
ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN**1.1 Purpose and Types of the Flight Plan****1.1.1 Purpose of the Flight Plan**

The purpose of the flight plan is to inform the competent ATS units of the intended flight and enabling them to supervise the flight within the scope of air traffic control as well as flight information service and alerting service.

Guidance material on the completion of the ICAO Flight Plan form and the Repetitive Flight Plan (RPL) in conformance with the EUR RVSM flight planning requirements and Area Navigation (RNAV) specifications are provided in the ICAO EUR Regional Supplementary Procedures (Doc 7030).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures:

In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

1.1.2 Types of Flight Plan**a. Individual Flight Plan**

For each individual flight an individual flight plan shall be filed. Flights, in which several aircraft take part in a formation, as well as every separate stage of flight for flights with intermediate stops, shall also be regarded as individual flight.

b. Repetitive Flight Plan

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.

c. Air filed Flight Plan

Flight plan submitted by airborne aircraft to the relevant ATS unit.

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:
 - i. VFR flights above FL 195, with the exception of those planned in ad-hoc segregated airspace;
 - ii. Night VFR;
 - iii. Glider flights in cloud.
- Special cases:
 - i. State aircraft flying outside MCTR, MTMA and TRAs;
 - ii. Civil aircraft flying inside and MCTR not within published operational hours;
 - iii. Flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
 - iv. For multiple landings a flight plan shall be filed for every flight segment;

- v. 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.

1.3 Completion of a Flight Plan form

A Flight Plan form shall be completed in accordance with the provisions contained in PANS-ATM (Doc 4444/501) Appendix 2.

Where STAR procedures are published, RNAV capable aircraft, shall insert the first way-point of the STAR as the last point of the filed FPL route.

In case of LHBP arrival, non-RNAV capable aircraft should insert TPS as the last point of the filed FPL route.

Aircraft operators are requested not to indicate SID/STAR information in the filed route of FPLs.

1.3.1 The use of the indicators GAT/OAT in a flight plan

- General Air Traffic (GAT):

Flights conducted in accordance with the regulations and procedures promulgated by the State civil aviation authorities and operating under the control or authority of the civil ATS organisation.

- Operational Air Traffic - COMPATIBLE (OAT-C):

OAT flights in accordance with the rules and procedures issued by the civil regulatory bodies, which do not require segregated airspace and can be accommodated into civil aviation/GAT flights.

- Operational Air Traffic - SPECIAL (OAT-S):

OAT flights requiring segregated airspace that do not fit into civil aviation/GAT flights.

Aircraft Operators (AOs) must indicate the planned change from GAT to OAT or vice versa in the FPLs.

The indicator shall be inserted after the appropriate significant point or geographical coordinates in the route.

The IFPS always assumes that all flight plans begin GAT, unless, it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

1.3.2 VFR flights planned above FL195 (5 950 M STD)

In case of flight operation above FL 195 (5 950 M STD) in controlled airspace and not in ad-hoc segregated airspace, the planned task shall be inserted in Field 18 of FPL, furthermore in Field 15 (route) the geographical or other significant point where FL195 (5 950 M STD) will be crossed, shall be shown.

Note: The climb out area to the route segment of the flight operation planned above FL 195 (5 950 M STD) shall be shown in Field 18 defined with radius of a circle pinpointed on a geographical or other significant point where FL 195 (5 950 M STD) to be crossed.

E.g. ...DCT NORAH/N0160A085 DCT 4702N02120E/N0140F240 DCT NORAH/N0170A035 ... (RMK/ Parachuting 4602N02135E R5NM).

Differences from ICAO standards and recommended practices can be found in the [GEN 1.7](#)

1.4 Addressing of a Flight Plan and Flight Plan associated messages.

Flight plan and flight plan associated messages shall be addressed for the purpose of transmission to units concerned and shall be forwarded to the addressees via the existing communication facilities. The units concerned are the ATS units of a departure and destination aerodrome, and also the ATS and ATFCM units along the planned route of a flight. In addition in cases of certain flights originators shall add special addressees prescribed by appropriate authorities, AOs or aerodromes for which FPLs and associated messages should be forwarded.

1.4.1 Flights entering or overflying the IFPS Zone

With respect to IFR/GAT flights which are intended to enter or overfly the IFPS Zone the flight plans and associated messages need only be addressed to the IFPS units in Haren (Brussels) and in Bretigny (Paris), instead of the relevant ATS units. These units will transmit the FPL and associated messages to all ATS

units concerned within the IFPS Zone.

Note: The list of States participating in the IFPS distribution area See ENR 1.10.

In case of a mixed flight (IFR/VFR and/or OAT/GAT) the addressees of the ATS units which will handle the VFR and OAT part of a flight within the IFPS Zone shall also be added.

Re-addressing function shall be used for the flight plans and associated messages addressed to the IFPUs which means to add the addresses of IFPUs to the address line only and additional addressees shall be included in the message text as the first element after the originator information line.

Bodies authorized to distribute flight plans transmitted via AFTN or SITA are responsible for addressing function as follows:

- a. Aircraft operators who file a FPL direct to the IFPS are responsible for the correct addressees to:
 - the IFPS units,
 - the appropriate ATS units for the portion of the flight outside the IFPS Zone, and
 - the units supervising VFR or OAT flights within the IFPS Zone in case of mixed operation, and
 - any other addressees prescribed by the appropriate authorities and the aircraft operator and the aerodromes.
- b. in other cases the flight plan distributive body (ARO, FIC, a designated military unit for this task) is responsible for the addresses to all ATS units concerned. However, depending on type of a flight, transmission of a FPL may be prescribed by the appropriate authority or an aircraft operator or an aerodrome to other addressees, it is the flight plan originator's responsibility to add the special addresses.

1.4.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.4.3 Adherence to Airspace Utilization Rules and Availability

No flight plans shall be filed via the airspace of Budapest 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 Budapest FIR and any reference to them shall be made via

URL:<https://www.nm.eurocontrol.int/RAD/index.html>.

1.5 Submission of a Flight Plan

1.5.1 Direct filing of Flight Plans to the IFPS

All foreign aircraft operators (AOs), and those national air carriers who meet the technical and FPL filing and addressing requirements are permitted to submit their IFR/GAT or mixed flight plans directly to the IFPS via AFTN, SITA or via other communication means.

1.5.2 Flight Plan filing at Budapest Liszt Ferenc International Airport

Pilots of aircraft departing from Budapest Liszt Ferenc International Airport have the possibility to send flight plans to the ATS reporting office via e-mail, fax and by phone.

1.5.3 Flight Plan filing at AFIS aerodrome

Pilots of aircraft departing from an AFIS aerodrome shall file a flight plan form personally or via email, web page or telephone to the aerodrome flight information service.

If a flight intends to operate wholly in an aerodrome traffic zone, limited information required by ATS unit can be submitted.

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:<https://www.netbriefing.hu>

Email:aro@hungarocontrol.hu

1.5.4 Flight Plan filing at non-AFIS aerodrome

In case of departure planned from a non-AFIS aerodrome the pilot shall submit a flight plan via telephone or fax to the Air Traffic Services Reporting Office (ARO):

Phone:(+361) 293-4312

Phone:(+361) 293-4310

Fax:(+361) 296-9151

URL:https://www.netbriefing.hu

Email:aro@hungarocontrol.hu

1.6 Acceptance of a Flight Plan

1.6.1 Flight plans submitted directly to IFPS.

FPLs will be checked by IFPS for syntax, format and content. The flight plan originator will be informed on the acceptance by an ACK message, on the necessary manual correction by a MAN message and on the rejection by a REJ message.

Note: After accepting a flight plan IFPS will determine the ATS units responsible for IFR/GAT flights within IFPS Zone for which and for other addressees indicated in the message the flight plan will be forwarded. Unless a filed flight plan has been acknowledged by IFPS via an ACK message ATS units concerned will not have the flight plan and the aircraft may not begin operation.

1.6.2 When a flight plan is not sent directly to IFPS the receiving unit of FPLs is responsible for:

- checking for format and content to the extent possible,
- calling originator's attention to the errors and giving assistance for correct filing of FPLs,
- indicating acceptance of a flight plan to the originator and
- correct transmission and distribution of flight plans for the parties concerned.

If FPLs are forwarded to FIC or to IFPS via ATS reporting office, originators should inquire about the acceptance of FPLs.

Verbal information, if necessary, will be forwarded by the receiving unit about the acceptance of filed FPLs by IFPS or FIC.

Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining Air Traffic Control (ATC) clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct preflight preparation.

1.7 Time for Filing a Flight Plan

Unless special circumstances require a flight plan shall be submitted prior to taxi for taking off not earlier than 24 hours and not later than 60 minutes before Estimated off Block Time (EOBT). For flights subject to ATFCM measures FPLs shall be submitted at least 3 hours prior to EOBT.

Note: ATFCM measures may be applied for IFR/GAT (or mixed) flights operating in Budapest FIR. In this case pilots are responsible to inquire if their flights are subject to ATFCM measures. Relevant information can be obtained from ARO at departure aerodrome or from other relevant ATS unit as well as from Flow Management Position at Budapest Area Control Centre (ACC):

Phone:+36 1 293-4183

If FPLs are filed more than 24 hours in advance of EOBT insert the date of flight (DOF) in FPLs.

FPLs may not be filed earlier than 5 days before operation.

AFIL can be filed in the following cases:

- at least 10 minutes before the aircraft is estimated to reach the boundary of controlled airspace if FPLs are submitted for the purpose of obtaining air traffic control clearance for operation in controlled airspace,
- after departure

- i. in case of search and rescue flights for the purpose of averting the consequences of damage caused by forces of nature, serious disaster and air accident, of police mission as well as of flights for urgent ambulance and medical assistance,
 - ii. in case of departure from field other than aerodrome
- as early as possible.

1.8 Cancellation and change of FPL

FPL shall be cancelled by operator to the ATS unit for which FPL has originally been submitted if:

- flight will not operate,
- aircraft wishes to depart before the time indicated in the filed FPL, or
- any changes are required in respect of aerodrome of departure or destination or aircraft identification,

In the latter cases a new FPL, including the modified data, shall be submitted.

For flights subject to ATFCM measures the following procedures shall be applied:

- when an FPL or an RPL has been filed by an AO but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, a cancellation message with priority "DD" shall be transmitted to all addressees of the previous flight plan, and
- a replacement flight plan (RFP) in the form of the FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes.
- The replacement flight plan shall contain as the first element of item 18. the indication "RFP/An", where RFP signifies "Replacement Flight Plan" and "n" is the sequence number of RFP.

Operator shall inform the unit for which FPL has previously been submitted if:

- a flight is expected to delay for more than 30 minutes (for flight subject to ATFCM measure it is 15 minutes), or

FPL will be cancelled by the competent ATS unit, unless information is received for taxiing, departure or revision for EOBT within 60 minutes after the EOBT.

- any necessary changes in the other items of the previously filed FPL (e.g. cruising speed, cruising level etc.).

FPLs submitted to ARO via telephone shall be modified via telephone. FPLs submitted to ARO via www.netbriefing.hu shall be modified via www.netbriefing.hu. The EOBT of FPLs submitted via www.netbriefing.hu can be modified via telephone.

Notes:

- i. *Should the cruising level be changed only, it can be done when radio contact is established with ATS units.*
- ii. *Information for cancellation or change must be initiated not more than 12 hours in advance of EOBT.*
- iii. *Receiving units will notify other units to whom the origin FPLs have been forwarded about cancellation and changes.*

1.9 Special handling requirement

The insertion of a STS/... indicator in Field 18 of a Flight Plan will identify that a flight may require special handling.

The following status indicators can be used in Budapest FIR:

- ALTRV - Flight operated in accordance with an altitude reservation
- ATFMX - Flight approved for exemption from ATFCM measures by the appropriate ATS authority
- FFR - Fire fighting
- FLTCK - Flight check for calibration of NAVAIDs
- HAZMAT - Flight carrying hazardous material
- HEAD - Flight with Head of State status

- HOSP - Medical flight declared by medical authorities
- HUM - Flight operating on a humanitarian mission
- MARSA - Flight for which a military entity assumes responsibility for separation of military aircraft
- MEDEVAC - Life critical medical emergency evacuation
- NONRVSM - Non-RVSM capable flight intending to operate in RVSM airspace
- SAR - Flight engaged in a search and rescue mission
- STATE - Flight engaged in military, customs, or police services

STS/OAT shall be used in the FPL, if the whole duration of the flight is planned as OAT flight.

STS indicators recognized for ATFCM purposes comprises of STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR; STS/STATE; STS/HUM; STS/HOSP. [See ENR 1.9 para 5.](#)

Unjustified use of keywords (abbreviations) for special handling requirement is disciplinable.

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	LF
	Brest	LFRR	LF
	Bordeaux	LFBB	LF
	Marseille	LFMM	LF
Germany	Bremen	EDWW	ED
	Langen	EDGG	ED
	Frankfurt	EDFF	ED
	Munchen	EDMM	ED
	Rhein	EDDU	ED
	Hanover	EDVV	ED
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Ireland	Shannon	EISN	EI
	Sota	EISN	EI
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	LI
	Milano	LIMM	LI
Latvia	Riga	EVRR	EV
Former Yugoslav Republic of Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM

Country	FIR/UIR	ICAO	Country code
Moldova	Chisinau	LUUU	LU
Monaco	Marseille	LFMM	LN
Marocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	EN
	Trondheim	ENTR	EN
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	LP
Romania	Bucharest	LRBB	LR
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	LE
	Canarias	GCCC	LE
Sweden	Sweeden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Turkey	Ankara	LTAA	LT
	Istanbul	LTBB	LT
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	UK
	Dnipropetrovsk	UKDV	UK
	Odessa	UKOV	UK
	Sinferopol	UKFV	UK
United Kingdom	London	EGTT	EG
	Scottish	EGPX	EG
Serbia	Belgrade	LYBA	LY

1.10 General information about Non-standard Planning Zones

To manage the operationally sensitive areas, Non-standard Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

Airspace users can avoid these areas by planning via appropriate FRA Points or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 General

2.1.1 Repetitive flight plans shall be submitted for regular operations as far as possible.

2.1.2 When using repetitive flight plans for flights affecting Budapest FIR, the procedures of ICAO Doc 4444 ATM/501 Chapter 16, para 16.4. and Doc 7030 and the following regulations shall be applied.

2.1.3 RPLs, for flights affecting Budapest FIR shall be filed solely with EUROCONTROL at the CFMU, Brussels, in accordance with the requirements and procedures detailed herein. Distribution of RPL data to ATS Units in Budapest FIR is provided by the EUROCONTROL.

2.1.4 RPLs for flights having a route portion outside the Zone shall continue to be submitted in parallel to EUROCONTROL and to the National Authorities of those external States in accordance with existing procedures (see paragraph 2.5.2.). It should be noted in particular that ALL affected National Administrations

outside the zone which are on the route of the flights MUST have agreed to the use of RPLs.

Note: List of FIRs participating in IFPS zone: [See ENR 1.10 para 1.9](#)

2.1.5 Attention is drawn to the fact that the Shanwick (EGGX) and Santa Maria (LPPO) OACCs are NOT within the IFPS Zone.

2.2 Types of submission

2.2.1 RPL data submission may be in the form of a New List or a Revised List.

2.2.2 A New List (NLST) is a submission that contains ONLY new information (typically the start of a new Winter or Summer period).

2.2.3 A Revised List (RLST) is a submission that contains revised information to a previously submitted list. This revised or amended information could be a combination of any of the following: changes, cancellations or additional new flights.

2.3 RPL submission criteria

2.3.1 An NLST must be received by EUROCONTROL with a minimum of 14 days before the intended first flight.

2.3.2 An RLST must be received by EUROCONTROL such that:

- a. there is a minimum of 7 working days (see 2.6.2 below) between reception of the file by EUROCONTROL and the activation of the first flight affected by the amendment, and
- b. there must be two Mondays between reception of the file and the activation of the first flight affected by the amendment.

2.4 RPL submission procedure

2.4.1 RPLs may be submitted in any of the following formats:

- IFPS RPL format (former DBO/DBE format) - via diskette, SITATEX or electronic file transfer
- ICAO format (hard copy) - on paper (ICAO Doc 4444)

2.4.2 Details of IFPS RPL format may be found in the IFPS User Manual section of the CFMU Handbook. Copies can be obtained from the EUROCONTROL Library at the address. See: [2.6.3](#)

2.4.3 On receipt of an RPL file, EUROCONTROL will send the following acknowledgement of receipt by SITA or Fax as appropriate.

Example of ACKNOWLEDGEMENT of reception sent to RPL Originators (SITA or FAX)

ZCZC 001 251220

QN

MADWEZZ

BRUER7X

ddhhmm

FROM:

EUROCONTROL/CFMU

TO:

ZZZ

ATTN:

Mrs. Brown

SUBJ:

ACK OF YR RPL SUBMISSION 96-01

Nr.RPL:

12

- INITIAL CHECK OF FORMAT OK.

- FURTHER PROCESSING IN PROGRESS. WE WILL CONTACT YOU IF NECESSARY

BRGDS

D.TAYLOR/RPL TEAM

2.4.4 If NO acknowledgement is received from EUROCONTROL within 2 working days of dispatch, the originator

MUST contact the RPL Team to confirm that the file has been received.

- 2.4.5** Following the acknowledgement the RPL Team will process the file and will contact the originator again ONLY if there are any problems, such as the route or validity periods. It follows, therefore, that if no subsequent query is initiated by EUROCONTROL, the originator can assume that the file has been successfully processed into the RPL database.
- 2.4.6** Any change to the address or contact number of the Aircraft Operator (for example, a change of contact number/address for obtaining supplementary information) must be advised to the RPL Team immediately.
- 2.4.7** EUROCONTROL is able to accept RPL data which covers more than one Winter/Summer period but Originators must ensure that any such data is amended to reflect any changes of the clock (i.e. to reflect Summer/Winter time).

2.5 Specific EUROCONTROL requirements for RPL operation

- 2.5.1** The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444/501 and 7030. The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the CFMU Handbook.
- 2.5.2** RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for the entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied ONLY when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the zone are properly coordinated and addressed to the relevant external ATS authorities.
- 2.5.3** For EUROCONTROL purposes an RLST may be submitted which contains only changes, cancellations and additions (i.e. "-" and "+"). Details of unchanged flights (i.e. "blanks") are not required.
- 2.5.4** The "-" must come before the "+".
- 2.5.5** For a cancellation or change, the "-" must be an exact duplicate of the original "+" that it is to cancel, in order for it to be accepted by the RPL processing system.
- 2.5.6** The NLSTs and RLSTs are to be numbered in sequence as this enables EUROCONTROL to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered 001 and each following list, regardless of whether it is a NLST or RLST, is to be numbered in sequence.
- 2.5.7** The numbering of the RPL submissions is done on line "0" (sender record) starting at character 37 of the diskette file and in field "E" of a ICAO hard copy file (on paper).
- 2.5.8** To suspend an RPL the originator should send the information in the format [See ENR 1.10 para 2.7](#). However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving "ghost" flights in the CFMU and ATC data bases.
- 2.5.9** To cancel a RPL for a specific day, the originator need only send a normal ICAO CNL message to BOTH of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) and other external ATS Units as necessary. In respect of such flights, cancellation messages to the IFPS Units shall be submitted not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes an FPL.
- 2.5.10** To recover any RPL which has been suspended for an undefined period, the originator must send the instruction in the format [See ENR 1.10 para 2.8](#)
- 2.5.11** It is emphasized that the requirements specified in paragraphs [2.5.3](#), [2.5.5](#), [2.5.6](#), [2.5.7](#), [2.5.8](#), [2.5.9](#), [2.5.10](#) are not applicable to route portions outside the IFPS Zone.

2.6 General information

- 2.6.1** RPL data at EUROCONTROL is handled by a dedicated section known as the RPL Team.
- 2.6.2** The RPL Team working day is from 0800 to 1715 (European time) Monday to Friday, including Public Holidays but excluding 25 December. Originators of RPL data should take these operating hours into account when submitting RPL data to EUROCONTROL.
- 2.6.3** RPL data files may be sent to EUROCONTROL by any of the following means of communication:

EUROCONTROL CFMU FDO/RPL Team

Post: Rue de la Fusee, 96 B -1130 Brussels, Belgium

SITA: BRUER7X

Fax: 32.2.729.9042

Phone: 32.2.729.9847

Phone: 32.2.729.9861

Phone: 32.2.729.9866

- 2.6.4** The use of hard copy via post is discouraged. Submission via diskette, SITATEX or electronic file transfer removes the chance of an RPL operator making any typographical errors when copying the data from the hard copy into the IFPS RPL system.

2.7 Suspension of RPLs

- 2.7.1** To suspend an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please suspend the following flights with effect from ddmm until ddmm.

AIRCRAFT-ID	VAL-FROM	VAL-UNTIL	DAYS-OF-OPERATION	ADEP	EOBT	ADES
-------------	----------	-----------	-------------------	------	------	------

Note:

- i. Flights can not be suspended for periods of less than 3 days
- ii. A suspension message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual CNL messages must be filed.
- iii. If the UNTIL is not filled in, then a Recovery message will have to be send.

- 2.7.2** A RSUS message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

2.8 Recovery of RPLs

- 2.8.1** To recover an RPL/s, the RPL originator must send by SITA, FAX a letter to the EUROCONTROL RPL Office with an instruction with contains the following information:

Please recover the following flights with effect from ddmm.

AIRCRAFT-ID	VAL-FROM	VAL-UNTIL	DAYS-OF-OPERATION	ADEP	EOBT	ADES
-------------	----------	-----------	-------------------	------	------	------

Note: A recovery message shall be received by not less than 48 hours before the EOBT of the earliest affected flight/s. When sufficient notice cannot be given, individual FPL messages must be filed.

- 2.8.2** The RREC message is an ADEXP message which has not been implemented in the RPL system. This message shall not be used. Originators should use the media and layout described above.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

NIL