

1.8. When a flight is planned to operate in aerodrome traffic circuit or local/ training flight, detail of the flight shall be submitted to ATS units.

Note.— But flight of specific character, such as survey flights, scientific research flights etc may be exempted from the above restriction (1.7).

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

1.10. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in 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.

1.11. 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 ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary 1), the ATS unit shall be specifically informed accordingly. In the absence of an ATS unit at the aerodrome of diversion, 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".

2. Repetitive Flight Plan System

To be developed