

IVAO - Belgium



Dear online pilot/controller,

After completing the "Starters Manual for Pilots", an additional document concerning the creation of a good flight plan was requested. Very often, members are flying online without or with erroneous flight plans. However, the flight plan is the beginning of a successful flight.

The aim of this document is to help the more experienced pilots and controllers to create a correct and valid flight plan.

This is not a course for online air traffic controllers (ATC) or online pilots. This is a collection of basic information.

Finally, this manual has been written for (new) members and could still be improved. If you have any questions after reading this manual or other remarks, do not hesitate to contact the author or the Belgian Staff.

We hope you enjoy reading this manual.

Regards,

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THE FLIGHT PLAN



The flight plan must be filed at Air Traffic Control by the pilot prior to the flight to announce the details of his flight. Besides the departure and destination airport, the plan also contains the selected route, the aircraft (type and registration) and the number of passengers on board...

Based on all flight plans received by Air Traffic Control, a daily planning is prepared, the required personnel at the Air Traffic Control Center is appointed and - if a lot of traffic is expected - the slots at which a plane can depart or enter the airspace.

In Europe, the Central Flow Management Unit (CFMU) of Euro Control is responsible to prepare the European planning based on all international flight plans. By doing so, the departure of planes can be adapted to avoid too much en-route traffic or at the destination airport causing additional delays.

If there's a lot of fog in Brussels, the ATC informs the CFMU who will delay the departure of planes flying to Brussels in e.g. Spain.

The flight plan plays also an important role in case of a "Search and Rescue" since the pilot indicated estimated times to over fly certain points. If the plane does not arrive at those points within the mentioned timeframe, the ATC will initiate a search.

A pilot who decides to go to another airport (e.g. in case of a VFR flight) should surely file a changed flight plan if he does not want to be confronted with some additional costs.

THE CREATION OF A FLIGHT PLAN

1. General

Several programs and websites exist on the Internet to create routes between airports. Chances are that the proposed routes still contain some errors. If you want to verify a proposed or self-created route, you can do so via the CFMU website of Euro Control which can be found at the following location:

http://www.cfm.eurocontrol.be/chmi_public/ciahome.jsp?serv1=ifpuvs.

In the remainder of the document, we'll explain the different steps of validating a flight plan and route. To fill in everything correctly, we'll start with an overview of all the fields.

2. Overview of the fields

To explain all the fields, an empty flight plan is shown.

Flight Plan Assistant - Structured Editor

MESSAGE TYPE	AIRCRAFT IDENTIFICATION 1	FLIGHT RULES 2	TYPE OF FLIGHT 3
<<= (FPL	<input type="text"/>	<input style="background-color: #cccccc; border: none;" type="text"/>	<input style="background-color: #cccccc; border: none;" type="text"/>
NUMBER 4	TYPE OF AIRCRAFT 5	WAKE TURBULENCE CAT. 6	EQUIPMENT 7
- <input type="text"/>	<input type="text"/>	<input style="background-color: #cccccc; border: none;" type="text"/>	- <input type="text"/> <input type="text"/>
DEPARTURE AERODROME 8	TIME 9	<<=	
<input type="text"/>	<input type="text"/>		
CRUISING SPEED 10	LEVEL 11	ROUTE 12	
<input type="text"/>	<input type="text"/>	<input style="width: 100%;" type="text"/>	
DESTINATION AERODROME 13	TOTAL EET HR. Min 14	ALTN AERODROME 15	2ND. ALTN AERODROME 16
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
OTHER INFORMATION 17			
<input style="width: 100%;" type="text"/>)<<=
<input type="button" value="Validate"/>		New FPL	

Introduce a flight plan

Send comments or questions to the Webmaster: [The CFMU Webmaster](#)
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Aircraft identification (1)

This field must contain the flight number (e.g. VEX1234) or aircraft number (e.g. OOVBR) of your airplane.

The use of call signs depends on the type of operation and whether the communication is initiated by the ATC or the plane.

In most countries, civil aircraft identify themselves with a call sign similar to the aircraft registration (also called the tail number). The call sign contains a prefix followed by a unique combination of letters and/or numbers. The prefix is linked to the country in which the aircraft is registered (e.g. "PH" for The Netherlands). The pronunciation of the call sign is based at the ICAO alphabet. The plane with registration "OO-VIN" identifies itself as "Oscar Oscar Victor India November". The prefix is sometimes replaced by the aircraft type e.g. "Cessna Victor India November".

Commercial airlines can use special company codes registered at ICAO. This company code is used in conjunction with the flight number. Flight 938 of Air France will identify itself as "Air France niner three eight". The company code is not always equal to the company name. The code for British Airways is "Speedbird", the code for South African Airways is "Springbok".

During radio communications, the suffix "Heavy" is sometimes added (e.g. Speedbird seven five heavy). This is done to indicate that this plane will cause heavy turbulence due to its maximum allowed start weight of 136.000 kg or more.

A ground station will identify itself with its name and function like "Brussels Tower" for the ATC tower or "Brussels Control" for the en-route traffic following between airports.

Flight rules (2)

Select the flight rules you're going to follow:

- I - IFR : Instrument flight rules
- V - VFR: Visual flight rules
- Y - IFR-VFR: Start with IFR and end with VFR
- Z - VFR-IFR: Start with VFR and end with IFR



What's VFR?

Visual flight rules or VFR are a set of rules that the pilot must follow when navigating visually. The main factor to allow VFR is the visibility both horizontal and vertical. The overall weather conditions (visibility, cloud level...) must be equal or better than the minimum requirements in your area.

What's IFR?

Instrument flight rules or IFR are a set of rules for navigation on instruments. IFR is the only possible option when VFR is not allowed. Navigation is done based on navigation beacons (VOR, NDB), landing is done using the ILS.

Type of Flight (3)

Select the type of your flight:

- S - Scheduled: planned flight
- N - Non-Scheduled: non-scheduled air transport operation
- G - General: general aviation
- M - Military: military flight
- X : other than any of the defined categories above

Number (4)

This field can be left blank.

Type of Aircraft (5)

Here you enter the ICAO¹ code for the type of plane you're flying (e.g. B733 for a Boeing 737-300).

Please consult <http://www.ivao.aero/db/aircraft/search.htm> for a complete list of ICAO codes.



Based on the code or the type of plane, you can find all relevant information like the cruising speed at different flight levels, take off speeds...

¹ ICAO: International Civil Aviation Organization



Wake turbulence category (6)

Provide the turbulence category for your aircraft:

- H – Heavy: maximum certified take-off weight of 136000kg or more.
- M – Medium: maximum certified take-off weight between 7000 and 136000kg
- L – Low: maximum certified take-off weight less than 7000kg

Equipment (7)

Here you provide an overview of the onboard equipment for navigation and communication.

- A = Not allocated (but sometimes referred to as Loran A)
- B = Not allocated
- C = LORAN C
- D = DME
- E = Not allocated (but sometimes referred to as Decca)
- F = ADF
- G = GNSS/GPS
- H = HF RTF
- I = Inertial Navigation
- J = Data Link
- K = MLS
- L = ILS
- M = Omega
- O = VOR
- P = Not allocated (but sometimes referred to as Doppler)
- Q = Not allocated
- R = RNAV/RNP
- T = TACAN
- U = UHF RTF
- V = VHF RTF
- W = RVSM Operational Approval
- X = MNPS Certified
- Y = 8.33 kHz Capable Radio (mandatory in Europe above FL245)
- Z = Other Equipment Carried

Departure aerodrome (8)

This field contains your departure airport indicated by its ICAO code (e.g. EBBR for Brussels). If no ICAO code exists, you can enter "ZZZZ" in the field but you'll have



to add the name of the airport in the "Other information" field (e.g. DEP/name of airport).

Time (9)

Fill in the estimated time of your departure (ETD) in UTC format.



UTC stands for "Universal Time Coordinated". "UT" is the actual abbreviation, the post fix "C" means that the time is coordinated. Sometimes, UTC is also called "Zulu time" or "Coordinated Universal Time". It is almost equal to GMT "Greenwich Mean Time" but UTC is based on atomic clocks while

GMT uses an astronomical reference. To avoid deviations, an additional second is added from time to time.

When performing cross border operations, a uniform time indication is very useful. Times are always provided in UTC and written down based on the 24-hours notation without any point or other additions (like am or pm). When you see *1315 UTC* this means a quarter past 1 in the afternoon according to the standard convention.

In Western Europe as in most other countries, the local time is not equal to the UTC-time. In Belgium and The Netherlands, local time is UTC+1 in winter and UTC+2 during the summer period.

Cruising speed (10)

This field must contain your true airspeed (TAS). Different possibilities exist to enter your speed:

- In km/h: put the letter K followed by the speed in km/h (e.g. K0830),
- In knots: put the letter N followed by the speed in knots (e.g. N0450),
- In Mach: put the letter M followed by the Mach number (e.g. M079).

What's airspeed?

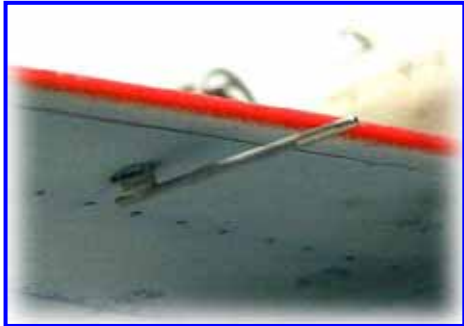
The airspeed is the speed of the plane in relation to the surrounding air. The speed is usually expressed in knots (1 knot = 1,852 km/h = 0,5144 m/s).

Airspeed without any extension can have multiple meanings:

- Indicated airspeed or IAS: This is the speed given by your cockpit instruments. This speed is mostly mentioned in all communications between pilot and ATC and is generally referred to as airspeed.



- True airspeed or TAS: this is the speed related to undisturbed air. This speed is used to prepare flight plans.



The airspeed indicator uses pitot-tubes fitted on the outside of the plane. These measure the pressure of the incoming air. This pressure is related to the speed of the plane but also with the altitude since the density of the air changes when flying higher (or lower). The changes in density are used to indicate your altitude.

Another factor is the temperature since this has also an impact on the density. As a result of all these factors, indicated airspeed and true airspeed can be quite different.

Level (11)

In this field, you enter your desired cruise level. This can also be done in different formats:

- Flight level: put the letter F followed by the flight level (e.g. F090 or F290),
- Altitude: put the letter A followed by the altitude (in 100 ft) (e.g. A045),
- Meter: put the letter S followed by the height in m (e.g. S1130),
- Meter: put the letter M followed by the height in decameter (e.g. M0840)

What's the difference between altitude and flight level?

Altitude is an indication of the distance between the airplane and a reference plane (isobaric reference plane) expressed in ft. As reference plane, the isobaric plane of the pressure at sea level (even when the airplane is above land) is taken.

If the altitude of the terrain (altitude above sea level) is known, the distance between the airplane and the ground is known as well and the terrain clearance can be given. ICAO has defined standard altitude levels each with 1000ft difference: A010 means 1000ft, A050 means 5000ft.

Altitude is mostly used at the lower levels, for higher levels, flight levels are used.

Flight levels indicate the distance of the airplane and an imaginary isobaric reference plane of 1013,2 hPa. From this reference plane on, all altitudes are expressed in multiples of 100ft. FL010 means 1000ft, FL100 means 10.000ft and FL460 is equal to 46.000ft.

Since the isobaric reference plane of 1013,2 hPa is most of the time not equal to the pressure at sea level, flight levels are used at high altitudes.



What flight level or altitude to choose?

Flight levels offer the possibility to separate planes vertically.

To accomplish this, a system with fixed flight levels for cruising has been developed. Basically, planes flying to the east must fly at a certain altitude. Planes flying to the west must fly 1000ft ($\pm 300\text{m}$) higher or lower. Doing so, these planes can pass each other without making a detour. This system is called the "semi-circular cruising system".

A plane is flying east when its magnetic course is between 0° and 179° ; planes with a magnetic course between 180° and 359° are flying to the west.

IFR Flights

Whether inside or outside controlled airspace, IFR flights must use odd flight levels (3000ft², FL50, FL70...) when flying to the east; when flying to the west even flight levels must be used (4000ft, FL60, FL80...). This is the general rule!

A deviation of these rules is only possible when requested by ATC or when mandatory on certain airways.

VFR inside controlled airspace

When flying VFR inside controlled airspace, the same flight levels as an IFR flight must be used since a minimum separation of 1000ft is mandatory in controlled airspace.

VFR outside controlled airspace

Any altitude can be chosen when below 3000ft (623ft, 1326ft, 2630ft...). However, a minimum altitude of 1000ft is mandatory for planes above populated areas and 500ft elsewhere. A helicopter can fly at 500ft above populated areas.

Once above 3000ft, VFR flights must obey the same rules as an IFR flight while adding 500ft to each flight level. VFR flights are thus conducted at 3500ft, 4500ft, FL55, FL65... according to their course.

² The altitude and flight levels are used according the Belgian settings. Given a TA of 4500ft, higher altitudes are expressed in "flight level", lower altitudes in "feet".



By using this system, there is always a separation of 1000ft between 2 planes flying in the opposite direction and 2000ft between planes flying on the same direction (given both planes use the same flight rules).

Between an IFR and VFR flight, there's a separation of 500ft in uncontrolled airspace.

These rules are valid up to flight level 290. Once above FL290, the separation between the odd and even flight levels becomes 2000ft. As a result, FL310, FL350, FL390... are considered westbound flight levels; FL330, FL370, FL410... are eastbound flight levels. This system is called the CVSM³.

To make things even more complicated, another system exists for the North Atlantic, Europe, Morocco and Tunisia which is called the RVSM⁴.

In the RVSM system, the "2000ft separation rule" starts at FL410 meaning that between FL290 and FL410, a separation of 1000ft is maintained (or the 2000ft is "reduced" to 1000ft again). By doing so, additional flight levels become available to cope with the (future) congestion of the airways.

Special care must be taken by the ATC and the pilot when flying from RVSM airspace into CVSM airspace or vice-versa since planes at FL310, FL350 and FL390 are on a collision course!

Route (12)

The route always starts with the last point of SID usually also the name of the SID. However, do not enter the full name of the departure route you expect to fly (not ROUSY2C but only ROUSY). By the time you actually depart, another runway could be in use or the controller might instruct you to fly a different one. When there is no SID, you put "DCT" - which stands for Direct - followed by the first intersection, VOR or NDB you encounter (e.g. DCT MAK).

After this first point, you put the airway you intend to follow. After the airway, you put the next intersection, VOR or NDB followed by the next airway followed by the next intersection etc... (e.g. ROUSY UT27 GTQ). When there is no airway between the previous and following point, you can put DCT again (e.g. MAK DCT KERKY).

The last point of the route is not the name of the expected STAR but the intersection, VOR or NDB from which the arrival starts since you do not know at this moment which runway will be in use by the time you arrive (e.g. LNO and not LNO4B).

³ CVSM: Conventional Vertical Separation Minimum

⁴ RVSM: Reduced Vertical Separation Minimum



If you'd like to change altitude or speed during your flight, this must also be added to the flight plan. This can be done by adding the new speed or altitude to the intersection, VOR or NDB where you intend to change. This must be done using one of the possibilities shown in Cruising speed (10) and Level (11) (e.g. MOROK/N0450F310).

Destination aerodrome (13)

This field contains your destination airport indicated by its ICAO code (e.g. LSGG). If no ICAO code exists, you can enter "ZZZZ" in the field but you'll have to add the name of the airport in the "Other information" field (e.g. DEST/name of airport).

Total EET⁵ (14)

Here you provide the estimated duration of your flight (e.g. 0126 for a flight of 1 hour and 26 minutes).

Altn aerodrome (15) & 2nd altn aerodrome (16)



This field contains the airport, indicated by its ICAO code (e.g. LSZH), to which you can deviate (in case of problems or when instructed). If no ICAO code exists, you can enter "ZZZZ" in the field but you'll have to add the name of the airport in the "Other information" field (e.g. ALTN/name of airport).

Sometimes it is not possible to land at your destination airport in case of bad weather for instance. The weather is an important factor to decide to which airport to deviate. Of course, it is not the only factor. Other important factors are the remaining fuel and the runway. The remaining fuel is important to know which airports can be reached and how long an airplane can circle. An additional amount of fuel is always added on top of the calculated fuel. The runway

⁵ EET: Estimated Elapsed Time

is also important since it must be long enough and it must have the right direction to land on. Usually, airports with the most optimal facilities are chosen (fuel, handling, technicians...).

So what happens when a flight is deviated?

The crew takes all aspects into consideration when proposing the most suitable airports (and of course safety is the first factor). The pilots then take contact with the "Flight Operations" service in Brussels. They decide which airport (of the list proposed by the pilots) is most suitable for the passengers. Finally, the airport best suited for the passengers (to get them to their final destination as quickly as possible) is chosen.

Other information (17)

This is a field to enter other additional information regarding your flight.

To have your flight plan validated, you always need to enter the date of your flight. This is done by entering "DOF/" followed by the date in the format YYMMDD (e.g. DOF/060312).

Apart from the possibilities already mentioned above, the following information can also be added (not mandatory):

- Registration number: This is the registration number of your plane (e.g. REG/OOVBR).
- SelCal: This is the SelCal code of your plane (e.g. SEL/CSGM). SelCal stands for Selective Calling. This is a signal to call the plane. Almost every aircraft has been assigned such a code together with its registration number. By this code, each plane can be called individually by a ground station without having to listen to communications from other planes.
- Runway visual range: in meter (e.g. RVR/200).
When visibility at the airport drops below 1500m, this is mentioned to the pilots together with the visible length of the runway (when looking horizontally) referred to as RVR. This range is provided because the lights around a runway are visible from further away than would be suggested by 'normal sight'. This is because the pilot, when airborne, looks at the runway from a certain angle making his "visual path" through the fog longer than the real visual range. The "distance" seen by the pilot is called the Slant Visual Range or SVR. The difference in the visual path is often the reason why pilots



complain about the inaccurate information provided in the RVR compared to what they really see.

- Operator: This is the name of the company that owns the plane (e.g. OPR/DAT).
- Comments: you can add additional and relevant comments and remarks (e.g. RMK/comment).
- EET: you can add the time at which you pass certain points of your flight plan or FIR-borders (e.g. EET/LFFF0008 LECM/0135).



The following is a flight plan that is filled in correctly.

Flight Plan Assistant - Structured Editor			
MESSAGE TYPE	AIRCRAFT IDENTIFICATION	FLIGHT RULES	TYPE OF FLIGHT
<<= (FPL	-VEX1234	-I=IFR	S=scheduled <<=
NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	EQUIPMENT
-	B733	/ M=medium	- SRWY /C <<=
DEPARTURE AERODROME	TIME	<<=	
EBBR	1200	<<=	
CRUISING SPEED	LEVEL	ROUTE	
N0450	F290	ROUSY UT27 GTQ UN852 MOROK/N0450F310 UZ24 AKITO	
DESTINATION AERODROME	TOTAL EET HR. Min	ALTN AERODROME	2ND. ALTN AERODROME
LSGG	0056	LFSB	LSZH
OTHER INFORMATION			
DOF/060506 REG/OOVBR SEL/CSGM RVR/200) <<=
<input type="button" value="Validate"/> View reply New FPL			
FPL entered: (FPL-VEX1234-IS -B733/M-SRWY/C -EBBR1200 -N0450F290 ROUSY UT27 GTQ UN852 MOROK/N0450F310 UZ24 AKITO -LSGG0056 LFSB LSZH -DOF/060506 REG/OOVBR SEL/CSGM RVR/200)			
NO ERRORS			

You'll receive a message saying "No errors" after pressing the Validate-button if everything is filled in correctly (all fields and the route). If you've made an error somewhere, you'll receive an error-message after the validation together with an explanation of the error(s).

Most of the errors will be related to the route since the availability of a route can be subject of certain restrictions. These restrictions are monthly published via the RAD⁶ (similar to the airac cycle) and provide info per airway and country. The RAD can also be found at the website of Euro Control via the following link: <http://www.cfm.eurocontrol.be/rad/>. Several errors and the use of the RAD will be explained in the following chapter. We'll start with a given route and based on the

⁶ RAD: Route Availability Document



errors messages from the CFMU and the info from the RAD, we'll end up with a correct route.

3. Filing a correct route.

We plan a flight from Brussels (EBBR) to Malaga (LEMG). We plan to leave on May 9, 2006 at noon with flight VEX80P from Virgin Express using a Boeing 737-300.

We like to cruise at FL350 with airspeed of 430 knots (TAS). We estimate to arrive 1 hour later via the following route:

CIV UN872 KOVIN UY317 RESMI UN857 MONTO UN864 MAR.

If we cannot land at Malaga, we can deviate to Seville (LEZL) or Jerez (LEJR). Our flight plan looks like this now:

Flight Plan Assistant - Structured Editor			
MESSAGE TYPE	AIRCRAFT IDENTIFICATION	FLIGHT RULES	TYPE OF FLIGHT
<<= (FPL	-VEX80P	-I=IFR	S=scheduled >>=
NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	EQUIPMENT
-	B733	/M=medium	-SRWY /C <<=
DEPARTURE AERODROME	TIME	<<=	
EBBR	1200		
CRUISING SPEED	LEVEL	ROUTE	
N0430	F350	CIV UN872 KOVIN UY317 RESMI UN857 MONTO UN864 MAR	
DESTINATION AERODROME	TOTAL EET HR. Min	ALTN AERODROME	2ND. ALTN AERODROME
LEMG	0100	LEZL	LEJR
OTHER INFORMATION			
DOF/060509 >>=			
<input type="button" value="Validate"/> View reply New FPL			

After clicking on the Validate-button, we get the following errors:

```
-ERROR PROF: TTL_EET DIFFERENCE > 60%, CALCULATED TTL_EET FROM EBBR TO LEMG = 0224 (HHMM).
-ERROR PROF: UN857 IS A CDR_3 ON PORTION SAU BEGUY IN FL RANGE F195..F460 (EBBR LEMG)
```



- It seems that our estimated elapsed time is not correct. A more realistic figure is 02:24h.
- The airway UN857 seems to be a conditional route only available on certain moments of the day or during the weekend. At the time of our flight, we may not use this airway between SAU and BEGUY when flying between F195 and F460. We must find another route!

After changing the EET, we search another route and come up with:

CIV UN872 KOVIN UY317 RESMI UN857 SAU UN10 PPN UN857 MONTO UN864 MAR

The new flight plan:

Flight Plan Assistant - Structured Editor			
MESSAGE TYPE	AIRCRAFT IDENTIFICATION	FLIGHT RULES	TYPE OF FLIGHT
<<= (FPL	-VEX80P	-I=IFR	S=scheduled <<=
NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	EQUIPMENT
-	B733	/ M=medium	- SRWY /C <<=
DEPARTURE AERODROME	TIME	<<=	
EBBR	1200	<<=	
CRUISING SPEED	LEVEL	ROUTE	
N0430	F350	CIV UN872 KOVIN UY317 RESMI UN857 SAU UN10 PPN UN857 MONTO UN864 MAR	
DESTINATION AERODROME	TOTAL EET HR. Min	ALTN AERODROME	2ND. ALTN AERODROME
LEMG	0224	LEZL	LEJR
OTHER INFORMATION			
DOF/060509	>>=		
<input type="button" value="Validate"/> <input type="button" value="View reply"/> <input type="button" value="New FPL"/>			

However... we're still not very lucky. Validation of this plan provides the following error:

```
-ERROR PROF: RS: ON FORBIDDEN ROUTE:RESMI LEVELS:F340..F999 REF:UY317 KOVIN RESMI UNIT:LF 2489A BETWEEN:EBBR LEMG
```

It seems we're on a forbidden route now between KOVIN and RESMI! The error also contains a reference "LF 2489A". This reference indicates the problem is located in France so we dig up the correct RAD from Euro control (<http://www.cfm.eurocontrol.be/rad/>).



Introduction
What is new
Contact
16 March
13 April
11 May
eRAD

We select the most recent date from the menu on the left and get an overview of all the active RADs per country.

Red = content of annex changed compared to 16 March 2006

All RAD with a Check List of all valid Annexes	LG Greece
Appendix 1: Introduction	LH Hungary
Appendix 2: Area definitions	LI Italy
Appendix 3: City-pair Level Capping	LJ Slovenia
Appendix 4: DCT limits	LK Czechia
Appendix 5: Terminal Procedures	LM Malta
EB Belgium/Luxembourg	LO Austria
ED Germany	LP Portugal
EF Finland	LR Romania
EG United Kingdom	LS Switzerland
EH The Netherlands	LT Turkey
EI Ireland	LW Fvrom
EK Denmark	LY Serbia and Montenegro
EN Norway	LZ Slovakia
EP Poland	MIL Military Routes
ES Sweden	NAT Westbound North Atlantic Traffic
LA Albania	NAT NERS North Atlantic European Routing Scheme
LB Bulgaria	NAT NERS Non-common portion
LC Cyprus	NAT NERS for AQ
LD Croatia	NAT NERS for ATS
LE Spain	Pan Europe
LF France	

Since the problem is located in France, we select "LF France".

The right column contains the reference id where we can find 2489.

S	UY157	REMGO - XERAM	Only available for traffic Weekend Dest. LFPG Type Jet	LF**2484
S	UY160	LABAL - ROA	Only available for traffic Below FL205 At LABAL Dest. Lyon TMA	LF**2485
R	UY268	AJO - TINOT	Only available for traffic Dep. Ajaccio TMA, LIEO	LF**2487
R/S		TINOT - AJO	Only available for traffic 1. Dest. LIEO 2. Dest. Ajaccio TMA Below FL200 By UT251	LF**2488
S	UY317	KOVIN - RESMI	Not available for traffic 1. Above FL330 With Dep. EBBUFIR, Lille TMA 2. Via ODEBU/PEKIM 3. Dest. LFOC/OJ/OT/OZ/PM	LF**2489



As shown in the document, airway UY317 is not available for traffic coming from Belgium between KOVIN and RESMI flying higher than F330.

After making the necessary changes in our flight plan (we're going to fly lower), we finally get a correct flight plan.

Flight Plan Assistant - Structured Editor			
MESSAGE TYPE	AIRCRAFT IDENTIFICATION	FLIGHT RULES	TYPE OF FLIGHT
<<= (FPL	-VEX80P	-I=IFR	S=scheduled <<=
NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	EQUIPMENT
-	B733	/ M=medium	- SRWY /C <<=
DEPARTURE AERODROME	TIME	<<=	
EBBR	1200		
CRUISING SPEED	LEVEL	ROUTE	
N0430	F330	CIV UN872 KOVIN UY317 RESMI UN857 SAU UN10 PPN UN857 MONTA UN864 MAR	
DESTINATION AERODROME	TOTAL EET HR. Min	ALTN AERODROME	2ND. ALTN AERODROME
LEMG	0224	LEZL	LEJR
OTHER INFORMATION			
DOF/060509) <<=
<input type="button" value="Validate"/> View reply New FPL			
FPL entered: (FPL-VEX80P-IS -B733/M-SRWY/C -EBBR1200 -N0430F330 CIV UN872 KOVIN UY317 RESMI UN857 SAU UN10 PPN UN857 MONTA UN864 MAR -LEMG0224 LEZL LEJR -DOF/060509)			
NO ERRORS			

If you really want to fly higher than F330, you can do so after RESMI. We can adapt the route to indicate this change in altitude by putting "RESMI/N0430F350" in the route. After validation, this still is a correct route.

All conditional routes can also be found at Euro Control:

http://www.eurocontrol.be/prisme/public/related_links/CRAM_BOOKLET.html#r11



