Trafikstyrelsen
Danish Transport Authority

Vejledning vedrørende flyveplaner og ATFM TACT-meldinger

7. udgave, november 2012

Indholdsfortegnelse

FORORD

Formålet med denne publikation er at give danske, færøske og grønlandske luftrumsbrugere en praktisk brugervejledning for udfyldelse, afgivelse, initiering og afslutning af de forskellige former for flyveplaner der eksisterer, for at kunne flyve i København FIR, Rønne TMA, Vágar TIZ og Sondrestrom FIR. Desuden beskriver publikationen den indflydelse som lufttrafik-regulering (ATFM) kan medføre for IFR-flyvning i forbindelse med afgivelse af IFR-flyveplaner for flyvning i IFPS-området, herunder udfyldelse og udveksling af såkaldte ATFM TACT-meldinger. Vejledningen kan downloades og udskrives fra Trafikstyrelsens hjemmeside: http://www.slv.dk/Dokumenter/dsweb/View/Collection-1979

Af praktiske årsager er publikationen derfor opdelt i 2 dele, hvor første del beskriver udfyldelse af flyveplaner - både den fuldstændige flyveplan (ICAO-flyveplanen) og den forkortede flyve-plan (særlig dansk form). Desuden beskrives og gennemgås de vigtigste regler og procedurer for afgivelse, initiering og afslutning af de forskellige eksisterende typer flyveplaner, herunder tilhørende respektive alarmeringstjenester.

Anden del er kopi - på engelsk - af dele af EUROCONTROL Basic CFMU Handbook med de væsentligste generelle informationer vedrørende luftrafikregulering (ATFM) og flyveplan-behandling inden for IFPS Zonen (IFPZ). Information og detaljer om procedurer skal findes i ATFCM User Manual og IFPS User Manual via internet-link til disse EUROCONTROL dokumenter: http://www.cfmu.eurocontrol.int/cfmu/public/standard_page/library_index.html

Publikationen er primært beregnet på de interaktioner, der foregår mellem piloter/selskaber og meldekontorer for lufttrafiktjeneste i forbindelse med afgivelse af flyveplaner samt udveksling af ATFM TACT-meldinger under iværksatte ATFM-foranstaltninger. I sidstnævnte tilfælde fun-gerer meldekontorerne som vejleder for piloter/selskaber, hvis ønsket, samt som formidlings-led til den centrale lufttrafikreguleringsenhed, CFMU.

Da publikationens formål er at være en praktisk brugervejledning, er alle detaljer og lokale forhold ikke med i vejledningen, hvorfor disse må konsulteres ved henvendelse til respektive meldekontorer og/eller slås op i AIP Danmark, AIP Færøerne eller AIP Grønland.

Vejledningen vil blive opdateret ved meddelelse i AIC Danmark, AIC Færøerne og AIC Grønland, hvis der sker væsentlige ændringer til vejledningens indhold, eller hvis der indføres nye procedurer, som bør medtages i publikationen. Ændringer til EUROCONTROL Basic CFMU Handbook vil blive meddelt i AIM.

November 2012,

Trafikstyrelsen,
Center for Luftfart

DEFINITIONER (til brug for denne vejledning)

Alarmeringstjeneste: En tjeneste der har til opgave at underrette hhv. kontrolcentral/ København FIR eller flyveinformationscentral/Sondrestrom FIR og respektive redningscentral om luftfartøjer, der har behov for eftersøgnings- og redningstjeneste, samt i nødvendigt omfang at assistere disse.

Beregnet tidsforbrug (Total Estimated Elapsed Time):

For IFR-flyvninger: Den tid, der beregnes at skulle bruges fra start og indtil ankomst over et angivet punkt, som er fastsat i relation til radionavigationshjælpemidler, og hvorfra en instrumentindflyvningsprocedure agtes påbegyndt; eller, hvis der ikke findes navigationshjælpemidler i tilknytning til bestemmelsesstedet, den tid, der beregnes at skulle bruges fra start og indtil ankomst over bestemmelsesstedet.

For VFR-flyvninger: Den tid, der beregnes at skulle bruges fra start og indtil ankomst over bestemmelsesstedet.

Flyveplan: Fællesbetegnelse for fuldstændig flyveplan (FPL), gennemgående flyveplan (FPT), standard flyveplan (RPL) og forkortet flyveplan omfattende specificerede oplysninger vedrørende et luftfartøjs påtænkte flyvning eller en del deraf, afgivet til en lufttrafiktjenesteenhed.

Forkortet flyveplan: En flyveplan, der kun indeholder de relevante oplysninger for en del af en flyvning afgivet til vedkommende ATS-enhed.

Forventet afgangstidspunkt (EOBT - Estimated Off-Block Time): Tidspunktet, på hvilket luftfartøjet forventes at påbegynde udkørsel til start.

Fuldstændig flyveplan: En flyveplan (FPL), også kaldet ICAO-flyveplanen, indeholdende alle oplysningerne fra pkt. 7 til 19 inklusive, afleveret forinden start til et meldekontor eller undtagelsesvis under en påbegyndt flyvning til vedkommende ATS-enhed.

GAT (General Air Traffic): Flyvninger der udføres i overensstemmelse med civile bestemmelser og procedurer.

Gennemgående flyveplan (FPT): En indleveret flyveplan for en flyvning, der under samme luftfartøjsidentifikation omfatter indtil 4 mellemlandinger mellem start- og bestemmelsesstedet.

Individuel flyveplan: En indleveret flyveplan for en flyvning fra startsted til bestemmelsessted uden planlagte mellemlandinger imellem disse.

Indleveret flyveplan: Flyveplanen som den er blevet indleveret af luftfartøjschefen eller dennes stedfortræder til en lufttrafiktjenesteenhed, og uden efterfølgende ændringer.

Lokalflyvning: En flyvning der har samme start- og bestemmelsessted.

Luftfartøjsoperatør: (Aircraft Operator - AO) Betegnelse for enten en luftfartøjsfører eller en godkendt flyveoperationsafdeling.

Lufttrafikregulering (ATFM): Forholdsregler udarbejdet for at tilpasse strømmen af lufttrafik ind i et bestemt luftrum, langs en bestemt rute eller på vej til en bestemt flyveplads, med det formål at sikre den mest effektive udnyttelse af luftrummet.

Lufttrafiktjenesteenhed: Fællesbetegnelse omfattende flyvekontrolenhed, flyveinformationscentral, AFIS-enhed, Sektor FIS-enhed og meldekontor for lufttrafiktjeneste.

Meldekontor for lufttrafiktjeneste: En ATS-enhed oprettet med det formål at modtage og videregive meldinger vedrørende lufttrafiktjeneste samt udøve alarmeringstjeneste, når det er oprettet som den eneste lufttrafiktjenesteenhed på en flyveplads.

OAT (Operational Air Traffic): Militære flyvninger der ikke udføres i henhold til civile bestemmelser og procedurer.

Standard flyveplan (RPL): En indleveret listning af flyveplaner, der omfatter en række gentagne og regelmæssigt udførte flyvninger på samme ugedage over flere uger med enslydende grunddata gældende fra samme startsteder til samme bestemmelsessteder uden planlagte mellemlandinger imellem disse, som et luftfartsforetagende har indleveret til opbevaring og gentagen brug ved lufttrafiktjenesteenheder.

Tjenestetid: Den periode, hvor der på en offentlig flyveplads ydes flyvepladstjeneste og lufttrafiktjeneste.

Åbningstid: Den periode en offentlig flyveplads er stillet til rådighed for luftfart uden ovennævnte tjenester.

FORKORTELSER OG INITIALORD

A

ACC	Area Control Centre
ADDR	Address
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
ADEXP	ATS Data Exchange Presentation
ADF	Automatic Direction Finding Equipment
ADS	Automatic Dependent Surveillance Equipment
AFIL	Air Filed Flight Plan
AFIS	Aerodrome Flight Information Service
AFTN	Aeronautical Fixed Telecommunication Network
AIM	Aeronautical Information Message
AIP	Aeronautical Information Publication
AMC	Airspace Management Cell
ANM	Air Traffic Flow Management Notification Message
AO	Aircraft Operator
APP	Approach Control
ARCID	Aircraft Identification
ARO	Air Traffic Services Reporting Office
ASM	Airspace Management
ATC	Air Traffic Control
ATD	Actual Time of Departure
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Services
AUP	Airspace Use Plan

C

CADF	Centralized Airspace Data Function
CASA	Computer Assisted Slot Allocation
CEU	Central Executive Unit
CFMU	Central Flow Management Unit
CHG	Change Message
CIDIN	Common ICAO Data Interchange Network
CNL	Cancellation Message
COM	Communication Equipment
CRAM	Conditional Route Availability Message
CTOT	Calculated Take Off Time

D

DES	De-suspension Message
DLA	Delay Message
DME	Distance Measuring Equipment
DOF	Date Of Flight

E

ECAC	European Civil Aviation Conference
EOBD	Estimated Off Block Date
EOBT	Estimated Off Block Time
ERR	Error Message
ETD	Estimated Time of Departure

F

FCM	Flight Confirmation Message
FDO	Flight Data Operation
FIR	Flight Information Region
FIS	Flight Information Service
FLS	Flight Suspension Message

FMP	Flow Management Position
FPL	Filed Flight Plan Message
FPT	Filed Flight Plan True Message
FUA	Flexible Use of Airspace

G

GAT	General Air Traffic
GNSS	Global Navigation Satellite System
GPT	Greenland Flight Plan True

I

ICAO	International Civil Aviation Organization
IFPS	Integrated Initial Flight Plan Processing System
IFPZ	IFPS Zone
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IOBD	Initial Off Block Date
IOBT	Initial Off Block Time

L

LORAN	Long Range Navigation System

M

MINLINEUP	Minimum Line Up Time
MRR	Mandatory Rerouting Message

N

NAV	Navigational Equipment
NEWCTOT	New Calculated Take Off Time
NEWEOBD	New Estimated Off Block Date
NEWEOBT	New Estimated Off Block Time

NEWPTOT	New Provisional Take Off Time
NEWRTE	New Route

O

OAT	Operational Air Traffic
OLR	Off Load Route
ORGMSG	Original Message
ORGRTE	Original Route

P

PFD	Planned Flight Data
PTOT	Provisional Take-Off Time

R

RDY	Ready Message
RESPBY	Respond by
RFP	Replacement Flight Plan Procedure
RJT	Rerouting Rejection Message
RNP	Required Navigation Performance
RPL	Repetitive Flight Plan
RRA	Rerouting Acceptance Message
RRP	Rerouting Proposal Message
RRTEREF	Reroute Reference designation
RTF	Radiotelephone
RVR	Runway Visual Range

S

SAM	Slot Allocation Message
SAR	Search And Rescue
SIP	Slot Improvement Proposal Message

SLC	Slot Cancellation Message
SMM	Slot Missed Message
SPA	Slot Improvement Proposal Acceptance Message
SRJ	Slot Improvement Proposal Rejection Message
SRM	Slot Revision Message
SRR	Slot Revision Request Message

T

TACAN	UHF Tactical Air Navigation Aid
TACT	CFMU Tactical System
TIA	Traffic Information Area
TIZ	Traffic Information Zone
TOS	Traffic Orientation Scheme
TWR	Aerodrome Control Tower

U

UHF	Ultra High Frequency (300 - 3000 MHz)

V

VFR	Visual Flight Rules
VHF	Very High Frequency (30 - 300 MHz)
VOR	VHF Omnidirectional Radio Range

FØRSTE DEL

UDFYLDELSE OG AFGIVELSE AF FLYVEPLANER

1. UDFYLDELSE AF FLYVEPLANER (FPL, FPT, GPT)

Denne generelle del af vejledning i udfyldelse af flyveplaner m.m. er en oversættelse af Appendix 2 til ICAO PANS-ATM, DOC 4444-ATM/501, 15. udgave, 2007 til og med AMD. 1, tilpasset danske forhold og bestemmelser.

GENERELT:

1. Følg nøje det anviste format og den måde, data specificeres på.

2. Begynd fra venstre i alle felter. Overskydende plads efterlades tom.

3. Angiv klokkeslæt i 4-cifret UTC, forventet flyvetid med 4 cifre.

4. Udfyld rubrikkerne 7 - 19 som vist i denne vejledning.

Bemærk, at rubrikkerne ikke er nummereret fortløbende. Dette skyldes ønsket om at sikre forenelighed med nummereringen i Lufttrafiktjenestemeldinger.

Note: Betegnelserne "flyveplads", "startsted" og "bestemmelsessted" anvendes som fællesbetegnelse for såvel flyvepladser som for øvrige steder, der kan anvendes af visse typer luftfartøjer, for eksempel helikoptere eller balloner.

Trafikstyrelsen
Danish Transport Authority

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS **ANVEND BLOKBOGSTAVER**

PRIORITY
Prioritet
<<≡ FF ⇒

ADDRESSEES
Adressat(er)

<<≡

FILING TIME
Indleveringstidspunkt

ORIGINATOR
Afsender
⇒ <<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE
Telegramtype
<<≡ (FPL

7 AIRCRAFT IDENTIFICATION
Luftfartøjets identifikation
—

8 FLIGHT RULES
Flyveregler
—

TYPE OF FLIGHT
Flyvningens art
<<≡

9 NUMBER
Antal
—

TYPE OF AIRCRAFT
Luftfartøjets type

WAKE TURBULENCE CAT
"Wake turbulence" kategori
/

10 EQUIPMENT
Udstyr
— /
<<≡

13 DEPARTURE AERODROME
Startsted
—

TIME
Afgangstidspunkt
<<≡

15 CRUISING SPEED
Marchfart
—

LEVEL
Marchhøjde

ROUTE
Flyvevej
⇒

<<≡

TOTAL EET
Beregnet tidsforbrug

16 DESTINATION AERODROME
Bestemmelsessted
—

HR MIN

ALTN AERODROME
Alternativ flyveplads
⇒

2ND ALTN AERODROME
2. alternativ flyveplads
⇒ <<≡

18 OTHER INFORMATION
Andre oplysninger
—

) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE
Aktionstid
— E /
HR MIN

PERSONS ON BOARD
Personer om bord
⇒ P /

EMERGENCY RADIO
Nødradioudstyr
⇒ R / U V E

UHF VHF ELT

SURVIVAL EQUIPMENT / Redningsudstyr
⇒ S / P D M J

POLAR Polar
DESERT Ørken
MARITIME Maritimt
JUNGLE Jungle

JACKETS / Redningsveste
⇒ J / L F U V

LIGHT Lys
FLUORES Fluorescens
UHF
VHF

DINGHIES / Redningsflåder
⇒ D /
NUMBER Antal
⇒ CAPACITY Kapacitet
⇒ C ⇒
COVER Overdækket
COLOUR Farve
<<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn
A /

REMARKS
Bemærkninger
⇒ N /
<<≡

PILOT-IN-COMMAND
Fartøjschef
C /
) <<≡

FILED BY / Indleveret af

Contact TEL.:

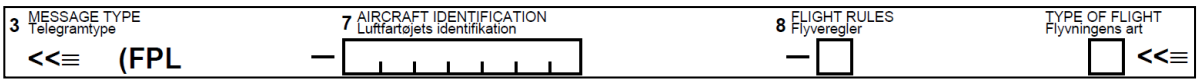
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

November 2012

ANGIV

enten Luftfartøjets nationalitets- og registreringsbetegnelse (max. 7 karakterer), hvis denne anvendes som radiokaldesignal, eller hvis radio ikke medføres.
Eksempel: *OYABC* *N1234AB*

eller ICAO betegnelse for luftfartsselskabet efterfulgt af flyidentifikationen (max. 7 karakterer), hvis denne anvendes som radiokaldesignal.
Eksempel: *SAS123* *SAS6789*



ANGIV

I	for IFR-flyvning
V	for VFR-flyvning
Y	hvis flyvningen starter IFR efterfulgt af en eller flere skift af flyveregler undervejs.
Z	hvis flyvningen starter VFR efterfulgt af en eller flere skift af flyveregler undervejs.

Anm. Hvis der bruges Y hhv. Z i flyveregler, gælder det at alle skift af flyveregler skal beskrives nærmere i felt 15 i flyveplanen.

ANGIV

S	for regelmæssig, offentlig lufttrafik.
N	for ikke-regelmæssig, offentlig lufttrafik.
G	for privat flyvning, herunder også privat forretningsmæssig lufttrafik.
M	for militære flyvninger.
X	for andre former for lufttrafik end de ovenfor nævnte. Specificeres yderligere i felt 18 efter RMK/.

Anm. Hvis flyvningens status skal specificeres gøres dette i felt 18 efter STS/. Hvis der kræves speciel håndtering af ATS myndighederne af andre årsager, specificeres dette efter RMK/.

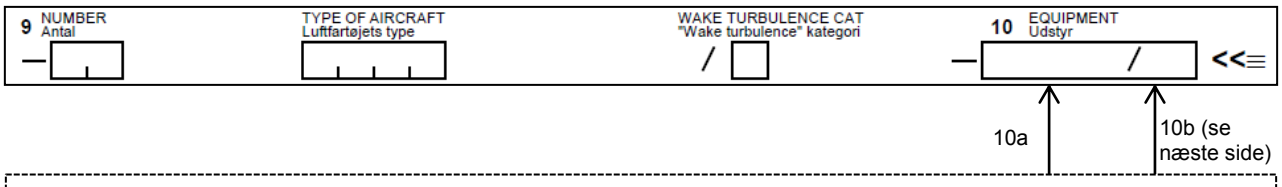
Angiv antallet af luftfartøjer, såfremt der er mere end et.

Angiv betegnelsen for flytypen, som den fremgår af ICAO DOC 8643.
Hvis dette dokument ikke indeholder nogen forkortelse for flytypen, eller hvis det drejer sig om formationsflvyning med forskellige flytyper, skrives ZZZZ, og i punkt 18 efter TYP/, angives så flytypen/typerne.
Der kan her i felt 9 også anvendes en af disse speciel-betegnelser:

SHIP	For luftskib	ULAC	Micro- og ultralight fly.
BALL	For luftballon	GYRO	Micro- og ultralight gyro.
GLID	For svævefly	UHEL	Micro- og ultralight helikopter.

Angiv vægtkategori:

H for vægtkategori "Heavy" (MTOW 136000kg eller mere)
M for vægtkategori "Medium" (MTOW større end 7000kg men mindre end 136000kg)
L for vægtkategori "Light" (MTOW 7000kg eller mindre)



Felt 10a

N – Skrives hvis der ikke medbringes noget COM, NAV eller Approach udstyr af nogen art.
S – Skrives hvis der medbringes standard udstyr for den rute der skal flyves. Standard udstyr er defineret som værende VHF RTF, VOR og ILS (medmindre andet er beskrevet af vedkommende ATS-enhed).

Udstyret kan specificeres yderligere ved at tilføje et eller flere af nedenstående bogstaver i felt 10a.

A – GBAS landing system
B – LPV (APV with SBAS)
C – LORAN C
D – DME
E1 – FMC WPR ACARS
E2 – D-FIS ACARS
E3 – PDC ACARS
F – ADF
G – GNSS (Specificeres efter NAV/ i felt 18)
H – HF RTF
I – Inertial NAV
J1 – CPDLC ATN VDL MODE 2
J2 – CPDLC FANS 1/A HFDL
J3 – CPDLC FANS 1/A VDL Mode A
J4 – CPDLC FANS 1/A VDL Mode 2
J5 – CPDLC FANS 1/A SATCOM (INMARSAT)
J6 – CPDLC FANS 1/A SATCOM (MTSAT)
J7 – CPDLC FANS 1/A SATCOM (Iridium)
K – MLS
L – ILS
M1 – ATC RTF SATCOM (INMARSAT)
M2 – ATC RTF (MTSAT)
M3 – ATC RTF (Iridium)
O – VOR
P1-P9 – Reserveret til RCP
R – PBN godkendt (Specificeres efter PBN/ i felt 18)
T – TACAN
U – UHF RTF
V – VHF RTF
W – RVSM godkendt
X – MNPS godkendt
Y – VHF med 8.33 kHz mulighed
Z – Andet udstyr (Specificeres efter COM/, NAV/ og/eller DAT/ i felt 18)

Felt 10b

Indsæt et eller flere bogstaver for at beskrive flyets overvågningsudstyr (max. 20 karakterer)

N – Intet overvågningsudstyr

SSR Mode A & C

A – Transponder – Mode A , 4 cifre, 4096 koder.
C – Transponder – Mode A , 4 cifre, 4096 koder samt Mode C.

SSR Mode S

E – Transponder – Mode S, med luftfartøjsidentifikation, højdeudlæsning og extended squitter (ADS-B) mulighed.
H – Transponder – Mode S, med luftfartøjsidentifikation, højdeudlæsning og udvidet overvågnings mulighed.
I – Transponder – Mode S, med luftfartøjsidentifikation, uden højdeudlæsning
L – Transponder – Mode S, med luftfartøjsidentifikation, højdeudlæsning, extended squitter (ADS-B) og udvidet overvågningsmulighed.
P – Transponder – Mode S, med højdeudlæsning, uden luftfartøjsidentifikation.
S – Transponder – Mode S, med luftfartøjsidentifikation og højdeudlæsning.
X – Transponder – Mode S, uden luftfartøjsidentifikation og højdeudlæsning.

Anm. Udvidet overvågningsmulighed vil sige at luftfartøjet har mulighed for at down-linke data via sin Mode S transponder.

ADS-B

B1 – ADS-B med dedikeret 1090 MHz ADS-B ”out” mulighed.
B2 – ADS-B med dedikeret 1090 MHz ADS-B ”out” og ”in” mulighed.
U1 – ADS-B ”out” mulighed ved brug af UAT.
U2 – ADS-B ”out” og ”in” mulighed ved brug af UAT.
V1 – ADS-B ”out” mulighed ved brug af VDL Mode 4.
V2 – ADS-B ”out” og ”in” mulighed ved brug af VDL Mode 4.

ADS-C

D1 – ADS-C med FANS 1/A muligheder.
G1 – ADS-C med ATN muligheder.

Anm. Yderligere overvågningsudstyr skal tilføjes i felt 18 efter SUR/.

ANGIV

ICAO-stedindikatoren for startstedet jf. ICAO DOC 7910. Hvis en sådan ikke findes, skrives ZZZZ og i felt 18 specificeres startsted efter DEP/, efter de regler som er beskrevet på side 22.

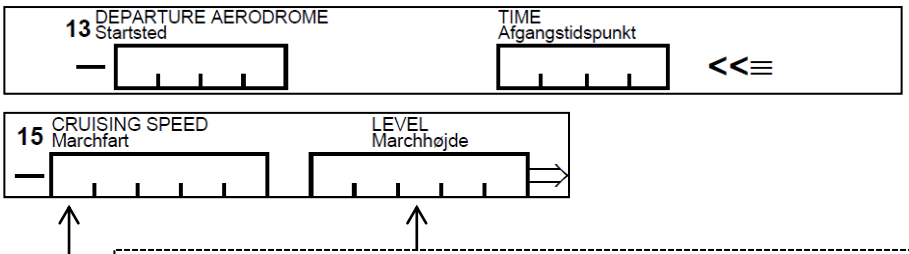
Hvis flyveplanen modtages af et luftfartøj under flyvning skrives der AFIL i denne rubrik, og i felt 18 efter DEP/, skrives ICAO-stedindikatoren på den ATS-enhed der opbevarer de supplerende flyveplansoplysninger.

Ved FPT anføres første startsted.

ANGIV

Forventet afgangstidspunkt EOBT. Ved flyveplaner afgivet under flyvning, angives ETO eller ATO for det punkt hvorfra flyveplanen gælder.

Anm. Hvis EOBT er mere end 24 timer ude i fremtiden skal der tilføjes DOF/ i felt 18. Flyveplanen kan tidligst afgives 120 timer før EOBT.

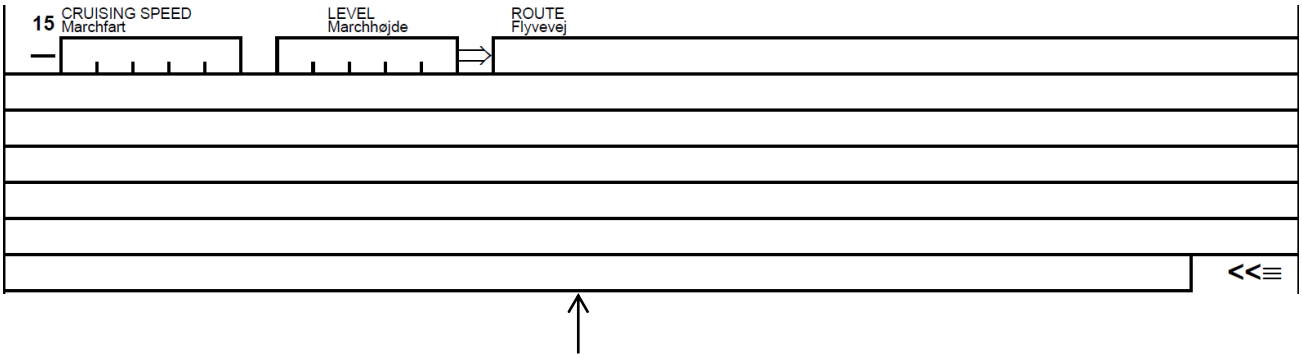


ANGIV

"VFR" for en VFR-flyvning eller for en flyvning der starter VFR og senere skifter flyveregler.
For andre flyvninger skrives den planlagte march-højde for den første del af, eller for hele flyvningen, udtrykt som:
Flight Level F efterfulgt af tre cifre, *eks. F060*, **eller**
Højde over havet i hundreder af fod A efterfulgt af tre cifre, *eks. A030*, **eller**
Meter standard i dekameter S efterfulgt af fire cifre, *eks. S1130*, **eller**
Højde over havet i dekameter M efterfulgt af fire cifre, *eks. M0840*.

ANGIV egenfarten (TAS) for den første del af eller for hele flyvningen udtrykt som:

enten	Knob (N efterfulgt af fire cifre, *eks. N0485*)
eller	Kilometer i timen (K efterfulgt af fire cifre, *eks. K0850*)
eller	Machtallet. Kun når dette er krævet. Da i hundrededele af en Mach (M efterfulgt af tre cifre, *eks. M082*)



Ved flyvning langs fastsatte ATS-ruter

Betegnelsen for den første ATS-rute skrives, såfremt startstedet ligger på eller ved ATS-ruten (SID anføres kun, hvis der er stillet krav om dette i AIP), ellers skrives DCT (”Direct”) efterfulgt af det punkt hvor tilslutning til den førte ATS-rute sker, samt den første ATS-rutes betegnelse.

Herefter skrives ethvert punkt, hvor der planlægges skift af fart og/eller højde, rute og/eller flyveregler. Desuden den nye værdi af det der ændres, samt betegnelsen for den nye ATS-rute, også selvom det er den samme som den foregående, i overensstemmelse med reglerne (1) – (5) på næste side.
Skriv DCT hvis det næste punkt ikke ligger på en fastsat ATS-rute. Hvis der angives koordinater i ruten er det dog ikke nødvendigt at skrive DCT imellem disse.
Det er heller ikke nødvendigt at skrive punkter hvor skift fra nedre til øvre ATS-ruter planlægges, hvis disse er orienteret i samme retning.

Ved flyvninger uden for fastsatte ATS-ruter

Angiv punkter, adskilt med normalt ikke mere end 30 minutters flyvning eller med 200NM (370km) afstand, herunder ethvert punkt hvor der planlægges et skift af højde eller fart, kurs eller flyveregler.

Indsæt DCT imellem punkterne, medmindre disse er angivet med geografiske koordinater, eller med pejling/afstand til et betydningsfuldt punkt.

Hvis det kræves af vedkommende ATS-myndighed planlægges flyvningen dog således:

Ved flyvninger som udføres hovedsagelig øst-vestlig retning, og mellem 70 grader nordlig bredde og 70 grader sydlig bredde, vælges ruten langs punkter, som bestemmes ved skæring mellem halve eller hele breddegrader og meridianer adskilt med 10 længdegrader.
Ved flyvninger nord for 70 grader nordlig bredde eller syd for 70 grader sydlig bredde vælges ruten langs punkter, som bestemmes ved skæring mellem hele breddegrader og meridianer adskilt med 20 længdegrader. Afstanden mellem punkterne skal så vidt muligt ikke overstige en times flyvning. Hvis det skønnes nødvendigt eller ønskeligt, kan der skrives yderligere punkter.

For flyvninger, som hovedsagelig udføres i nord-sydlig retning, vælges ruten langs positioner, bestemt ved skæring mellem hele længdegrader og breddeparalleller med fem graders indbyrdes afstand.

Udfyldelse af Route-feltet

Når Route-feltet udfyldes, skal nedenstående regler (1) – (6) anvendes:

(1) ATS-ruter (2 – 7 karakterer)
Skriv ATS-ruternes kodebetegnelse og/eller kodebetegnelsen på standard ind- og udflyvningsruter (SID/STAR skrives kun hvis der er krav herom i AIP)
Eks. P615 M850 Z700

(2) Betydningsfulde punkter (2 – 11 karakterer
Angiv kodebetegnelsen for det betydningsfulde punkt (eks. CDA, KOR, VES) og ellers anvendes nedenstående regler:

(a) Ved brug af hele grader (7 karakterer)
2 cifre, som angiver breddegraden, efterfulgt af N eller S samt
3 cifre, som angiver længdegraden, efterfulgt af E eller W.
Angiv altid 7 karakterer *eks. 55N014E*.

(b) Ved brug af grader og minutter (11 karakterer)
4 cifre, som angiver breddegraden, efterfulgt af N eller S samt
5 cifre, som angiver længdegraden, efterfulgt af E eller W.
Angiv altid 11 karakterer *eks. 5510N01420E*.

(c) Pejling/afstand fra et betydningsfuldt punkt
Angiv det betydningsfulde punkts kodebetegnelse efterfulgt af pejlingen fra punktet angivet med tre cifre i grader magnetisk. Sidst angives afstanden til det betydningsfulde punkt med tre cifre i sømil.
Eks. RADIS180020 – Altså 180 grader magnetisk, 20 sømils afstand til punktet RADIS.

(d) VFR-flyvning, der navigerer visuelt
Angiv enten alm. geografiske navne, eller stedbetegnelser beskrevet i ICAO DOC 7910. Hvis der skiftes flyveregler fra IFR til VFR, skal sidste punkt dog være angivet i henhold til enten (a), (b) eller (c).
Anm. Dette er en særregel udelukkende gældende for København og Søndrestrøm FIR. Det er altså ikke tilladt at bruge reglerne i (d) ved flyvning i andre FIR end disse to, medmindre det er angivet i AIP.

(3) Ændring af marchfart og/eller flyvehøjde (maks. 21 karakterer)
Angiv det punkt hvor der planlægges en ændring i marchfart på minimum 5% TAS eller 0.01 mach, og/eller hvor der planlægges en ændring af flyvehøjden.
Brug reglerne beskrevet i (2 a-c) til hjælp ved beskrivelse af punktet. Herefter skrives en skråstreg (/) samt både kommende marchfart og marchhøjde, også selvom kun den ene af disse værdier ændres.
Eks. CDA/N0284F350 5415N01085E/N0350F110 CDA180020/N0300A050

(4) Ændring af flyveregler (maks. 3 karakterer)

Skriv det punkt, hvor ændring i flyvereglerne planlægges i overensstemmelse med de retningslinjer der er angivet i (2 a-c). Efter punktet anvendes et mellemrum og der skrives VFR, hvis der overgås fra IFR til VFR, eller IFR, hvis der overgås fra VFR til IFR.

Eks. *VES VFR* *VES/N0150F060 IFR*

(5) Marchstigning (cruise climb)

Cruise climb angives som følger, idet reglerne ovenfor benyttes ved sammensætningen af angivelsens enkelte dele.

Bogstavet ”C” efterfulgt af en skråstreg (/), herefter det punkt, hvor cruise climb forventes påbegyndt, efterfulgt af en skråstreg (/), herefter den forventede hastighed under cruise climb samt de to højder, som begrænser det lag, der vil være optaget under cruise climb. Hvis øverste grænse ikke ønskes specificeret, kan i stedet angives bogstaverne ”PLUS”.

Eks. *C/55N050W/M082F290F350*
C/55N050W/M082F290PLUS
C/48N050W/M220F590F620

Bemærk at hele angivelsen indføres uden mellemrum.

(6) Brug af STAY i rutefeltet hvis der skal foretages enroute aktiviteter

Ved IFR-flyvninger inden for IFPS zonen er det muligt at angive i ruten at man vil lave aktiviteter enroute. Dette gøres ved hjælp af STAY indikator i rutefeltet og aktiviteten beskrives herefter i en STAYINFO switch i felt 18.

Eks. felt 15: N0120F060 DCT KOR STAY1/0030 KOR DCT
felt 18: STAYINFO1/AIRWORK

Det punkt der planlægges enroute aktivitet på, skal altid stå foran STAY indikator. Punktet efter STAY indikatoren kan både være det samme punkt, som der er lavet enroute aktivitet på, samt det næste punkt i ruten.

Man kan også angive flere enroute aktiviteter i ruten.

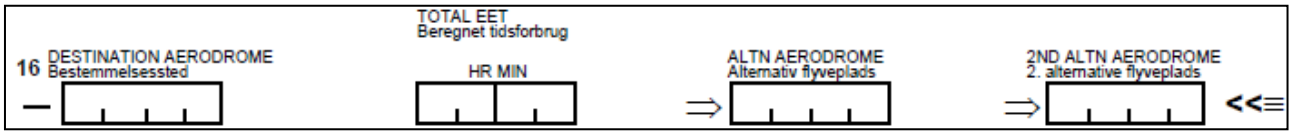
Eks. felt 15: N0120F060 DCT KOR STAY1/0045 ODN FE STAY2/0030 FE
felt 18: STAYINFO1/AIRWORK STAYINFO2/APCHS EKOD.

ANGIV

ICAO-stedindikatoren for destinationen jf. ICAO DOC 7910. Hvis en sådan ikke findes, skrives ZZZZ og i felt 18 specificeres destination efter DEST/, efter de regler, som er beskrevet på side 22

ANGIV

Det beregnede tidsforbrug.
(Hvis flyveplanen er modtaget fra et luftfartøj under flyvning angives tiden, som det beregnede tidsforbrug fra det punkt på flyvevejen, hvorfra flyveplanen gælder).



ANGIV

ICAO-stedindikatoren for 1. og 2. destinations alternativ, jf. ICAO DOC 7910. Hvis en sådan ikke findes, skrives ZZZZ, og i felt 18 specificeres destinations alternativ efter ALTN/, efter de regler, som er beskrevet på side 22.

Felt 18 – Other information

Skriv 0 (nul) hvis der ikke er andre informationer.
Alle andre informationer tilføjes efter switch der passer i den rækkefølge, som er angivet her.

STS/	ALTRV	– For en flyvning der finder sted i henhold til en reservation af højdebånd.
	ATFMX	– For en flyvning der er godkendt af ATS enhed til at undgå ATFM restriktioner.
	FFR	– Brandbekæmpelse
	FLTCK	– For en flyvning der kalibrerer navigationshjælpemidler.
	HAZMAT	– For en flyvning der medbringer farligt materiale.
	HEAD	– Flyvninger med statsoverhoveder og regeringschefer.
	HOSP	– For flyvninger deklareret af sundhedsmyndigheder.
	HUM	– For flyvninger på humanitær mission.
	MARSA	- For en flyvning hvor en militær enhed har ansvaret for adskillelse.
	MEDEVAC	– Bruges til livsnødvendige evakueringer af medicinsk slags.
	NONRVSM	– For en flyvning uden RVSM-mulighed i RVSM luftrum.
	SAR	– For flyvninger involveret i rednings- og eftersøgningstjeneste.
	STATE	– For militære, politi eller told-flyvninger.

Anm. Andre årsager til speciel håndtering af ATS noteres i felt 18 efter RMK/ switch.

PBN/ Indikation af RNAV og/eller RNP muligheder. Inkluder så mange som muligt, dog maks. 8.

RNAV Specifikationer

A1 – RNAV 10 (RNP 10)
B1 – RNAV 5 alle tilladte sensorer
B2 – RNAV 5 GNSS
B3 – RNAV 5 DME/DME
B4 – RNAV 5 VOR/DME
B5 – RNAV 5 INS eller IRS
B6 – RNAV 5 LORANC
C1 – RNAV 2 alle tilladte sensorer
C2 – RNAV 2 GNSS
C3 – RNAV 2 DME/DME
C4 – RNAV 2 DME/DME/IRU
D1 – RNAV 1 alle tilladte sensorer
D2 – RNAV 1 GNSS
D3 – DME/DME
D4 – DME/DME/IRU

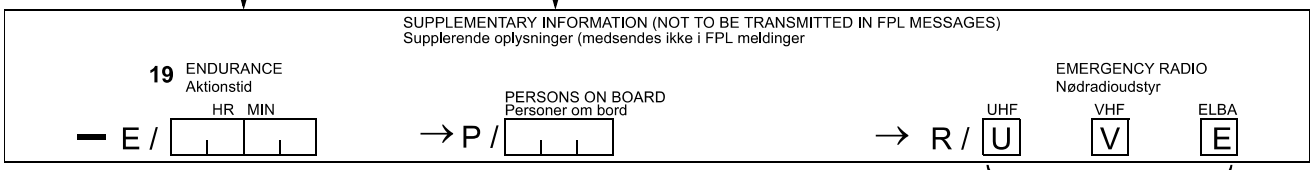
RNP Specifikationer

L1 – RNP 4
O1 – Basic RNP 1 alle tilladte sensorer
O2 - Basic RNP 1 GNSS
O3 - Basic RNP 1 DME/DME
O4 - Basic RNP 1 DME/DME/IRU
S1 – RNP APCH
S2 – RNP APCH med BARO-VNAV
T1 – RNP AR APCH med RF (speciel tilladelse behøves)
T2 - RNP AR APCH uden RF (speciel tilladelse behøves)

NAV/	Indiker hvilket navigationsudstyr (andet end det anført i PBN) der medbringes som ATS enheden kræver. Her indikeres også hvilken GNSS augmentation der anvendes *eks. NAV/GBAS SBAS*.
COM/	Skriv kommunikationsudstyr eller muligheder som ikke er indikeret i felt 10a.
DAT/	Skriv dataudstyr eller muligheder som ikke er indikeret i felt 10a.
SUR/	Skriv overvågningsudstyr eller muligheder som ikke er indikeret i felt 10b.
DEP/	Navn og position for startsted hvis der er brugt ZZZZ i felt 13 ***eller*** navn for ATS-enhed hvor supplerende flyveplansoplysninger kan indhentes hvis AFIL er brugt i felt 13 ***eller*** for flyvninger med startsted på flyveplads der ikke er beskrevet i ICAO DOC 7910, kan startstedet også indikeres således: Der kan bruges koordinater med 4 hhv. 5 decimaler *eks. 5540N01040E*. Der kan også bruges pejling/afstand fra det nærmeste kendte punkts id, *eks. CDA180020*. Der kan til sidst også bruges det første punkt i ruten (navn eller koordinat) eller radio marker beacon, hvis flyet ikke er startet fra en flyveplads.
DEST/	Samme regler som for DEP/ ovenfor.
DOF/	En fpl kan indleveres tidligst 120 timer (5 døgn) før EOBT, ved at anføre DOF i felt 18. *eks. DOF/121020 = 20.10.2012* Hvis fpl indleveres inden for 24 timer af EOBT er det valgfrit at skrive DOF i felt 18. **Anm. Nogle lande kræver jf. deres AIP, at der er angivet DOF i felt 18, derfor er det altid en god ide at angive DOF**.
REG/	Flyets registrering hvis forskellig fra kaldesignal i felt 7.
EET/	Her skrives betydningsfulde punkter og/eller FIR grænsebetegnelser samt akkumuleret EET fra take-off til det givne punkt/FIR, hvis det er krævet af de lokale ATS enheder (bla. Sverige og Tyskland kræver dette). *eks. EET/NISLO0020 ESAA0100*
SEL/	SELCAL kode for fly der har udstyret.
TYP/	Type(r) af luftfartøjer samt antal (hvis flere), hvis ZZZZ er anvendt i felt 9. *eks. TYP/2C172 3P28A*.
CODE/	Her skrives flyets adresse når det er påkrævet af den pågældende ATS enhed. Skrives med seks karakterer. Eks. er F00001 den laveste fly adresse i den særlige adresse-bank som ICAO administrerer.
RVR/	Minimum RVR krav for flyvningen. **Anm. Bruges kun i EUR-regionen.**
DLE/	Enroute holding eller forsinkelse kan skrives her. Skriv det betydningsfulde punkt hvor forsinkelsen er planlagt at foregå, efterfulgt af længden af forsinkelsen i fire decimaler (hhmm). *Eks. DLE/CDA0130*. Bemærk at DLE også bruges ved airwork, continous approaches o. lign. Hvis der er behov for at beskrive aktiviteten nærmere, tilføjes dette efter RMK i felt 18.
OPR/	ICAO designator eller navn på flyselskabet der opererer flyvningen, hvis forskellig fra punkt 7.
ORGN/	Her skrives AFTN adresse eller kontakt oplysninger på den enhed som har udsendt flyveplanen.
PER/	Luftfartøjets performance data indikeret med et bogstav som beskrevet i PAN-OPS Doc 8168.
ALTN/	Her skrives alternativ DEST flyveplads hvis der er skrevet ZZZZ i alternativer i felt 16. Samme regler som beskrevet i DEP.
RALT/	Navnet på alternativ enroute flyveplads. Reglerne beskrevet i DEP følges, hvis enroute alternativet ikke har en fire bogstavs ICAO-forkortelse.
TALT/	Takeoff alternativ. Reglerne beskrevet i DEP følges, hvis enroute alternativet ikke har en fire bogstavs ICAO-forkortelse.
RIF/	Detaljer om rute til ændret bestemmelsessted efterfulgt af bestemmelsesstedets fire bogstavs forkortelse. *Eks. RIF/GESKA CDA EKCH*
RMK/	Anden bemærkning i klart sprog hvis myndighederne kræver det eller hvis fartøjschefen finder det nødvendigt.

Angiv den beregnede aktionstid (endurance) i timer og minutter. Brug 4 cifre.

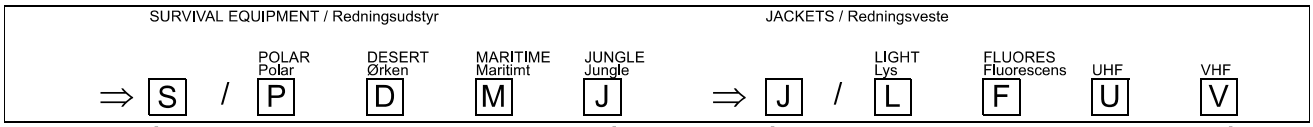
Angiv antallet af personer ombord. Såfremt dette ikke kendes ved indlevering af flyveplanen, skrives “TBN” (To Be Notified). Brug 3 cifre.



Sæt kryds over U, hvis 243.0 MHZ ikke medføres

V, hvis 121.5 MHZ ikke medføres

E, hvis ELT (Emergency Locator Transmitter) ikke medføres



Sæt kryds over P, hvis Polar-nødudstyr ikke medføres

D, hvis Ørken-nødudstyr ikke medføres

M, hvis Maritimt nødudstyr ikke medføres

J, hvis Jungle-nødudstyr ikke medføres

Sæt kryds over alle 5, også “S” hvis intet nødudstyr medføres.

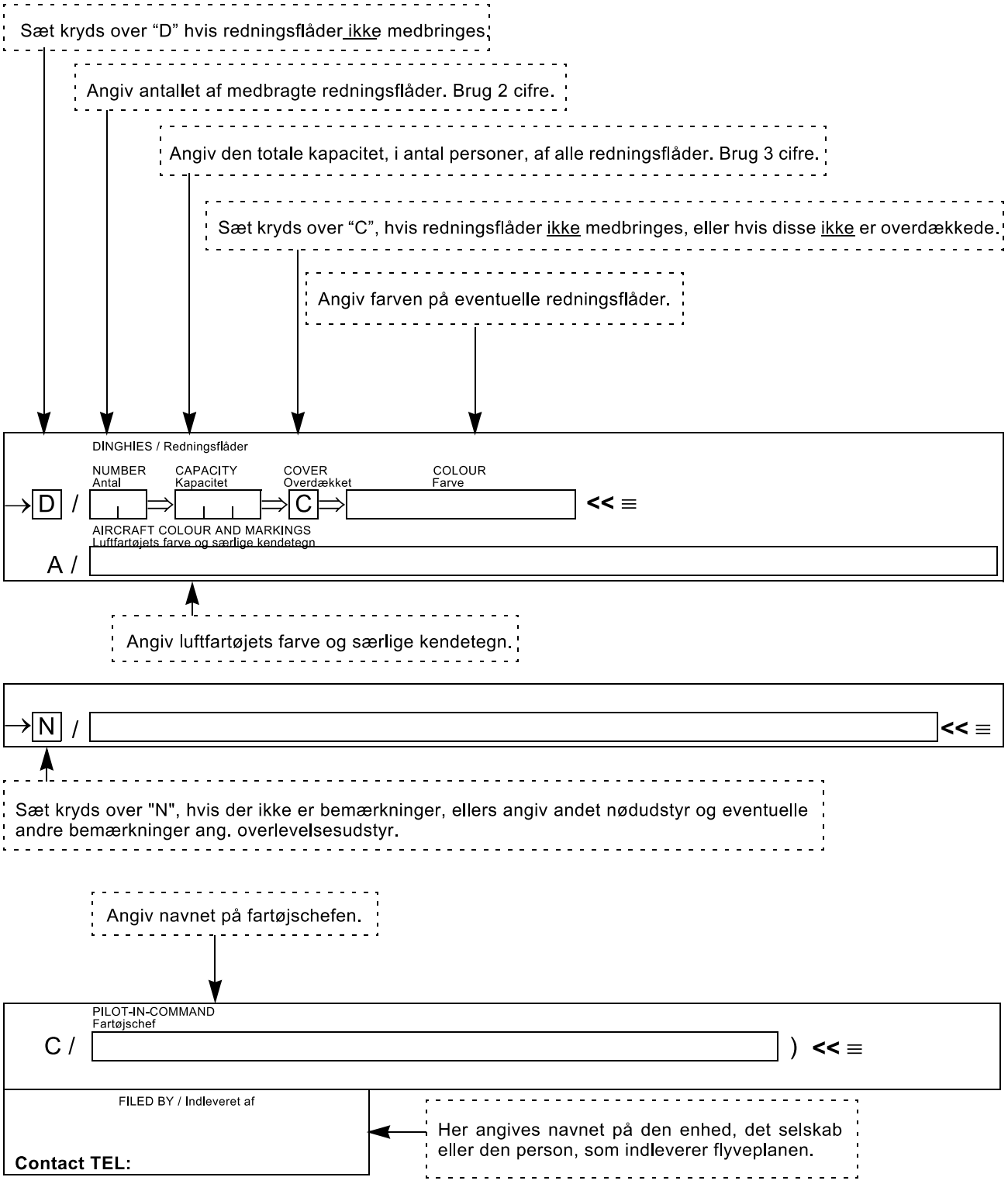
Sæt kryds over alle 5, også “J” hvis redningsveste ikke medføres

Sæt kryds over L, hvis medførte veste ikke har lys

F, hvis medførte veste ikke er fluorescerende

U, hvis vestene ikke har UHF-nødradio

V, hvis vestene ikke har VHF-nødradio


Sæt kryds over “D” hvis redningsflåder ikke medbringes.
Angiv antallet af medbragte redningsflåder. Brug 2 cifre.
Angiv den totale kapacitet, i antal personer, af alle redningsflåder. Brug 3 cifre.
Sæt kryds over “C”, hvis redningsflåder ikke medbringes, eller hvis disse ikke er overdækkede.
Angiv farven på eventuelle redningsflåder.
DINGHIES / Redningsflåder
NUMBER
Antal
CAPACITY
Kapacitet
COVER
Overdækket
COLOUR
Farve
D /
C
<< ≡
AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn
A /
Angiv luftfartøjets farve og særlige kendetegn.
N /
<< ≡
Sæt kryds over "N", hvis der ikke er bemærkninger, ellers angiv andet nødudstyr og eventuelle andre bemærkninger ang. overlevelsesudstyr.
Angiv navnet på fartøjschefen.
PILOT-IN-COMMAND
Fartøjschef
C /
) << ≡
FILED BY / Indleveret af
Contact TEL:
Her angives navnet på den enhed, det selskab eller den person, som indleverer flyveplanen.

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ (FPL

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — I

TYPE OF FLIGHT / Flyvningens art: S

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: DH8B

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / M

10 EQUIPMENT / Udstyr: — SFGH / S

13 DEPARTURE AERODROME / Startsted: — BGGH

TIME / Afgangstidspunkt: 1200

15 CRUISING SPEED / Marchfart: — N0265

LEVEL / Marchhøjde: F250

ROUTE / Flyvevej: ⇒ GH DCT 65N045W DCT DA

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0130

16 DESTINATION AERODROME / Bestemmelsessted: — BGKK

ALTN AERODROME / Alternativ flyveplads: ⇒ BGSF

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒

18 OTHER INFORMATION / Andre oplysninger:
— NAV/GBAS DOF/121115 EET/GH0003 65N045W0045 DA0125

)

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0230

PERSONS ON BOARD / Personer om bord: ⇒ P / 010

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / U (UHF) V (VHF) E (ELT)

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / P (POLAR / Polar) D (DESERT / Ørken) M (MARITIME / Maritimt) J (JUNGLE / Jungle)

JACKETS / Redningsveste: ⇒ J / L (LIGHT / Lys) F (FLUORES / Fluorescens) U (UHF) V (VHF)

DINGHIES / Redningsflåder:
NUMBER / Antal: ⇒ D / 04
CAPACITY / Kapacitet: ⇒ 040
COVER / Overdækket: ⇒ C
COLOUR / Farve: ⇒ ORANGE

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn:
A / BLUE WITH RED STRIPES

REMARKS / Bemærkninger:
⇒ N /

PILOT-IN-COMMAND / Førerjschef:
C / CARSTEN CARSTENSEN)

FILED BY / Indleveret af

Contact TEL.: +45 12345678

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒
ADDRESSEES / Adressat(er):
FILING TIME / Indleveringstidspunkt:
ORIGINATOR / Afsender:
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR / Særlig adressat- og (eller) afsenderangivelse:

3 MESSAGE TYPE / Telegramtype: <<≡ (FPL
7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: OYABC
8 FLIGHT RULES / Flyveregler: I
TYPE OF FLIGHT / Flyvningens art: X
9 NUMBER / Antal: 01
TYPE OF AIRCRAFT / Luftfartøjets type: P28A
WAKE TURBULENCE CAT / "Wake turbulence" kategori: L
10 EQUIPMENT / Udstyr: SF /S
13 DEPARTURE AERODROME / Startsted: EKRK
TIME / Afgangstidspunkt: 1000
15 CRUISING SPEED / Marchfart: N0100
LEVEL / Marchhøjde: A040
ROUTE / Flyvevej: DCT TNO DCT ODN DCT FE STAY1/0015 FE DCT TNO

16 DESTINATION AERODROME / Bestemmelsessted: EKRK
TOTAL EET / Beregnet tidsforbrug — HR MIN: 0130
ALTN AERODROME / Alternativ flyveplads: EKOD
2ND ALTN AERODROME / 2. alternativ flyveplads:
18 OTHER INFORMATION / Andre oplysninger: STAYINFO1/1 APCH AT EKOD DOF/121115 RMK/SCHOOLFLIGHT)

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: E / 0300
PERSONS ON BOARD / Personer om bord: P / 002
EMERGENCY RADIO / Nødradioudstyr: R / U (UHF) V (VHF) E (ELT)

SURVIVAL EQUIPMENT / Redningsudstyr: S / P (POLAR / Polar) D (DESERT / Ørken) M (MARITIME / Maritimt) J (JUNGLE / Jungle)
JACKETS / Redningsveste: J / L (LIGHT / Lys) F (FLUORES / Fluorescens) U (UHF) V (VHF)

DINGHIES / Redningsflåder: D / NUMBER / Antal: CAPACITY / Kapacitet: COVER / Overdækket: C COLOUR / Farve:

AIRCRAFT COLOUR AND MARKINGS / Luftfartøjets farve og særlige kendetegn: A / WHITE WITH RED MARKINGS

REMARKS / Bemærkninger: N /

PILOT-IN-COMMAND / Førjøjschef: C / CARSTEN CARSTENSEN)

FILED BY / Indleveret af

Contact TEL.: +45 12345678

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS / Reserveret til myndighedernes brug

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ (FPL

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — V

TYPE OF FLIGHT / Flyvningens art: G <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: P28A

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SF / S <<≡

13 DEPARTURE AERODROME / Starsted: — EKRK

TIME / Afgangstidspunkt: 1000 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: VFR

ROUTE / Flyvevej: ⇒ DCT BORUP DCT

<<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0035

16 DESTINATION AERODROME / Bestemmelsessted: — EKKO

ALTN AERODROME / Alternativ flyveplads: ⇒

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger: — DOF/121115

) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0200

PERSONS ON BOARD / Personer om bord: ⇒ P / 002

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / UHF: U VHF: V ELT: E

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / POLAR Polar: P DESERT Ørken: D MARITIME Maritimt: M JUNGLE Jungle: J

JACKETS / Redningsveste: ⇒ J / LIGHT Lys: L FLUORES Fluorescens: F UHF: U VHF: V

DINGHIES / Redningsflåder: ⇒ D / NUMBER Antal: ⇒ CAPACITY Kapacitet: ⇒ COVER Overdækket: C ⇒ COLOUR Farve: <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn: A / WHITE WITH RED MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

+45 12345678

Contact TEL.:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ (FPL

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — Y

TYPE OF FLIGHT / Flyvningens art: G <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: P28A

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SF /S <<≡

13 DEPARTURE AERODROME / Startsted: — EKRK

TIME / Afgangstidspunkt: 1000 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: A040

ROUTE / Flyvevej: ⇒ DCT TNO DCT ODN VFR DCT <<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0130

16 DESTINATION AERODROME / Bestemmelsessted: — ZZZZ

ALTN AERODROME / Alternativ flyveplads: ⇒ EKOD

2ND ALTN AERODROME / 2. alternativ flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger:

— DEST/KRUSÅ 5459N00924E DOF/121115) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0300

PERSONS ON BOARD / Personer om bord: ⇒ P / 002

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / U (UHF) V (VHF) E (ELT)

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / P (POLAR / Polar) D (DESERT / Ørken) M (MARITIME / Maritimt) J (JUNGLE / Jungle)

JACKETS / Redningsveste: ⇒ J / L (LIGHT / Lys) F (FLUORES / Fluorescens) U (UHF) V (VHF)

DINGHIES / Redningsflåder: ⇒ D / NUMBER / Antal ⇒ CAPACITY / Kapacitet ⇒ C (COVER / Overdækket) ⇒ COLOUR / Farve <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn: A / WHITE WITH RED MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

Contact TEL.: +45 12345678

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender: <<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ (FPL

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — Z

TYPE OF FLIGHT / Flyvningens art: G <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: P28A

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SF /S <<≡

13 DEPARTURE AERODROME / Startsted: — ZZZZ

TIME / Afgangstidspunkt: 1200 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: VFR

ROUTE / Flyvevej: ⇒ DCT ALS/N0100A040 IFR DCT TNO

<<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0130

16 DESTINATION AERODROME / Bestemmelsessted: — EKRK

ALTN AERODROME / Alternativ flyveplads: ⇒ EKCH

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger: — DEP/KRUSÅ 5459N00924E DOF/121115

) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0230

PERSONS ON BOARD / Personer om bord: ⇒ P / 002

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / U (UHF) V (VHF) E (ELT)

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / P (POLAR / Polar) D (DESERT / Ørken) M (MARITIME / Maritimt) J (JUNGLE / Jungle)

JACKETS / Redningsveste: ⇒ J / L (LIGHT / Lys) F (FLUORES / Fluorescens) U (UHF) V (VHF)

DINGHIES / Redningsfåder: ⇒ D / NUMBER / Antal ⇒ CAPACITY / Kapacitet ⇒ C (COVER / Overdækket) ⇒ COLOUR / Farve <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn

A / WHITE WITH RED MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

+45 12345678

Contact TEL.:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

Den gennemgående flyveplan (FPT)

Anvendelse af gennemgående flyveplan skal ske i henhold til nedenstående regler:

1. En Gennemgående Flyveplan (FPT) er i virkeligheden flere flyveplaner kombineret i én. Dog må antallet af mellemlandinger i en FPT ikke overstige 4, og der må højst være 2 alternative flyvepladser for hvert ruteafsnit.

2. FPT kan kun anvendes for VFR-flyvninger, der planlægges udført inden for København FIR og Sondrestrom FIR i og under FL 195 samt inden for Vágar TIZ. Alternative flyvepladser kan dog ligge uden for hhv. København og Sondrestrom FIR. FPT kan ikke anvendes ved flyvning til/fra Bornholm, beliggende i svensk FIR.

3. Den sædvanlige flyveplanformular skal anvendes, og udover de generelle retningslinjer for udfyldelse af flyveplan gælder følgende:

Felt 3: FPL overstreges og i stedet angives "FPT".

Felt 7: Hele flyvningen, for hvilken den indleverede FPT skal gælde, skal ske under anvendelse af samme luftfartøjsidentifikation.

Felt 13: Her angives ICAO-stedindikator eller ZZZZ for første startsted samt afgangstidspunktet.

Felt 15: Her angives, udover den normale beskrivelse af ruten, ICAO-stedindikatoren* for mellemliggende flyveplads(er) efterfulgt af beregnet tidsforbrug til hver af pladserne fra den foregående plads, en skråstreg samt det forventede afgangstidspunkt for hver af mellemlandingspladserne, f. eks EKBI0040/1230. Efter hvert nyt startsted anføres igen marchfart, evt. marchhøjde, (evt. ændrede flyveregler), samt ruten til nyt bestemmelsessted efter de almindelige regler for udfyldelse af rutefeltet.

* Hvis mellemlandingsstedet ikke er tildelt en ICAO-stedindikator, anfør da enten pladsens/stedets i klart sprog eller landingsstedets koordinater.

Felt 16: Her anføres ICAO-stedindikatoren eller ZZZZ for sidste bestemmelsessted, samt beregnet tidsforbrug fra sidste mellemlandingsplads. Udfyld om ønsket/krævet alternativrubrikkerne i forhold til det sidste bestemmelsessted.

Felt 18: Angiv, efter forkortelsen "ALTN/", ICAO-stedindikator(er) for alternative flyveplads(er) for hvert ruteafsnit, idet der indledes med ruteafsnittets nummer efterfulgt af en skråstreg, for eksempel således: ALTN/1/EKCH EKBI 2/EKYT EKSN 3/EKBI Filskov. Bemærk at flyvepladsens navn kan skrives helt ud, såfremt stedindikator ikke er tildelt.

Felt 19: Angiv aktionstid og antallet af personer om bord for flyvningens første afsnit efter de almindelige regler.

4. Start- og landingsmelding skal afgives for hvert afsnit af flyvningen, medmindre det klart fremgår, at starten, hhv. landingen er observeret af en lufttrafiktjenesteenhed. Startmelding skal indeholde angivelse af startstedet.

5. Ved start fra hvert mellemlandingssted skal piloten oplyse aktionstid og antal passagerer til næste mellemlandingssted.

6. På efterfølgende side er vist et eksempel på udfærdigelse af en gennemgående flyveplan.

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender: <<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ ~~(FPL~~ FPT

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — V

TYPE OF FLIGHT / Flyvningens art: G <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: P28A

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SF /S <<≡

13 DEPARTURE AERODROME / Startsted: — EKRK

TIME / Afgangstidspunkt: 1000 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: VFR ⇒

ROUTE / Flyvevej: DCT BORUP DCT EKKO0030/1045 N0100VFR DCT EKST0020/1115 N0100 VFR DCT <<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0045

16 DESTINATION AERODROME / Bestemmelsessted: — EKRK

ALTN AERODROME / Alternativ flyveplads: ⇒ EKCH

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger: — DOF/121115) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0230

PERSONS ON BOARD / Personer om bord: ⇒ P / 002

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / UHF: U VHF: V ELT: E

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / POLAR Polar: P DESERT Ørken: D MARITIME Maritimt: M JUNGLE Jungle: J

JACKETS / Redningsveste: ⇒ J / LIGHT Lys: L FLUORES Fluorescens: F UHF: U VHF: V

DINGHIES / Redningsflåder: ⇒ D / NUMBER Antal: ⇒ CAPACITY Kapacitet: ⇒ COVER Overdækket: C ⇒ COLOUR Farve: <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn: A / WHITE WITH RED MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

+45 12345678

Contact TEL.:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender: <<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ ~~(FPL~~ FPT

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — V

TYPE OF FLIGHT / Flyvningens art: G <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: A350

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SF /S <<≡

13 DEPARTURE AERODROME / Startsted: — BGGH

TIME / Afgangstidspunkt: 1430 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: VFR

ROUTE / Flyvevej: ⇒ DCT BGPT0120/1620 N0100VFR DCT <<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0140

16 DESTINATION AERODROME / Bestemmelsessted: — BGBW

ALTN AERODROME / Alternativ flyveplads: ⇒

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger:

— DOF/121115 RMK/SAT PHONE EQUIPPED NUMBER +881234566789) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 0400

PERSONS ON BOARD / Personer om bord: ⇒ P / 004

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / U (UHF) V (VHF) E (ELT)

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / P (POLAR / Polar) D (DESERT / Ørken) M (MARITIME / Maritimt) J (JUNGLE / Jungle)

JACKETS / Redningsveste: ⇒ J / L (LIGHT / Lys) F (FLUORES / Fluorescens) U (UHF) V (VHF)

DINGHIES / Redningsflåder: ⇒ D / NUMBER / Antal ⇒ CAPACITY / Kapacitet ⇒ C (COVER / Overdækket) ⇒ COLOUR / Farve <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn: A / BLACK WITH YELLOW MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

+45 12345678

Contact TEL.:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

Særlig grønlandsk gennemgående flyveplan (GPT)

må kun anvendes ved VFR-flyvning af godkendt charter- og bygdebeflyvning under forudsætning af, at de eksisterende typer flyveplaner (FPL og FPT) ikke kan benyttes, idet flyvningens opgaver eller de herskende vejrforhold bevirker, at rækkefølgen af mellemlandingssteder kan forventes at måtte ændres undervejs.

1. Den gængse ICAO flyveplanformular skal anvendes med følgende modifikationer (kun forskelle anføres):

Felt 3: TELEGRAMTYPEN. 'FPL' overstreges og i stedet skrives 'GPT'.

Felt 15: MARCHFART, MARCHHØJDE. Her anføres en forventet gennemsnitlig udført marchfart under operationerne samt VFR for marchhøjde.

FLYVEVEJ. Her anføres bogstaverne 'ZZZZ', som symbol for alle mellemlandingsstederne.

Felt 16: BEREGNET TIDSFORBRUG. I stedet for 'Beregnet tidsforbrug' anføres en samlet forventet operationstid, inkl. evt. ground stops.

Felt 18: Under forkortelsen 'RMK/' skal anføres den/de FIS-sektor(er), som luftfartøjet forventer at operere i - så vidt muligt også ca. tidspunkt(er) for passage af sektorgrænse(r). Herudover bør anføres de heliports/flyvepladser, som luftfartøjet forventer at skulle besøge undervejs (evt. også ca. tidspunkter herfor). Felt 18 skal afsluttes med 'ZZZZ/INFO TBN', hvilket står for: 'Information to be notified efter start i henhold til som anført i pkt. 2'.

2. Efter start fra hvert mellemlandingssted skal fartøjschefen til vedkommende ATS-enhed afgive følgende informationer:

a) Startsted og starttid

b) Marchfart og beregnet tidsforbrug til mellemlandings- eller bestemmelsessted

c) Flyvevej

d) Aktionstid

e) Antal ombordværende

3. Ved landing i terræn eller på flyvepladser, hvor der ikke udøves lufttrafiktjeneste, skal fartøjschefen oplyse et forventet starttidspunkt til vedkommende ATS-enhed. Luftfartøjet er da underlagt 'Speciel alarmeringstjeneste', og hvis det opgivne forventede starttidspunkt ikke kan overholdes inden for 30 minutter, skal fartøjschefen meddele et ændret forventet starttidspunkt. Luftfartøjet vil blive erklæret i uvishedsfase til redningscentralen (RCC) senest 30 minutter efter det opgivne forventede starttidspunkt.

4. På efterfølgende side er vist et eksempel på udfærdigelse af en gennemgående flyveplan.

FLIGHT PLAN / FLYVEPLAN

USE BLOCK CAPITALS — ANVEND BLOKBOGSTAVER

PRIORITY / Prioritet: <<≡ FF ⇒

ADDRESSEES / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender: <<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND (OR) ORIGINATOR
Særlig adressat- og (eller) afsenderangivelse

3 MESSAGE TYPE / Telegramtype: <<≡ ~~FPL~~ GPT

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: — OYABC

8 FLIGHT RULES / Flyveregler: — V

TYPE OF FLIGHT / Flyvningens art: N <<≡

9 NUMBER / Antal: — 01

TYPE OF AIRCRAFT / Luftfartøjets type: A S 5 0

WAKE TURBULENCE CAT / "Wake turbulence" kategori: / L

10 EQUIPMENT / Udstyr: — SFG /C <<≡

13 DEPARTURE AERODROME / Startsted: — BGGH

TIME / Afgangstidspunkt: 1015 <<≡

15 CRUISING SPEED / Marchfart: — N0100

LEVEL / Marchhøjde: VFR ⇒

ROUTE / Flyvevej: ZZZZ

<<≡

TOTAL EET / Beregnet tidsforbrug — HR MIN: 0800

16 DESTINATION AERODROME / Bestemmelsessted: — ZZZZ

ALTN AERODROME / Alternativ flyveplads: ⇒

2ND ALTN AERODROME / 2. alternative flyveplads: ⇒ <<≡

18 OTHER INFORMATION / Andre oplysninger:

— NAV/GBAS DEST/CAMP HADDOCK 6356N05017W DOF/121115 RMK/ZZZZ INFO TBN

) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid — HR MIN: — E / 1000

PERSONS ON BOARD / Personer om bord: ⇒ P / 004

EMERGENCY RADIO / Nødradioudstyr: ⇒ R / UHF U VHF V ELT E

SURVIVAL EQUIPMENT / Redningsudstyr: ⇒ S / POLAR Polar P DESERT Ørken D MARITIME Maritimt M JUNGLE Jungle J

JACKETS / Redningsveste: ⇒ J / LIGHT Lys L FLUORES Fluorescens F UHF U VHF V

DINGHIES / Redningsflåder: ⇒ D / NUMBER Antal ⇒ CAPACITY Kapacitet ⇒ COVER Overdækket C ⇒ COLOUR Farve <<≡

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetegn: A / BLACK WITH YELLOW MARKINGS

REMARKS / Bemærkninger: ⇒ N / <<≡

PILOT-IN-COMMAND / Førtøjschef: C / CARSTEN CARSTENSEN) <<≡

FILED BY / Indleveret af

Contact TEL.: +45 12345678

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

2. MELDEKONTORER FOR LUFTTRAFIKTJENESTE

Meldekontorers funktioner

Et meldekontor (ARO) modtager, formaterer, adresserer og videresender indleverede flyveplaner og evt. ændringer hertil samt modtager, formaterer og formidler indleverede ATFM TACT-meldinger mellem piloter/selskaber (AO) og CFMU/IFPS systemet. Meldekontoret tjekker om meldingerne er rigtigt udfyldte og i videst mulig omfang også for korrekthed. Meldekontoret omformer en fuldstændig flyveplan til et internationalt konventionelt dataformat og afsender den som en flyveplanmelding (FPL) til samtlige berørte ATS-enheder langs flyvevejen i relation til flyveplanens felt 15, flyvevej og felt 16,bestemmelsessted (f.s.v.a. IFR-FPL er IFPS mellem- og distributionsled).

Hvor der på en offentlig flyveplads ikke er etableret enten TWR eller AFIS, og hvor et meldekontor er etableret som eneste ATS-enhed, udøver et sådant meldekontor alarmeringstjeneste inden for tjenestetiden for alle ankommende luftfartøjer, der har afgivet flyveplan. Desuden formidler meldekontoret ATC-klareringer eller trafikinformationer for afgående luftfartøjer på IFR flyveplan.

Note: Kun i Sondrestrom FIR kan standard flyveplan (RPL) indleveres til et meldekontor. I København FIR og på Bornholm skal standard flyveplan fremsendes til IFPS, se IFPS User Manual.

Tildeling af meldekontorer

Bortset fra offentlige selvbetjeningspladser, har alle offentlige flyvepladser etableret et fungerende meldekontor, der kan benyttes inden for dettes tjenestetid. Tjenestetider, tlf.- og fax numre på diverse meldekontorer fremgår af AIP, AD-afsnittene. Uden for tjenestetiden varetages et meldekontors opgaver af et af nedenstående centrale meldekontorer:

København FIR
Flyvesikringstjenesten København er det centrale meldekontor for flyvninger i København FIR til og fra:

a) private flyvepladser,

b) offentlige selvbetjeningsflyvepladser,

c) offentlige flyvepladser uden for tjenestetiden,

d) andre start- og landingssteder.

Flyveplaner afgives telefonisk til Briefingkontoret tlf.: +45 3247 8272. Kontrolcentralen udøver lufttrafiktjeneste, herunder alarmeringstjeneste. Lukning af flyveplanen meddeles telefonisk til Kontrolcentralen tlf.: +45 3247 8210

Bornholm

Meldekontoret for Bornholms Lufthavn, Rønne, tlf.: +45 5695 1031, er inden for tjenestetiden det centrale meldekontor for flyvninger til og fra Bornholm for:

a) private flyvepladser,

b) offentlige selvbetjeningsflyvepladser,

c) offentlige flyvepladser uden for tjenestetiden,

d) andre start- og landingssteder.

Uden for Rønne meldekontors tjenestetid fungerer ATCC Malmö som meldekontor, se AIP Sweden for telefonnummer.

Sondrestrom FIR

Bortset fra som anført efterfølgende er flyvesikringstjenesten Søndrestrøm det centrale meldekontor for flyvninger i Sondrestrom FIR til og fra:

a) private flyvepladser,

b) offentlige flyvepladser uden for tjenestetiden,

c) andre start- og landingssteder.

Flyveinformationscentralen udøver lufttrafiktjeneste, herunder alarmeringstjeneste. Flyveplaner afgives telefonisk til Briefingkontoret tlf.: +299 84 1035.

Lukning af flyveplan meddeles telefonisk til Flyveinformationscentralen tlf.: +299 84 1135.

3. REGLER FOR AFGIV ELSE AF FLYVEPLAN

Generelt

Afgivelse af oplysninger vedrørende en påtænkt flyvning eller en del af en flyvning for hvilken der er krav om afgivelse af flyveplan skal ske til en ATS-enhed i form af en flyveplan, enten en fuldstændig flyveplan (FPL), ref. afsnit. 4, eller en forkortet flyveplan, ref. afsnit. 5, eller en standard flyveplan, se IFPS User Manual. Flyveplaner indleveret før afgang afgives til meldekontoret på startstedet inden for dettes tjenestetid.

Note: I København FIR og på Bornholm er der valgfrihed til egen adressering og afsendelse af IFR-FPL til IFPS (som en slags regionalt meldekontor) eller at lade de etablerede danske meldekontorer udføre dette, hvorom henvises til reglerne anført i AIP Danmark, ENR 1.11.
L
ufttrafikreguleringsforanstaltningers indflydelse på IFR-flyveplaner omtales i ATFM og IFPS User Manual, se henvisningen i anden del.

En flyveplan skal afgives før påbegyndelse af:

- Enhver flyvning eller del deraf, for hvilken der ydes flyvekontroltjeneste
- Enhver IFR-flyvning
- Enhver VFR rute-, charter- og taxiflyvning i Sondrestrom FIR
- Enhver flyvning, der flyver ind i eller ud af dansk FIR, jf. dog AIP og VFG (nordtyske pladser)
- Enhver VFR-NAT flyvning over 3.000FT MSL (900m) i København FIR
- VFR-flyvning der ønskes underlagt alarmeringstjeneste i henhold til som anført i afsnit 4 og afsnit 5.

4. AFGIVELSE AF FULDSTÆNDIG FLYVEPLAN (FPL OG FPT) OG YDELSE AF ALARMERINGSTJENESTE

Formål

En fuldstændig flyveplan er en flyveplan afgivet til et meldekontor for lufttrafiktjeneste før start, undtagelsesvis under flyvning til en operativ ATS-enhed, indeholdende alle ICAO-flyveplanens punkter 7 til 19 inklusive. Ved afgivelse af fuldstændig flyveplan ydes flyveinformations- og alarmeringstjeneste fra et luftfartøjs start til dets landing, dog f.s.v.a. VFR-flyvning ydes alarmeringstjeneste kun i forbindelse med manglende ankomst til bestemmelsesstedet, medmindre der under flyvningen enroute anmodes om ydelse af strækningsvis alarmeringstjeneste som beskrevet i afsnit. 5.

Note: Den fuldstændige flyveplan omformes til et internationalt konventionelt dataformat og afsendes som meldingstypen FPL via AFTN til samtlige berørte ATS-enheder langs flyvevejen i relation til flyveplanens felt 15, flyvevej og felt 16, bestemmelsessted.

Indleveringsmåder

Flyveplanen og ændringer hertil afgives til et meldekontor, enten indleveret manuelt eller indsendt via de telekommunikationsmedier, som de enkelte meldekontorer råder over (se AIP, AD-afsnittene). Hvis en udfyldt flyveplanformular fremsendes via et telekommunikationsmedie, er det en forudsætning, at der anføres et kontakt telefonnummer, så meldekontoret i givet fald kan kontakte afsenderen, hvis noget skal klarificeres eller verificeres. Afsenderen skal sikre sig, at meldekontoret har modtaget den afgivne flyveplan.

Indleveringssted og indleveringsfrister

Flyveplanen m.m. bør principielt afgives til det meldekontor, der repræsenterer startstedet hvorfra flyvningen udgår. Meldekontorfunktion og tilhørende tjenestetid fremgår af AIP AD-sektionerne for hver offentlig flyveplads.

Flyveplan, for hvilke der i henhold til luftrumsklasserne ydes flyvekontroltjeneste, skal afgives mindst 1 time før start, dog mindst 3 timer før afgangstidspunktet (EOBT) vedrørende en IFR-flyveplan med en ruteføring, der er omfattet af lufttrafikregulering, se vejledningens anden del.

En flyveplan (VFR og/eller IFR) kan afgives op til 120 timer (5-døgn) før EOBT, forudsat flyveplanen indeholder dato for flyvningen, se afsnit 1 under udfyldelse af felt 18. Dog hvis flyvningen er omfattet af ATFM-restriktioner, skal flyveplanen afgives seneste 3 timer før EOBT.

Ændringer (CHG, DLA) eller annullering (CNL) til flyveplanen (FPL, FPT, RPL) inden start

Modifikationer/ændringer (CHG) til nogle af flyveplanens felter, bortset fra felt 13 og felt 16, eller annullering af hele flyveplanen skal hurtigst muligt opgives til det meldekontor, hvortil flyveplanen blev afgivet. Ændring af flyveplanens felt 13 "Startsted" eller felt 16 "Bestemmelsessted" kan dog kun ske ved at annullere flyveplanen (CNL), og afgive en ny fuldstændig flyveplan (FPL).

Forsinkelser på mere end 30 minutter i forhold til den indleverede flyveplans EOBT for en kontrolleret flyvning, eller 60 minutter for en ukontrolleret flyvning, skal afgives til det meldekontor, hvor flyveplanen blev indleveret.

Note: Se IFPS User Manual vedrørende afgivelse af oplysninger om forsinkelser, ændringer/modifikationer og annulleringer i relation til indleverede IFR-flyveplaner, der er blevet omfattet af lufttrafikregulering.

Meldinger i forbindelse med flyvningen

Startmelding

Flyvepladsens meldekontor vil i tjenestetiden automatisk sørge for afsendelse af startmeldinger. Såfremt starten finder sted uden for meldekontorets tjenestetid, eller fra en selvbetjeningsplads, er det pilotens pligt over radio at afgive startmelding til den lufttrafiktjenesteenhed inden for hvis ansvarsområde man befinder sig (at "åbne flyveplanen"). Hvis man ikke straks efter starten kan få forbindelse med vedkommende lufttrafiktjenesteenhed, skal startmeldingen afgives til den ATS-enhed, man kan få forbindelse med. Dog, såfremt det er praktisk muligt, bør flyveplanen på forhånd være afgivet til det centrale meldekontor pr. telefon før starten, inkl. indhentelse af ATC-klarering og trafikinformationer for en IFR-flyvning.

Ved VFR-flyvning uden radio fra ikke-betjente flyvepladser eller anden lokalitet kan starttidspunktet opgives i forbindelse med telefonisk afgivelse af flyveplanen til det centrale meldekontor (Briefingkontoret København). Dette kræver dog, at piloten kan overholde starttidspunktet inden for +/- 5 minutter. Til flyveplanens felt 18 skal anføres: "RMK/ATD=ETD +/- 5 minutter". Hvis man ikke kan overholde denne tidsfrist, må der afgives et nyt starttidspunkt til meldekontoret.

Tilsigtede afvigelser

Alle egne tilsigtede afvigelser under flyvningen i relation til den indleverede flyveplan skal hurtigst muligt rapporteres til vedkommende ATS-enhed, dvs. til den ATS-enhed der har ansvaret for det luftrum (se AIP, el. relevante flyvekort), hvor afvigelserne udføres; fx. skift af flyveregler, inoperabelt COM /NAV udstyr, reduceret marchfart, ændring af flyvevej (evt. højde), divertering til alternativ, ændring af bestemmelsessted, ændret beregnet tidsforbrug, ændret alternativ(er), ændret aktionstid.

Hvis der er indleveret en flyveplan, hvor der enroute ved et anført betydningsfuldt punkt er planlagt skift fra VFR til IFR, el. omvendt, skal ethvert sådant skift af flyveregler rapporteres til og accepteres af vedkommende ATS-enhed. Hvis luftfartøjet befinder sig i kontrolleret luftrum, skal der mindst 10 minutter før det betydningsfulde punkt, hvor der skiftes til IFR, anmodes om IFR-klarering.

Ved et ikke planlagt (flyveplan) skift fra VFR til IFR i kontrolleret luftrum afgives følgende melding: "ANMODER OM IFR-KLARERING"/"REQUEST IFR CLEARANCE" (aktuelle position, ønsket højde, flyvevej samt evt. ændrede flyveplandata).

Ved et ikke planlagt (flyveplan) skift fra IFR til VFR afgives følgende melding: "ANNULLERER IFR-FLYVNING (tid)"/"IFR FLIGHT CANCELLED (time)". ATS-enheden vil kvittere med udtrykket: "IFR-FLYVNING ANNULLERET (tid)"/"IFR FLIGHT CANCELLED (time)", desuden vil ATS-enheden anmode luftfartøjet om at oplyse forventet ankomsttidspunkt til bestemmelsesstedet. Ovennævnte procedure medfører, at luftfartøjet skal fortsætte i henhold til sin flyveplan, blot VFR i stedet for IFR - flyveplanen er altså ikke afsluttet/lukket, og luftfartøjet er fortsat underlagt alarmeringstjeneste.

Hvis en fuldstændig flyveplan ønskes afsluttet i luften før bestemmelsesstedet er nået, skal følgende melding afgives over radio til vedkommende ATS-enhed:

"LUKKER MIN FLYVEPLAN"/"CLOSING MY FLIGHT PLAN". Som konsekvens heraf ophører alarmeringstjenesten samtidigt.

Ankomstmelding

Når der er afgivet en fuldstændig flyveplan, skal der snarest muligt efter landing, dog senest 30 minutter efter det i flyveplanen opgivne "beregnet tidsforbrug", afgives en ankomstmelding (at "lukke flyveplanen") til den lufttrafiktjenesteenhed der er ansvarlig for ydelse af alarmeringstjeneste. En sådan ankomstmelding er dog ikke fornøden efter landing på en flyveplads, hvor der udøves lufttrafiktjeneste (enten TWR eller AFIS eller et selvstændigt meldekontor), når det klart fremgår - enten pr. radiokommunikation eller ved synlige signaler - at landingen er observeret af en af de nævnte enheder.

Undladelse af afslutning af fuldstændig flyveplan som beskrevet ovenfor, kan bevirke iværksættelse af eftersøgnings- og redningstjeneste.

5. AFGIVELSE AF FORKORTET FLYVEPLAN OG YDELSE AF ALARMERINGSTJENESTE

Formål

Afgivelse af forkortet flyveplan kan anvendes af VFR-flyvning i de tilfælde, hvor en pilot generelt ikke ønsker at afgive fuldstændig flyveplan dækkende hele sit flyveforløb, men hvor en del af flyvningen kommer til at foregå i luftrum, hvor der kræves klarering for VFR-flyvning, eller hvor VFR-flyvningen af vejrmæssige årsager midlertidigt må overgå til IFR-flyvning, hvilket ellers kræver afgivelse af fuldstændig flyveplan.

Indleveringsmåder

Forkortet flyveplan er en flyveplan, normalt afgivet over radio til vedkommende operative lufttrafiktjenesteenhed, der kun indeholder nedennævnte oplysninger for en delstrækning af flyvningen i relation til et af de nedenfor i a) til d) anførte luftrum. Herunder ydes der alene alarmeringstjeneste svarende til den af piloten meddelte flyvevej. En forkortede flyveplan er afsluttet, og alarmeringstjenesten ophører, når og forudsat piloten rapporterer at være over slutpunktet på den meddelte flyvevej.

Da der ikke eksisterer en ICAO meldingstype og -dataformat for en forkortet flyveplan, kan flyveplanen ikke afgives til et meldekontor for afsendelse via AFTN til vedkommende lufttrafiktjenesteenheder langs flyvevejen; dog ved udflyvning fra en kontrolleret flyveplads eller fra en flyveplads inden for en trafikinformationszone kan en forkortet flyveplan afgives til det stedlige meldekontor før start for videregivelse kun til den operative lufttrafiktjenesteenhed på startflyvepladsen.

Anvendelsesområder og flyveplanens indhold

Såfremt en pilot ikke ønsker at indlevere en fuldstændig flyveplan for en flyvning, men hvor en del af denne flyvning ønskes udført enten;

a) i kontrolleret luftrum, hvor der er krav om indhentelse af klarering,

b) eller i TIA/TIZ luftrum, hvor der er krav om etablering af tovejs radioforbindelse med pågældende AFIS-enhed,

c) eller hvor piloten enroute ønsker ydelse af strækningsvis alarmeringstjeneste, se nedenfor,

d) eller hvor en del af flyvningen nødvendiggør midlertidigt skift til IFR

skal piloten afgive forkortet flyveplan, der afhængig af situationen nævnt i a) til d) skal omfatte:

- luftfartøjets kaldesignal
- luftfartøjets type
- evt. marchfart
- flyveregler (IFR/VFR)
- indflyvningspunkt hhv. udflyvningspunkt, el. strækning
- evt. ønsket højde
- for ankommende luftfartøjer beregnet ankomsttidspunkt
- antallet af ombordværende.

For afgående luftfartøjer, herunder lokalflyvninger, der flyver ud af en kontrolzone eller trafikinformationszone, ydes kun alarmeringstjeneste fra afgang og indtil de nævnte luftrum er rapporteret forladt.

Note: Hvis en lokalflyvning ønsker alarmeringstjeneste f.s.v.a. udeblivelse fra landing, skal der enten afgives en fuldstændig flyveplan, ref. afsnit 4, eller også skal den forkortede flyveplan kombineres med anmodning om strækningsvis alarmeringstjeneste enroute som anført nedenfor.

For ankommende luftfartøjer der flyver ind i en Kontrolzone eller Trafikinformationszone, ydes alarmeringstjeneste fra luftfartøjerne har oprettet to-vejs radioforbindelse og indtil landing.

For luftfartøjer, der gennemflyver et af de i a) og b) anførte luftrum, ydes der kun alarmeringstjeneste fra luftfartøjerne har oprettet to-vejs radioforbindelse og indtil de pågældende luftrum er rapporteret forladt.

Den i c) nævnte strækningsvise alarmeringstjeneste kan etableres ved flyvning:

- over større vandområder eller andre øde strækninger
- fra et opgivet sted til et andet opgivet sted, evt. inkl. positionsrapportering mellem disse steder
- efter 'operation normal rapportering' (enten ved aftalte steder eller faste tidsintervaller)

Piloten skal over for den pågældende lufttrafiktjenesteenhed tydeligt indlede med at udtrykke, at der anmodes om strækningsvis alarmeringstjeneste (fra/til), hvorefter ovennævnte forkortede flyveplanoplysninger afgives i relation til den aktuelle situation. Den strækningsvise alarmeringstjeneste ophører, når piloten rapporterer at være over det aftalte slutpunkt (tid eller sted).

Undladelse af afslutning af flyveplan som beskrevet ovenfor, kan bevirke iværksættelse af eftersøgnings- og redningstjeneste.

ANDEN DEL:

LUFTTRAFIKREGULERING (ATFM) OG IFR-FLYVEPLANER SAMT UDVEKSLING AF ATFM TACT-MELDINGER

Forord

Anden del af publikationen kompletterer første del hvad angår udveksling af IFR-GAT flyveplaner og opdateringsmeldinger med den centrale lufttrafikreguleringsenheds (CFMU) IFPS-systemet, samt udveksling af ATFM /TACT-meldinger med CFMU/TACT-systemet.

Denne anden del er kopi af dele af EUROCONTROL Basic CFMU Handbook:

- ATFCM Users Manual, og
- IFPS Users Manual

og findes derfor kun på engelsk. De kopierede afsnit indeholder de væsentligste generelle informationer vedrørende ATFM og flyveplanbehandling inden for IFPS Zonen (IFPZ). Yderligere information og detaljer om procedurer skal findes i de nævnte User Manual via internet-link: http://www.cfmu.eurocontrol.int/cfmu/public/standard_page/library_index.html

Publikationen er primært beregnet på en generel orientering om de interaktioner, der foregår mellem piloter/selskaber og meldekontorer for lufttrafiktjeneste i forbindelse med afgivelse af flyveplaner samt udveksling af TACT-meldinger. I sidstnævnte tilfælde kan meldekontorerne fungere som vejleder for piloter/selskaber, samt som formidlingsled til CFMU.

Som nævnt i vejledningens første del, er det valgfrit om piloter/selskaber selv ønsker at udveksle flyveplan- og opdateringsmeldinger med IFPS-systemet, samt TACT-meldinger med TACT-systemet, eller om de vil benytte de etablerede danske meldekontorers tjenester med hensyn til formatering, adressering, datasammensætning (syntax) og formidling af de nævnte meldinger.

Afgivelse af meldingerne kan ske enten ved direkte indlevering eller via det kommunikationsmedium, som de pågældende meldekontorer (ARO) råder over. Tlf.- og Fax numre på diverse ARO fremgår af AIP, AD-afsnittene.

De piloter/selskaber, der benytter AROs tjenester, skal oplyse et kontaktnummer, hvor ARO i givet fald kan komme i forbindelse med dem, hvis der opstår tvivlsspørgsmål i forbindelse med formidling og accept af de pågældende flyveplan- og/eller TACT-meldinger.

Uddrag af

AIR TRAFFIC FLOW & CAPACITY MANAGEMENT OPERATIONS
ATFCM USERS MANUAL

Edition N°: 16.0

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ATFCM QUICK REFERENCE GUIDE

OPERATIONAL PROBLEMS HELP-DESKS

Clients experiencing on-line problems should inform the relevant Units as indicated below depending on the nature of the problem.

FLIGHT PLAN FILING PROBLEMS

A problem with an FPL message including RPLs within 20 hours of EOBT.

Action **Contact the relevant IFPS Unit Supervisor**

FP1 - BRUSSELS		**FP2 - BRÉTIGNY**
OPS TELEPHONE	++32 (0) 2 745.19.50	++33 1 69.88.17.50
OPS FAX	++32 (0) 2 729.90.41	++33 1 69.88.38.22

OPERATIONAL ATFCM PROBLEMS

Action **Contact the Central Flow HELPDESK**

TELEPHONE ++32 (0) 2 745.19.01

CFMU Flow Management Supervisor

TELEPHONE	++32 (0) 2 745.19.00		
FAX	++32 (0) 2 729.90.27		
OPS AFTN	EUCHCEUW	OPS SITA	BRUEC7X

TECHNICAL PROBLEMS (Transmission, Terminals)

Action **Contact the CFMU SYSTEM OPERATIONS (CSO) HELPDESK**

TELEPHONE ++32 (0) 2 745.19.97 FAX ++32 (0) 2 729.90.23
mailto:cfmu.cso.help-desk@eurocontrol.int

OPERATIONAL POST EVENT PROBLEMS

Action **Contact the CFMU OPSD Investigation Team**

FAX ++32 (0) 2 729.90.28
mailto:cfmu.incident@eurocontrol.int

STANDARD PROCEDURES

FPL FILING

When do I file an FPL?
Not later than 3 hours before EOBT. You will get either:
ACK (FPL accepted).
MAN (errors in FPL; after manual processing you will get either ACK or REJ)
REJ (FPL rejected).

FPL UPDATES

How do I revise my FPL?
Send a DLA/CHG.

When do I notify a delay?
Send a DLA/CHG for any change of EOBT greater than 15 minutes. However, do not update EOBT as a result of delay given by CTOT.

SLOT

When do I get a slot (CTOT)?
At the earliest, 2 hours before EOBT you will receive a SAM with a CTOT. However, if a regulation is applied after this time a slot will be issued immediately.

Why have I not received a slot 2 hours before EOBT?
Flight is currently not subject to regulation.

What happens if I update my EOBT after I have received a slot?
Normally, if the new EOBT still enables the flight to depart according to its CTOT, the slot will not be recalculated.
If a recalculation is necessary, the next available slot will be issued. To avoid a substantial delay, especially in busy regulations, it is therefore important to update EOBT as soon as practicable.

What happens if my slot changes?
You will receive an SRM with a new CTOT.

Why did I receive an SRM?
There are several reasons why an SRM would be sent such as :
A better slot has been found for you.
In response to a rate change in a regulation.
In response to a DLA/CHG message, etc…

What action do I take if I receive an SRM?
Comply with the new CTOT stated in the message.

What action do I take if I cannot comply with my slot?
As soon as possible send a DLA/CHG stating your new EOBT or send an SMM, if your new EOBT is not known, to ensure that the slot can be reused and to minimise your risk of substantial delay.

What do I do if I have missed my slot?
If your new EOBT is known send DLA/CHG.
- You will receive either :
- SRM, SLC or FLS

If your new EOBT is not known send an SMM. You will receive an FLS (Flight Suspension message) and will remain suspended until you send a DLA to provide your new EOBT.

What do I do if I get an SLC?
You are no longer subject to ATFCM measures and may depart without delay. If the SLC is issued after EOBT+15 minutes you must update your EOBT by sending a DLA/CHG.

Can I 'freeze' my slot?
No. However, if the CTOT received is acceptable, then a DLA message should be sent to IFPS using the following formula:

New EOBT must not be later than CTOT minus taxitime minus 10 minutes.

Example: EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxitime is 15 minutes. Calculation :

1100 – 15, minus 10 = 1035.

The new EOBT must be earlier than 1035, in order not to trigger a revised CTOT.

Alternatively, you may change the status to SWM, which gives an option of accepting or rejecting any improvement offered.

What should I do if I need to make a last minute revision to CTOT?
Revisions to CTOTs should, where possible, be co ordinated between the AO and the CFMU using the ATFCM message exchange procedures. However, it may be the case that last minute revisions to CTOTs and slot extensions when the pilot is in direct communication with ATC, are more easily or efficiently coordinated with the FMP/CFMU by ATC.

REDUCING DELAY

REROUTEING

What are my options?
Investigate alternative routes that avoid congested areas.
Refer to the daily network news for suggestions and use the AOWIR if available.
Consider filing an FPL at an alternative flight level. It is important that pilots are briefed that flight levels in FPL have been filed so as to avoid an ATFCM regulation.

How can I reroute my flight?
Send a new route via a CHG or CNL and RFP, or
Use AOWIR, if you have access to ATFCM CHMI/NOP.

CHANGE STATUS

What are my options?
Default status for AOs is RFI, i.e. if an improvement is available you would receive it via an SRM.
Another status is SWM, where improvements are proposed by an SIP.
Alternatively, you may request the ATC at the departure aerodrome to change your status by sending an REA.

How do I change status of my flight?
By sending :
An SWM, if you were in RFI status, or
An RFI, if you were in SWM status.

Can I send an REA?
No. Only ATC (TWR or FMP) can send an REA.

CALL HELP DESK

When do I contact the Central Flow Help Desk?
If your delay is significantly above average.
If you have a critical ATFCM problem on the day of operations.

UNUSUAL SITUATIONS

LOW VISIBILITY

What will the CFMU do in the event of low visibility at my destination airport?
Suspend flights with unknown RVR capability.
Delay flights with insufficient RVR capability until the end of the low visibility period.
Slot flights with sufficient RVR capability within the low visibility period.

How do I specify my RVR?
Either by an FPL or CHG, or by sending an FCM.

NON AVAILABILITY OF AERODROME OR AIRSPACE

What may I expect if an aerodrome becomes non-available?
The CFMU will assess the duration and nature of the non-availability and :
Accept the FPLs in IFPS and regulate them and :
- either suspend flights in the event of a long non-availability (more than one hour), or
- delay flights to arrive or depart when the aerodrome is opened.

What may I expect if an airspace becomes non-available?
The CFMU will assess the duration and nature of the non-availability and :
- either close the airspace in the ENV database and consequently reject all relevant FPLs, or
- accept the FPLs and regulate them and :
- either suspend flights in the event of a long non-availability (more than one hour), or
- delay flights to arrive or depart when the airspace is available.

STRIKES

What may I expect in the event of a strike?
The CFMU procedures are similar to those for non-availability of aerodrome or airspace and are adapted to specific local conditions.

ATFCM CONTINGENCY

What will the CFMU do if its system fails?
In the event of the system failure a contingency procedure will be started and instructions will be issued by the CFMU.

To permit resumption of slot allocation following recovery, AOs should continue to send flight plans and flight plan update messages to IFPS throughout the whole period of operation of the contingency plan.

Depending on the level of severity of the failure, AOs may expect significantly higher delays than normal.

ACRONYMS

AOWIR	Aircraft Operator 'What-If' Re-route
NOP	**Network** Operation Portal
CTOT	Calculated Take-Off Time
EOBT	Estimated Off Block Time
FLS	Flight Suspension Message
REA	Ready Msg. (sent only by ATC)
RFI	Ready/Request For (direct) Improvement
RFP	Replacement Flight Plan
SAM	Slot Allocation Message
SLC	Slot Requirement Cancellation Msg.
SRM	Slot Revision Message
SWM	SIP Wanted Message

1. INTRODUCTION

1.1. Purpose

The ATFCM Users Manual has been prepared with the main object of providing in one document an operational description of the CFMU ATFCM procedures and of the related actions, information and message exchange.

1.2. Applicability

This manual is aimed at all those likely to be involved in the ATFCM process including Aircraft Operators (**AOs**) and those manning Flow Management Positions (**FMPs**), Air Traffic Services Reporting Offices (**AROs**), aerodrome and en-route ATS Units operating within the CFMU Area of Operation. For details refer to the CFMU Website:

http://www.cfmu.eurocontrol.int/jnip/cfmu/public/standard_page/network_operations_overview_area_operation.html

1.3. Validity

The application of this manual is in line with the operational implementation of the CFMU software releases, with version numbering of the manual reflecting the relevant software release. Incremental numbering shall be used to indicate in terim up dates. This version corresponds to CFMU Release 1**6 which is implemented with effect from the date of which will be announced by an Air Traffic Flow and Capacity Management Information Message (AIM). This document shall not be used operationally before that date**.

1.4. Amendments

This document is usually updated once a year.

1.5. Operational Problems Reporting

Real time and post-event reporting of operational problems and anomalies is covered in a separate document 'CFMU Operational Problem Reporting', which is a Part of the Basic CFMU HANDBOOK.

16. DICTIONARY OF ABBREVIATIONS

ACRONYM	DEFINITION
ACC	Area Control Centre
ACK	IFPS Acknowledgement Message
ADDR	Address
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
ADEXP	ATS Data Exchange Presentation
ADID	Aerodrome Identification
ADP	ATFCM Daily Plan
AEA	Association of European Airlines
AFTN	Aeronautical Fixed Telecommunication Network
AIC	Aeronautical Information Circular
AIM	Air Traffic Flow and Capacity Management Information Message
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information, Regulation and Control
AMC	Airspace Management Cell
AME	ATM Msg Exchange
ANM	ATFCM Notification Message
AO	Aircraft Operator
AOCC	Aircraft Operator Control Centre
AOCU	Aircraft Operator Control Unit
AOLO	Aircraft Operation Liaison Officer
AOWIR	Aircraft Operator WHAT-IF Reroute
APP	Approach Control (Office/Service)
APR	Aircraft Operator Position Report
ARCID	Aircraft Identification
ARCTYP	Aircraft Type
ARO	Air Traffic Services Reporting Office
ATC	Air Traffic Control
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
ATO	Actual Take-Off
ATOT	Actual Take-Off Time
ATS	Air Traffic Services
AUA	ATC Unit Airspace
CASA	Computer Assisted Slot Allocation
CDM	Collaborative Decision Making
CFMU	EUROCONTROL Central Flow Management Unit
CFMU FCM	OPSD Flow and Capacity Management function (former FMD)
CFPU	Central Flight Processing Unit (in a State)

ACRONYM	DEFINITION
CHAMAN	Chaotic Situation Management
CHG	Modification Message
CNL	Cancellation Message
CPR	Correlated Position Report
CSO	CFMU System Operations
CTOT	Calculated Take-Off Time
DEP	Departure Message
DES	De-Suspension Message
DEST	Destination
DLA	Delay message
DMR	Data Modification Request
DNM	Directorate of Network Management
EAUP	European Airspace Use Plan
ECAC	European Civil Aviation Conference
EFS	ETFMS Fall-Back System
EMER	Emergency
ENV	CFMU - Environment Database
EOBD	Estimated Off-Block Date
EOBT	Estimated Off-Block Time
ERR	Error Message
ETFMS	Enhanced Tactical Flow Management System
ETO	Estimated Time Over
EUR	The ICAO European Region
EUROCONTROL	European Organisation for the Safety of Air Navigation
EUUP	European Updated Airspace Use Plan
FAM	Flight Activation Monitoring
FCM	Flight Confirmation Message
FILTIM	Date and Time Stamp of original Message
FIR	Flight Information Region
FL	Flight Level
FLS	Flight Suspension Message
FMD	Former CFMU Flow Management Division, now part of the OPSD
FMP	Flow Management Position
FPL	Filed Flight Plan
FPM	Flight Planning Messages (FPL, CHG, CNL, …)
FSA	First System Activation Message
HOSP	Hospital
HUM	Humanitarian
IACA	International Air Carrier Association
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICNL	Individual Cancellation Message

ACRONYM	DEFINITION
IFPL	Individual Flight Plan Message
IFPS	Integrated Initial Flight Plan Processing System
IFPU	IFPS Unit
IFPU1/RPL	CFMU - IFPS Unit Section - Haren Brussels (BELGIUM)
IFPU2	CFMU - IFPS Unit Section - Brétigny-sur-Orge (FRANCE)
IOBD	Initial Off-Block Date
IOBT	Initial Off-Block Time
LOA	Letter Of Agreement
MAN	Manual
MFS	Message from Shanwick/Santa Maria
MINLINEUP	Minimum time to line-up for take-off
MSG	Message
NEWCTOT	New Calculated Take-Off Time
NEWETOT	New Estimated Take-Off Time
NEWPTOT	New Provisional Take-Off Time
NEWRTE	New Route
NOP	Network Operations Plan
NOTAM	Notice to Airmen
OBT	Off-Block Time
OCG	Operations Coordination Group
OLR	Off-Load Route
OPR	Operator
OPSD	CFMU Operations Division
ORGMSG	Original Message
ORGRTE	Original Route
OUR	Operational User Requirements
OUTREG	Out of Regulation
PTID	Point Identification
PTOT	Provisional Take-Off Time
RAD	Route Availability Document
REA	Ready Message
REF	Reference
REG or REGUL	Regulation
REJ	Reject Message
REJCTOT	Reject Calculated Take-Off Time
RESPBY	Respond by (time out to give a response)
RFI	Ready/Request For (direct) Improvement Message
RFP	Replacement Flight Plan Procedure
RJT	Rerouteing Rejection Message
RMK	Remark
RPL	Repetitive Flight Plan
RRN	Rerouteing Notification Message

ACRONYM	DEFINITION
RRP	Rerouteing Proposal Message
RRTEREF	Reroute Reference designation
RSO	Route per State Overflown
RVR	Runway Visual Range
SAL	Slot Allocation List
SAM	Slot Allocation Message
SAR	Search and Rescue
SIP	Slot Improvement Proposal Message
SIT	Slot Issue Time
SITA	Société Internationale de Télécommunications Aéronautiques
SLC	Slot Cancellation Message
SMM	Slot Missed Message
SPA	Slot Improvement Proposal Acceptance Message
SRJ	Slot Improvement Proposal Rejection Message
SRM	Slot Revision Message
STS	Status Indicator
SWM	SIP Wanted Message
TFC	Traffic
TIS	Time to Insert into the Sequence
TRS	Time to Remove from the Sequence
TWR	Tower
UFN	Until Further Notice
UIR	Upper Flight Information Region
UNT	Until
URB	CFMU - User Relations and Development Bureau
UTC	Coordinated Universal Time
WEF	With Effect From
XCD	Exceptional Conditions

17. DEFINITIONS

17.1. General

Terms and definitions included in this document have the following meanings:

17.2. Terms and Meanings

Air Traffic Flow Management (ATFM). A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that air traffic control capacity is utilised to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate air traffic services authority.

Air Traffic Flow and Capacity Management (ATFCM). ATFM extended to include the optimisation of traffic patterns and capacity management. Through managing the balance of Capacity and Demand the aim of ATFCM is to enable flight punctuality and efficiency, according to the available resources with the emphasis on optimising the network capacity through the collaborative decision making process.

ATFCM Daily Plan. The set of tactical air traffic flow management measures prepared during the Pre-Tactical phase.

ATFCM Slot Allocation Exemption. The exemption of a flight from air traffic flow management slot allocation.

ATFCM Incident. A significant occurrence affecting an air traffic services unit, an aircraft operator or a central management unit resulting from the application of air traffic flow management measures or procedures.

ATFCM Measures. Actions taken to accomplish air traffic flow and capacity management.

Aircraft Operator. A person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation.

Capacity [for ATFCM purposes]. The operationally acceptable volume of air traffic.

Central Flow Management Unit (CFMU). Brand of Network Operations systems and services provided by the Eurocontrol Directorate of Network Management (DNM, Network Operations Management Division (NOM, Network Operations Service unit (NOS).

Central Management Unit (CMU). A centralised unit providing air traffic flow management services within a specified area of responsibility.

Central Management Unit (CMU) Contingency Plan. Arrangements made to ensure the continued provision of the air traffic flow management service in the event of a failure of one or more of the central management unit components.

Collaborative Decision Making (CDM). Process which allows decisions about events to be taken by those best positioned to make them on the basis of most comprehensive, up-to-date and accurate information. This in turn will enable decisions about a particular flight to be made according to the latest information available at the time, thereby enabling the flight to be dynamically optimised to reflect near or real-time events.

Critical Event. An unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between EATMN capacity and demand, or a major failure in the information flow in one or several parts of EATMN.

Directorate Network Management (DNM). Directorate in Eurocontrol where the central unit for ATFM is located.

Flow Management Position (FMP). A working position established in appropriate air traffic control units to ensure the necessary interface between local ATFCM partners (i.e. ATCs, AOs and Airports) and a central management unit on matters concerning the provision of the air traffic flow and capacity management service.

Depending on the internal organisation within a State, in addition to FMP staff some ATFCM activities may be carried out by other national units such as a Headquarters (HQ) Section. Where tasks are carried out by such units, coordination procedures must be established between the units concerned and the FMP(s) so that full account is taken of the situation in the FMP's area of responsibility before decisions are made or agreements reached.

Monitoring Value (MV). An agreed number of flights entering a sector, aerodrome or point that triggers the initial traffic assessment during a rolling 1 hour period from which coordinated actions may be considered. The monitoring value should not be confused with the capacity, and the monitoring value shall never be greater than the capacity.

Over-Delivery. An occurrence when the declared rate is exceeded by the actual number of aircraft that enter a regulated sector during a particular period.

Overload. An occurrence when an air traffic controller reports that he/she has had to handle more traffic than they consider it was safe to do so.

Post Operations. An ATFCM phase that takes place after the day of operation for analysis of planning procedures and coordination, the results of which are fed back into the planning process for further consideration.

Pre-Tactical. An ATFCM phase which takes place during six days prior to the day of operation and consists of planning and coordination activities.

Rate. A value, required as input to slot allocation.

Rerouteing [for ATFCM purposes]. An ATFCM measure which requires an aircraft operator to file an alternate route/flight level in order to resolve ATC capacity problems and minimise delays.

Route Availability Document (RAD). A sole source planning document that combines AIP route flow restrictions with ATFCM routeing requirements designed to make the most effective use of ATC capacity.

Slot [for ATFCM purposes]. CTOT issued by the CFMU.

Slot Adherence. Compliance with a CTOT by the aircraft operator and ATC, taking into account the slot tolerance.

Slot Allocation. An ATFCM measure implemented by means of a departure slot in order to balance traffic demand against available ATC capacity.

Slot Tolerance. A window of time around a CTOT available to ATC for which the aircraft must not depart outside.

Strategic. An ATFCM phase which takes place seven days or more prior to the day of operation and includes research, planning and coordination activities.

Suspension [for ATFCM purposes]. An ATFCM measure resulting in the suspension of a flight.

Tactical. An ATFCM phase, which takes place on the day of operation.

Volume of Air Traffic [for ATFCM purposes]. The number of aircraft within a defined airspace or aircraft movements at an aerodrome, within a specified period of time.

The Message Fields, Abbreviations and Definitions

KEYWORD	DEFINITION
ARCTYP	Aircraft type.
ADEP	ICAO indicator for Aerodrome of Departure.
ADES	ICAO indicator for Aerodrome of Destination.
ARCID	ICAO Aircraft Identification.
COMMENT	This field provides additional information.
CTOT	Calculated Take-Off Time.
EOBD	Date of Flight (this field can optionally be used in messages from AOs to the CFMU when an ambiguity may exist with the date). The format is and will remain YYMMDD (i.e. no century).
EOBT	Estimated Off-Block Time.
ERRFIELD	ADEXP name of erroneous field(s).
FILTIM	Date and Time Stamp of original message.
FURTHRTE	Further route, i.e. the route to be followed after the reference point (It may optionally repeat the reference point).
IFPLID	IFPS Identification. This is the unique flight plan identification which is issued by IFPS. It is only available in flight plans which have been distributed in ADEXP format.
IOBD	Initial Off-Block Date. The format is and will remain YYMMDD (i.e. no century).
IOBT	Initial Off-Block Time.
MINLINEUP	Minimum time to line-up for take-off.
NEWCTOT	Revised CTOT.
NEWPTOT	New Provisional Take-Off Time.
NEWRTE	New Route (when a Rerouteing is proposed).
ORGMSG	Reference to the title of a message originally received.

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The Message Fields, Abbreviations and Definitions

KEYWORD	DEFINITION
ORGRTE	Original Route (when a Rerouteing is proposed).
POSITION	The actual position of the aircraft. The POSITION field is a composite field, which may consist of the following subfields: ADID : Aerodrome Identification, i.e. ICAO location indication of the airfield. PTID : Point identification, i.e. the name of the route point. : For Aerodromes, this field contains the Actual-Take-Off time and for route points, this field contains the actual Time-Over the point. FL : For Aerodromes, this field shall (if present) contain the airfield elevation and for route points, this field contains the actual flight level over the point.
PTOT	Provisional Take-Off Time.
REASON	Reason to explain an action by ETFMS (e.g. rejection, cancellation, etc.).
REGCAUSE	Reason of Regulation.
REGUL	Identifier for the restriction imposed.
REJCTOT	Rejection of a new CTOT where a Slot Improvement has been proposed by the CFMU.
RESPBY	Latest time by which a Response must be received.
RRTEREF	Reroute Reference designation.
RVR	Runway Visual Range (this field is optional in certain messages).
TAXITIME	The average taxiing time for the runway in use which was considered by ETFMS to derive the take-off times from the off-block times when calculating the last flight profile.
TITLE	Message name.

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ANNEX 2 SLOT RELATED MESSAGES - ORIGINATED BY CFMU

The following table gives examples of all ATFCM messages currently in use. The table includes a brief description of each message and subsequent actions.

SLOT RELATED MESSAGES - ORIGINATED BY CFMU		
MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE SAM **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-CTOT** *1030* **-REGUL** *UZZU11* **-TAXITIME** *0020* **-EOBD** *080901* **-REGCAUSE** *CE 81*	**SAM : SLOT ALLOCATION MESSAGE** The **SAM** is used to inform AOs & ATS of the Calculated Take-Off Time (CTOT) computed by CASA for an individual flight, to which AOs/ATC must adhere.	Sent to AOs/ATS 2 hours before the last received EOBT. AOs/ATC must comply with the CTOT.
TITLE SAM **(2)** **-ARCID** *AMC 101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0945* **-CTOT** *1200* **-REGUL** *LMMLA01* **-COMMENT** ***CLOSURE*** **-TAXITIME** *0010* **-REGCAUSE** *AA 83*	**SAM : SLOT ALLOCATION MESSAGE** ***In the case of :*** **Closure** A **SAM** message is sent by the CFMU when a problem occurs on the flight path requiring a modification of the take of ft ime e. g. non-availability of aerodrome for a short period.	In the event of a non-availability for a short period the CFMU activates exceptional condition mechanism to inform AOs individually of the delay of their flight(s). The AO and ATC shall comply to the(NEW)CTOT according to the usual ICAO rules. The (NEW)CTOT may be modified as the situation requires. When an AO submits an amendment (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the (NEW)CTOT provided in the SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks. The flight plan may be modified to avoid the problem area. Reference shall be made to AIM/ANM and NOTAM.

SLOT RELATED MESSAGES - ORIGINATED BY CFMU		
MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE SAM **(3)** **-ARCID** *AMC 101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0945* **-CTOT** *1200* **-RVR** *100* **-REGUL** *LMMLA01* **-COMMENT** ***RVR CRITERIA NOT MET*** **-TAXITIME** *0010* **-REGCAUSE** *WA 84*	**SAM : SLOT ALLOCATION MESSAGE** ***In the case of*** **Runway Visual Range (RVR)** An SAM message is sent by the CFMU when a problem occurs at or around aerodromes requiring a modification of the take off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SAM message indicating the minimum RVR required as well as the related comment).	ETFMS sends individual Slot Allocation Messages to inform AOs and/or ATC that a flight has been delayed to arrive when RVR requirement is met. An SAM will be sent immediately at or after the moment of slot issue. AOs/ATC must conform to the SAM and, where required, the relevant AIM. Flight delayed due to insufficient RVR are re positioned in the slot list at reception of messages from AOs (see FCM below). The message will be followed by a SRM (indicating the NEWCTOT) or an SLC which indicate the departure requirements.
-TITLE SAM **(4)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0945* **-CTOT** *1240* **-RVR** ***100*** **-REGUL** LMMLA01 **-COMMENT** ***RVR CRITERIA NOT MET*** **-TAXITIME** *0020* **-REGCAUSE** WA 84	**SAM : SLOT ALLOCATION MESSAGE** ***In the case of*** **Runway Visual Range (RVR)** When a flight delayed due to an insufficient RVR is also affected by another regulation the RVR field will also be added in SAM message indicating the minimum RVR required as well as the related comment as currently provided in the SAM flight delayed only because of weather conditions.	Flights affected by weather conditions may become subject to ATFCM regulation. Sent to AOs/ATS 2 hours before the last received EOBT. AOs/ATS must comply with the CTOT. The CTOT may evolve as the situation requires. When an AO submits an amendment message (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the CTOT provided in the SAM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks.
-TITLE SRM **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0020* **-NEWCTOT** *0050* **-REGUL** *UZZU12* **-TAXITIME** *0020* **-REGCAUSE** *CE 81*	**SRM : SLOT REVISION MESSAGE** After CASA has issued an initial **SAM**, subsequent updates may be notified via the **Slot Revision Message** (**SRM**). This message may be used to indicate a delay increase or decrease.	The **SRM** notifies a significant change of slot It is issued not earlier than 2 hours before the last received EOBT. This EOBT may be provided by DLA or CHG. AOs/ATC must comply with the NEWCTOT.

SLOT RELATED MESSAGES - ORIGINATED BY CFMU

MESSAGE & *example*	DEFINITION	PROCEDURE & ACTION
TITLE SRM **(2)** **-ARCID** *AMC 101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0945* **-NEWCTOT** *1200* **-REGUL** *LMMLA01* **-COMMENT** ***CLOSURE*** **-TAXITIME** *0010* **-REGCAUSE** *AA 83*	**SRM : SLOT REVISION MESSAGE** ***In the case of :*** **Closure** An **SRM** message is sent by the CFMU when a problem occurs on the flight path requiring a modification of the take off time e.g. non-availability of aerodrome.	In the event of a non-availability for a short period the CFMU activates exceptional condition mechanism to inform AOs individually of the delay of their flight(s). The AO and ATC shall comply to the(NEW)CTOT according to the usual ICAO rules. **The (NEW)CTOT may be modified as the situation requires. When an AO submits an amendment (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the (NEW)CTOT provided in the SAM/SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks.** The flight plan may be modified to avoid the problem area. Reference shall be made to AIM/ANM and NOTAM.
-TITLE SRM **(3)** **-ARCID** *AMC 101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD** *080901* **-EOBT** *0945* **-NEWCTOT** *1200* **-RVR** *100* **-REGUL** *LMMLA01* **-COMMENT** ***RVR CRITERIA NOT MET*** **-TAXITIME** *0010* **-REGCAUSE** *WA 84*	**SRM : SLOT REVISION MESSAGE** ***In the case of*** **Runway Visual Range (RVR)** An SRM message is sent by the CFMU when a problem occurs at or around aerodromes requiring a modification of the take off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SRM message indicating the minimum RVR required as well as the related comment).	ETFMS sends individual Slot Allocation Messages to inform AOs and/or ATC that a flight has been delayed to arrive to arrive when RVR requirement is met. **A SRM will be sent immediately** **AOs/ATC must conform to the SRM and, where required, the relevant AIM.** Flights delayed due to insufficient RVR are repositioned in the slot list at reception of messages from AOs (see FCM below). **The message will be followed by a SRM (indicating the NEWCTOT) or an SLC which indicate the departure requirements.**
-TITLE SLC **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-REASON** *OUTREG* **-TAXITIME** *0020*	**SLC : SLOT REQUIREMENT CANCELLATION MESSAGE** Sent to AOs/ATS to advise that a flight which has received a **CTOT** is no longer subject to an ATFCM restriction.	The flight is no longer subject to ATFCM measures and may depart without delay. **If the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the SLC will indicate a** COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA**).**

SLOT RELATED MESSAGES - ORIGINATED BY CFMU		
MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE SLC **(2)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-REASON** *VOID* **-COMMENT** *FLIGHT CANCELLED* **-TAXITIME** *0020*	**SLC : SLOT REQUIREMENT CANCELLATION MESSAGE** ***In the case of*** **Cancel** Sent to AOs /ATS to confirm that the slot of a regulated flight has been released as a result of a CNL.	When an SLC is issued as a result of an CNL, the field -COMMENT FLIGHT CANCELLED will be included in the SLC.
-TITLE SIP **-ARCID** *AMC 101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-CTOT** *1030* **-NEWCTOT** *1010* **-REGUL** *UZZU11* **-RESPBY** *0930* **-TAXITIME** *0020*	**SIP : SLOT IMPROVEMENT PROPOSAL MESSAGE** The **SIP** proposes a NEWCTOT. A response is expected from the AO. If no response is given, the proposal expires at the respond by (RESPBY) time and the last published CTOT remains valid.	If CASA is able to improve the CTOT by a significant amount, by using the slots freed due to a revised EOBT, Slot Missed Message or an improved flow rate, etc., a proposal is put to the AO before the NEWCTOT becomes firm. The AO accepts the proposal with an **SPA** or rejects with an **SRJ**.
-TITLE FLS **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-REGUL** *LMMLA01* **-COMMENT** ***CLOSURE*** **-TAXITIME** *0020* **-REGCAUSE** *AA 83*	**FLS : FLIGHT SUSPENSION MESSAGE** ***In the case of :*** **Closure** ETFMS indicates with **FLS** that this flight is considered as not taking off. The flight data are kept in the database but suspended (non-availability of an aerodrome for a long period).	In the event of a non-availability for a long period the CFMU activates the exceptional condition mechanism to inform AOs individually of the suspension of their flight(s). The identifier of the regulation(s) concerned together with the corresponding regulation cause are inserted in the FLS message AO must confirm their intent to operate in the provided regulation(s) with an FCM, in order to receive a slot after re-opening.

SLOT RELATED MESSAGES - ORIGINATED BY CFMU

MESSAGE & *example*	DEFINITION	PROCEDURE & ACTION
-TITLE FLS **(2)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-RVR** *350* **-RESPBY** *0855* **-REGUL** *UZZU11* **-COMMENT** ***RVR UNKNOWN*** **-TAXITIME** *0020* **-REGCAUSE** WA *84*	**FLS : FLIGHT SUSPENSION MESSAGE** ***In the case of*** **Runway Visual Range (RVR)** The flight is suspended (comment will be RVR UNKNOWN) until the flight's RVR is provided to the CFMU.	ETFMS sends individual Flight Suspension Messages to inform AOs and/or ATC that a flight has been suspended. **A RESPBY time is also in the message enabling the AO to keep its present CTOT if the CHG/FCM with sufficient RVR is received by the CFMU in due time.** An **FLS** will be sent immediately where a flight has already received a CTOT. The **FLS** is sent instead of a **SAM** at the moment of slot issue. The identifier of the regulation concerned together with the corresponding regulation cause are inserted in the FLS message.
-TITLE FLS **(3)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-COMMENT** ***SMM RECEIVED*** **-TAXITIME** *0020*	**FLS : FLIGHT SUSPENSION MESSAGE** ***In the case of :*** **Slot Missed Message (SMM)** After the reception of a **SMM**, the flight is put in suspension and ETFMS originates an **FLS**. The flight will be de-suspended after the reception of a DLA.	Flights may be reactivated internally at the CFMU or at reception of messages from AOs (see **FCM** below). AOs/ATC must conform to the FLS and, where required, the relevant AIM. The message will be followed by a SAM (indicating the CTOT) or a DES which indicate the departure requirements.
-TITLE FLS **(4)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-COMMENT** ***NOT REPORTED AS AIRBORNE*** **-TAXITIME** *0020*	**FLS : FLIGHT SUSPENSION MESSAGE** ***In the case of :*** ***Flight Activation Monitoring*** The flights, which are expected to be airborne but are not actually reported as airborne will be regularly 'shifted' then suspended and ETFMS will originate an FLS. The flight will be de-suspended after the reception of a DLA.	Flights may be reactivated at reception of DLA or CHG messages from AOs. AOs/ATC must conform to the FLS and, where required, the relevant AIM. The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements. If the flight has already departed, the first received ATC message (DEP/FSA) or the first received CPR will automatically de-suspend the flight.
-TITLE FLS **(5)** **-ARCID** ***BEL2CC*** **-IFPLID** ***AA00126947*** **-ADEP** ***EBBR*** **-ADES** ***LIPZ*** **-EOBD** ***120119*** **-EOBT** ***0543*** **-COMMENT** ***SUSPENDED BY DEPARTURE AIRPORT*** **-TAXITIME** ***0016***	**FLS : FLIGHT SUSPENSION MESSAGE** ***In the case of :*** ***Cancel DPI*** **At airports transmitting DPI messages the Cancel DPI (C-DPI) is sent when there is an interruption to the departure planning process and a new Off-Block-Time is not (yet) known, triggering the FLS.**	**The flight will be re-activated if a newTOBT (Target-Off-Block-Time) is provided at the CDM airport or if a new EOBT is provided by a DLA or CHG message by the AO.** **The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements.** **If the flight has already departed, the first received ATC message (DEP/FSA) or the first received CPR will automatically de-suspend the flight.**

SLOT RELATED MESSAGES - ORIGINATED BY CFMU

MESSAGE & *example*	DEFINITION	PROCEDURE & ACTION
-TITLE DES **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-TAXITIME** *0020*	**DES : DE-SUSPENSION MESSAGE** This CFMU message indicates that a flight which was previously suspended is now de-suspended.	The flight is de-suspended by ETFMS and is no longer subject to ATFCM measures. No action is normally required of AOs/ATS **but if the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the DES will indicate a** COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA. In the meantime the flight will be counted as if departed taxitime + TIS after the de-suspension. AO shall update the EOBT by sending a DLA/CHG
-TITLE RRP **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-CTOT** *1230* **-RRTEREF** *EGLLLMML1* **-NEWRTE** *MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ* **-NEWCTOT** *1105* **-RESPBY** *0900* **-TAXITIME** *0020*	**RRP : REROUTEING PROPOSAL MESSAGE** This message is sent to an AO to offer a different CTOT or to avoid the need for a slot on a new route. A 'respond by time' is also added. ***Example 1*** The flight had already received a CTOT corresponding to its original route (ORGRTE). A new CTOT is offered provided the flight is refiled along the proposed new route (NEWRTE).	This issue follows a what-if reroute and 'apply' made at the CFMU. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG (this solution preferred when the fligh t is conducted wholly within the IFPS/CFMU area of responsibility) or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time. At the reception of the new route in the flight plan ETFMS will merge it to the proposal.
-TITLE RRP **(2)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-CTOT** *1230* **-RRTEREF** *EGLLLMML2* **-NEWRTE** *MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ* **-RESPBY** *0900* **-REASON** *OUTREG* **-TAXITIME** *0020*	***Example 2*** This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation. The REASON OUTREG indicates that there is no slot required, for that route.	Then SLC, SAM, SRM messages will be transmitted as appropriate. The possible combination of optional fields is as follows : -CTOT -NEWCTOT -CTOT -REASON -PTOT -NEWPTOT -PTOT -REASON -PTOT -NEWCTOT -NEWCTOT only -NEWPTOT only

SLOT RELATED MESSAGES - ORIGINATED BY CFMU		
MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE RRP **(3)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-PTOT** *1230* **-RRTEREF** *EGLLLMML1* **-NEWRTE** *MID UA1 RBT UG32 BAJKO UA24 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ* **-NEWPTOT** *1100* **-RESPBY** *0730* **-TAXITIME** *0020*	***Example 3*** This flight has not yet received its slot, only a provisional take-off (PTOT) time was calculated. A new provisional take-off (NEWPTOT) time is calculated which corresponds to the new proposed route. This value may be modified until the final slot is issued.	This issue follows a what-if reroute and 'apply' made at the CFMU. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time. At the reception of the new route in the flight plan ETFMS will merge it to the proposal. Then SLC, SAM, SRM messages will be transmitted as appropriate.
-TITLE RRP **(4)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-PTOT** *1230* **-RRTEREF** *EGLLLMML2* **-NEWRTE** *MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ* **-RESPBY** *0730* **-REASON** *OUTREG* **-TAXITIME** *0020*	***Example 4*** Same as above. The flight has not yet received a slot and is proposed a route with no regulation active at the time of the proposal.	The possible combination of optional fields is as follows : -CTOT -NEWCTOT -CTOT -REASON -PTOT -NEWPTOT -PTOT -REASON -PTOT -NEWCTOT -NEWCTOT only -NEWPTOT only

SLOT RELATED MESSAGES - ORIGINATED BY CFMU

MESSAGE & *example*	DEFINITION	PROCEDURE & ACTION
-TITLE RRN **(1)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-CTOT** *1230* **-RRTEREF** *EGLLLMML1* **-NEWRTE** *MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ* **-NEWCTOT** *1105* **-RESPBY** *0900* **-TAXITIME** *0020*	**RRN : REROUTEING NOTIFICATION MESSAGE** This message is sent to an AO to notify a rerouteing triggered through the CFMU Client Application. ***Example 1*** The flight had already received a CTOT corresponding to its original route (ORGRTE). A new CTOT is offered provided that the flight is refiled along the proposed new route (NEWRTE).	The RRN message is issued in case of an acceptance of the rerouteing with option 'CNL original FPL', book slot and flight plan refile by the AO via SITA/AFTN. The flight plan is cancelled in the CFMU system and a new slot may be booked : The IFPS proceeds exactly as if a cancel(CNL) message had been submitted by the user. SLC are distributed with the FPL cancellations. RRN messages are sent by ETFMS to AO addresses in accordance with the addressing rules in the ATFCM Users Manual and, in addition, to the address associated to the CFMU Client Application having made the Apply.
-TITLE RRN **(2)** **-ARCID** *AMC101* **-IFPLID** *AA12345678* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-ORGRTE** *MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ* **-CTOT** *1230* **-RRTEREF** *EGLLLMML2* **-NEWRTE** *MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ* **-RESPBY** *0900* **-REASON** *OUTREG* **-TAXITIME** *0020*	***Example 2*** This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation. The REASON OUT REG indicates that there is no slot required, for that route.	This message includes the new route description and e.g. : **-NEWCTOT** *1105* the new slot calculation result **-REASON** *OUTREG* when the new route is not subject to ATFCM regulation or **The user is now expected to file a new flight plan in order to match the new conditions**. **This shall be received before RESPBY time.** The route should be fully consistent with the one provided within the RRN message and also displayed on the CFMU Client Application. Then SAM or FLS messages will be transmitted as appropriate. The possible combination of optional fields is as follows : -CTOT -NEWCTOT -CTOT -REASON -NEWCTOT only
-TITLE ERR **-ARCID** *AMC101* **-FILTIM** *0915* **-ORGMSG** *SMM* **-REASON** *SYNTAX ERROR*	**ERR : ERROR MESSAGE** The error message indicates that an error has been found in a message previously received by ETFMS. The erroneous field or the reason for rejection may be indicated.	This message is sent by ETFMS when a message is received but its syntax is incorrect and cannot be processed. It can also be sent when a message is received with a correct syntax but the message cannot be correlated to an existing flight plan or the message is not relevant (e.g. an EOBT earlier than the previous one). AOs/ATS resend the correct message.

ANNEX 3 SLOT RELATED MESSAGES – ORIGINATED BY AOs/ATS

SLOT RELATED MESSAGES - ORIGINATED BY AOs/ATS		
ATFCM messages originated by AOs/ATS may include the IFPLID, preferably only if generated automatically.		
MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE SMM **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *0945* **-CTOT** *1020*	**SMM : SLOT MISSED MESSAGE** This message is originated by an AO when a slot time given in the **SAM** cannot be achieved but where a new EOBT cannot be supplied.	CFMU cancels the issued CTOT and issues the suspension with an FLS message. The flight is suspended until : AOs/ATS will advise new EOBT (when known) via a Change (**CHG**), Delay (**DLA**) or CNL and refile into IFPS. The CFMU responds with an SAM or a DES.
-TITLE SPA **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-NEWCTOT** *1010*	**SPA : SLOT IMPROVEMENT PROPOSAL ACCEPTANCE MESSAGE** This message is a positive response to a Slot Improvement Proposal (**SIP**) message.	CFMU confirms thereafter NEWCTOT with an SRM if an SPA is received within the RESPBY time. If an **SPA** outside RESPBY time or if parameters of restriction have changed, an error message will be sent stating the REASON i.e. VOID. AOs/ATC comply with the NEWCTOT or SRM.
-TITLE SRJ **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-REJCTOT** *1010*	**SRJ : SLOT PROPOSAL REJECTION MESSAGE** This message is confirmation that an AO cannot comply with a Slot Improvement Proposal (**SIP**) message.	Use of this message will allow the SIP slot to be released back into the system for potential use elsewhere. The AO keeps the original slot received before the **SIP**.
-TITLE RFI **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030*	**RFI : RFI MESSAGE** The RFI message is used by the AO to change the flight's readiness status from SWM (RFI NO) to RFI. The RFI status of the flight will be set to YES.	The AO operating a flight having its RFI status set to YES will receive an SRM if any improvement is possible. ATC will also receive the same message. AO and ATC shall comply with the NEWCTOT.
-TITLE SWM **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030*	**SWM : SIP WANTED MESSAGE** The SWM message is used by the AO to indicate that it cannot accept SRM when an improvement is possible but wants to be in a position to refuse an improvement. The RFI status of the flight will be set to NO.	The AO operating a flight having its RFI status set to NO will receive a SIP if any improvement is possible. The AO will accept the proposal with an SPA or reject it with an SRJ.

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MESSAGE & *example*	DEFINITION	PROCEDURE & ACTION
-TITLE REA **-ARCID** *ABC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBD 08***0901* **-EOBT** *1030* **-MINLINEUP** *0005*	**REA : READY MESSAGE** For flights having already received their slot and being in a situation to depart before their CTOT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message. In the REA local ATC may also include a MINLINEUP time, to indicate the minimum time needed for that flight to get from its position to take-off.	Only ATC/ATFCM units can send a REA message. REA may be sent between EOBT minus 30 minutes and the CTOT of the flight. When the REA is filed before the EOBT, the flight is considered as having a new EOBT at this filing time and the MINLINEUP as a revised taxi time. To keep track of the difference between the filed off block time and the effective one in ETFMS all subsequent ATFCM messages include the field(s) IOBT and possibly IOBD (IOBT = latest EOBT filed before the REA was sent). The MINLINEUP is constrained in the range [**0** min, **90** min] If an improvement is possible AO and ATC will receive an SRM.
-TITLE FCM (1) **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-RVR** *200*	**FCM : FLIGHT CONFIRMATION MESSAGE** An AO indicates to ETFMS the RVR capability of a flight with an EOBT in the future. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM, which includes the flight's RVR capability . When the route has also to be changed it must be amended by a CHG, which will include an amended route and the flight's RVR capability.	An AO may send an **FCM** in response to a selective AIM or to an individual FLS message to provide the RVR operating minima which should be given in metres. When the flight's RVR capability is requested, the flight is kept suspended within ETFMS until this RVR capability is provided by CHG or FCM message or until the CFMU releases the RVR requirement or until a DLA/CHG message pushes the flight outside the period requesting the RVR.
-TITLE FCM (2) **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-REGUL** *LMMLA01*	**FCM : FLIGHT CONFIRMATION MESSAGE** An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by an FCM.	An AO may send an **FCM** in response to a selective AIM or to an individual FLS message. When a confirmation is requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation or until the CFMU releases the confirmation requirement or until a DLA/CHG message pushes the flight outside the period requesting the confirmation.

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MESSAGE & *example*	**DEFINITION**	**PROCEDURE & ACTION**
-TITLE FCM **(3)** **-ARCID** *AMC101* **-ADEP** *EGLL* **-ADES** *LMML* **-EOBT** *0945* **-RVR** *200* **-REGUL** *LMMLA01*	**FCM : FLIGHT CONFIRMATION MESSAGE** An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. The message may include the flight's RVR capability. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by an FCM.	An AO may send an **FCM** in response to a selective AIM or to an individual FLS message. If so required, it includes the RVR operating minima which should be given in metres. When both a confirmation and a flight's RVR capability are requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation and provide the flight's RVR capability or until the CFMU releases the confirmation and the RVR requirement or until a DLA/CHG message pushes the flight outside the period requesting the confirmation and the RVR.
-TITLE RJT **-ARCID** *AMC101* **-ADEP** *EGLL* **-EOBT** *0945* **-ADES** *LMML* **-RRTEREF** *EGLLLMML1*	**RJT : REROUTEING REJECTION MESSAGE** Used by an AO to reject an **RRP** message.	Use of the **RJT** will enable the slot potentially associated with the RRP, to be released back into the system for possible use elsewhere.

ANNEX 4 PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE

PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE (1)														
Message Field	**SAM**	**SRM**	**SLC**	**SIP**	**FLS[6]**	**DES**	**RRP**	**RRN**	**ERR**	**SMM**	**SPA**	**SRJ**	**FCM**	**RJT**
-TITLE	1 1		1	1 1 1		1 1 1 1 1 1 1								1
-IFPLID	1 1		1	1 1 1 1 1					(1)	(1)	(1)	(1)	(1)	(1)
-ADDR	(1)	(1) (	1) (1)		(1) (1)									
-ARCID	1 1		1	1 1 1		1 1			(1)	1 1 1 1				1
-ADEP	1 1		1	1 1 1		1 1			(1)	1 1 1 1				1
-EOBD	1 1		1	1 1 1 1 1					(1)	(1)	(1)	(1)	(1)	(1)
-EOBT	1 1		1	1 1 1		1 1			(1)	1 1 1 1				1
-IOBD	(1)	(1) (	1) (1)		(1) (1)		(1)	(1) (1)		(1) (1)	(1) (1)			(1)
-IOBT	(1)	(1) (	1) (1)		(1) (1)		(1)	(1) (1)		(1) (1)	(1) (1)			(1)
-CTOT	1			1			(1)	(1)		1				
-NEWCTOT		1		1			(1)	(1)			1			
-NEWPTOT							(1)	(1)						
-REJCTOT												1		
-REASON	(1) (1)		(1)	(1) (1)		(1) (1)	(1) (1)							
-ADES	1 1		1	1 1 1		1 1			(1)	1 1 1 1				1
-REGUL	1< 1<			1< 0<									0<	
-ORGRTE							1	1						
-PTOT							(1)	(1)						
-NEWRTE							1	1						
-RRTEREF							(1)	1						(1)
-RVR	(1)	(1)			(1)								(1)	
-RESPBY				1	(1)		1	1						
-ORGMSG									(1)					
-FILTIM									1					
-ERRFIELD														
-MINLINEUP														
-COMMENT	0< 0<	0<		0< 0<	0<	0<	0	< 0<						
-TAXITIME	1 1		1	1 1 1		1 1			(1)					
-REGCAUSE	1	1			(1)									

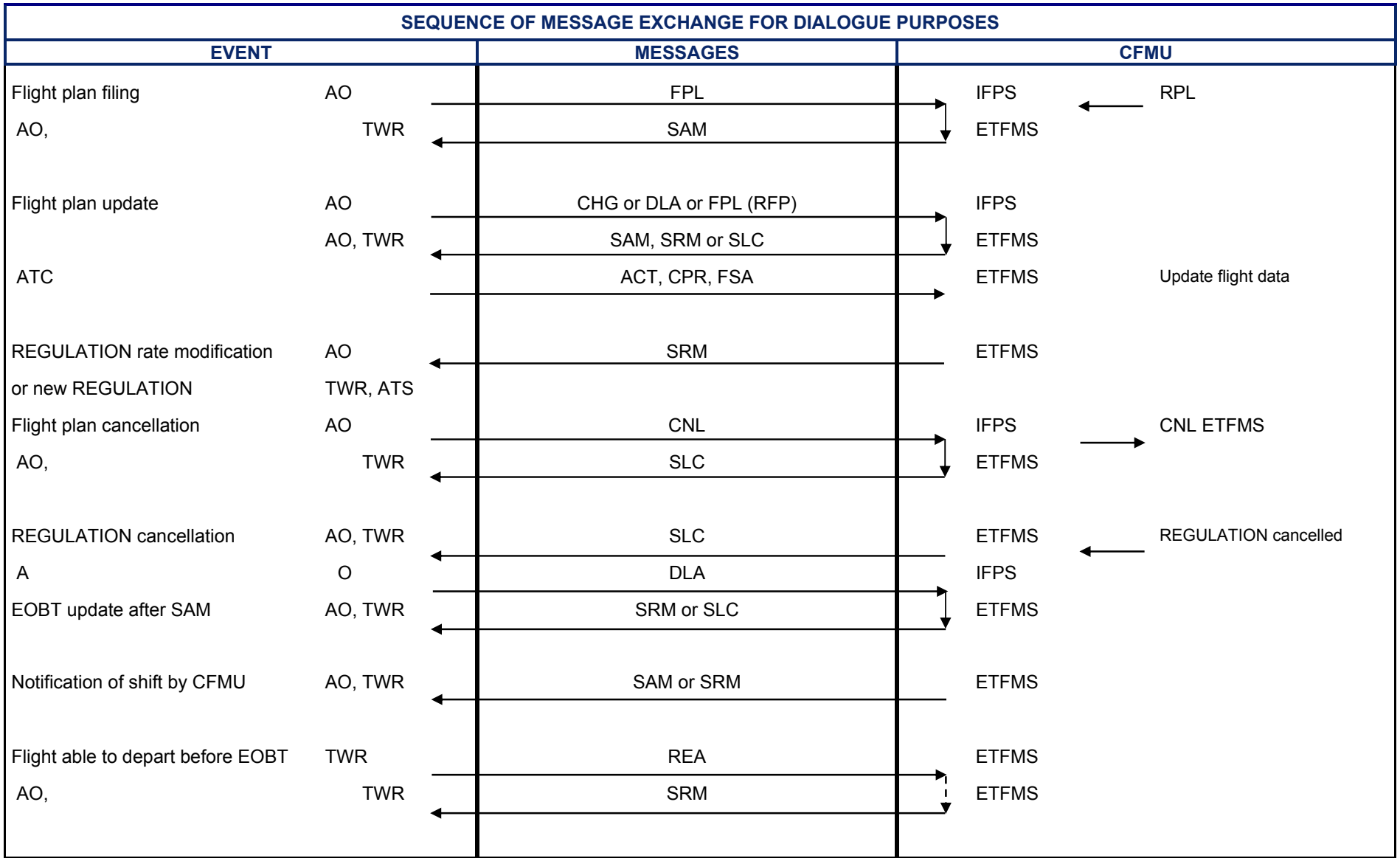
'1' means : exactly one field of the specified type is required
'(1)' means : a single optional field of the specified type is allowed
a 'blank cell' means : this field is not in a message
'n<' means : n or more occurrences of this field can appear in a message

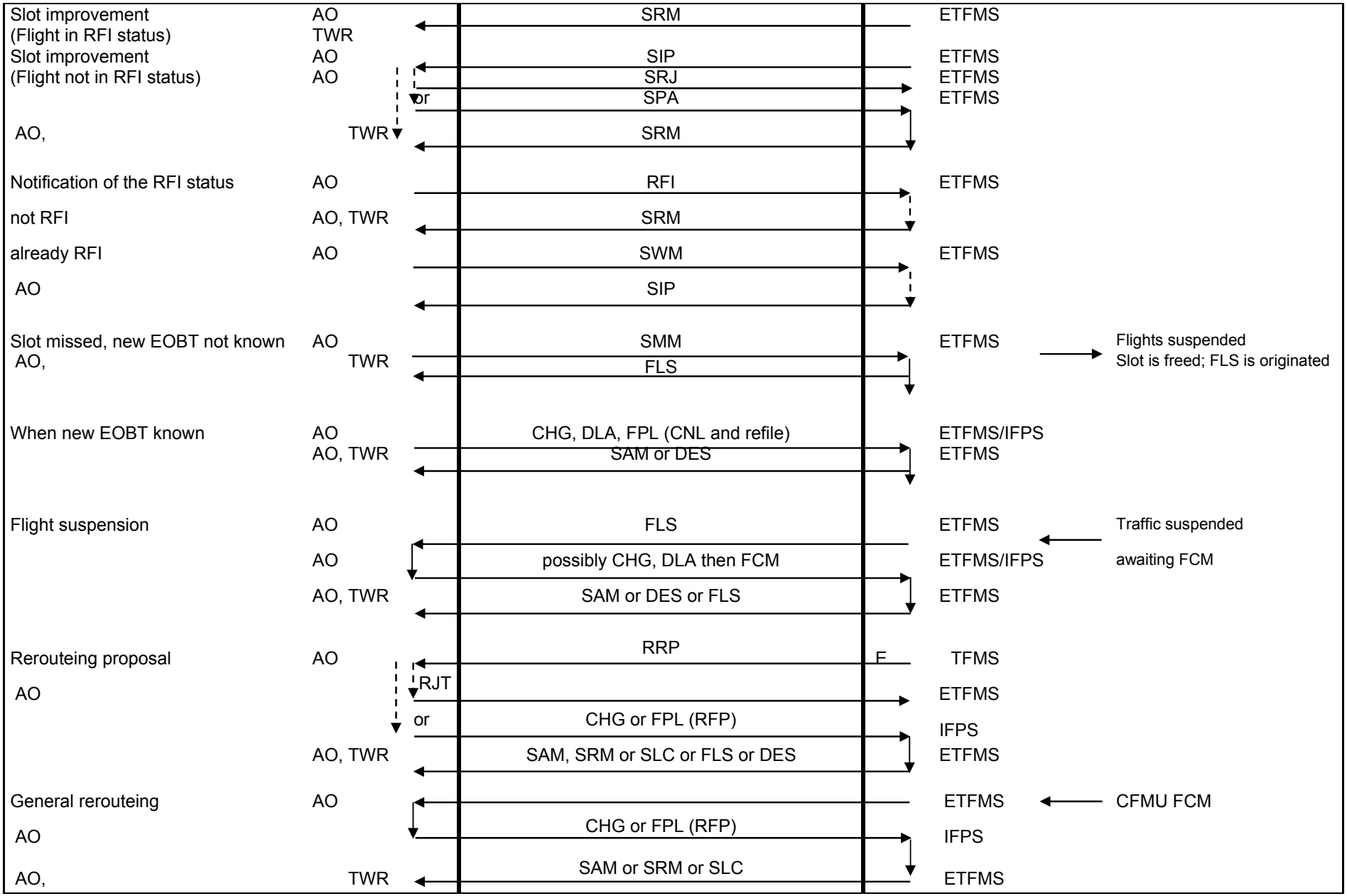
[6]. Refer to IFPS Users Manual for the format of FLS message used in Flight Planning.

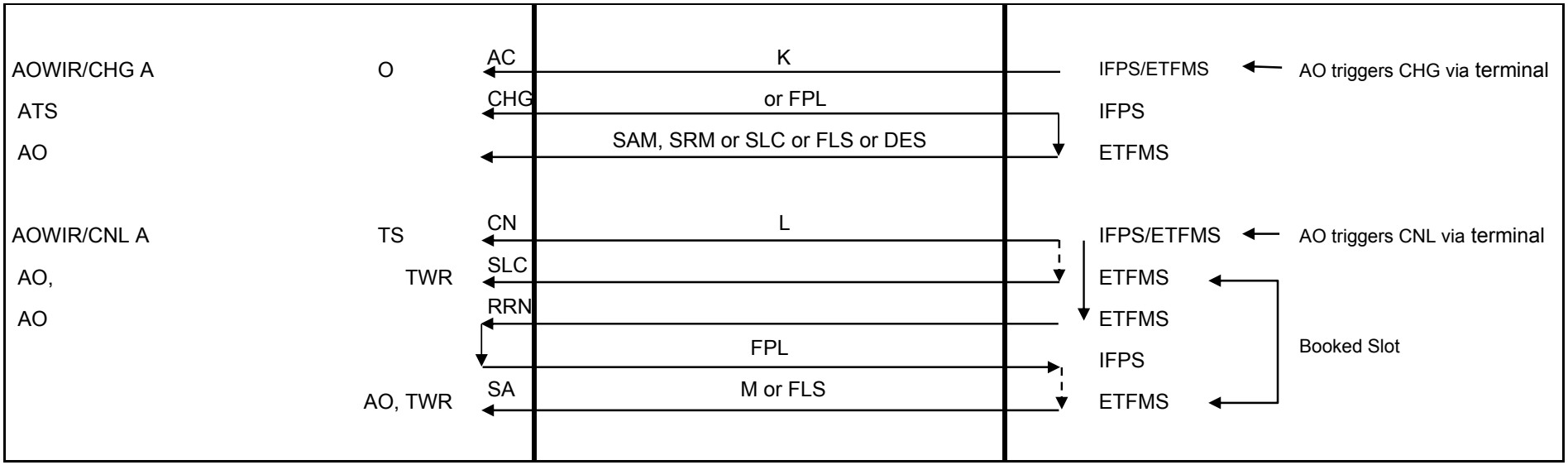
PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE (2)								
Message Field	**SWM**	**RFI**	**REA**					
-TITLE	1 1 1							
-ADDR								
-ADEP	1 1 1							
-ADES	1 1 1							
-ARCID	1 1 1							
-COMMENT								
-CTOT								
-EOBD	(1)	(1)	(1)					
-EOBT	1 1 1							
-ERRFIELD								
-FILTIM								
-IFPLID	(1)	(1)	(1)					
-IOBD	(1)	(1)	(1)					
-IOBT	(1)	(1)	(1)					
-MINLINEUP			(1)					
-NEWCTOT								
-NEWPTOT								
-NEWRTE								
-ORGMSG								
-ORGRTE								
-PTOT								
-REASON								
-REGCAUSE								
-REGUL								
-REJCTOT								
-RESPBY								
-RRTEREF								
-RVR								

'1' means : exactly one field of the specified type is required
'(1)' means : a single optional field of the specified type is allowed
a 'blank cell' means : this field is not in a message
'n<' means : n or more occurrences of this field can appear in a message

ANNEX 5 SEQUENCE OF MESSAGE EXCHANGE FOR DIALOGUE PURPOSE







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ANNEX 6 CORRELATION BETWEEN IATA DELAY CODES AND THE CFMU REGULATION CAUSES

Correlation between IATA Delay Codes and the CFMU Regulation Causes					
CFMU				IATA	
Regulation cause	**CODE**	**Regulation Location**	***GUIDELINES***	**Code**	**Delay Cause**
ATC capacity	**C**	D	*Demand exceeds the capacity;* ***Planned staff shortage***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
ATC industrial action	**I**	D	*Controllers' strike*	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
ATC routeings	**R**	E	*Phasing in of new procedures;* ***ATFCM scenarios, Network Solutions***	81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
ATC staffing	**S**	D	***Unplanned staff shortage***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
ATC equipment	**T**	D	*Radar failure; RTF failure*	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Accident / incident	**A**	D	*RWY23 closed due accident*	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Aerodrome capacity	**G**	D	*Lack of parking; taxiway closure; areas* ***(runways, taxiways)*** *closed for maintenance; demand exceeds the declared airport capacity;* ***runway configuration (winds)***	87 A	IRPORT FACILITIES
		A		87 AIRPORT	FACILITIES
De-Icing	**D**	D	*De-Icing*	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Equipment NON-ATC	**E**	D	*Runway or taxiway lighting failure*	87 AIRPORT	FACILITIES
		A		87 AIRPORT	FACILITIES
Industrial action NON-ATC	**N**	D	*Firemen's strike*	98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		A		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
Airspace management	**M**	D	***Airspace availability; Military exercise***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Special event	**P**	D	*European football cup; Heads of Government meetings;* ***Upgrade of ATM systems#***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT

Correlation between IATA Delay Codes and the CFMU Regulation Causes					
CFMU				IATA	
Regulation cause	**CODE**	**Regulation Location**	***GUIDELINES***	**Code**	**Delay Cause**
Weather	**W**	D	*Thunderstorm; low visibility;* ***Strongcross*** *winds,* ***CBs***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		73	WEATHER EN ROUTE OR ALTERNATE
		A		84	ATFM due to WEATHER AT DESTINATION
Environmental issue	**V**	D	*Noise*	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Other	**O**	D	***To be used only if no other reason can fit***	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT

 # This category should only be used during the planned duration of transition measures to implement upgrades of ATM systems.

ANNEX 7 ATFCM RTF PHRASEOLOGY

	CIRCUMSTANCES	PHRASEOLOGY
SLOT	Calculated Take-Off Time (**CTOT**) delivery resulting from a Slot Allocation Message (SAM). (The CTOT shall be communicated to the pilot on first contact with ATC).	SLOT (*time*)
	Change to CTOT [resulting from a Slot Revision Message (**SRM**)].	REVISED SLOT (*time*)
	CTOT cancellation (resulting from a Slot Cancellation Message (**SLC**)).	SLOT CANCELLED, REPORT READY
SUSPENSION	Flight suspension until further notice. (resulting from an FLS).	FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE (*reason*)
	Flight de-suspension (resulting from a De-Suspension Message (**DES**)).	SUSPENSION CANCELLED, REPORT READY
DENIAL	Denying start-up when requested too late to comply with the given CTOT.	UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT EXPIRED, REQUEST A NEW SLOT
	Denying start-up when requested too early to comply with the given CTOT.	UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT (time), REQUEST START-UP AT (time)

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ANNEX 8 SUMMARY OF CASA PARAMETERS

PARAMETER	BASIC DEFINITION	VALUE
Filing Time	The minimum time before EOBT for flight plan filing when a flight may be subject to ATFCM.	At least 3 hours before EOBT
Slot Issue Time (SIT1)	The time at which the CFMU issues the SAM to the AO and ATC at the aerodrome of departure.	2 hours before EOBT
Slot Window	A slot is issued as a Calculated Take-Off Time (**CTOT**). The CTOT is defined as a time when the aircraft must take-off. The slot tolerance (-5' to +10') is available only to ATC and only to organise the departure sequence. If there is no departure sequence, the CTOT shall be strictly adhered to.	-5' to +10' around CTOT
Minimum Revision for SIP (min REV)	This parameter is the minimum improvement that can trigger a Slot Improvement Proposal (**SIP**).	15 minutes
SIP Time-Out	A SIP expires if no response is received from an AO by the respond by (**RESPBY**) time included in the message.	15 minutes after the SIP issue time
Minimum Revision for Direct Improvement	This parameter is the minimum improvement that will trigger a revision to the previous slot of a flight in RFI or REA situation.	5 minutes
Ready (REA) MINLINEUP	The —MINLINEUP is the minimum time needed for that flight, which has declared itself ready to depart, to get from its position to take-off.	**0** minutes (minimum) **90** minutes (maximum)
RRP Time-Out	A RRP expires if no response is received from an AO by the 'Respond by Time' (**RESPBY**) included in the message.	30 minutes
RVR response time	If a flight with a CTOT becomes suspended due to an RVR requirement, the current CTOT will be booked for the RVR response time parameter. The RVR capability must be confirmed (with an FCM) within the time-out period.	20 minutes

Uddrag af

INTEGRATED INITIAL FLIGHT PLAN PROCESSING SYSTEM

IFPS USERS MANUAL

Edition N°: 16.1

Edited & produced by the Network Operations - Flight Planning Domain Team

Edition No.	**:**	**16.1**
Edition Validity date	**:**	**15-Nov-2012**
Reference	**:**	**NETWORK OPERATIONS HANDBOOK**
File name	**:**	**IFPS USERS MANUAL**
Number of pages	**:**	**504**

The application of this manual is in line with the operational implementation of the major **NM** software releases, with version numbering of the manual reflecting the relevant software release. Incremental numbering shall be used to indicate interim updates.

This version corresponds with **NM** Release 16.**5** which is implemented wih effect from **01**-**Oct**-2012

The official electronic version of this manual shall take precedence over any printed versions, except in the case of contingency, where the electronic version is not available, or may be considered unreliable.

1. INTRODUCTION

A centralised flight plan processing and distribution service has been established under the authority of the EUROCONTROL **Network Manager** (**NM**). The service is provided by the Integrated Initial Flight Plan Processing System (**IFPS**) and covers that part of the ICAO EUR Region [International Civil Aviation Organization] (**ICAO**) known as the IFPS Zone (**IFPZ**).

This document provides all users of the IFPS with an easy to access reference manual. The manual is intended to contain all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages. Procedures for the distribution of such messages after processing by the IFPS are also described.

Correct and accurate application of the procedures contained in this document is essential to the achievement of consistent flight plan data among all relevant actors in the flight planning process.

Flight plans and associated update messages for all Instrument Flight Rules/General Air Traffic (**IFR/GAT**) flights, including the IFR portions of mixed Instrument Flight Rules/Visual Flight Rules (**IFR/VFR**) flights, entering, overflying or departing the IFPZ shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ.

Flight plans and associated update messages may be submitted as individual messages or as repetitive flight plans. Specific conditions apply to submissions of the latter.

The IFPS shall check all messages received or changes thereto for:

- Compliance with all format and data conventions.
- Completeness and accuracy.

The IFPS shall take action to ensure that the flight plan is acceptable to air traffic services.

The IFPS shall indicate acceptance of the flight plan (or change) to the originator.

The IFPS shall ensure distribution of accepted flight plans and modifications thereto to all relevant Air Traffic Services Units (**ATSUs**) within its area of responsibility.

The IFPS shall also ensure re-addressing of accepted messages to any additional Aeronautical Fixed Telecommunication Network (**AFTN**) addresses as requested by the message originator.

The IFPS shall process supplementary messages including request flight plan messages and request supplementary flight plan messages.

Basic rules for the submission of flight plan messages and associated updates have been defined in ICAO Annex 2 and Documents 4444 and 7030. These requirements are applicable to flight plans and associated messages handled by the IFPS.

The IFPS does not process coordination or control messages. However, a number of special messages containing current flight plan information are received and processed by IFPS mainly for Air Traffic Flow and Capacity Management (**ATFCM**) purposes. These input messages are ATC Flight plan Proposal (**AFP**) (message), Message from Shanwick/Santa Maria (**MFS**) and Flight Notification Message (**FNM**). Following processing by the IFPS, ATC Flight Plan (**APL**) (message) or ATC Flight Plan Change (**ACH**) message is output to all relevant ATSUs.

1.1. Scope and Applicability

This document applies to the process of flight plan submission, modification and distribution.

The provisions of the document apply to all personnel engaged in these processes, namely:

- **Network Operations** staff engaged in IFPS operations.
- Aircraft Operators (**AOs**).
- ATS Reporting Offices (**AROs**).
- Message originators.
- Air Traffic Services Units (**ATSUs**) while processing flight plan data.

For flight plan and associated update messages the provisions of this document apply to the pre-flight phase. The pre-flight phase ends at the earlier of the following events:

- Aircraft start-up.
- First delivery of airways clearance at Aerodrome of Departure (**ADEP**) within, or on contact with first ATSU on entering the IFPZ.
- Time of first Air Traffic Control (**ATC**) activation at ADEP within, or on contact with first ATSU on entering the IFPZ.

During the flight phase some special messages regarding current flight plan information are received by the IFPS from ATSUs, processed and distributed.

The procedures in this document apply to the initial flight planning process for all IFR GAT portions of flights intended to be conducted in any part of the IFPZ. The list of states comprising the IFPZ is shown in the section titled Message Distribution by the IFPS.

This document forms part of the **Network Operations Handbook** as referred to in ICAO document, REGIONAL SUPPLEMENTARY PROCEDURES, EUR REGION (DOC 7030). It is published by **the Network Manager**. Versions of the manual shall normally be published at least one month prior to the date of applicability and the date of application of the procedures shall be notified in each issue.

Specific temporary procedures may be introduced under the authority of the **Network Manager** in order to deal with temporary problems that arise from observed data or system deficiencies. Such temporary amendments shall not have a validity exceeding 18 months and shall expire or be incorporated into the manual by the end of the indicated validity period.

This document shall replace previous versions of the CFMU HANDBOOK – IFPS Users Manual and previous versions of the CFMU FDOD IFPU Operations Manual.

1.2. Publication

This document is in the public domain. It is available for consultation and for download on the **EUROCONTROL** Internet Site:

http://www.cfmu.eurocontrol.int/cfmu/public/standard_page/library_index.html

All new issues shall be notified by Air Traffic Flow Management Information Message (**AIM**)

Any temporary updates to procedures contained in this document shall be published on the **EUROCONTROL** Internet Site: http://www.cfmu.eurocontrol.int/STATIC/html/index.html

1.3. Structure

The document is organised into 5 PARTS as follows:

Introduction (this Part).

- General procedures for flight plans and associated messages.
- Procedures by flight plan item.
- Procedures for message type.
- Procedures by airborne message types.
- Miscellaneous procedures covering items other than flight plans and associated messages.

Within each part the document is organised by subject (see table of contents). For each subject the following structure is used as appropriate:

(1) General

A general description of the operational functionality.

(2) Requirements

Requirements for processing the referenced functionality.

(3) Message Format

Specific message format requirements (where relevant).

(4) System Processing

Description of the processing (input, internal processing, output).

(5) Error Messages

Description of error messages generated by the IFPS where the general and specific requirements are not met.

(6) General Procedures

Procedures to be observed by the IFPS staff and external users where the general and specific requirements are not met **and when not covered by Standard Correction Procedures 1 and 2 (SCP1 & SCP2)**

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14. MESSAGE DISTRIBUTION BY THE IFPS

(1) General

All flight plans for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing. All such flight plan information must originate with the AO, who then has the option of submitting the flight plan directly to the IFPS, or passing the flight plan to an ARO, or making use of the RPL system to automatically generate their flight plans into the IFPS at 20 hours in advance of the EOBT of that flight plan.

Where the flight plan is submitted directly by the AO, or via an ARO, the IFPS shall respond to such submissions with ORMs to indicate the status of each of their submitted messages. Where the submission to the IFPS originates from the RPL system, no MAN ORMs shall be generated by the IFPS.

The IFPS shall build a four-dimensional profile for every IFR/GAT flight or part thereof that is planned to operate within the IFPZ, based on the filed route, flight level(s), speed(s), EOBT and aircraft performance.

This profile is constructed for several purposes, one of which is to calculate those airspaces that flight shall penetrate, and therefore to identify which air traffic services units shall require a copy of the flight plan or any associated messages for that flight. In identifying all the relevant ATCUs, the IFPS shall calculate at what time prior to the arrival of that flight in any of those airspaces to send the flight data to that controlling ATCU. The time parameter in this calculated distribution of messages is a time specified by each ATCU, and held in the **NM** airspace environment model.

The distribution of messages according to the specified times for each airspace shall depend upon how far in advance of the EOBT of the flight plan or associated messages are submitted to the IFPS for processing.

Where a flight plan is filed sufficiently in advance of the EOBT of that flight, the IFPS shall calculate a timed distribution of that message to the ATCUs along the trajectory of that flight, and shall distribute that flight plan at the time specified by each unit.

In the event of a late-filed flight plan or associated message, the IFPS may send that message out to all the relevant ATCUs immediately; as such messages may arrive in the IFPS within the required receipt time of the relevant ATCUs.

The IFPS shall also send a copy of each processed message to the ETFMS in order that any relevant flow management restrictions may be applied to that flight as appropriate. The time parameter specified by the ETFMS for distribution of messages by the IFPS is set at 22 hours in advance of EOBT.

In order to optimise the use of resources, distribution to calculated ATCUs for any flight may be automatically grouped together into time bands, with a maximum group of two hours in each time band. In this procedure, the IFPS shall group together into a single event the transmission to all those ATCUs calculated to receive a copy of the message somewhere within that time band.

Note Where this process is employed by the IFPS, no ATCU shall receive a message any less than their specified reception time, but they may receive some messages in advance of that specified time, to a maximum of two hours.

Should an associated message cause a change in the trajectory of an existing flight that has already been distributed to the relevant ATCUs along the route, to the extent that the flight is re-routed out of some airspaces and into new ones, the IFPS shall send a change message to those airspaces within which the trajectory of the flight has altered, and a flight plan to those previously-unaddressed airspaces that will handle that flight on any part of the revised trajectory.

All associated messages shall also be transmitted by the IFPS to the ETFMS in order to maintain a real picture of that flight and any impact it may have on flow management.

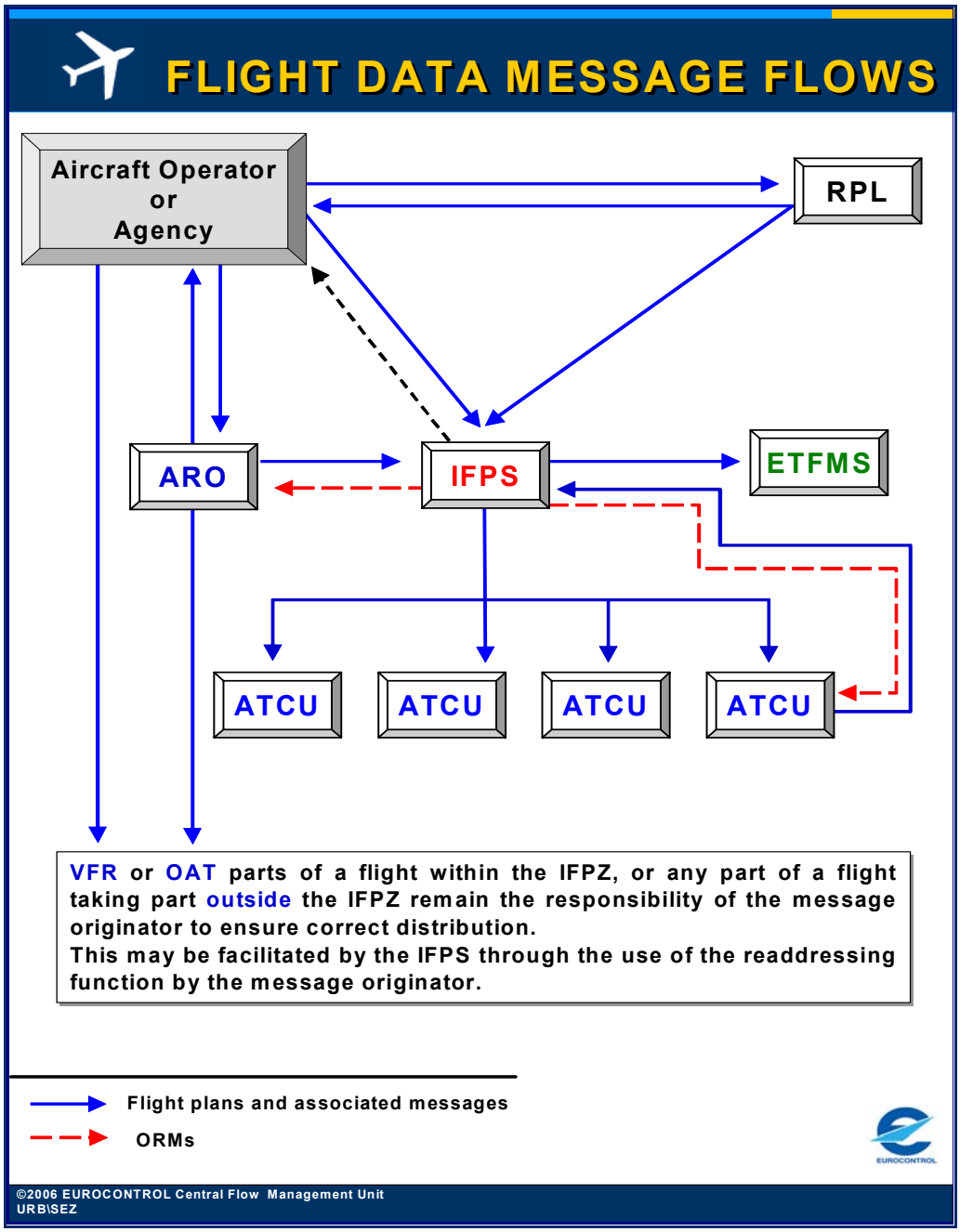

Figure 14-1 Flight Data Message Flows

The IFPS shall not process those flight plans that indicate only VFR or OAT conditions, however, where a flight plan is submitted for a flight that is IFR/GAT for any part within the IFPZ, then the IFPS shall process that part or parts of that flight plan. For such mixed IFR/VFR and GAT/OAT flight plans, the IFPS shall only calculate the addressing for the distribution of that flight plan within the part or parts that are planned to operate as IFR/GAT; it shall not calculate any addressing for distribution to those parts of a flight that are planned to operate under VFR or as OAT.

However, where the departure or destination aerodrome is an identifiable ICAO indicator, and the flight is planned to depart or arrive under VFR conditions, the IFPS shall include that departure or destination aerodrome in the message distribution, where that aerodrome has a specified requirement to receive such flight data messages from the IFPS.

The IFPS shall only automatically distribute messages to those addresses within the IFPZ area for those flights or parts thereof operating under IFR as GAT. Where an IFR/GAT flight exits the IFPZ at any point or points, the IFPS shall not automatically include the addresses of any ATCUs relevant to that flight that are external to the IFPZ unless they have been specified by the message originator in the re-addressing function.

It should be noted that on processing an arrival message, the IFPS shall distribute that message only to the aerodrome control tower, approach and ATS reporting office of the aerodrome of departure, where that aerodrome has specified a requirement to receive such messages, and is located within the IFPZ. The IFPS shall also send a copy of the arrival message to any addresses included in the re-addressing function.

The Shanwick airspace, although controlled by the Scottish Oceanic Area Control Centre (**OACC**) and the Shannon Area Control Centre, is not within the IFPZ, and the IFPS does not automatically distribute flight plan data for flights within this airspace. It remains the responsibility of the message originator of any flight entering this airspace to ensure that a copy of the flight plan message is sent to the appropriate address. Such a distribution may be done manually by the message originator, or by adding the relevant address to the message sent to the IFPS for processing in the re-addressing function.

Airborne messages; those messages affecting a flight in progress; processed by the IFPS shall only be distributed by the IFPS to those affected ATCUs downstream of the unit submitting the message; the unit submitting the airborne message shall not be sent a copy of the processed message, other than an ORM.

Both the Kaliningrad and Rostov FIRs are not considered to be within the IFPZ, and although messages are sent by the IFPS to the Kaliningrad and Rostov FIRs, they are only copies that are sent to a central address from which domestic distribution is made by the relevant authorities.

14.1. Table of IFPS Message Distribution

State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
Albania	LA	Yes	Tirana	LAAA
Armenia	UD	Yes	Yerevan	UDDD
Austria	LO	Yes	Vienna	LOVV
Belgium	EB	Yes	Brussels	EBBU/EBUR
Bosnia and Herzegovina	LQ	Yes	Sarajevo	LQSB
Bulgaria	LB	Yes	Sofia	LBSR
Croatia	LD	Yes	Zagreb	LDZO
Cyprus	LC	Yes	Nicosia	LCCC
Czech Republic	LK	Yes	Prague	LKAA
Denmark	EK	Yes	Copenhagen	EKDK
Estonia	EE	Yes	Tallinn	EETT
Finland	EF	Yes	Finland	EFIN
France	LF	Yes	Paris Reims Brest Bordeaux Marseille	LFFF LFEE LFRR LFBB LFMM
Germany	ED	Yes	Bremen Langen Munich Rhein Hanover	EDWW EDGG EDMM EDUU EDVV
Greece	LG	Yes	Athens	LGGG

State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
Hungary	LH	Yes	Budapest	LHCC
Ireland	EI	Yes	Shannon SOTA	EISN EISN
Italy	LI	Yes	Rome Brindisi Milan	LIRR LIBB LIMM
Latvia	EV	Yes	Riga	EVRR
Lithuania	EY	Yes	Vilnius	EYVL
Luxembourg	EL	Yes	Brussels	EBBU/EBUR
The former Yugoslav Republic of Macedonia	LW	Yes	Skopje	LWSS
Malta	LM	Yes	Malta	LMMM
Republic of Moldova	LU	Yes	Chisinau	LUUU
Monaco (Marseille)	LN	Yes	Marseille	LFMM
Morocco	GM	Yes	Casablanca	GMMM
The Netherlands	EH	Yes	Amsterdam	EHAA
Norway	EN	Yes	Norway Bodo Oceanic	ENOR ENOB
Poland	EP	Yes	Warsaw	EPWW
Portugal	LP	Yes	Lisbon Santa Maria	LPPC LPPO
Romania	LR	Yes	Bucharest	LRBB
Rostov FIR (Russian Federation)	URR	**Copy only**		
Kaliningrad FIR (Russian Federation)	UMK	**Copy only**		
Slovak Republic	LZ	Yes	Bratislava	LZBB
Slovenia	LJ	Yes	Ljubljana	LJLA
Spain	LE	Yes	Barcelona Madrid Canaries	LECB LECM GCCC
Sweden	ES	Yes	Sweden	ESAA
Switzerland	LS	Yes	Switzerland	LSAS
Turkey	LT	Yes	Ankara Istanbul	LTAA LTBB
Ukraine	UK	Yes	L'Viv Kyiv Dnipropetrovsk Odessa Simferopol	UKLV UKBV UKDV UKOV UKFV
United Kingdom	EG	Yes	London Scottish	EGTT EGPX
Serbia and Montenegro	LY	Yes	Belgrade	LYBA