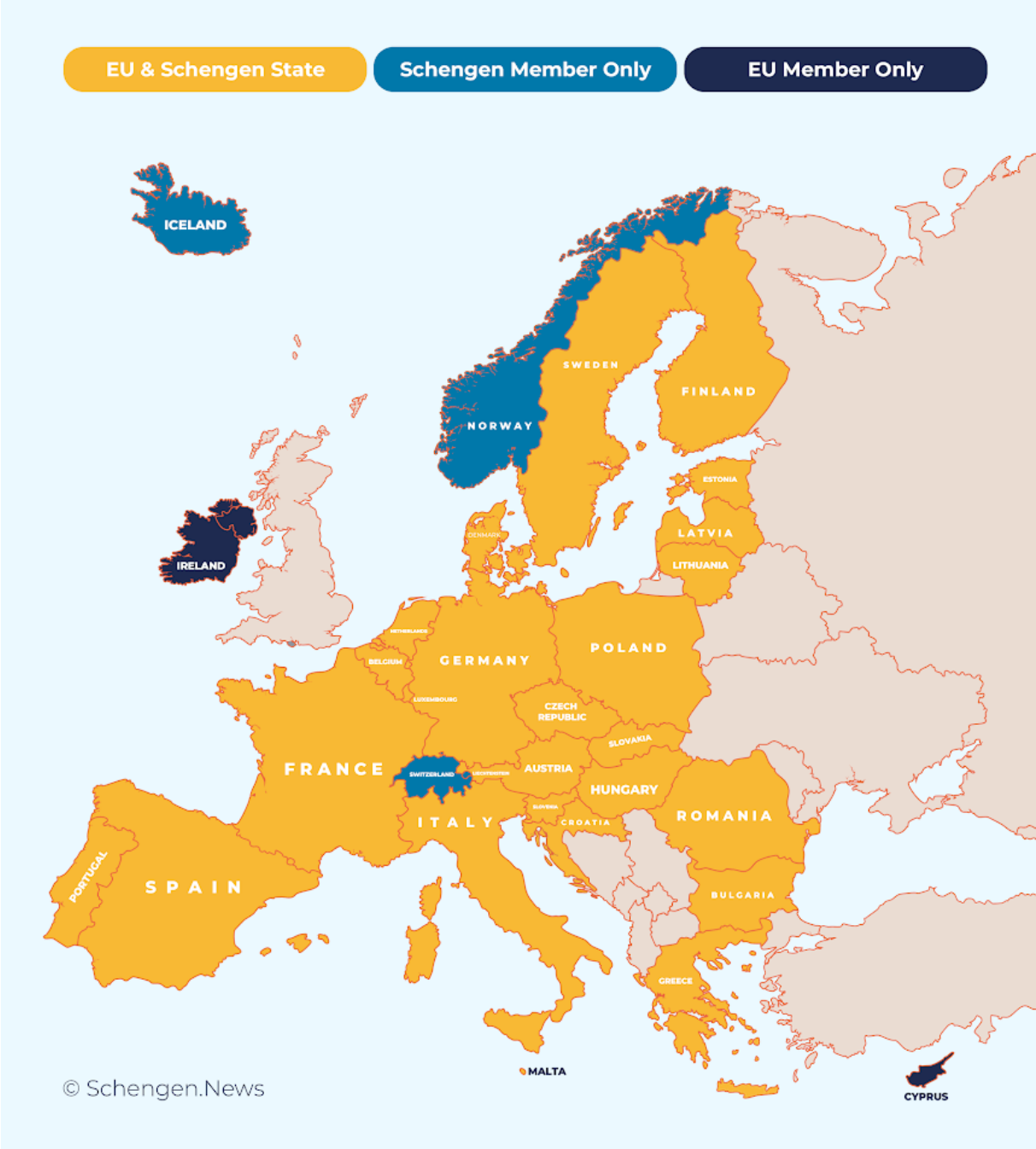


Inhoud

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Schengen area chart



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¹ According Schengen News, June 25, 2024

Overview of international VFR flight plan in uncontrolled airspace (G or E)

This is a summary of the regulations below, only focused on entering the forenamed country. Whether a flight plan is necessary when entering the country to an uncontrolled aerodrome and flying through uncontrolled airspace.

Country	FPL necessary	FPL not necessary	FPL depending on adjacent centre
Austria		X	
Belgium & Luxembourg		X	
Bulgaria			X
Croatia	X		
Czech Republic		X	
Denmark	X		
Estonia	X		
Finland	X		
France	X		
Germany			X
Greece	X		
Hungary		X	
Iceland	X		
Italy	X		
Latvia	X		
Lithuania	X		
Malta	X		
Norway	X		
Poland			X – NECESSARY LEAVING SCHENGEN
Portugal	X		
Romania			X
Slovakia			X
Slovenia	X		
Spain			X
Sweden	X		
Switzerland	X		

Austria

2.2. OBLIGATION TO SUBMIT A FLIGHT PLAN

2.2.1. A flight plan shall be submitted prior to operating:

- a) any flight or portion thereof to be provided with air traffic control service;
Remark: In order to reduce the workload of ATS units, it is strongly recommended for VFR flights intending to operate as a controlled flight to submit a flight plan prior departure.
- b) any IFR flight within advisory airspace;
- c) 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;
- d) 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;
- e) a flight across international borders. Flights specified in items 2.2.1.1. and 2.2.1.2. are exempted from this requirement taking into account the conditions named below.
- f) any flight planned to operate at night, if leaving the vicinity of an aerodrome.

2.2.1.1.1. Civil aircraft overflying the State boundary under visual flight rules into the FIR Wien in airspace classes "G" and "E" are exempted from the requirement to submit a flight plan.

2.2.1.1.2. For power-driven heavier-than-air civil aircraft, helicopters and gyrocopters, this exemption is allowed only with transponder mode S activated in flight and adjusted as required in § 30 para 2 LVR (rules of the air).

2.2.1.1.3. The exemption laid down in 2.2.1.1. may be limited partly or repealed wholly for a specified time period due to reasons of public interest. Such limitations to the exemption will be published via NOTAM.

2.2.1.2. Exemptions for flights leaving the FIR Wien:

2.2.1.2.1. When leaving the FIR Wien, the pilot-in-command shall before beginning the flight become familiar with all regulations regarding the requirements for submission of flight plans of the State the pilot intends to enter.

2.2.2. Exempted from the requirement of filing a flight plan are flights of Austrian military aircraft in the frame of military operational air traffic (§ 145a Aviation Act) in those cases, which are laid down in the agreement between the Federal Ministry of Defense and the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology according § 145a para 4 Aviation Act.

Belgium & Luxembourg

1.1 Requirement to Submit a Flight Plan (SERA.4001) Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan. A flight plan shall be submitted prior to operating:

- a. any IFR flight;
- b. any flight or portion thereof to be provided with ATC service;
- c. any flight above FL660;
- d. any flight at night, if leaving the vicinity of an aerodrome;
- e. any flight across international borders, except for VFR flights operating in class G airspace and originating from within the Schengen area.

It is advisable to file a flight plan:

- a. when flying over sparsely populated areas, where SAR operations would be difficult;
- b. if the aircraft is not equipped with radio. A flight plan may be filed for any flight in order to facilitate the provision of SAR services.

Note: *A pilot who has submitted a flight plan for a flight departing from a private aerodrome is responsible for the forwarding of the associated messages either by TEL or by radio to the ATS unit to which the flight plan was sent.*

Bulgaria²

1.1 A flight plan completion requirements

1.1.1 Information relative to an intended flight or portion of a flight, to be provided to air traffic service 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, 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.

1.1.2 A flight plan shall be submitted prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any flight for which the pilot-in-command of the aircraft needs provision of flight information, alerting and search and rescue services
- c. any flight crossing controlled areas and zones serviced by the military ATS when the FUA structures or anti-hail activity areas are activated, for which the pilot-in-command needs, coordination with appropriate military ATS units and civil-military coordinating unit;
- d. any flight across international borders, unless otherwise prescribed by the States concerned;
- e. any flight planned to operate at night, if leaving the vicinity of an aerodrome;
- f. any IFR flight within advisory airspace.

Croatia

ENR 1.10.2 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN (SERA.4001)

A flight plan shall be submitted to the competent ATC unit prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. 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;
- d. 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;
- e. any flight across international borders;
- f. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

The pilot may also submit a flight plan for other flights to the competent ATC unit in order to facilitate the execution of Search and Rescue Service for aircraft.

In order to process flight plan messages correctly, each flight plan shall be sent as a single AFTN message.

No flight plans shall be filed via the airspace of Zagreb FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace

² Bulgaria is a partial member of the Schengen area

utilization rules and availability for Zagreb FIR and any reference to them shall be made via <https://www.nm.eurocontrol.int/RAD/index.html>.

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.

Czech Republic

1.10.1 VFR FLIGHT PLAN SUBMISSION

1.10.1.1 FPL shall be submitted by means of Central Air Traffic Services Reporting Office Praha exclusively. VFR flight plan for state aircraft of the Czech Republic (police and customs) for a flight to/ from military airport may be submitted in accordance with the principles defined for military flights. All VFR flight plans shall include information on the phone contact of the submitter. VFR flight plans shall be submitted for all flights except for:

1.10.1.1.1 Domestic flights and flights within Schengen area, conducted in the airspace of "G" and "E" class, for which no alerting service is required by pilot.

1.10.1.1.2 Domestic flights and flights within Schengen area, conducted in the airspace of "G" and "E" class, to or from CTR / TMA of D class.

Note: The AIP of the Czech Republic does not determine if the FPL in the adjacent states shall be submitted or not. A pilot-in-command, when performing international flight, shall consult AIP of the appropriate state.

1.10.1.1.3 Domestic flights of helicopters of Police of the CR to TMA of C class which are cleared by an appropriate ATS unit.

1.10.1.1.4 Aerodrome traffic on aerodromes which are situated in CTR or below TMA, up to altitudes which will be cleared by the appropriate ATS unit.

1.10.1.1.5 Flights of aircraft on police duty crossing state boundary conducted under relevant bilateral agreements concluded between states.

1.10.1.1.6 Domestic flights of Police of the CR (with the exception of training flights - see AD 1.1 para 2.3.2), SAR and aeronautical rescue service to or from the military airport (LKCV, LKKB, LKNA, and LKPD).

1.10.1.1.7 International VFR flights other than those referred to in ENR 1.10 para 1.1.1, when so determined by the relevant agreement.

1.10.1.1.8 Flights for parachute jumps in Class C airspace provided that the same airfield will be used for departure, landing and parachute jumps.

1.10.1.2 With the exception of flights according to ENR 1.10 para 1.1.6 above, the civil operators shall submit FPL for each VFR flight to or from military airport (LKCV, LKKB, LKNA and LKPD).

Denmark

1. Submission of a flight plan

1.1 A flight plan shall be submitted to ATS in accordance with ICAO Annex 2, Commission Regulation (EU) No 923/2012 and ICAO Doc 7030 prior to operating:

- 1) Any IFR flight performed in airspace class C, D, E and G
- 2) Any VFR flight when:
 - a. performed in airspace class C and D
 - b. crossing the boundaries of København FIR and the Danish territorial waters, except as detailed in para. 6
 - c. crossing a FIZ
 - d. alerting service is required for a specific part of the route
 - e. performing a VFR-NIGHT flight (See ENR 1.2)

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

Estonia

1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

In accordance with European Commission Implementing Regulation No 923/2012 (SERA) a flight plan shall be submitted prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any VFR flight wishing alerting service;
- c. any flight within FIZ/RMZ or which passes these zones;
- d. any domestic flight within uncontrolled airspace when flying closer than 2.7 NM (5 km) to the dividing line between Estonia and Russia or mainland part of the border line between Estonia and Latvia;
- e. any flight across national borders;
- f. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

An IFPS flight plan shall be submitted in IFPZ for each individual flight to ensure that relevant information is available in IFPS for transmission to the appropriate ATS units.

Finland

1.1 A flight plan shall be submitted prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. a flight within or into aerodrome flight information zone during its operational hours;
3. a flight within or into ADIZ or prohibited or restricted areas;
4. any flight across international borders, unless otherwise prescribed by the States concerned;
5. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

France

ENR 1.1 General rules

1.1.4 FLIGHT PLANS

Mandatory flight plans

In France, in addition to the flight plan requirements described in SERA, the submission of a flight plan is required for :

- i) flights under instrument flight rules, except for helicopter flights engaged in inter-hospital transport when operating in Class G airspace ;
- ii) flights to or from the regions or along the routes mentioned in the aeronautical information publication as requiring the filing of a flight plan ;
- iii) VFR flights operating over the maritime areas and moving away from the coast by a distance greater than the lesser of the following two distances :
 - a. the maximum distance permitting the aircraft, with an engine inoperative, to reach land suitable for emergency landing ;
 - b. the distance equal to fifteen times the altitude of the aircraft.

Crossing borders

A flight in which the aircraft must cross a French border is the subject of a flight plan filed at least 60 minutes before departure.

Information

When a flight plan is submitted before departure, it contains the information contained in the CERFA form NR 14806*01.

The practical arrangements for drafting a flight plan and for communicating it to the air traffic controllers concerned are detailed in the Aeronautical Information Publication (AIP) in ENR 1.10 "Flight Plans".

Take-off off ATS schedules and activation of the flight plan

Where a flight plan has been filed and in the absence of an air traffic control unit at the place of departure, the pilot-in-command shall indicate his actual take-off time, as soon as possible after the flight, to an organism rendering air traffic services.

Closing a Flight Plan

The flight plan may be closed by telephone at the number indicated in the aeronautical information publications.

In particular, a flight plan can be closed by calling the unique number +33 (0)1 56 301 301, cost of a local communication, which allows a connection with the appropriate body of civil aviation services of metropolitan France, regardless of the location of the call.

Germany

ENR 1.10.2

I. General information, definition of a flight plan, obligation to submit a flight plan

3. Obligation to submit a flight plan

- 1) any flight or portion thereof to be provided with air traffic control service;
- 2) any IFR flight within advisory airspace (does not exist in Germany):
- 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;
- 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;
- 5) any flight across national borders, unless otherwise prescribed by the states concerned;
- 6) any aerobatic flight in controlled airspace and over controlled aerodromes.

In order to facilitate the provision of search and rescue services, pilots may also submit a flight plan to the competent ATS unit for any other flight.

Greece

1.2.13 VFR FPL

1.2.13.1 SUBMISSION OF A FLIGHT PLAN FOR VFR FLIGHTS

1.2.13.1.1 A flight plan shall be submitted for every VFR flight within ATHINAI FIR / HELLAS UIR or across its' international borders. (see ENR 1.10).

1.10.2 Submission of a FPL

1.10.2.1 PART A General

1.10.2.1.1 A FPL shall be submitted for all flights prior to operating within ATHINAI FIR / HELLAS UIR or across its international borders. Operators are reminded that Greece shall not accept flight plans submitted more than 120 hours before the Estimated Off-Block Time (EOBT) of a flight.

1.10.2.1.1.1 Information relative to the flight or portion thereof to be provided to air traffic services units, shall be in the form of a FPL the content of which conform with paragraph 3.3.2 of ICAO Annex 2. Submission shall be made to the competent ATS unit before the operation of:

- a) any flight or portion thereof to be provided with air traffic control service,
- b) any flight, in order to facilitate the provision of flight information, alerting and SAR services,
- c) any flight to facilitate coordination with the 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.

1.10.2.1.1.2 A flight plan form based on the model in ICAO Doc. 4444, (Amendment 1) Appendix 2, including the implementation issues for the IFPS countries as approved by the 53rd EANPG, should be provided and used by operators and air traffic services units for the purpose of completing flight plans.

1.10.2.1.1.3 The FPL shall be submitted in person by the pilot-in-command or the designated representative of the aircraft operator.

1.10.2.1.1.4 Pilots in command should carry in the aircraft copies of the approved by the competent authorities FPL.

Hungary

1.2 Flights subject to submission of a Flight Plan

1.2.1 A flight plan shall be submitted in the Budapest FIR, in the following cases:

- Any flight in uncontrolled airspace between 4000 FT (1200 M) AMSL and 9500 FT (2900 M) AMSL, except non-power driven aircraft;
- International Flights, except as specified in 1.2.2;
- Any flight in controlled airspace;
- Any flight to, from and crossing a TIZ airspace with the exception of non-power driven aircraft;
- The following VFR flights:
 - VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
 - Night VFR;
 - Glider flights in cloud.
- Special cases:
 - State aircraft flying outside MCTR, MTMA and TRAs;
 - Civil aircraft flying inside and MCTR not within published operational hours;
 - Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
 - For multiple landings a flight plan shall be filed for every flight segment;
 - For flights flying the same route multiple times, separate flight plans shall be filed for each segment.

1.2.2 Flight plan submission is not required in class G airspace - with the exception of night VFR flights and flights performed by aircraft coming from or going to a third country - VFR GAT flights crossing the Slovakian-Hungarian state border at an altitude below 4000 feet (1200 M) AMSL and flights performed with a non-power driven aircraft crossing at an altitude above 4000 feet (1200 M) AMSL.

Iceland

ENR 1.8.3 Flight Plans

Flight plan messages for flights intending to operate within the Reykjavik CTA shall be filed in accordance with ENR 1.10 and ENR 1.11.

ENR 1.10.2 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with regulation 770/2010 prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. every IFR flight;
3. any flight across international borders;
4. any flight requesting alerting service.

(for supplementary information regarding FPL see ENR 1.8.3).

Italy

ENR 1.10.1.1 Submission of a flight plan

1. A flight plan shall be submitted before operating:
 - a. any flight or portion thereof to be provided with air traffic control service;
 - b. any flight across international border, except for flights crossing international boundaries between Italy and Republic of San Marino;
 - c. any flight planned to operate at night, if leaving the vicinity of an aerodrome;
 - i. the flight plan shall be submitted at least 30 minutes before departure and shall include a forecast of an appropriate destination alternate aerodrome;
 - ii. the flight leaves the vicinity of the airport when it is leaving the traffic circuit. When the flight is not subject to the air traffic control service, the flight plan shall not be required for flights operated in continuous radio contact with the same ATS unit as the airport concerned, provided that it is conducted within the ATZ.
 - d. flights within or into areas or along designated routes, as published in the relevant sections of AIP.
 - e. an IFR flight in the FIR/UIR of Brindisi, Milano and Roma, regardless of the class of airspace involved.
2. ENAC (Italian Civil Aviation Authority) may establish compulsory submission of a flight plan for flights operating within the ATZ of an aerodrome where aerodrome flight information service (AFIS) is provided and IFR take-off and landing operations are allowed.
3. Without prejudice to points 1 and 2 above, the submission of a flight plan is not required for flights operating within airspace where flight information service is provided. In case such aircraft establish two way radio contact with the responsible ATS unit and intend to continue flying without the submission of a flight plan, the explicit intention to operate without flight plan shall be communicated to the ATS unit, using the phraseology indicated below. Such communication does not give rise to the provision of alerting service by the ATS unit called, which will be provided only in cases where it is communicated in any way that the operational efficiency of the aircraft is impaired and that the flight needs search and/or rescue.
"(ATS unit call sign) (type of aircraft) VFR (or IFR) NO FLIGHT PLAN.
4. HEMS flights are subject to special procedures regarding the submission of a flight plan, according to which operations letters shall, as far as possible, be established between the operator and the ATS unit responsible in the airspace where the HEMS operational base is located. Such operations letters shall include written notification to the ATS unit of permanent activity-related data (i.e. helicopter types, equipment), and their timely updating by the operator. Following that, the HEMS operational base or the pilot may communicate directly on frequency to the ATS unit variable data related to the specific flight.

REMARK

Aircraft engaged in BAT (Buster Air Traffic), SAR (Search and Rescue) and SAT (Security Air Traffic) operations, are exempted to submit a flight plan.

Latvia

1.1 Submission of a flight plan

1.1.1 Submission of a flight plan shall normally be the duty of the pilot-in-command or of his deputy, except that for flights within the operation of an air transport enterprise, a flight plan may also be submitted by a representative of the operating agency.

1.1.2 In accordance with European Commission Implementing Regulation (EU) No 923 /2012 a flight plan shall be submitted prior to operating:

- a. any flight or portion thereof to be provided with ATC service;

- b. any IFR flight outside controlled airspace or any VFR flight planned to operate at night, if leaving the vicinity of an aerodrome;
- c. any flight within or into designated areas, or along designated routes, when so required by the competent authority to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into designated areas, or along designated routes, when so required by the competent authority to facilitate co-ordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across national borders;
- f. any flight outside controlled airspace operating within a 15 KM (8 NM) area from the Latvian borders with Belarus and Russia from ground level to FL095;
- g. any flight intending to be conducted in a Flight Information Zone (FIZ) during its operating hours.

Lithuania

In accordance with European Commission implementing Regulation No 923/2012 a flight plan shall be submitted prior to:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. for flight within uncontrolled air space in Vilnius FIR, in order to facilitate the provision of flight information, alerting and search and rescue services;
- d. for flight within or into prohibited and restricted areas and border area to facilitate coordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

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

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

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

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

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

Malta

1.2 Filing a flight plan (VFR and IFR flights)

1.2.1 An ICAO flight plan must be filed for all IFR flights planning to operate in the Malta CTA.

1.2.2 An ICAO flight plan must be filed for all VFR flights:

- a. with departure or destination LMML which will cross the Malta FIR boundary;
- b. with departure LICD to LMML or departure LMML to LICD
- c. with departure and destination LMML and intending to operate outside the lateral limits of the Luqa TMA
- d. planned to operate at night, if exiting the Luqa CTR

Norway

ENR 1.10 FLIGHT PLANNING

1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN - FPL

1.1 A flight plan shall be filed in accordance with the provisions in ICAO Doc 4444/PANS-ATM Appendix 2.

1.2 Flight plans shall be submitted directly to AIS/ARO/NOF office. The FPL may be submitted by phone, fax or personal visit. If fax is being used, one must receive confirmation on the phone stating that the FPL has been received.

1.3 Aircraft Operators are permitted to submit IFR/GAT FPL directly to the IFPS units in Brussels and Bretigny. In order to do this, the procedures in Network Operations Handbook - IFPS Users Manual, must be followed.

1.4 Unless otherwise prescribed a flight plan shall be submitted no later than 60 minutes before EOBT.

Exception 1: For flights subject to ATFM regulations, the flight plan shall be submitted no later than 3 hours before EOBT.

Exception 2: For VFR flights operated entirely within Polaris FIR the flight plan may be submitted until 30 minutes before departure.

1.5 Special provisions regarding filing of flight plan applies for flights into or within Bodø OFIR/OCA or the restricted area EN R402 Finnmark, and in Svalbard and other polar regions.

1.6 Adherence to Airspace utilisation rules and availability

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

Poland

4.5 The submission of a flight plan is required for the following flights:

- a) flights conducted wholly or partly under IFR;
- b) VFR flights:
 - conducted wholly or partly in controlled airspace,
 - planned to operate at night if leaving the vicinity of an aerodrome,
 - for which flight information service and alerting service is to be provided;
 - international flights crossing the state border that serves as the external border of the Schengen Area,
 - planned wholly or partly in the ADIZ, subject to ENR 5.2.3 point 2.

NOTE 1: it is not recommended to submit a new flight plan unless the previous flight plan for the same flight has been closed or cancelled.

NOTE 2: in the WARSZAWA FIR, each submitted flight plan can only refer to one flight (from take-off to landing of an aircraft). This means that conducting more than one flight based on the same flight plan is not permitted.

NOTE 3: an aircraft is considered to be in the vicinity of an aerodrome when it is flying in the aerodrome traffic circuit, entering or leaving the circuit (SERA Article 2 (9) and (10)).

NOTE 4: when a flight is carried out from an aerodrome or operating site where ATS is not provided, the provision of alerting service and flight information service requires the pilot-in-command additionally to open/activate a flight plan. A flight plan is opened/activated by providing the take-off time:

- by phone to an ATS Reporting Office (ARO),
- by radio or phone to the relevant FIS unit.

NOTE 5: for VFR flights in Class G airspace within the ADIZ, it is required, according to point 3.9.1, to include the indicator ADIZ in the flight plan and additionally notify the ATS unit responsible for the airspace where the flight will be conducted (the territorially competent FIS unit) immediately before take-off.

NOTE 6: within an ADIZ, with the permission of a relevant military unit (Air Operations Centre - Air Component Command, phone: +48-261-828-766), flights of aircraft without equipment enabling two-way radio communication with ATS units are permitted without a filed flight plan. In such a case, the ATS unit responsible for the area in which the flight is to be conducted or AMC Poland shall be notified of the location and time of flights.

Portugal

1.10.1 PROCEDURES FOR THE SUBMISSION OF FLIGHT PLAN

General

Lisboa and Santa Maria FIRs are part of the EUROCONTROL IFPS Zone and comply with the procedures and rules of the Network Manager (NM).

As published in the Network Operations Handbook/IFPS Users Manual, Flight Plan and associated messages related to flight under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are required to be submitted only to the IFPS.

The submission of VFR Flight Plan shall be made to an appropriate NAV Portugal service, FPL and Briefing or ARO facility (see LPPT, LPPR, LPFR, LPMA or LPPD AD 2.3), which will forward the message to the ATS Units concerned and to other addresses supplied with the Flight Plan.

Messages sent by email to LPPR, LPPT, LPFR, LPMA or LPPD ARO units shall only be considered submitted after the reception of their validation by email acknowledgement.

The IFPS will further process, ACK and disseminate the Flight Plan data to the ATS Units concerned within the IFPS Zone and to other addresses supplied with the Flight Plan.

Further details concerning Network Management/IFPS may be obtained, under Network Management, via the EUROCONTROL website.

Romania³

ENR 1.10 Flight planning

2. Flight plan submission

2.1 Submission of a flight plan (SERA.4001)

- (b) A flight plan shall be submitted prior to operating:
- (1) any flight or portion thereof to be provided with air traffic control service;
 - (2) any IFR flight within advisory airspace;
 - (3) any flight within or into areas, or along routes designated by the Romanian CAA, to facilitate the provision of flight information, alerting and search and rescue services;
 - (4) any flight within or into areas or along routes designated by the Romanian CAA, 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;
 - (5) any flight across international borders, unless otherwise prescribed by the States concerned;
 - (6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.

Slovakia

1.10.1.1.3 A flight plan shall be submitted prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service,
- b. any flight crossing the state boundary except VFR flight crossing the state boundary in airspace class G between:
 - the Slovak Republic and the Czech Republic or the Slovak Republic and the Republic of Poland or
 - the Slovak Republic and the Republic of Austria and the flight is carried out by glider,
- c. any flight to operate at night, if leaving the vicinity of an aerodrome.

Note 1: By letter c) does not affect the obligation to submit a flight plan in controlled airspace according to para. ENR 1.10.1.1.3 a).

Note 2: In accordance with provisions of article 4 of Commission Implementing Regulation (EU) No 923/2012 Transport Authority authorises, for helicopters of AIR-TRANSPORT EUROPE, spol. s r.o. and Air Department of the Ministry of Interior of the Slovak Republic when committing special operations, to submit a flight plan also in flight as soon as possible after departure, if the connection conditions or the nature of the activity do not allow its submission before departure or within a specified period of time according to para. ENR 1.10.1.2.

Note 3: Vicinity of an aerodrome - an aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.

Slovenia

b. A flight plan shall be submitted prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. any IFR flight within advisory airspace (n/a for LJLA);
3. any flight within or into areas, or along routes designated by the competent authority (n/a for Ljubljana FIR), to facilitate the provision of flight information, alerting and search and rescue services;
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;
5. any flight across international borders;

³ Romania is a partial member of the Schengen area

6. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

Spain

A flight plan shall be submitted prior to operating:

- 1) Any flight or in part thereof to be provided with air traffic control service;
- 2) Any IFR flight within advisory airspace;
- 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;
- 4) Any flight within or into areas or along routes designated by the competent authority, to provide 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;
- 5) any flight across international borders, unless otherwise stated by the concerned States;
- 6) Any flight planned to operate at night, if leaving the vicinity of an aerodrome.

A flight plan shall be submitted, before departure, to an air traffic services reporting office 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. 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:

- The intended point of entry into a control area or advisory area; or
- The point of crossing an airway or advisory route.

Sweden

1 Submission of flight plan

1.1 A complete flight plan shall be submitted prior to operating any flight:

- To be provided with air traffic control service;
- Within or into designated areas, or along designated routes, when so required;
- Outside controlled airspace above 5 000 ft AMSL or 3 000 ft AGL whichever is higher, in accordance with VFR during darkness or IFR;
- For VFR-flights during darkness when leaving airport vicinity;
- For flights within or into traffic information zone or traffic information area;
- Across Swedish borders;
- For which flight information, alerting and rescue service is requested;
- By a foreign state aircraft.

Switzerland & Liechtenstein

1.3 Regulations for the VFR / flight plan / PLN

For international VFR flights to or from Switzerland, as well as for controlled VFR flights and for VFR flights at night (NVFR), a flight plan must be submitted. This applies even if there are no plans to land in Switzerland. For international VFR flights starting in Switzerland the relevant publication for the country in question is to be consulted. It is recommended to file a flight plan for VFR flights crossing remote territory in the Alps, Pre-alps and Jura Mountains. The guidelines for closing a flight plan in accordance with RAC are to be observed. VFR flight plans must be submitted before departure.

1.4 Obligation to file a flight plan for international VFR flights

As a rule, international VFR flights require a flight plan. However, aeronautical publications for the respective countries can grant exceptions. Flights arriving in Switzerland from abroad are obliged to file a flight plan.

Exceptions to this ruling are glider and balloon flights operating in airspace classes E and G arriving from Austria or Germany.

If a flight plan has not been filed, an alerting service will be subject to a delay. Flight plans are monitored and an emergency will be declared if an arrival report has not been submitted (SERA.4020). Flight plans must be submitted, at the latest, 60 minutes prior to the flight to the ARO or, during the flight, by radio to air traffic services 10 minutes at the latest before entering the portion of the flight requiring a flight plan (SERA.4001 (c)). Consult AIP ENR 1.10 for further information.