



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SOUTH AMERICAN REGIONAL OFFICE

**GUIDANCE MATERIAL FOR THE USE OF REPETITIVE FLIGHT
PLANS (RPL)
IN THE CAR/SAM REGIONS**

Lima, May 2001

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1. Introduction

1.1 Air Traffic control (ATS) relies on the timely availability of information on the progress of flights and pilots' intentions. The flight plan is the basic source for such information and as such is a vital link between the pilot and the controller in the determination of the conduct of flight. The amount and detail of specific information which an ATS unit needs to obtain from the flight plan is dependent on the function of the ATS unit. Area control or flight information centres (FICs) may require complete information, while approach control offices and aerodrome control towers may require considerably less information derived directly from the flight plan. In addition to the basic functions of ATS, flight plan data, in some cases, also required for the purpose of air traffic management.

1.2 Frequently, pre-planned operations that reoccur with identical basis features such as aircraft identification, departure aerodrome, route and destination, etc., may be exempted from the requirement to submit a separate flight plan for each individual flight. Regional procedures for these repetitive flights have been in existence for a number of years and permit such flight plans to be submitted by operators for retention and repetitive use by ATS units.

2. General considerations on RPL

2.1 RPLs are flight plans related to frequently recurring pre-planned flight operations with identical characteristics and which may be submitted by operators for retention and repetitive use by ATS units for a specified period of time, thus eliminating the need for an operator to file a flight plan each time one of these flights is operated.

2.2 Apart from the reductions in the number of flight plans required to be filed, the use of RPLs offers a number of other advantages, such as:

- a) reduction of errors due to poor handwriting or incorrect completion of flight plan forms and errors of transmission;
- b) an appreciable reduction in the work of operators, ATS units and aeronautical telecommunications personnel;
- c) an appreciable reduction in the load on communication channels used between ATS units and between operators and such units;

- d) earlier availability of flight plan data, which permits preparation of flight progress strips in good time and the early display of flight plan data which may facilitate advance planning of the air traffic flow.

2.3 The procedures used for RPLs are capable of application regardless of whether automatic data processing equipment is available to ATS units or whether flight plan data are handled manually. Detailed refinements concerning the acquisition, storage, processing and transfer of data may be necessary, however, to accommodate local or national requirements.

3. Basic Requirements

3.1 The use of RPLs should take account of the following requirements:

- a) specification of the frequency of flight operations concerned;
- b) specification of the assurance that flight plan data provided in the RPL are stable;
- c) the capability of ATS to store and activate RPLs;
- d) the development of detailed methods for the submission, change and cancellation of RPLs;
- e) appropriate agreements between ATS and operators concerned for implementation of the RPL system.

4. Implementation of RPL

4.1 Prior to introducing a system of RPLs, consultations with operators likely to participate are necessary to determine the optimum arrangements.

4.2 The use of RPLs can initially be established most easily for flights operating within a single FIR or a single State (regular domestic flights). The system may also be established for flights across international boundaries; however, such arrangements require the establishment of bilateral or multilateral agreements between States. Multilateral agreements involving a large number of States may take the form of regional air navigation agreements.

4.3 When implementing the use of RPLs, States should publish their intentions in relevant aeronautical information publications well in advance and provide all necessary details, such as the area of application, the procedures to be applied for the submission of data, the agency to which relevant flight data are to be sent by operators and specifications for additional data, if any.

4.4 States should notify ICAO Regional Offices when implementing the RPL system. Regional Offices concerned can then publish summaries showing the status of implementation within the region concerned.

5. Operation of the RPL System

5.1 When determined by the appropriate authority(ies), the use of RPLs should be based on the basic requirements as shown in 4.3. The detailed procedures required to make such use successful are to be determined in accordance with the data-handling capability of the ATS units concerned. Basic actions required in this respect are:

- a) the operator transmits RPLs, in standard format, together with an indication of the effective periods of operation for those flights meeting the agreed regularity and frequency requirements to all offices/ATS units concerned. The RPL should reach all addresses at a specified time prior to the effective date of the first flight covered by any of the RPLs. The required lead time for submission should be part of the agreements with operators and should be published in aeronautical information publications;
- b) the RPLs are stored by each ATS unit concerned in a manner that will ensure that the plans are systematically activated on the appropriate day of operation and in the order of the estimated times of entry into the unit's area of responsibility. Activation of the flight plans is to be accomplished so that the data are presented to the controller in appropriate form and in sufficient time for his analysis and action;
- c) provisions should be made to permit an up-date of the RPL data files whenever one or more of the following events occur:
 - 1) permanent changes to all flights;
 - 2) temporary and incidental changes to individual flights;
 - 3) cancellations of all or specific flights;
 - 4) additions to the number of flights;
 - 5) submissions of completely revised lists when this appears appropriate in view of extensive changes.

5.2 Depending on the agreed administrative arrangement, the RPL should be submitted to:

- a) a designated office in a region or in each State or each FIR concerned, which will select and forward relevant flight plan data to ATS units concerned; or
- b) each area control centre (ACC) or FIC concerned with the repetitive flights; or
- c) the ATS reporting office responsible for the departure aerodrome, which will select and forward relevant flight plan data to other ATS units concerned.

5.3 The objective of such agreements is to have a single office designated for the largest possible area, consistent with identical operational needs, which will forward relevant flight plan data to all ATS units concerned. Every effort should be made to establish such an office in areas where RPLs are utilized.

5.4 Operators should submit flight plan data for all eligible series of flights, in accordance with the procedures in the PANS-RAC, Part II, or as indicated in 5.5 below. Acknowledgement of receipt of RPL data by the receiving ATS office is advisable, at least during the initial phase of use of RPLs.

Note.- Attachment A shows the instructions for completion of the RPL form.

5.5 Submission of RPLs by media suitable for electronic data processing may be implemented in accordance with procedures agreed upon by the appropriate ATS authorities and the operators. When this method of submission is utilized, strict specifications must be established Region and adhered to. A specific procedure for submission of RPLs on magnetic tape has been developed in the European Office. Details of the procedure can be obtained from any ICAO Regional Office.

5.6 Procedures for handling RPLs by ATS units are prescribe below:

6. **Procedures related to the use of Repetitive Flight Plans (RPL)**

6.1 **General**

6.1.1 RPL shall not be used for flights other than IFR flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions or every day over a period of at least ten consecutive days. The element of each flight plan shall have a high degree of stability.

Note.- For permissible incidental changes to RPL data affecting the operation for one particular day, and not intended to be a modification of the listed RPL, see 6.4.2.2 and 6.4.2.3.

6.1.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. RPL procedures shall be applied only when all ATS authorities concerned with the flights have agreed to accept RPLs.

6.1.3 The use by States of RPLs for international flight shall be subject to the provision that the affected adjacent States either already use RPLs or will use them at the same time. The procedures for use between States shall be the subject of bilateral, multilateral or regional air navigation agreement as appropriate.

Note.- Attachment B shows a model of a Letter of Agreement between two States with respect to the use of RPL.

6.2 Procedures for submission of RPLs by operators

6.2.1 Conditions governing submission, notification of changes, or cancellation of RPLs shall be the subject of appropriate arrangements between operators and the ATS authority concerned or of regional air navigation agreements.

6.2.2 An RPL shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- validity period of the flight plan;
- days of operation;
- aircraft identification;
- aircraft type and wake turbulence category;
- MLS capability;
- departure aerodrome;
- off-block time;
- cruising speed(s);
- cruising level(s);
- route to be followed;
- destination aerodrome;
- total estimated elapsed time; and
- indication of the location where the following information may be obtained immediately upon request:
 - alternate aerodromes;
 - fuel endurance;
 - total number of persons on board; emergency equipment; and
 - other information.

6.3 Submission of total listings

6.3.1 RPLs shall be submitted in the form of listings containing the required flight plan data using an RPL listing form specially designed for the purpose or by means of other media suitable for electronic data processing. The methods of submission shall be determined by local or regional agreement.

6.3.2 Initial submission of complete RPL listing and any subsequent seasonal resubmission of complete listings shall be made in sufficient time to permit the data to be properly assimilated by the ATS organization. The minimum lead time required for the submission of such listings shall be established by the administrations concerned and published in their AIPs. This minimum lead time shall be at least two weeks.

*Note.- A model of instructions related to RPL to be inserted in the RAC Part of the AIP is contained in **Attachment C**.*

6.3.3 Operators shall submit listings to the designated agency for distribution to the appropriate air traffic services units.

6.3.4 The information normally to be provided shall be that listed in 6.2.2 except that administrations may also require the provision of estimate information of flight information region boundaries and the primary alternate aerodrome. If so required, such information shall be provided as indicated on a repetitive flight plan listing form specially designed for the purpose.

6.3.5 Information regarding alternate aerodrome(s) and supplementary flight plan data (information normally provided under Item 19 of the ICAO flight plan form) shall be kept readily available by the operator at the departure aerodrome or another agreed location, so that, on request by ATS units, it can be supplied without delay. The name of the office from which the information can be obtained shall be recorded on the RPL listing form.

6.3.6 Acknowledgement of receipt of listings of flight plan data and/or amendment thereto shall not be required except by agreement between operators and the appropriate agency.

*Note.- A completed model of RPL listing form is contained in **Attachment D**. **Attachment E** shows an example of an already completed form.*

6.4 **Changes to RPL listings**

6.4.1 **Changes of a permanent nature**

6.4.1.1 Changes of a permanent nature involving the inclusion of new flights and the deletion or modification of currently listed flights shall be submitted in the form of amendment listings. These listings shall reach the air traffic services agency concerned at least seven days prior to the change becoming effective.

6.4.1.2 Where RPL listings have been initially submitted by the use of media suitable for electronic data processing, it shall be permissible by mutual agreement between the operator and the appropriate authority for some changes to be submitted by means of RPL listing forms.

6.4.1.3 All RPL changes shall be submitted in accordance with the instructions for preparation of RPL listing.

6.4.2 **Changes of a temporary nature**

6.4.2.1 Changes of a temporary, non-recurring nature relating to RPLs concerning aircraft type and wake turbulence category, speed and/or cruising level shall be notified for each individual flight as early as possible and not later than 30 minutes before departure to the ATS reporting office responsible for the departure aerodrome. A change of cruising level only may be notified by radiotelephony on initial contact with the ATS unit.

6.4.2.2 In case of an incidental change in the aircraft identification, the departure aerodrome, the route and/or the destination aerodrome, the RPL shall be cancelled for the day concerned and an individual flight plan shall be submitted.

6.4.2.3 Whenever it is expected by the operator that a specific flight, for which an RPL has been submitted, is likely to encounter a delay of 30 minutes or more in excess of the off-block time stated in that flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

Note.- Because of the stringent requirements of flow control, failure by operators to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

6.4.2.4 Whenever it is known to the operator that any flight, for which an RPL has been submitted, is cancelled, the ATS unit responsible for the departure aerodrome shall be notified.

6.4.3 **Operator/pilot liaison**

6.4.3.1 The operator shall ensure that the latest flight plan information, including permanent and incidental changes, pertaining to a particular flight and duly notified to the appropriate agency, is made available to the pilot-in-command.

6.5 **RPL procedures for ATS units**

6.5.1 The procedures for handling RPLs described herein are applicable regardless of whether automatic data processing equipment is utilized or whether flight plan data is handled manually.

6.5.2 **Implementation of RPL procedures**

6.5.2.1 Procedures for use of RPLs may be established for flights operating within a single flight information region or a single State.

6.5.2.2 Procedures may also be established for flights across international boundaries subject to the provision that affected States currently utilize or will concurrently use RPLs.

6.5.2.3 Application of RPL procedures for international flights requires the establishment of bilateral or multilateral agreements between the States concerned. Multilateral agreements involving a number of States may take the form of regional air navigation agreements.

6.5.2.4 Application of RPLs requires agreements with participating operators to establish submission and amendment procedures.

6.5.2.5 Agreements shall include provisions for the following procedures:

- 1) initial submission;
- 2) permanent changes;
- 3) temporary and incidental changes;
- 4) cancellations;
- 5) additions; and
- 6) completely revised listings when indicated by extensive changes.

6.5.3 Collection, storage and processing of RPL data

6.5.3.1 Any State using RPLs shall designate one or more agencies responsible for administering such data. The area of responsibility for any such designated agency shall be at least one flight information region. However, part or the entire area of responsibility of one or more States may be administered jointly by a designated agency. Each designated agency shall distribute relevant RPL data to the ATS units concerned within its area of responsibility so that such data reach these units in sufficient time to become effective.

6.5.3.2 RPLs shall be stored by each ATS unit concerned in a manner that will ensure that they are systematically activated on the appropriate day of operation in the order of estimated times indicative of entry into the unit's area of responsibility. Activation shall be accomplished in sufficient time to present the data to the controller in appropriate form for his analysis and control action.

6.5.4 Suspension of RPL procedures

6.5.4.1 An appropriate ATS authority obliged, due to exceptional circumstances, to temporarily suspend the use of RPLs in its area of responsibility or a specified part thereof, shall publish notice of such suspension with as much advance notice as possible and in the most suitable form considering the circumstances.

6.5.5 ATS messages related to individual flights operating on an RPL

6.5.5.1 ATS messages relating to individual flights operating on an RPL shall be originated and addressed to ATS units concerned in a manner identical to that used for flights operating on individual flight plans.

ATTACHMENT A

INSTRUCTION TO COMPLETE THE FORM OF REPETITIVE FLIGHT PLAN LISTING (RPL)

1. General
 - 1.1 *List only* flight plans that will operate in accordance with IFR. (Flight rules I in FPL format).
 - 1.2 It is assumed that all aircraft are operating as scheduled flights (Type of flight S in FPL format), otherwise *notify* in Q (Remarks).
 - 1.3 It is assumed that all aircraft operating on RPLs are equipped with 4 096-code transponders with Modes A and C. Otherwise, *notify* in Q (Remarks).
 - 1.4 *List* flight plans in *alphabetical order of the location indicator of the departure aerodrome*.
 - 1.5 *List* flight plans for each departure aerodrome in chronological order of estimated off-block times.
 - 1.6 *Adhere closely to the data conventions* as indicated for the Flight Plan Form (Appendix 3, 1.6) unless otherwise specifically indicated in 4.
 - 1.7 *Insert* all clock times in 4 figures UTC.
 - 1.8 *Insert* all estimated elapsed times in 4 figures (hours and minutes).
 - 1.9 *Insert* data on a separate line for each segment of operations with one or more stops; i.e. from any departure aerodrome to the next destination aerodrome even though call sign or flight number is the same for multiple segments.
 - 1.10 *Clearly identify* additions and deletions in accordance with Item H at 4. Subsequent listings shall list the corrected and added data, and deleted flight plans shall be omitted.
 - 1.11 *Number pages* by indicating number of page and total number of pages in submission.
 - 1.12 *Utilize* more than one line for any RPL where the space provided for items O and Q on one line is not sufficient.
- 2 Flight Cancellation in RPL listing**
 - 2.1 A flight shall be cancelled as follows:

- a) indicate a minus sign in Item H followed by all other items of the cancelled flight;
- b) insert a subsequent entry denoted by a plus sign in Item H and the date of the last flight in Item J, with all other items of the cancelled flight unchanged.

3. Modification to a flight

3.1 The modification to a flight shall be made as follows:

- a) carry out the cancellation as indicated in 2; and
- b) insert a third entry giving the new flight plan(s) with the appropriate items modified as necessary, including the new validity dates in Items I and J.

Note.— All entries related to the same flight will be inserted in succession in the order specified above.

4. **Instructions for insertion of RPL data**

4.1 Complete Items A to Q as indicated hereunder:

ITEM A: OPERATOR

INSERT Name of operator

ITEM B: ADDRESSEE(S)

INSERT Name of agency(ies) designated by States to administer RPLs for FIRs or areas of responsibility concerned with the route of flight.

ITEM C: DEPARTURE AERODROME(S)

INSERT Location indicator(s) of departure aerodrome(s).

ITEM D: DATE

INSERT On each page of submission the date (year, month, day) in a 6-figure group that the listing was submitted.

ITEM E: SERIAL NO.

INSERT Serial number of submission (2 numerics) indicating last two digits of year, a dash, and the sequential no. of the submission for the year indicated (start with numeral 1 each new year).

ITEM F: PAGE OF

INSERT Page number and total number of pages submitted.

ITEM G: SUPPLEMENTARY DATA AT

INSERT Name of contact where information normally provided under Item 19 of the FPL is kept readily available and can be supplied without delay.

ITEM H: ENTRY TYPE

INSERT A minus sign (-) for each flight plan that is to be deleted from the listing.

INSERT A plus sign (+) for each initial listing and, in the case of subsequent submissions, for each flight plan not listed in the previous submission.

Note.- No information is required under this item for any flight plan which is unchanged from the previous submission.

ITEM I: VALID FROM

INSERT First date (year, month, day) upon which the flight is scheduled to operate.

ITEM J: VALID UNTIL

INSERT Last date (year, month, day) upon which the flight is scheduled to operate, or UFN if the duration is unknown.

ITEM K: DAYS OF OPERATION

INSERT Number corresponding to the day of the week in the appropriate column; Monday = 1 through Sunday = 7.

INSERT O for each day of non-operation in the appropriate column.

ITEM L: AIRCRAFT IDENTIFICATION

(Item 7 of the ICAO flight plan)

INSERT Aircraft identification to be used for the flight.

ITEM M: TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

(Item 9 of the ICAO flight plan)

INSERT Appropriate ICAO designator as specified in ICAO Doc. 8643 - *Aircraft Type Designators*.

INSERT H, M or L indicator as appropriate:

- H - HEAVY to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;
- M - MEDIUM to indicate an aircraft type with a maximum certificated takeoff mass of less than 136 000 kg but more than 7 000 kg.
- L - LIGHT to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ITEM N: DEPARTURE AERODROME AND TIME

(Item 13 of the ICAO flight plan)

INSERT Location indicator of the departure aerodrome.

INSERT The off-block time, i.e. the estimated time that the aircraft will commence movement associated with departure.

ITEM O: ROUTE

(Item 15 of the ICAO flight plan)

a) CRUISING SPEED

INSERT The true airspeed for the first or whole cruising portion of the flight in accordance with Item 15 a) of the ICAO flight plan.

b) CRUISING LEVEL

INSERT The planned cruising level for the first or whole portion of the route in accordance with Item 15 b) of the ICAO flight plan.

c) ROUTE

INSERT The entire route in accordance with Item 15 c) of the ICAO flight plan.

ITEM P: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME

(Item 16 of the ICAO flight plan)

INSERT Location indicator of the destination aerodrome.

INSERT The total estimated elapsed time.

ITEM Q: REMARKS

INSERT Items of information as required by the appropriate ATS authority, items normally notified in Item 18 of the ICAO flight plan and any other information pertinent to the flight of concern to ATS.

ATTACHMENT B

MODEL LETTER OF AGREEMENT BETWEEN TWO STATES FOR THE USE OF REPETITIVE FLIGHT PLANS

1. **Subject:** Agreement concluded between _____ (State) and (State) concerning the implementation of a system of repetitive flight plans.
2. **Effective date:** This letter of agreement will come into effect on ____ (30 days after signature).
3. **Scope:** The scope of this letter of agreement is restricted to the flights referred to in Annex 1 and later amendments thereto.
4. **Objective:** This letter of agreement relates to the application of the provisions in ICAO Annex 2, paragraph 3.3.1.1.2.2 and in ICAO Doc. 4444-RAC/501, Part II, paragraph 8.4 and the corresponding part of Appendix 2 to Doc. 4444, paragraphs 6, 7 and 8.
5. **Procedures:**
 - 5.1 **Provision of information**
 - 5.1.1 Repetitive flight plan (RPL) listings for the scheduled flights shown in Annex I to this letter of agreement shall be provided to the ATS units (ACC/FICs) responsible for the provision of air traffic services in the FIR/UIRs _____ as follows:
 - a) the operator shall send repetitive flight plan listings and amendments thereto to the offices designated by each State at least _____ days prior to the date of validity. They shall normally be sent by air mail;
 - b) the offices designated by each State shall forward the repetitive flight plan listings to the ACCs/FICs, responsible for the FIR/UIRs in which the flights originate, continue or terminate. These units shall acknowledge receipt of the RPL listings.
 - 5.1.2 The repetitive flight plan listings shall be submitted in the form prescribe in ICAO Doc. 4444-RAC/501, Appendix 2, paragraphs 6, 7 and 8.
 - 5.2 **Dissemination of information within individual FIRs**
 - 5.2.1 Each of the ACC/FICs receiving repetitive flight plan listings APP shall take appropriate measures to ensure that the repetitive flight plans, or selected date therefrom, are forwarded to each of the

affected ATS units (APP/TWR/ARO) which, in accordance with national procedures or those described in ICAO Doc. 4444-RAC/501, Part VIII, need to receive flight plan data for the flights referred to in this letter of agreement.

5.3 Air traffic services messages

5.3.1 ATS messages relating to the progress of each flight referred to in this letter of agreement shall be originated and addressed in accordance with the provisions of ICAO Doc. 4444-RAC/501, Part VIII and Appendix 3. However, DEP messages shall not be sent via AFTN, if the departure time can be given via direct speech circuit.

6. Publication

6.1 The signatory States shall include in the RAC section of their respective AIPs appropriate instructions to operators concerning the submission of repetitive flight plans for the regularly scheduled international flights shown in Annex 1 to this operational letter of agreement and in any amendments thereto.

Signed at _____ on the ____ day of ____, ____.

On behalf of _____.

On behalf of _____.

ATTACHMENT C

MODEL INSTRUCTIONS RELATING TO THE ACCEPTANCE OF REPETITIVE FLIGHT PLANS, FOR INSERTION IN THE RAC SECTION OF THE AIP

AIP _____ RAC 1-

REPETITIVE FLIGHT PLANS (RPLs)

1. General

1.1 A repetitive flight plan may be submitted for IFR flights which are operated regularly on the same day(s) of consecutive weeks and on at least ten occasions or every day over a period of at least ten consecutive days between the following airports:

From

To

1.2 The elements of a repetitive flight plan must have a high degree of stability. The flights must not be subject to route changes or to frequent changes in other flight plan data.

1.3 Repetitive flight plans must be submitted in the form of listings containing the required flight plan data, using the form on page RAC 1.

1.4 ___ copies of the RPL listings must be sent by mail at least ___ days in advance of their period of validity to:

1.5 The operator must send copies of the RPL listings to the designated addressees in all other States affected by the flights, in conformity with the procedures published to that effect by the States concerned.

2. Content of repetitive flight plans (RPLs)

2.1 Repetitive flight plans shall include the following items (see the form on page RAC 1-).

- validity period of the flight plan
- days of operations
- aircraft identification
- aircraft type and wake turbulence category
- departure aerodrome
- off-block time
- cruising speed(s)
- cruising level(s)
- route to be followed
- destination aerodrome
- total estimated elapsed time
- indication of the location where the following information may be obtained immediately on request:
 - . alternate aerodromes;
 - . fuel endurance;
 - . total number of persons on board;
 - . emergency equipment and other information.

2.2 Information regarding alternate aerodrome(s) and supplementary flight plan data (Item 19 of the flight plan for individual flights) shall be kept readily available at the departure aerodrome or another agreed location so that, on request by ATS units, it can be supplied without delay.

2.3 Changes of a permanent nature

2.3.1 Changes of a permanent nature involving the inclusion of new flights and the deletion or modification of currently listed flights must be submitted in the form of amendment listings. These listings must reach the air traffic services unit concerned at least 7 days prior to the change becoming effective.

2.3.2 All RPL changes must be submitted in accordance with the instructions for preparation of RPL listings.

2.4 Changes of a temporary nature

2.4.1 Changes of a temporary non-recurring nature relating to RPLs concerning aircraft type and wake turbulence category, speed and/or cruising level must be notified for each individual flight as early as possible and not later than 30 minutes before departure to the ATS reporting office responsible for the departure aerodrome. A change of cruising level only may be notified by radiotelephony on initial contact with the ATS unit.

2.4.2 In case of an incidental change in the aircraft identification, the departure aerodrome, the route and/or the destination aerodrome, the RPL must be cancelled for the day concerned and an individual flight plan must be submitted.

2.4.3 Whenever it is expected by the operator that a specific flight, for which an RPL has been submitted, is likely to encounter a delay of 30 minutes or more in excess of the off-block time stated in that flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

2.4.4 Whenever it is known to the operator that any flight, for which an RPL has been submitted, is cancelled, the ATS unit responsible for the departure aerodrome shall be notified.

3. **Operator/pilot liaison**

3.1 The operator shall ensure that the latest flight information, including permanent and incidental changes, pertaining to a particular flight and duly notified to the appropriate agency, is made available to the pilot-in-command.

EXAMPLE OF COMPLETED FORM OF REPETITIVE FLIGHT PLAN LISTING (RPL)
REPETITIVE FLIGHT PLAN LISTING

A OPERATOR BRITISH AIRWAYS										B ADDRESSEE(S) UK STORED FLIGHT PLAN OFFICE EGTXXBZX Chef de la Subdivision Informatique 9 rue de Champagne 91205 Athismons France			C DEPARTURE AERODROME(S) EGLL			D DATE 8000305 ----- YYMMDD		E SERIAL NO. 80 - 12--- ---		F PAGE OF 3 3 --/--	
										G SUPPLEMENTARY DATA (Item 19) AT: BAW Briefing Office											
H + - yy mm dd	I VALI D FROM yy mm dd	J VALI D UNTI L yy mm dd	K DAYS OF OPERATION							L AIRCRAFT IDENTIFI- CATION (Item 7)	M TYPE OF AIRCRAFT AND WAKE TURBULE NCE CATEGOR Y (Item 9)	N DEPARTU RE AERODRO ME AND TIME (Item 13)	D ROUTE (Item 15)			P DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (Item 16)	O REMARKS				
			1	2	3	4	5	6	7				CRUISING SPEED	LEVEL	ROUTE						
+	80040 1	81103 1	1	2	3	4	5	6	7	BAW004	HS21	0700	NO440	F210	AIE UAIE DPE UA16 MAN	LFPG	0045				
+	80040 1	80073 1	1	2	3	4	5	6	7	BAW032	HS21	1800	NO440	F210	AIE UAIE DPE UA16 MAN	LFPG	0045				
+	80080 1	81103 1	1	0	3	0	5	0	7	BAW032	HS21	1800	NO440	F210	AIE UAIE DPE UA16 MAN	LFPG	0045				
+	80060 1	80093 0	0	0	0	0	0	0	0	BAW082	HS21	1805	NO450	F270	AIS UAIS RBT UA3 MTL						
															UA3W STP DCT GL	LFMN	0130				
-	80010 3	80093 0	0	0	0	0	0	6	7	BAW092	B737	1810	NO430	F190	AIE UAIE DPE UA16 MAN	LFPG	0400	CHARTERED ACFT			
+	80010 3	80031 5	0	0	0	0	0	6	7	BAW092	B737	1810	NO430	F190	AIE UAIE DPE UA16 MAN	LFPG	0400	CHARTERED ACFT			