFR flight:
  - departing from or destined for an aerodrome within a control zone.
  - operated along established ATS routes within the Male' FIR
  - across the FIR boundary, ie. international flights.

#### 1.1 *Time of submission*

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

#### 1.2 *Place of submission*

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office. (ARO) if the departure aerodrome is Male' International Airport.
- b) At all other aerodromes flight plans shall be submitted to the control tower.

#### 1.3 *VFR flight plan for alerting service only*

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

#### 1.4 *Contents and form of a flight plan*

- a) ICAO flight plan forms are available at Male' International Airport ARO and control towers at all other aerodromes. The instructions for completing those forms shall be followed.
- b) Inclusion of FIR boundary estimates is required for all IFR and VFR international flights
- c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

#### 1.5 *Adherence to ATS route structure*

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Maldivian ATS authorities.

#### 1.6 *Authorization for special flights*

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restrictions specified above. All such requests for exemption shall be forwarded to the Maldivian ATS Authorities at least six hours before commencing the intended operation.

#### 1.7 *Maximum cruising level for short-range flights*

No restrictions

## 2 Repetitive flight plan system

### 2.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-ATM, 14th edition.

RPL lists relating to flights in and to flights overflying the Male' FIR shall be submitted at least two weeks in advance by air mail to the following address:

Air Traffic Management and Rescue Services Section  
Maldives Airports Co. Ltd  
Male' International Airport  
Republic of Maldives.

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules.

### 2.2 Incidental changes and cancellation of RPL

Incidental changes to and cancellation of RPL relating to departures from Male' International Airport shall be notified as early as possible and not later than 30 minutes before departure to the ARO at the Air Traffic Control Centre, TEL: (960) 3337250 (Ext 7250/ 7568) Incidental changes to and cancellations of RPL relating to departures from aerodromes other than Male' International Airport shall also be notified as early as possible to the ARO serving Male' International Airport.

### 2.3 Delay

When a specific flight intending to depart from Male' International Airport is likely to encounter a delay of thirty minutes or more in excess of the departure time stated in the RPL, the ARO shall be notified immediately. Delays relating to departures from all other aerodromes shall be notified to the relevant ATS unit serving those aerodromes.

*Note:- Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.*

### 2.4 ATS Messages

For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or Delay messages (DLA) relating to such flights will be transmitted to all relevant ATS units outside the Male' FIR.

## 3 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted as the old flight plan will be automatically cancelled.

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

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

### 3.1 ***Arrival report (closing a flight plan)***

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome. Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival.

In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival".

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