
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 Rules applicable to the use of ICAO flight plan format (FPL 2012)

1.3.1 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.

1.3.1.1 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.

1.3.1.2 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](#)

1.3.2 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.

1.3.2.1 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 IFPU which means to add the addresses of IFPU 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.

1.3.2.2 AFTN addressing of Flight Plans and associated messages

See ENR 1.11

1.3.2.3 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>.

1.3.3 Submission of a Flight Plan

1.3.3.1 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.

1.3.3.2 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.

1.3.3.3 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

1.3.3.4 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

1.3.4 Acceptance of a Flight Plan

1.3.4.1 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.

1.3.4.2 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.

1.3.5 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.

1.3.6 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.*

1.3.7 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
- 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

RMK/OAT or 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.

1.4 Special rules applicable to the use of FF-ICE flight plan (eFPL)

1.4.1 Definitions

1. Flight and flow — information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
4. Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
5. Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

1.4.2 FF-ICE Services

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - a. filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability;
 - b. trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight;
Note: The trial service offers an opportunity for an operator or designated representative to submit “what-if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
 - c. flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient;
 - d. notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - e. publication service: the publication of FF-ICE data for access by authorized subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.

An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.

4. NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

1.4.3 FF-ICE Messages

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
3. Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

1.4.4 FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUF
 - b. the operator flight plan version
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP Section XXX(States to amend as necessary).
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
 - c. Estimated aircraft take-off mass
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.

5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUF1 to its FF-ICE flight plan. The provision of the GUF1 is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

1.4.5 FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. Use of the FF-ICE Trial Service:
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs
 - ii. A copy of supplementary flight plan data
 - iii. A copy of the latest filing status for the flight
 - iv. The submission response status
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
 - a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to the same process, same criteria and same possible outcome.
 - c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.
 - d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the re-evaluation results.
7. Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

1.4.6 Further Information

1. Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>

- b. EUROCONTROL Network Manager IFPS Users Manual
<https://www.eurocontrol.int/publication/ifps-users-manual>
 - c. EUROCONTROL NM B2B Reference Manual
 - d. European SWIM Registry <https://eur-registry.swim.aero/home>
 - e. FIXM User Manual <https://docs.fixm.aero/#/>
2. The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

1.5 Table of IFPS Message Distribution

Country	FIR/UIR	ICAO	Country code
Albania	Tirana	LAAA	LA
Armenia	Yerevan	UDDD	UD
Austria	Wien	LOVV	LO
Azerbaijan	Baku	UBBA	UB
Belarus*	Minsk	UMMV	UM
Belgium	Brussels	EBBU/EBUR	EB
Bosnia and Hercegovina	Sarajevo	LQSB	LQ
Bulgaria	Sofia	LBSR	LB
Croatia	Zagreb	LDZO	LD
Cyprus (Republic of)	Nicosia	LCCC	LC
Czech Republic	Prague	LKAA	LK
Denmark	Copenhagen	EKDK	EK
Estonia	Tallinn	EETT	EE
Finland	Finland	EFIN	EF
France	Paris	LFFF	LF
	Reims	LFEF	
	Brest	LFRR	
	Bordeaux	LFBB	
	Marseille	LFMM	
Georgia	Tbilisi	UGGG	UG
Germany	Bremen	EDWW	ED
	Langen	EDGG	
	Munich	EDMM	
	Rhein	EDDU	
	Hanover	EDVV	
Greece	Athens	LGGG	LG
Hungary	Budapest	LHCC	LH
Iceland	Reykjavik	BIRD	BI
	Nuuk (partially)	BGGL	
Ireland	Shannon	EISN	EI
	SOTA	EISN	
Israel	Tel-Aviv	LLLL	LL
Italy	Roma	LIRRR	LI
	Brindisi	LIBB	
	Milan	LIMM	

Country	FIR/UIR	ICAO	Country code
Latvia	Riga	EVRR	EV
Lithuania	Vilnius	EYVL	EY
Luxembourg	Brussels	EBBU/EBUR	EL
North Macedonia	Skopje	LWSS	LW
Malta	Malta	LMMM	LM
Moldova (Republic of)	Chisinau	LUUU	LU
Monaco (Marseille)	Marseille	LFMM	LN
Montenegro	Belgrade	LYBA	LY
Morocco	Casablanca	GMMM	GM
The Netherlands	Amsterdam	EHAA	EH
Norway	Norway	ENOR	EN
	Bodo - Oceanic	ENOB	
Poland	Warsaw	EPWW	EP
Portugal	Lisbon	LPPC	LP
	Santa Maria	LPPO	
Romania	Bucharest	LRBB	LR
Rostov FIR (Russian Federation)*	-	-	URR
Kaliningrad FIR (Russian Federation)*	-	-	UMK
Serbia	Belgrade	LYBA	LY
Slovak Republic	Bratislava	LZBB	LZ
Slovenia	Ljubljana	LJLA	LJ
Spain	Barcelona	LECB	LE
	Madrid	LECM	
	Canaries	GCCC	
Sweden	Sweden	ESSA	ES
Switzerland	Switzerland	LSAS	LS
Türkiye (Republic of)	Ankara	LTAA	LT
	Istanbul	LTBB	
Ukraine	L'Viv	UKLV	UK
	Kyiv	UKBV	
	Dnipropetrovsk	UKDV	
	Odessa	UKOV	
	Siniferopol	UKFV	
United Kingdom	London	EGTT	EG
	Scottish	EGPX	
	Shanwick (OCA)	EGGX	

1.6 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 1.5](#)

- 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:
- 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
 - 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

BRUER7X

MADWEZZ

ddhhmm

FROM:

TO:

ATTN:

EUROCONTROL/CFMU

ZZZ

Mrs. Brown

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

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

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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 Fusée, 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 which contains the following information:

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

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 sent.

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 which contains the following information:

Please recover the following flights with effect from ddmh.

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