

ONLINE FLIGHT PLAN

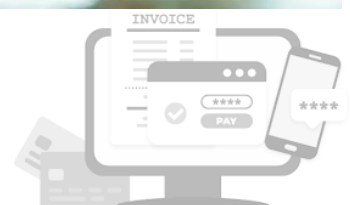


ONLINE PAYMENT



Frequently Asked Questions

File, Brief, Pay & Fly



Online Flight Plan Integrated with Payment Gateway System for NSOP

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Frequently Asked Questions
File, Brief, Pay & Fly



FREQUENTLY ASKED QUESTIONS

1. What is Online Flight Plan & Payment System?

Airports Authority of India has made an unique initiative as ease of suvidha for airlines, the access to file flight plan, generate GST invoice, make payment online, get FIC & ADC issued and view dash board reports in an efficient and transparent manner. Online Flight Plan integrated with Payment Gateway is a airline friendly application Integrating Payment gateway to Brief, Pay, File and Fly in India.

The facility is available for all Casual/General Aviation/Non-Scheduled Indian operators for both RCS & Non-RCS Operations.

The services will be available only on approval of registration by portal Administrator. Hence, those, who wish to avail the facility are requested to register their username and password. Login will be approved after verification.

Once registration is successfully done, the Airline Operator can File Flight Plan, Get Invoice for charges on own and Make Payment Online.

2. What is Flight Plan?

Flight plans are documents filed by a pilot or flight dispatcher with the local Civil Aviation Authority prior to departure which indicate the plane's planned route or flight path.



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3. What are the guidelines to file a Flight Plan?

New FPL Format - 2012

Written by OnlineFPL Team

Saturday, 22 December 2012 13:42 - Last Updated Sunday, 17 August 2014 15:33

www.onlinefpl.in is back for filing of flight plan with update for New Flight Plan format 2012.

In New FPL Format, there are lot of dependencies regarding the RCN Equipment field and the Tokens in Field 18. New Field 10a and 10b indicators have been introduced to indicate the serviceable equipment on board and the communication and navigation capabilities commensurate with flight crew qualifications. Free Text is limited to RMK/ in item 18 with no special characters. Field 18 is arranged by various tokens with strict validations and sequence. Special characters which were used previously for eg "/" is no more used. Only alphanumeric characters and space are allowed.

The sequence of indicators is also mandatory. There is interdependency of item 10 with item 18 tokens like PBN/ COM/ DAT/ NAV/. For eg., If R is mentioned in 10a, PBN/ is mandatory. We have updated the flight plan filing form in accordance with the new flight plan format. Due to strictness in validation rules, the form is split into multi page format for easiness and prompt validation.

There are some conditional fields which switches on based on the input. For eg., If DEP/ is ZZZZ, then another field will pop up requesting user to enter the nearest airport from the intended place of departure. The entry is mandatory in item 18 under DEP/. And the field no more accepts free text. Only LAT/LONG or bearing/Dist from Significant Point only is allowed. The same is applicable with DEST/ and ATLN/.

We will provide an online help/faq for filing of flight plan in new format. In case of any doubt/clarification, kindly mail to us at webmaster@onlinefpl.in or biadms@aai.aero. Those who have not yet provided the necessary documents, kindly provide at the earliest for the activation on account.

Wishing you all a Merry X'mas and a Happy New Year- 2014...!!

December 2013 by RADIANS team

updated on 4th

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4. What documents should I upload as Civilian User?

It has been observed that many flight plans filed via OFPL system get stuck in error queues of various Air Traffic Management Automation Systems across India, due to erroneous entries while filing the plan.

Therefore, all flight dispatchers/flight crew filing flight plans through Online Flight Plan website and/or mobile application are advised to follow the instructions as below to ensure that flight plans are successfully accepted by Air Traffic Management Automation Systems.

Following these instructions would ensure that the filed flight plan is error-free and does not get stuck in the error queue of ATM Automation Systems, enabling timely availability of flight plans in-concerned ATS units/appropriate controller work station.

1. While entering the aircraft type designator, ensure that the correct wake turbulence category is selected. Selecting an incorrect category will cause error and the flight plan is liable to get stuck in error queue resulting in non-issuance of FIC and ADC number.

General Information

Callsign *	AircraftType *
TEST1	C172
Flight Rules *	Flight Type *
I	N
WakeTurbulence *	
H	

Fig. 1: C172 is Light aircraft. The Wake Turbulence should be L.

2. While entering the aircraft type designator, ensure that only ICAO-approved designator is entered. Submitting a non-standard designator will lead to the flight plan getting stuck in the error queue, leading to unnecessary delay in issuance of FIC & ADC numbers.

General Information

Callsign *	AircraftType *
TEST1	GLX
Flight Rules *	Flight Type *
I	N
WakeTurbulence *	
M	

Fig. 2: Bombardier Global Express' designator is GLEX. Typing mistakes should be avoided.



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3. While filing a flight plan, ensure that unrealistic values are not entered in "Cruising Speed" and "Cruising Level" fields. Unrealistic values will not be accepted by ATM automations system and the Flight Plan would be stuck in error queue of the system resulting in non-issuance of FIC and ADC numbers.

Note: A Table having a sample list of aircraft used by General Aviation operators along with their corresponding cruising speed acceptable by ATM Automation System may be seen in Annexure-I.

General Information

Callign *	Aircraft Type *	Flight Rules *	Flight Type *
TEST1	C172	V	X

Wake Turbulance *

L

Departure and Route Information

DOF/ *	EOBT *	Departure Aerodrome *
03-09-2021	1500	VIDP

Destination Aerodrome *	CruisingSpeed *	CruisingLevel *	EET *
VABB	N0900	F460	0130

Fig 3: Cessna, C172, cannot fly at a speed of N0900 or at flight level F460.

4. When filing a flight plan with same departure & destination aerodrome, a simple "DCT" in route field is accepted by OFPL system, but it is rejected by the ATM Automation Systems. These systems require additional information to construct the route segment. The information must contain:
 - i. One or multiple fixes with DCT at the beginning at the end of route.
 - ii. One or multiple coordinates with DCT at the beginning and at the end of route.
 - iii. One of multiple bearing & distances with DCT at the beginning and at the end of route.
 - iv. One or more published routes with a common fix connecting both the routes in case of more than one route.
 - v. A combination of the above.

Departure and Route Information

DOF/ *	EOBT *	Departure Aerodrome *
03-09-2021	1500	VIDP

Destination Aerodrome *	CruisingSpeed *	CruisingLevel *	EET *
VIDP	N0450	F280	0035

ALTN Aerodrome

2nd ALTN Aerodrome

Route

DCT

Fig 4: Route field should have more items than just "DCT"



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- When filing a flight plan which enters/crosses another FIR, ensure to fill the EET field found under "Other Information" section. This is required by automation system to calculate the FIR Entry/Exit time. Not filling this info will lead to flight plan getting stuck in error queue.

Departure and Route Information

DOY/*	03-09-2021	EORT*	1500	Departure Aerodrome*	VIDP		
Destination Aerodrome*	VABB	CruisingSpeed*	N0450	CruisingLevel*	F320	EET*	0200
ALTN Aerodrome		2nd ALTN Aerodrome					
Route	Q2						

Other Information

STS/	PBN/	NAV/	COM/
DAT/	SUR/	REG/*	EET/

Fig 5: EET field in Other Information section

Note – If an aircraft from is entering/exiting an FIR multiple times, each instance should have a unique EET entry, e. g. EET/VABF0030 VIDF0115 VECF0250 VIDF0325 VABF0400.

- Although ICAO provisions permit filing of a flight plan having multiple legs, the ATM Automation Systems do not accept multiple legs in a single flight plan. Therefore, flight dispatchers/flight crew, when filing a flight plan having multiple legs are encouraged to file a separate plan for each leg.
- While filing a flight plan, flight dispatchers/flight crew should ensure that the route field DOES NOT contain the names of SIDs & STARs. The presence of SID/STAR in route field will land the flight plan in error queue of automation system.
- While filing flight plan, it should be ensured that the route field DOES NOT contain the name of the VOR of departure aerodromes in the beginning and/or the name of the VOR of destination aerodrome at the end of the route for airports where SIDs and STARs are published. More information can be found in ICAO DOC4444, Appendix 2, Page A2-9 & A2-10.
- Flight dispatchers/flight crew must ensure that the filed ATS route conforms to the level band of the airway, e.g. Delhi to Mumbai flight planned at cruising level 250 cannot file to fly ATS route Q2 as the lower and upper limits of the airway are FL290 to FL460 respectively. They have to file an alternate route conforming to the filed flight level. The level band for each ATS route is specified in E-AIP PART 2 - EN-ROUTE (ENR), Section ENR 3.1 - ATS ROUTES.
- Whereas it advisable to adhere to the requirement of 180 minute (3 hours) before EOBT specified in E-AIP section ENR 1.10, para 3.1, for operational reasons if a flight plan is filed on short notice, a lead time of at least 30 minutes prior to the EOBT be resorted to, for giving sufficient time to the controllers for resolving any errors (if any) in the flight plan.
- While filling the equipment field, it must be ensured that correct PBN is entered against the Equipment declared in 10a. Any mismatch between the two results in the flight plan ending up in error queue. It must also be ensured that codes are not repeated in ITEM 10.

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(FPL-807-VM  
-MI17/M-SHUDHF/S
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Fig 6: Repetition of codes must be avoided



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5. When FIC & ADC will be issued?

Once Payment is acknowledged, Messages will be transmitted through integrated AMSS and Tower shall be given permission for Flight Take off by issuing FIC & ADC.

6. What are the alternate Options if Online Payment Gateway is not working?

In case if Payment Gateway is not working, Airlines can make Payment scanning the QR Code in the Application for making payment or through UPI.

7. What are the benefits of using this Application?

For the first time, airlines are given the access through an application to file Flight Plan, Generate Invoice on own, Make Payment through Various Payment Gateway Options, See status of Flight Plan, FIC/ADC Issued and have dashboard Report View of the GST Invoice along with Payment Status.

The benefits of using this application are:-

- a. Submit Flight Plan Online
- b. Make Payment Online
- c. Track Status of FIC/ADC Issue Online
- d. Transparency & Liquidity ie File, Pay and Fly only for the service taken.
- e. No Manual Intervention in Accounting



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- f. Automated Airline Invoice Generation and Receipt Acknowledgement, Clearing in books of Accounts & Automated Bank Reconciliation process.
- g. Simple and Airline friendly Portal integrating various systems.

8. Whom should I approach for my grievances?

In cases of grievances or any queries, the same can be mailed to ofpl@aai.aero, ofplsupport@aai.aero with cc to cbpsinvoicing@aai.aero.

8. What is the refund and cancellation policy?

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Refund Policy (for applicable users only)

If claim against the payment initiated within 24 hrs of payment by NSOP Airline Operator, refunds will be returned using the original method of payment as per respective Banks TAT/norms.

Cancellation Policy (for applicable users only)

Refunds/cancellations won't be entertained after 24 hours of the payment.

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The screenshot displays the NSOP Online Invoicing and Payments web application. The main interface includes a navigation menu on the left with options like 'Home' and 'Invoice'. The central area shows a form for 'Raise NC Bill' with fields for 'Arr./Dep.', 'Departing From: CHENNAI', and 'FPL No: 700'. A pop-up window titled 'NSOP Policy Details' is overlaid on the form, containing a table with the following data:

SL No.	Policy Type	Policy Description
1	Refund Policy	If claim against the payment initiated within 24 hrs of payment by NSOP Airline Operator, refunds will be returned using the original method of payment as per respective Banks TAT/norms.
2	Cancellation Policy	Refunds/cancellations won't be entertained after 24 hours of the payment.

Below the table, there are various input fields for flight details such as 'Nature: Domestic', 'Type: Non Scheduled', 'ETA/ATA(UTC)', 'Route: -VOMM', 'Watch Ext: 0', 'GCD: 0', 'GHA Name: [Select One]', 'GHA Amount: 0', and 'No. of Crew: 0'. A green 'Save' button is visible at the bottom right of the form. The footer of the application includes the text '© 2020 All rights reserved by AAL...' and 'Powered by: NAVAYUKA'.



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