IFPS Users Manual

Network Manager

Edition: MAINT-1
Edition date: 17-10-2023
Classification: White
Reference nr:

SUPPORTING EUROPEAN AVIATION

DOCUMENT CONTROL

Document Title	IFPS Users Manual
Document Subtitle	Network Manager
Document Reference	
Edition Number	MAINT-1
Edition Validity Date	17-10-2023
Classification	White
Accessibility	Internet
Status	Released Issue
Author(s)	Andy WOOLLIN (NMD/NOM/OTR)
Contact Person(s)	Andy WOOLLIN (NMD/NOM/OTR)

APPROVAL TABLE

The signature table is optional – a minuted approval meeting may be used instead.

The following table identifies all management authorities who have successively approved the present issue of this document.

This table may be replaced by a format document review and approval meeting, with the meeting details recorded and retained in the edition's archive folder.

The approval may also be recorded via electronic workflow, where put in place. Where document approval is made via a meeting or electronic workflow, the details shall be indicated here in place of the approval table.

Edition publication approval given on 15/09/2023.

EDITION HISTORY

Edition No.	Validity Date	Author(s)	Reason
19.2	15/01/2016	HOT	New naming for FP Staff
20.0	12/04/2016	HOT	NM 20.0 Release
20.1	25/10/2016	HOT	NM 20.5 Release
21.0	09/05/2017	HOT	NM 21.0 Release
21.1	24/10/2017	HOT	NM 21.5 Release
22.0	08/05/2018	HOT	NM 22.0 Release
22.1	20/11/2018	HOT	NM 22.5 Release
23.0	07/05/2019	HOT	NM 23.0 Release
23.1	22/10/2019	HOT	NM 23.5 Release
24.0	30/06/2020	HOT	NM 24.0 Release
24.1	01/12/2020	HOT	All IFPS manual processing exclusively performed in Haren
25.0	04/05/2021	HOT	NM 25.0 Release
26.0	03/05/2022	HOT	NM 26.0 Release
26.1	30/09/2022	HOT	Removal of NOS occurrences due to NM reorganisation
26.2	20/02/2023	HOT	FF-ICE
27.0	28/04/2023	WOO	NM 27.0 Release
MAINT-1	**17/10/2023**	**WOO**	**NM MAINT-1 Release**

EDITION CHANGE RECORD

Title	Amendment Notes
1. INTRODUCTION	**Section amended to reflect the implementation of iOAT.**
2. NM OPERATIONAL CONTACTS	
3. FLIGHT PLANS AND ASSOCIATED MESSAGES	**Section amended to reflect the implementation of iOAT.**
04. MESSAGE SUBMISSION TO THE IFPS	
05. MESSAGE DISTRIBUTION BY THE IFPS	**Section amended to reflect the implementation of iOAT.** **Iceland added.**
06. RE-ADDRESSING	
07. ATS DATA EXCHANGE PRESENTATION (ADEXP)	**(4) System Processing: Editorial changes.**
08. OPERATIONAL REPLY MESSAGE (ORM)	
09. ACKNOWLEDGE (ACK) ORM	
10. MANUAL (MAN) ORM	
11. REJECT (REJ) ORM	
12. COPY OPERATIONAL REPLY MESSAGE (ORM)	
13. DETERMINATION OF AIRCRAFT OPERATOR BY IFPS	
14. ERROR TYPES	**14.6: Text added to provide additional information.**
15. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES	
16. IFPS RE-ROUTE ACCEPTED (IFPSRA)	
17. IFPS MANUAL PROCESSING PROCEDURES	

18. STANDARD CORRECTION PROCEDURE 1 (SCP1)	
19. STANDARD CORRECTION PROCEDURE 2 (SCP2)	**19.2: Editorial changes.**
20. FLIGHT PLAN REVALIDATION	
21. ATC PRE-DEPARTURE FLIGHT PLAN MODIFICATION (AMOD)	
22. IFPSTOP/IFPSTART	
23. KEY FIELDS	
24. MESSAGE ASSOCIATION	
25. PROFILE CALCULATION/ROUTE ANALYSIS	**Some text deleted and some amendment to reflect the implementation of iOAT.**
26. FLIGHT PLAN CROSS-AIRAC CHECKING	**(4) System Processing: Editorial changes to reflect changes made to some errors text.**
27. MILITARY FLIGHTS	**Section amended to reflect the introduction of iOAT.**
28. GENERAL AIR TRAFFIC/OPERATIONAL AIR TRAFFIC (GAT/OAT)	**Section amended to reflect the implementation of iOAT.**
29. iOAT (IMPROVED OPERATIONAL AIR TRAFFIC) FLIGHT PLANNING	**New section.**
30. MILITARY POINTS AND ROUTES	**Section amended to reflect the introduction of iOAT.**
31. ADDRESSING OF FLIGHTS WITH OAT PORTION(S)	**Section amended to reflect the introduction of iOAT.**
32. BLOCKING LEVELS	
33. RAD FOR MILITARY FLIGHTS	

34. OPEN SKIES FLIGHTS	
35. VISUAL FLIGHT RULES (VFR)	
36. NORTH ATLANTIC (NAT) TRAFFIC	
37. FLEXIBLE USE OF AIRSPACE (FUA) CONDITIONAL ROUTES (CDR)	
38. ROUTE AVAILABILITY DOCUMENT (RAD)	
39. REDUCED VERTICAL SEPARATION MINIMA (RVSM)	
40. 8.33 kHz CHANNEL SPACING	
41. SSR MODE-S	
42. EN-ROUTE STAY INDICATOR	
43. IFPS MONITORING FLIGHT EVOLUTION	
44. SPECIAL STATUS FLIGHTS (STS)	
45. STS/SAR INDICATOR	
46. STS/HEAD INDICATOR	
47. STS/ATFMX INDICATOR	
48. STS/HOSP INDICATOR	
49. STS/HUM INDICATOR	
50. STS/STATE INDICATOR	
51. STS/NONRVSM INDICATOR	
52. STS/FFR INDICATOR	
53. STS/FLTCK INDICATOR	

54. STS/HAZMAT INDICATOR	
55. STS/MARSA INDICATOR	
56. STS/MEDEVAC INDICATOR	
57. STS/ALTRV INDICATOR	
58. RUNWAY VISUAL RANGE (RVR)	
59. ORIGINATOR (ORGN) INDICATOR	
60. SOURCE (SRC) INDICATOR	
61. IFP INDICATORS	
62. IFPS TEST SYSTEM (IFPUV)	
63. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)	
64. DIVERSION ARRIVAL MESSAGES	
65. ITEM 3: MESSAGE TITLE	
66. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE	
67. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT	
68. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY	
69. ITEM 10: EQUIPMENT AND CAPABILITIES	
70. ITEM 13: DEPARTURE AERODROME AND TIME	
71. ITEM 15: ROUTE	

72. INITIAL SPEED AND LEVEL	
73. EN-ROUTE CHANGE OF SPEED / LEVEL	
74. SID/STAR	
75. POINTS	**(3) Message Format: Editorial changes.**
76. AIRWAYS	
77. ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)	
78. ITEM 18: OTHER INFORMATION	**(4) System Processing: Some text added for completeness.**
79. ESTIMATED ELAPSED TIME (EET)	
80. RE-CLEARANCE IN FLIGHT (RIF)	
81. AIRCRAFT REGISTRATION (REG)	
82. SELCAL (SEL)	
83. AIRCRAFT OPERATOR (OPR)	
84. STATUS (STS)	
85. AIRCRAFT TYPE (TYP)	
86. AIRCRAFT PERFORMANCE (PER)	
87. COMMUNICATIONS EQUIPMENT (COM)	
88. DATA LINK CAPABILITY (DAT)	
89. NAVIGATION EQUIPMENT (NAV)	
90. DEPARTURE AERODROME (DEP)	

91. DESTINATION AERODROME (DEST)	
92. DESTINATION ALTERNATE AERODROME (ALTN)	
93. EN-ROUTE ALERNATE AERODROME (RALT)	
94. REMARKS (RMK)	
95. DATE OF FLIGHT (DOF)	
96. REPLACEMENT FLIGHT PLAN (RFP)	
97. CODE	
98. STAYINFO	
99. EUR**OPEAN DESIGNATOR (EUR)**	**Section renamed and amended to reflect the introduction of iOAT.**
100. PBN (PERFORMANCE BASED NAVIGATION)	
101. SURVEILLANCE (SUR)	
102. TAKE-OFF ALTERNATE (TALT)	
103. EN-ROUTE DELAY OR HOLDING (DLE)	
104. ADDITIONAL OUTPUT BY THE IFPS	
105. ITEM 19: SUPPLEMENTARY INFORMATION	
106. TOTAL FUEL ENDURANCE: E/	
107. TOTAL NUMBER OF PERSONS ON BOARD: P/	
108. EMERGENCY RADIO: R/	
109. SURVIVAL EQUIPMENT: S/	

110. LIFE JACKETS: J/	
111. DINGHIES: D/	
112. AIRCRAFT COLOUR AND SIGNIFICANT MARKINGS: A/	
113. OTHER SURVIVAL EQUIPMENT N/	
114. PILOT IN COMMAND: C/	
115. MESSAGE TYPES	
116. FLIGHT PLAN	
117. MODIFICATION	
118. DELAY	
119. CANCELLATION	
120. DEPARTURE (DEP)	
121. ARRIVAL (ARR)	
122. REQUEST FLIGHT PLAN (RQP)	
123. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)	
124. AIRBORNE MESSAGE TYPES	
125. AIR-FILED FLIGHT PLANS (AFIL)	
126. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)	**(2) Requirements: Editorial changes.**
127. AFP FOR A MISSING FLIGHT PLAN	
128. AFP FOR A CHANGE OF ROUTE	
129. AFP FOR A CHANGE OF AIRCRAFT TYPE	

130. AFP FOR A CHANGE OF FLIGHT RULES (IFR/VFR)	
131. AFP FOR A CHANGE OF FLIGHT TYPE	
132. AFP FOR DIVERSION	
133. AFP FOR A CHANGE OF AIRCRAFT EQUIPMENT	
134. FLIGHT NOTIFICATION MESSAGE (FNM)	
135. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)	
136. ATC FLIGHT PLAN (APL)	
137. ATC FLIGHT PLAN CHANGE (ACH)	
138. VOICE COMMUNICATIONS SYSTEM (VCS)	
139. THE TRANSMIT FUNCTION	
140. SERVICE AND OTHER NON-STANDARD MESSAGES	
141. IFPS UNSERVICEABILITIES	
142. SYSTEM MAINTENANCE AND INTERVENTIONS	
143. MANUAL CREATION OF MESSAGES	
144. MESSAGE REJECTED BY PARTNER	
145. DICTIONARY OF ABBREVIATIONS	**One deletion and one addition.**

146. EUROCONTROL SPECIFICATION FOR THE INITIAL FLIGHT PLAN	**Table updated to reflect the latest edition of the document.**
147. ERROR MESSAGE DETAILS	**SYN106, ROUTE29,30,49,52,129,133,134,135,138,139,140,142,143, 144,146,148,151,155,162,165,168,175,176,322 PROF50,53,194,195,198,199,200,201,202,206, 322,326,340 WARN313,320:** **Editorial changes in order improve consistency in the wording used for the composition of the error text and the possible values inside the error text.** **SYN70, SYN71: SCP2 added to the IFPS Procedures and Related Sections.** **EFPM335: Editorial changes.** **EFPM406: Amended to reflect the implementation of iOAT.** **ROUTE134/135: Requirements and Related Sections amended.** **PROF50: Editorial changes.** **PROF191: Some text added in IFPS Procedures for completeness.** **PROF199: Obsolete error deleted.** **PROF326: Section amended to improve clarity and accuracy.** **GEN280: Obsolete error deleted.** **WARN323: Editorial changes.**
Appendix – FF-ICE	
A. Introduction	
B. FF-ICE Services	**B.5 Notification Service: Editorial change.** **B.6 FF-ICE Data Publication Service added.**
C. eFPL Composition	**C.2.1 Requirements for route and trajectory: Some text added for improved clarity and consistency with NM B2B documentation.** **C.2.2 Processing of the trajectory: Some text added to reflect an improvement introduced with the release.**
D. Re-evaluation	
E. eFPL Distribution	

F. Translation & Delivery	**Once sentence amended due to an abbreviation deleted.**
G. Mixed-Mode Operations	
ABBREVIATIONS	

Amendment No. 51 to the IFPS USERS MANUAL

The main changes are indicated **RED** with revision bars.

Significant deletions of text are indicated with the symbol ✂

TABLE OF CONTENT

DOCUMENT CONTROL I
APPROVAL TABLE I
EDITION HISTORY II
EDITION CHANGE RECORD III
TABLE OF CONTENT XIII
1 INTRODUCTION 2
1.1 Scope and Applicability 3
1.2 Publication 3
1.3 Structure 4
1.4 Terminology 4
2 NETWORK MANAGER OPERATIONAL CONTACTS 8
2.1 Operational Problem Reporting 8
3 FLIGHT PLANS AND ASSOCIATED MESSAGES 10
4 MESSAGE SUBMISSION TO THE IFPS 14
4.1 Aerodrome of Departure (ADEP) within IFPZ 14
4.2 Aerodrome of Departure (ADEP) outside IFPZ 15
4.3 Message Submission via Gateway 16
5 MESSAGE DISTRIBUTION BY THE IFPS 18
5.1 Table of IFPS Message Distribution 20
6 RE-ADDRESSING 24
7 ATS DATA EXCHANGE PRESENTATION (ADEXP) 26
8 OPERATIONAL REPLY MESSAGE (ORM) 32
9 ACKNOWLEDGEMENT (ACK) ORM 34
9.1 General Procedure for Message Originators 37
10 MANUAL (MAN) ORM 38
10.1 General Procedure for Message Originators 38
11 REJECT (REJ) ORM 40
11.1 General Procedure for Message Originators 42
12 COPY OPERATIONAL REPLY MESSAGE (ORM) 44
12.1 General Procedure for Aircraft Operators 44
13 DETERMINATION OF AIRCRAFT OPERATOR BY IFPS 46
14 ERROR TYPES 48
14.1 Syntax 48
14.2 Expanded Flight Plan Message (EFPM) 48
14.3 General Route 48

14.4 Rerouting 48
14.5 Profile 49
14.6 Warning 49
14.7 Routing Assistance 49
15 IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES 50
16 IFPS RE-ROUTE ACCEPTED (IFPSRA) 52
16.1 General Procedures associated to the use of IFPSRA 53
16.2 ANUs in the NM CACD Receiving 'NO' ACK ORMs 54
17 IFPS MANUAL PROCESSING PROCEDURES 56
18 STANDARD CORRECTION PROCEDURE 1 (SCP1) 58
18.1 SCP1 General Procedures 58
18.2 SCP1 Table 59
18.3 Flights within the Rostov, Kaliningrad and Belarus FIR Airspaces 60
18.4 Re-routeing Outside the IFPZ 60
18.5 Flights with Route Coordinated with ATC 61
18.6 Procedure for Military RPAS (Remotely Piloted Aircraft System)/UAS (Unmanned Aircraft System) 62
19 STANDARD CORRECTION PROCEDURE 2 (SCP2) 64
19.1 SCP2 General Procedures 64
19.2 SCP2 Table for Departure, Destination or Destination Alternate Aerodromes64
20 FLIGHT PLAN REVALIDATION 66
20.1 Process and General Procedures for REVAL_SUSPENDED 68
20.2 Process and General Procedures for REVAL_ADVISORY 69
20.3 Associated Invalid Messages 69
20.4 General Procedures for Message Originators for flights with status REVAL SUSPENDED 70
20.5 General Procedures for Message Originator for flights with status REVAL ADVISORY 70
21 ATC PRE-DEPARTURE FLIGHT PLAN MODIFICATION (AMOD) 72
22 IFPSTOP/IFPSTART 74
23 KEY FIELDS 76
24 MESSAGE ASSOCIATION 78
24.1 Anomalies on Receipt of Duplicate Flight Plans 79
25 PROFILE CALCULATION/ROUTE ANALYSIS 80
26 FLIGHT PLAN CROSS-AIRAC CHECKING 84
27 MILITARY FLIGHTS 86
27.1 General Procedures 86
28 GENERAL AIR TRAFFIC/OPERATIONAL AIR TRAFFIC (GAT/OAT) 88
29 IOAT (IMPROVED OPERATIONAL AIR TRAFFIC) FLIGHT PLANNING 90

30 MILITARY POINTS AND ROUTES 94
31 ADDRESSING OF FLIGHTS WITH OAT PORTION(S) 96
32 BLOCKING LEVELS 98
33 RAD FOR MILITARY FLIGHTS 100
33.1 AIP/RAD for Military Flights 100
34 OPEN SKIES FLIGHTS 102
34.1 General Procedures for Open Skies Flights 103
35 VISUAL FLIGHT RULES (VFR) 104
36 NORTH ATLANTIC (NAT) TRAFFIC 108
37 FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR) 110
38 ROUTE AVAILABILITY DOCUMENT (RAD) 112
38.1 General Procedures for Busy Friday and Public Holiday 114
38.2 General Procedures for RAD Errors due to a NM CACD Deficiency 114
38.3 Preparation of On-line RAD Modifications 115
38.4 RAD Errors for Profile 116
38.5 Verification of RAD Restrictions per AIRAC Cycle 118
38.6 RAD Units with Dependant Applicability 119
38.7 Incorrectly Suspended Flights 119
38.8 Flight Plan Messages on Closed NTFSR 120
39 REDUCED VERTICAL SEPARATION MINIMA (RVSM) 122
40 8.33 KHZ CHANNEL SPACING 124
41 SSR MODE-S 128
42 EN-ROUTE STAY INDICATOR 130
43 IFPS MONITORING FLIGHT EVOLUTION 134
44 SPECIAL STATUS FLIGHTS (STS) 136
44.1 Dynamic Properties of the STS Sub-field 137
45 STS/SAR INDICATOR 138
46 STS/HEAD INDICATOR 140
47 STS/ATFMX INDICATOR 142
48 STS/HOSP INDICATOR 144
49 STS/HUM INDICATOR 146
50 STS/STATE INDICATOR 148
51 STS/NONRVSM INDICATOR 150
52 STS/FFR INDICATOR 152
53 STS/FLTCK INDICATOR 154
54 STS/HAZMAT INDICATOR 156
55 STS/MARSA INDICATOR 158

56 STS/MEDEVAC INDICATOR 160
57 STS/ALTRV INDICATOR 162
58 RUNWAY VISUAL RANGE (RVR) 164
59 ORIGINATOR (ORGN) INDICATOR 166
60 SOURCE (SRC) INDICATOR 168
61 IFP INDICATORS 170
62 IFPS TEST SYSTEM (IFPUV) 174
62.1 General Procedures for IFPUV users 178
63 AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR) 180
63.1 General Procedures for AOWIR users 181
64 DIVERSION ARRIVAL MESSAGES 184
65 ITEM 3: MESSAGE TITLE 186
66 ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE 188
67 ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT 190
68 ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY 192
69 ITEM 10: EQUIPMENT & CAPABILITIES 196
70 ITEM 13: DEPARTURE AERODROME AND TIME 200
71 ITEM 15: ROUTE 202
71.1 AIRAC Information incorrect in the NM CACD 202
72 INITIAL SPEED AND LEVEL 204
73 EN-ROUTE CHANGE OF SPEED AND LEVEL 206
74 SID/STAR 208
74.1 General Procedures for SID/STAR 209
74.2 Exceptional Procedures for SID/STAR 210
75 POINTS 212
75.1 General Procedure for Non Recognised Points 213
76 AIRWAYS 214
76.1 General Procedures for Airways 215
76.2 Conditional Route Categories 215
76.3 Mandatory DCT Route co-located with a Closed Airway 216
77 ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S) 218
78 ITEM 18: OTHER INFORMATION 220
79 ESTIMATED ELAPSED TIME (EET) 224
80 RE-CLEARANCE IN FLIGHT (RIF) 226
81 AIRCRAFT REGISTRATION (REG) 228

82 SELCAL (SEL) 230
83 AIRCRAFT OPERATOR (OPR) 232
84 STATUS (STS) 234
85 AIRCRAFT TYPE (TYP) 236
86 AIRCRAFT PERFORMANCE (PER) 238
87 COMMUNICATIONS EQUIPMENT (COM) 240
88 DATA LINK CAPABILITY (DAT) 242
89 NAVIGATION EQUIPMENT (NAV) 244
90 DEPARTURE AERODROME (DEP) 246
91 DESTINATION AERODROME (DEST) 248
92 DESTINATION ALTERNATE AERODROME (ALTN) 250
93 EN-ROUTE ALTERNATE AERODROME (RALT) 252
94 REMARKS (RMK) 254
95 DATE OF FLIGHT (DOF) 256
96 REPLACEMENT FLIGHT PLAN (RFP) 258
97 CODE 260
98 STAYINFO 262
99 EUROPEAN DESIGNATOR (EUR) 264
100 PBN (PERFORMANCE BASED NAVIGATION) 266
101 SURVEILLANCE (SUR) 268
102 TAKE-OFF ALTERNATE (TALT) 270
103 EN-ROUTE DELAY OR HOLDING (DLE) 272
104 ADDITIONAL OUTPUT BY THE IFPS 274
105 ITEM 19: SUPPLEMENTARY INFORMATION 276
105.1 General Procedures for errors in Item 19 277
106 TOTAL FUEL ENDURANCE: E/ 278
107 TOTAL NUMBER OF PERSONS ON BOARD: P/ 280
108 EMERGENCY RADIO: R/ 282
109 SURVIVAL EQUIPMENT: S/ 284
110 LIFE JACKETS: J/ 286
111 DINGHIES: D/ 288
112 AIRCRAFT COLOUR AND SIGNIFICANT MARKINGS: A/ 290
113 OTHER SURVIVAL EQUIPMENT N/ 292
113.1 General Procedures 292
114 PILOT IN COMMAND: C/ 294
114.1 General Procedures 294

115 MESSAGE TYPES 296
115.1 General Procedures 296
116 FLIGHT PLAN 298
117 MODIFICATION 300
118 DELAY 304
118.1 General Procedure for Delay Raising Route Availability or RAD Problems ..306
118.2 General Procedure for Difficulties in Processing Delay due to AIRAC Switch306
119 CANCELLATION 308
119.1 General Procedure for Multiple Associated Message Window containing a Cancellation Message 308
120 DEPARTURE (DEP) 310
121 ARRIVAL (ARR) 312
121.1 General Procedure for Diversion Arrival Message 313
121.2 General Procedure for DIVARR Message Treatment 313
122 REQUEST FLIGHT PLAN (RQP) 314
123 REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS) 316
124 AIRBORNE MESSAGE TYPES 318
124.1 General Procedures 319
124.2 General Procedure for Errors in the submitted Airborne Message Route 320
125 AIR-FILED FLIGHT PLANS (AFIL) 322
125.1 General Procedures 323
126 ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP) 324
126.1 AFP Association 329
126.2 General Procedures 330
127 AFP FOR A MISSING FLIGHT PLAN 332
128 AFP FOR A CHANGE OF ROUTE 336
129 AFP FOR A CHANGE OF AIRCRAFT TYPE 342
130 AFP FOR A CHANGE OF FLIGHT RULES (IFR/VFR) 344
131 AFP FOR A CHANGE OF FLIGHT TYPE 346
132 AFP FOR DIVERSION 348
133 AFP FOR A CHANGE OF AIRCRAFT EQUIPMENT 350
134 FLIGHT NOTIFICATION MESSAGE (FNM) 354
134.1 General Procedures 356
135 MESSAGE FROM SHANWICK/SANTA MARIA (MFS) 358
135.1 General Procedures 360
136 ATC FLIGHT PLAN (APL) 362
136.1 General Procedures for APL due to no Valid Association 362

136.2 APL Additional Addressing 363
137 ATC FLIGHT PLAN CHANGE (ACH) 364
137.1 General Procedure for ACH with source FNM or MFS 364
137.2 ACH Additional Addressing 365
138 VOICE COMMUNICATIONS SYSTEM (VCS) 366
138.1 General Procedure for Contingency Diversion of Voice Communications System (VCS) 366
139 THE TRANSMIT FUNCTION 368
139.1 General Procedures 369
140 SERVICE AND OTHER NON-STANDARD MESSAGES 372
140.1 Rerouting Requests from Individual States 372
140.2 Service Messages Requesting Re-transmission of a Particular Message 372
140.3 Service Messages Indicating an Unknown Local Address 373
140.4 Other Free text Messages and TAF/METAR messages 373
141 IFPS UNSERVICEABILITIES 374
141.1 General 374
141.2 Responsible (default setting for IFPS 1 Haren) 374
141.3 Backup (default setting for IFPS 2 Bretigny) 374
141.4 None 374
141.5 General Procedures for IFPS Remote Login 374
142 SYSTEM MAINTENANCE AND INTERVENTIONS 376
142.1 System Maintenance 376
142.2 General Procedure for Planned Interventions 376
142.3 General Procedure for Additional Interventions 376
143 MANUAL CREATION OF MESSAGES 378
143.1 General Procedures 378
144 MESSAGE REJECTED BY PARTNER 380
144.1 General Procedures 380
144.2 Message Rejected by ETFMS 380
144.3 Message Rejected by the ANg1 381
145 DICTIONARY OF ABBREVIATIONS 384
146 EUROCONTROL SPECIFICATION FOR THE INITIAL FLIGHT PLAN 392
147 IFPS ERROR MESSAGES 396
147.1 Error Class/Error Id: SYN33 396
147.2 Error Class/Error Id: SYN60 397
147.3 Error Class/Error Id: SYN62 398
147.4 Error Class/Error Id: SYN64 399
147.5 Error Class/Error Id: SYN65 400
147.6 Error Class/Error Id: SYN66 401

147.7 Error Class/Error Id: SYN68 402
147.8 Error Class/Error Id: SYN69 403
147.9 Error Class/Error Id: SYN70 404
147.10 Error Class/Error Id: SYN71 406
147.11 Error Class/Error Id: SYN72 408
147.12 Error Class/Error Id: SYN73 409
147.13 Error Class/Error Id: SYN74 410
147.14 Error Class/Error Id: SYN76 411
147.15 Error Class/Error Id: SYN77 412
147.16 Error Class/Error Id: SYN78 413
147.17 Error Class/Error Id: SYN80 414
147.18 Error Class/Error Id: SYN81 415
147.19 Error Class/Error Id: SYN84 416
147.20 Error Class/Error Id: SYN85 417
147.21 Error Class/Error Id: SYN87....418
147.22 Error Class/Error Id: SYN88....419
147.23 Error Class/Error Id: SYN90....420
147.24 Error Class/Error Id: SYN91....421
147.25 Error Class/Error Id: SYN92....422
147.26 Error Class/Error Id: SYN93....423
147.27 Error Class/Error Id: SYN95....424
147.28 Error Class/Error Id: SYN96....425
147.29 Error Class/Error Id: SYN97....426
147.30 Error Class/Error Id: SYN98....427
147.31 Error Class/Error Id: SYN99....428
147.32 Error Class/Error Id: SYN100....429
147.33 Error Class/Error Id: SYN101....430
147.34 Error Class/Error Id: SYN102....431
147.35 Error Class/Error Id: SYN103....432
147.36 Error Class/Error Id: SYN104....433
147.37 Error Class/Error Id: SYN105....434
147.38 Error Class/Error Id: SYN106....435
147.39 Error Class/Error Id: SYN108 436
147.40 Error Class/Error Id: SYN109 437
147.41 Error Class/Error Id: SYN110 440
147.42 Error Class/Error Id: SYN111 441
147.43 Error Class/Error Id: SYN112....442
147.44 Error Class/Error Id: SYN114....443
147.45 Error Class/Error Id: SYN115....444
147.46 Error Class/Error Id: SYN116....445
147.47 Error Class/Error Id: SYN117....446
147.48 Error Class/Error Id: SYN118....447
147.49 Error Class/Error Id: SYN120....448

147.50 Error Class/Error Id: SYN121 449
147.51 Error Class/Error Id: SYN122 452
147.52 Error Class/Error Id: SYN123 453
147.53 Error Class/Error Id: SYN124 454
147.54 Error Class/Error Id: SYN153 456
147.55 Error Class/Error Id: EFPM31 457
147.56 Error Class/Error Id: EFPM34 458
147.57 Error Class/Error Id: EFPM35 459
147.58 Error Class/Error Id: EFPM36 460
147.59 Error Class/Error Id: EFPM37 461
147.60 Error Class/Error Id: EFPM38 462
147.61 Error Class/Error Id: EFPM39 463
147.62 Error Class/Error Id: EFPM40 464
147.63 Error Class/Error Id: EFPM51 465
147.64 Error Class/Error Id: EFPM166 466
147.65 Error Class/Error Id: EFPM167 468
147.66 Error Class/Error Id: EFPM209 469
147.67 Error Class/Error Id: EFPM210 470
147.68 Error Class/Error Id: EFPM211 471
147.69 Error Class/Error Id: EFPM212 472
147.70 Error Class/Error Id: EFPM213 473
147.71 Error Class/Error Id: EFPM214 474
147.72 Error Class/Error Id: EFPM215 475
147.73 Error Class/Error Id: EFPM216 476
147.74 Error Class/Error Id: EFPM217 477
147.75 Error Class/Error Id: EFPM219 478
147.76 Error Class/Error Id: EFPM220 479
147.77 Error Class/Error Id: EFPM223 480
147.78 Error Class/Error Id: EFPM224 481
147.79 Error Class/Error Id: EFPM225 482
147.80 Error Class/Error Id: EFPM226 483
147.81 Error Class/Error Id: EFPM227 484
147.82 Error Class/Error Id: EFPM228 485
147.83 Error Class/Error Id: EFPM229 487
147.84 Error Class/Error Id: EFPM230 488
147.85 Error Class/Error Id: EFPM231 489
147.86 Error Class/Error Id: EFPM232 490
147.87 Error Class/Error Id: EFPM234 491
147.88 Error Class/Error Id: EFPM235 492
147.89 Error Class/Error Id: EFPM236 493
147.90 Error Class/Error Id: EFPM237 494
147.91 Error Class/Error Id: EFPM238 495
147.92 Error Class/Error Id: EFPM239 496

147.93 Error Class/Error Id: EFPM241 497
147.94 Error Class/Error Id: EFPM243 499
147.95 Error Class/Error Id: EFPM245 500
147.96 Error Class/Error Id: EFPM247 501
147.97 Error Class/Error Id: EFPM248 502
147.98 Error Class/Error Id: EFPM249 503
147.99 Error Class/Error Id: EFPM250 504
147.100 Error Class/Error Id: EFPM321 505
147.101 Error Class/Error Id: EFPM324 FF-ICE 506
147.102 Error Class/Error Id: EFPM330 507
147.103 Error Class/Error Id: EFPM334 FF-ICE 508
147.104 Error Class/Error Id: EFPM335 FF-ICE 509
147.105 Error Class/Error Id: EFPM402 FF-ICE 510
147.106 Error Class/Error Id: EFPM405 511
147.107 Error Class/Error Id: EFPM406 512
147.108 Error Class/Error Id: ROUTE29 513
147.109 Error Class/Error Id: ROUTE30 514
147.110 Error Class/Error Id: ROUTE41 515
147.111 Error Class/Error Id: ROUTE42 517
147.112 Error Class/Error Id: ROUTE43 518
147.113 Error Class/Error Id: ROUTE44 519
147.114 Error Class/Error Id: ROUTE45 520
147.115 Error Class/Error Id: ROUTE46 521
147.116 Error Class/Error Id: ROUTE47 522
147.117 Error Class/Error Id: ROUTE48 523
147.118 Error Class/Error Id: ROUTE49 524
147.119 Error Class/Error Id: ROUTE52 525
147.120 Error Class/Error Id: ROUTE125 527
147.121 Error Class/Error Id: ROUTE126 528
147.122 Error Class/Error Id: ROUTE127 529
147.123 Error Class/Error Id: ROUTE129 530
147.124 Error Class/Error Id: ROUTE130 531
147.125 Error Class/Error Id: ROUTE131 532
147.126 Error Class/Error Id: ROUTE132 533
147.127 Error Class/Error Id: ROUTE133 534
147.128 Error Class/Error Id: ROUTE134 535
147.129 Error Class/Error Id: ROUTE135 536
147.130 Error Class/Error Id: ROUTE138 537
147.131 Error Class/Error Id: ROUTE139 538
147.132 Error Class/Error Id: ROUTE140 539
147.133 Error Class/Error Id: ROUTE142 540
147.134 Error Class/Error Id: ROUTE143 541
147.135 Error Class/Error Id: ROUTE144 542

147.136 Error Class/Error Id: ROUTE145 543
147.137 Error Class/Error Id: ROUTE146 544
147.138 Error Class/Error Id: ROUTE147 545
147.139 Error Class/Error Id: ROUTE148 546
147.140 Error Class/Error Id: ROUTE149 547
147.141 Error Class/Error Id: ROUTE150 548
147.142 Error Class/Error Id: ROUTE151 549
147.143 Error Class/Error Id: ROUTE152 550
147.144 Error Class/Error Id: ROUTE155 551
147.145 Error Class/Error Id: ROUTE157 552
147.146 Error Class/Error Id: ROUTE161 553
147.147 Error Class/Error Id: ROUTE162 554
147.148 Error Class/Error Id: ROUTE165 556
147.149 Error Class/Error Id: ROUTE168 558
147.150 Error Class/Error Id: ROUTE169 559
147.151 Error Class/Error Id: ROUTE171 560
147.152 Error Class/Error Id: ROUTE172 561
147.153 Error Class/Error Id: ROUTE174 562
147.154 Error Class/Error Id: ROUTE175 563
147.155]Error Class/Error Id: ROUTE176 564
147.156 Error Class/Error Id: ROUTE178 565
147.157 Error Class/Error Id: ROUTE179 566
147.158 Error Class/Error Id: ROUTE180 567
147.159 Error Class/Error Id: ROUTE301 568
147.160 Error Class/Error Id: ROUTE302 569
147.161 Error Class/Error Id: ROUTE303 570
147.162 Error Class/Error Id: ROUTE304 571
147.163 Error Class/Error Id: ROUTE305 572
147.164 Error Class/Error Id: ROUTE308 574
147.165 Error Class/Error Id: ROUTE310 575
147.166 Error Class/Error Id: ROUTE311 576
147.167 Error Class/Error Id: ROUTE312 577
147.168 Error Class/Error Id: ROUTE314 578
147.169 Error Class/Error Id: ROUTE315 579
147.170 Error Class/Error Id: ROUTE316 580
147.171 Error Class/Error Id: ROUTE317 581
147.172 Error Class/Error Id: ROUTE318 582
147.173 Error Class/Error Id: ROUTE319 583
147.174 Error Class/Error Id: ROUTE322 584
147.175 Error Class/Error Id: ROUTE329 585
147.176 Error Class/Error Id: PROF50 586
147.177 Error Class/Error Id: PROF53 587
147.178 Error Class/Error Id: PROF173 588

147.179 Error Class/Error Id: PROF188 589
147.180 Error Class/Error Id: PROF189 590
147.181 Error Class/Error Id: PROF190 591
147.182 Error Class/Error Id: PROF191 592
147.183 Error Class/Error Id: PROF192 594
147.184 Error Class/Error Id: PROF193 595
147.185 Error Class/Error Id: PROF194 596
147.186 Error Class/Error Id: PROF195 597
147.187 Error Class/Error Id: PROF197 599
147.188 Error Class/Error Id: PROF198 600
147.189 Error Class/Error Id: PROF200 601
147.190 Error Class/Error Id: PROF201 602
147.191 Error Class/Error Id: PROF202 603
147.192 Error Class/Error Id: PROF203 604
147.193 Error Class/Error Id: PROF204 605
147.194 Error Class/Error Id: PROF205 607
147.195 Error Class/Error Id: PROF206 608
147.196 Error Class/Error Id: PROF323 FF-ICE....609
147.197 Error Class/Error Id: PROF326 611
147.198 Error Class/Error Id: PROF340 613
147.199 Error Class/Error Id: GEN207 614
147.200 Error Class/Error Id: RA281....615
147.201 Error Class/Error Id: WARN257 616
147.202 Error Class/Error Id: WARN258 617
147.203 Error Class/Error Id: WARN262 618
147.204 Error Class/Error Id: WARN265 619
147.205 Error Class/Error Id: WARN313 620
147.206 Error Class/Error Id: WARN320 622
147.207 Error Class/Error Id: WARN328 623
147.208 Error Class/Error Id: WARN333 FF-ICE 624
APPENDIX – FF-ICE....626
A. INTRODUCTION....626
A.1 FF-ICE Concept 626
A.2 Network and Communication....626
A.3 Format 626
A.4 Scope and Audience....627
A.5 FF-ICE and the IFPS....627
A.6 Message equivalence FPL/IFPL related cases vs eFPL related cases....627
B. FF-ICE SERVICES 630
B.1 General 630
B.2 Trial Service....630
B.3 Filing Service 631

B.4 Flight Data Request Service 631
B.5 Notification Service 632
B.6 FF-ICE Data Publication Service 632
C. EFPL COMPOSITION 634
C.1 Introduction 634
C.2 Route and Trajectory 634
C.3 Trajectory requirements 635
C.4 Requested cruising levels 637
C.5 GUFI 638
C.6 Operator Flight Plan Version 639
C.7 En-Route Delay 639
C.8 Departure and Arrival Airport slot 641
D. RE-EVALUATION 642
D.1 General 642
D.2 Re-evaluation in NM B2B context 642
E. EFPL DISTRIBUTION 644
E.1 General 644
E.2 eATCU receiving flight data via AFTN 644
E.3 eATCU receiving flight data via NM B2B 644
F. TRANSLATION & DELIVERY 646
F.1 General 646
G. MIXED-MODE OPERATIONS 648
G.1 General 648
G.2 Processing of associated messages including mixed FPL/eFPL scenarios 648
REFERENCES 650

TABLE OF FIGURES

Figure 1 - Flight Data Message Flows 19
Figure 2 - Message Submitted to the IFPS 57
Figure 3 - SCP1 Table for flight plans and associated messages 59
Figure 4 - SCP2 Table for Departure, Destination or Destination Alternate Aerodromes 65
Figure 5 - IFPS REVALIDATION REVAL SUSPENDED 68
Figure 6 - IFPS REVALIDATION REVAL ADVISORY 69
Figure 7 - Preparation of On-line RAD Modifications 116
Figure 8 - RAD Errors for Profile 117
Figure 9 - IFPS Reference Graph for 8.33 kHz Flight Planning 126
Figure 10 - IFPS profile with trajectory elements 635
Figure 11 - Vertical profile with 4D elements 636

Figure 12 - Change of requested cruising levels not starting at a published point..... 638
Figure 13 - eATCU and flight plan data received via AFTN 644
Figure 14 - eATCU and flight plan data received via B2B..... 645

INTENTIONALLY BLANK PAGE

1 Introduction

A centralised flight plan processing and distribution service has been established by EUROCONTROL and operates under the authority of the 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.

The submission requirements to the IFPS are as follows:

What shall be submitted to (and acknowledged by the) IFPS are flight plans and associated messages **that:**

- **Operate inside the IFPZ as IFR/GAT wholly or partly (mixed IFR/VFR or entering/leaving the IFPZ)**
- **Operate within the iOAT airspace as IFR/iOAT wholly or partly (mixed GAT/iOAT)**

Where IFR/GAT-iOAT is mentioned in this manual, it refers to those flights that operate under these requirements.

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 or rejection (see NOTE) of the flight plan or modification 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.

Note By default, the originator is set to receive Operational Reply Messages (ORMs) ACK, MAN and REJ from IFPS. The originator has the possibility to configure whether to receive ORMs or not. Nevertheless, for flight plan consistency and safety, it is strongly recommended to keep the standard setting, which is the reception of all ORMs.

1.1 Scope and Applicability

This document applies to the process of flight plan submission, modification and distribution. Through its structure (see below 1.3) it is largely based on flight plan and associated messages in the ICAO FPL2012 format. However, this document includes an appendix that describes what is implemented by NM for FF-ICE R1 (where flight plans and associated messages are in FIXM format).

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 Network Operations HANDBOOK – IFPS Users 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.eurocontrol.int/network-operations#library

Part 6 (see below 1.3 Structure) of this manual is also available as web application and can be accessed on the following internet site: https://contentzone.eurocontrol.int/fpl

Any update of this document shall be published as an Operational Instruction and takes precedence over the manual. Updates are available on the NOP Portal under the Network Handbook Portlet>Network Operations Procedure Updates: http://www.nm.eurocontrol.int/STATIC/html/indexProcedureUpdates.html (Flight Planning tab).

All new updates shall be notified in the Network Headline News on the NOP (Network Operations Portal).

Any feedback, remarks or questions about the content this manual or the web application can be communicated by using the following email address: nm.ifpsmanual@eurocontrol.int

1.3 Structure

The document is organised into 7 PARTS as follows:

Introduction (this Part).

- Part 1: General procedures and Specifications and for flight plans and associated messages.
- Part 2: General Procedures and Specifications by flight plan item.
- Part 3: General Procedures and Specifications for message type.
- Part 4: General Procedures and Specifications by airborne message types.
- Part 5: Miscellaneous procedures and Specifications covering items other than flight plans and associated messages.
- Part 6: IFPS errors with Reason, Requirements and corresponding procedures.

Within each part the document is organised by subject (see table of contents). For each subject the following structure is used as appropriate (except for Part 6):

(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).

After Part 6, this document has one appendix for FF-ICE.

1.4 Terminology

1.4.1 Systems and Staff

IFPS, ETFMS and CACD are “systems”.

The staff operating these systems are respectively named FP (Flight Planning), FM (Flow Management) and AD (Airspace Data) staff.

The supervisory function of IFPS is performed by:

- NOSU: Network Operations Supervisor
- SNOS: Senior Network Operations Supervisor

The operator function of IFPS is performed by:

- NOO: Network Operations Officer
- NOSP: Network Operations Specialist

In the present document:

- Where FP Supervisor(s) is mentioned, it refers to NOSU and SNOS unless specified within the text.
- Where FP staff is mentioned, it refers to NOO, NOSP, NOSU, SNOS unless specified within the text.

1.4.2 FF-ICE

Flight and Flow In a Collaborative Environment (FF-ICE) is a concept driven by ICAO. The FF-ICE is guided by the requirement to eliminate or reduce the limitations of the present flight plan (i.e. ICAO FPL2012 format) and to accommodate the future environment detailed in the Global Air Traffic Management Operational Concept (Doc 9854).

The implementation of FF-ICE is established in the FIXM format and is enabled by the NM B2B services. These three elements introduce in most cases their own and new terminology.

To reflect the implementation, some text in this manual is 'generalised' to encompass all the different formats.

The list below reflects the most common terminology and aims at guiding users of the manual on the logic applied to integrate all new terms.

When the term FPL is used, it relates to a flight plan in ICAO FPL2012 format.
When the term IFPL is used, it relates to a flight plan in ADEXP format.
When the term eFPL is used, it relates to an FF-ICE flight plan in FIXM format.
When the term 'flight plan' is used, otherwise specified, relates to all formats.

An associated message is a subsequent message to a filed flight plan that aims to associate to the former in order to provide an update.

When the term 'associated message' is used, unless otherwise specified, relates to all formats.

A 'modification message' relates to all format:

- In the FPL related cases, it is done with a CHG message.
- In the IFPL related cases, it is done via an ICHG message.
- In the eFPL related cases, it is done via a Flight Plan Update message.

Same logic applies to a 'delay message' with respectively a DLA or IDLA or Flight Plan Update message.

As FPLs and IFPLs are close (considering the amount and the granularity of the data they carry), when the sentence 'in the FPL related cases' is used, it relates to both unless specified otherwise.

The term 'feedback' describes the reply from IFPS to any message submission. In the FPL related cases, the feedback is in the form of an ORM.

In the eFPL related cases, the feedback in the form of a submission response from NM B2B and in the form of an ORM.

For example, the term 'ACK feedback' means ACK via an ORM and/or an ACK via a Submission Response.

As far as flight plans and associated messages content and format are concerned, this manual is based on the ICAO FPL2012 and the FIXM format is not covered. As a result, numerous sections in this manual, contain, under (1) General the following statement:

'In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly'.

In the majority of cases, the checks and processing performed by IFPS are identical whether a message is submitted in ICAO FPL2012, ADEXP or FIXM format. When differences take place, they

are either detailed in the appendix FF-ICE or in the relevant section of the manual with possibly an indication to refer to the appendix for more details.

Some errors are only relevant to FF-ICE and clearly indicated as such, see section IFPS Error Messages.

Example

146.101 Error Class/Error Id: EFPM324

FF-ICE

Error Message(s)

EFPM324: ACTIVE FPL WITH SAME GUFI EXISTS: (ARCID) (ADEP) (ADES) (EOBT)

Possible values in Error Message

- ARCID: Aircraft Identification.
- ADEP: Aerodrome of Departure.
- ADES: Aerodrome of Destination.
- EOBT: Estimated Off Block Time.

In the section IFPS Error Messages, when reference is made to a field from the ICAO FPL21012 format, and as an internal or external user, you are dealing with ADEXP or FIXM, then you shall consider the equivalent field corresponding to the relevant format.

INTENTIONALLY BLANK PAGE

2 NETWORK MANAGER OPERATIONAL CONTACTS

FP staff have the responsibility for processing invalid flight plan messages in IFPS. Each invalid message is manually edited by one of the FP staff on a first come, first served basis (with exceptions for messages with special status, which are given a priority in the invalid queue).

The contact details below provide the AFTN and the IATA Type-B (SITA/ARINC) addresses to which messages should be submitted, plus the contact telephone numbers to call in the event of specific on-line problems.

IFPS

	IFPS 1 – Brussels (Haren)	IFPS 2 – Paris (Brétigny)
AFTN	EUCHZMFP	EUCBZMFP
IATA Type-B	BRUEP7X	PAREP7X
Ops Telephone	+ 32 (0)2 745 1950	
Ops Fax	+ 32 (0)2 729 9041	

Note All messages sent to the IFPS for processing shall be sent to both IFPS (1 and 2).

IFPUV

AFTN	EUCHZMFV
IATA Type-B	BRUEY7X

Note The IFPS Unit for Validation (**IFPUV**) is a fully automated system and shall normally be used by external message originators independently.

Network Manager Website

http://www.eurocontrol.int/network-manager

2.1 Operational Problem Reporting

Operational problem reporting is covered in detail in the 'NM Operational Problem Reporting', which is a part of the Network Operations Handbook, including links to and copies of the relevant reporting forms.

INTENTIONALLY BLANK PAGE

3 FLIGHT PLANS AND ASSOCIATED MESSAGES

(1) General

To ensure successful distribution of flight plans to air traffic service units, a flight plan that accurately represents the intentions of the flight must be submitted to, and acknowledged by the IFPS before the flight may operate.

All subsequent associated messages must be also submitted to and acknowledged by the IFPS.

The submission requirements to the IFPS are for the following flights:

- **Flights that operate inside the IFPZ as IFR/GAT wholly or partly (mixed IFR/VFR or entering/leaving the IFPZ)**
- **Flights that operate within the iOAT airspace as IFR/iOAT wholly or partly (mixed GAT/iOAT)**

Where IFR/GAT-iOAT is mentioned in this manual, it refers to those flights that operate under these requirements.

One of the aims of the IFPS is to reduce the number of sources of flight plan data within the IFPZ to a single point, thus maximising the consistency of flight data available operationally. To achieve this, all flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the **IFPZ** shall be submitted to the IFPS for processing. Only upon receipt of an Acknowledgement (**ACK**) feedback from the IFPS may the message originator consider that message to be processed. Any exceptions to this rule are detailed in the relevant message type section of this document. In order to further improve the consistency of flight data, the re-addressing function of the IFPS has been developed.

Note The ACK feedback is a means whereby the IFPS indicates successful processing of a submitted message against the environmental data held by the Network Manager at the time of processing that message.

Such a processing may only take into account the criteria specified by the relevant Member States against which they require flight plan messages to be checked by the IFPS. As such, successful processing by the IFPS cannot guarantee that a processed message is fully in accordance with each Member State's requirements, where they are not known to the NM CACD, nor does it ensure the correctness of any part of a flight that takes part outside the IFPZ.

The IFPS processing does not take into account criteria such as overflight or diplomatic clearances, ETOPS requirements, SAFA constraints, MNPS requirements, etc., so any message originator in receipt of an IFPS ACK feedback must also take into consideration such constraints and requirements.

For any valid flight plan, the IFPS will reprocess that flight plan after its initial processing and acknowledgement. The acknowledgement for that initial processing shall not ensure compliance against the relevant criteria coincident with the EOBT of that flight, and a suspension or an IFPS-coordinated modification of that flight plan may occur should the IFPS be notified of any change made to the relevant airspace conditions.

Flight plans and associated messages for all IFR/**GAT-iOAT** flights shall be addressed only to the two IFPS addresses **(**for th**e** IFR/GAT**-iOAT** part of the flight**)**. This is only applicable to submissions via AFTN or IATA type-B.

Those flight plans and associated messages that are both syntactically and semantically correct shall normally be processed automatically by the IFPS. Where inconsistencies in the syntax or semantics of messages submitted for processing are found by the IFPS, those messages shall normally fail automatic processing and may be passed for manual treatment by the FP staff or be rejected automatically.

The originator, when not being the operator or the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by IFPS are made available to the operator or the pilot who has submitted the flight plan.

The operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes thereto as notified by the IFPS to the originator are incorporated into the planned flight operation and communicated to the pilot.

The IFPS shall build a four-dimensional profile for every flight, based on the profile calculated from the flight plan. Where an associated message is processed, the existing profile shall be re-calculated, incorporating the revised data held in that associated message.

When the calculated profile is completed, the IFPS shall then construct a schedule of events planned for that flight. That schedule shall list all those AFTN and IATA Type-B addresses to which the message shall be transmitted, and at what time. The transmission time calculated by the IFPS shall take into account those transmission time parameters held in the NM CACD that have been specified by the Air Traffic Control Unit (**ATCU**) to which the message is being transmitted.

When a message submitted to the IFPS for processing has been acknowledged, the IFPS shall send a copy to the Enhanced Tactical Flow Management System (**ETFMS**) where the flight shall be analysed for any flow regulations that may be relevant for that flight.

Note The IFPS and ETFMS are separate systems; any message submitted to the IFPS must be acknowledged before it is transmitted to the ETFMS, where any relevant flow regulations may then be applied.

The IFPS shall also calculate at what time the flight plan shall close. Such a closure shall be the time at which the flight plan details become unavailable for any further associated messages, and the flight details are no longer available to external users of the IFPS. The close time of a flight shall either be upon successful processing of an arrival message, 2 hours after the flight is terminated in the ETFMS or 8 hours after the total Estimated Elapsed Time (**EET**) of that flight; whichever comes first. Until the flight is closed, it shall remain accessible and available for certain associated messages depending on the type and content of those messages as defined in section IFPS Monitoring Flight Evolution. The flight details shall remain available within the IFPS to a maximum of 24 hours after the closure of that flight, after which time the details shall be archived and shall not be directly available to the IFPS operational staff.

The message format used by the IFPS when making manual corrections to those messages that have failed automatic processing shall be the format in which those messages were originally submitted. The format used for the transmission of processed messages shall be determined by the requirements specified by each recipient in the NM CACD.

In order to prevent confusion and the incorrect sequence of processing of submitted messages by the IFPS (and the subsequent distribution of those messages), it is important that message originators do not submit a subsequent associated message until the first message to be submitted has been fully processed by the IFPS. This means that where a message originator has already submitted a message to the IFPS for processing, and subsequently needs to submit another associated message (of any message type), that message originator should wait until they have received an acknowledgement (**ACK**) or a reject (**REJ**) feedback from the IFPS for the first message before they submit the second, associated message. It should be noted that receipt of a Manual (**MAN**) feedback is not sufficient to act as a trigger for the submission of the subsequent associated message. In the eFPL related cases, the Aircraft Operator Flight Plan Version (AOFPV) will prevent incorrect sequence of processing of messages related to the same flight.

Once acknowledged and distributed by the IFPS, a flight plan message is then subject to the requirements of European Commission Regulation (**EC**) No 1033/2006 on flight plans. This regulation provides a requirement for ATC Units to make available, through the IFPS, any necessary changes affecting the route or flight level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received by them from the IFPS.

No other changes to or cancellation of a flight plan shall be made by an ATC Unit in the pre-flight phase without coordination with the operator.

The objective of the regulation is to ensure greater consistency in flight plan data that would contribute to the seamless operation of the network, to support for new concepts of operations, notably in the field of air traffic flow management, and to enhance safety.

Note The United Kingdom and Ireland's Standard Route Document (**SRD**) is produced by NATS to assist Aos in constructing RAD-compliant route portions within UK and Irish airspace. The **SRD** is not a mandatory document, and the routes contained within should be considered as preferred routeings only. The routes are promulgated to identify optimum routeings for operators with due regard to **ATFCM** requirements. The **IFPS** is not obliged to comply with the **SRD**, and when processing messages, the **FP** staff shall only validate messages in accordance with current and relevant Route Availability Document (**RAD**) restrictions and route availability requirements.

(2) Requirements

Flight plans shall be submitted to the IFPS for processing at least three hours before the EOBT where possible. The IFPS shall also accept for processing those messages that are, for operational reasons, filed less than three hours before the EOBT of that flight.

Flight plans may be submitted up to a maximum of 120 hours, or five days, in advance of the EOBT of that flight plan. Those flight plans that are submitted more than 24 hours in advance of the flight shall include the date of flight.

Note The acceptance parameter of 120 hours, or five days, by the IFPS for those flight plans filed in advance is calculated from the EOBT of the flight.

Where messages have failed automatic processing and have been presented for manual treatment, the FP staff shall use any necessary current operational instructions and information in the correction of those messages.

It is strongly recommended that the Date Of Flight (**DOF**) is included in all flight plans and associated messages submitted to the IFPS for processing. This recommendation is not relevant in the eFPL related cases since the date of flight is always present with the EOBT (represented as a combined date/time) where the EOBT is mandatory.

Any changes of more than 15 minutes to the EOBT of a filed flight plan shall be communicated to the IFPS. The IFPS shall not accept negative delays: should the EOBT of a flight need to be changed to an earlier time that flight must be cancelled and re-filed with the earlier EOBT.

Note Although it is not a requirement to update the EOBT of a non-ATFM-regulated flight where the change is not more than 15 minutes, it is recommended to make such an update to the flight plan held by the IFPS.

Flight plan data may be updated with any time, level or route changes, and any other changes except key fields, as necessary.

Flight plans and associated messages shall be distributed to the relevant **ATCUs** by the IFPS at a pre-determined time prior to the calculated entry time of that flight to that airspace.

When an individual flight plan (FPL) has been filed but it is decided, within 4 hours of EOBT, to use an alternative routeing between the same aerodromes of departure and destination, either a modification message may be sent or alternatively:

a) a cancellation message shall be sent to IFPS;
b) not less than 5 minutes after sending the cancellation message, a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted;
c) the RFP shall contain, as the first element of Item 18, the indication 'RFP/Qn', [see section Replacement Flight Plan (RFP) for details of this procedure); and

the last RFP shall be filed at least 30 minutes before EOBT.

Until a flight plan held by the IFPS is cancelled or closed, it shall remain accessible for certain updates (see section IFPS Monitoring Flight Evolution). Message originators should not file a second flight plan where one already exists in the IFPS for the same flight.

(3) Message Format

A detailed description of the format of each message type is given in the appropriate Section.

(4) System Processing

A detailed description of the system processing of each message type is given in the appropriate Section.

4 MESSAGE SUBMISSION TO THE IFPS

(1) General

The procedures outlined in this section should not be considered as taking precedence over those published in National Aeronautical Information Publications (**AIP**).

In order to prevent confusion and the incorrect sequence of processing of submitted messages by the IFPS (and the subsequent distribution of those messages), it is important that message originators do not submit a subsequent associated message until the first message to be submitted has been fully processed by the IFPS. This means that where a message originator has already submitted a message to the IFPS for processing, and subsequently needs to submit another associated message (of any message type), that message originator should wait until they have received an ACK or REJ feedback from the IFPS for the first message before they submit the second, associated message. It should be noted that receipt of a MAN feedback is not sufficient to act as a trigger for the submission of the subsequent associated message. In the eFPL related cases the Aircraft Operator Flight Plan Version (AOFPV) will prevent incorrect sequence of processing of messages related to the same flight.

The means of submission of flight plans and associated messages to the IFPS are: AFTN, IATA Type-B (SITA/ARINC), B2C (CHMI, NMP, NOP) and B2B.

The format accepted by IFPS for the submission of flight plans and associated messages are:

- ICAO FPL2012
- ADEXP
- FIXM (NM B2B and FF-ICE)

The means of submission determine or limit the possible format(s);

Examples

FIXM format is only possible via B2B and ICAO FPL2012 format only possible via ATFN, IATA Type-B and B2C.

The method of submission of flight plans and associated messages is dependent upon the location of the aerodrome of departure:

4.1 Aerodrome of Departure (ADEP) within IFPZ

Flight plans and associated messages for IFR/GAT flights departing from an aerodrome within the IFPZ shall, if authorised by the State concerned, be submitted directly to the IFPS and not via the Air Traffic Services Reporting Office (**ARO**) at the departure aerodrome.

AOs who are unable (e.g. no AFTN or IATA Type-B nor access to B2B/B2C) to submit their flight plan or associated messages directly to the IFPS shall submit the flight plan messages to the ARO of the departure aerodrome.

It shall be the responsibility of the ARO to ensure submission to the IFPS for processing of any flight plans or associated messages relating to IFR/GAT flights or parts thereof intending to operate within the IFPZ submitted to that ARO by the relevant AO or their representative.

AOs shall ensure that the flight plan or associated message is always submitted **either** directly to the IFPS **or** to the ARO at the departure aerodrome, **but not both**.

4.2 Aerodrome of Departure (ADEP) outside IFPZ

Flight plans and associated messages for IFR/GAT flights entering the IFPZ from a departure aerodrome outside the IFPZ shall be submitted in accordance with the procedures applicable within the State concerned.

It shall be the responsibility of the ARO to ensure submission and acceptance by the IFPS for processing of any flight plans or associated messages relating to IFR/GAT flights or parts thereof intending to operate within the IFPZ submitted to that ARO by the relevant AO or their representative.

AOs shall ensure that, once submitted to the ARO, their flight plans and associated messages are acknowledged by IFPS before the operation of the flight and that any changes notified by IFPS are communicated to the pilot.

(2) Requirements

All flight plans and associated to the IFPS submitted to the IFPS, when filed via AFTN or IATA Type-B, shall be addressed only to the two IFPS addresses to allow processing for that portion of the flight within the IFPZ.

The IFPS addresses for submissions via AFTN or IATA Type-B are:

Network/System location	**IFPS 1** Haren, Belgium	**IFPS 2** Brétigny, France
AFTN	**EUCHZMFP**	**EUCBZMFP**
IATA Type-B	**BRUEP7X**	**PAREP7X**

Note All flight plans and associated messages must be addressed to both IFPS (IFPS1 & IFPS2) either via the AFTN network **or** the IATA Type-B network, but **not both networks**.

Submission of "test" flight plans to IFPS is not allowed. Message originators who wish to test flight plans shall use the IFPUV (IFPS test system). Access to IFPUV is possible via AFTN, IATA Type-B, B2C (CHMI, NMP, NOP) and B2B [see section IFPS Test System (IFPUV) for more details].

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ should, as far as possible, be submitted to the IFPS for processing at least 3 hours prior to the EOBT of that flight.

For those IFR/GAT flights departing within the IFPZ and proceeding outside, and for those IFR/GAT flights that depart outside the IFPZ and proceed to enter, it shall remain the responsibility of the message originator to ensure that the relevant ATCUs outside the IFPZ are addressed.

That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function to any message submitted to the IFPS for processing.

The IFPS shall not process messages relating to flights operating completely under VFR conditions. However, those flights planning to operate under mixed IFR/VFR conditions within the IFPZ shall submit any flight plan and associated messages to the IFPS in order that the IFPS may process only those parts of that flight operating under IFR conditions. It shall remain the responsibility of the message originator to ensure distribution of the flight plan and any associated messages for those parts of that flight operating under VFR conditions. That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function [see section RE-ADDRESSING] to any message submitted to the IFPS for processing.

The IFPS shall not process messages relating to flights operating under completely OAT conditions. However, those operators planning flights under mixed OAT/GAT conditions within the IFPZ shall

submit any flight plan and associated messages to the IFPS in order that the IFPS may process only those parts of that flight operating under GAT conditions. It shall remain the responsibility of the message originator to ensure distribution of the flight plan and any associated messages for those parts of that flight operating under OAT conditions. That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function to any message submitted to the IFPS for processing.

The IFPS shall not include any alternate aerodromes in the automatic addressing process. Where the message originator requires a copy of the flight plan or associated message to be sent to the alternate aerodrome, it shall be the responsibility of the message originator to include any relevant addresses in the re-addressing function of that message.

(4) System Processing

In submitted flight plans (FPL/IFPL), the IFPS shall accept an EOBT of up to 30 minutes in the past when compared to the filing time as being a valid flight for that same day where no Date Of Flight (**DOF**) is included to indicate otherwise. If the EOBT is more than 30 minutes in the past when compared to the filing time, and no DOF is included in the message, the IFPS shall assume that flight is for the following day, and process it as such, including the addition of the appropriate DOF. As specified, the above processing is for FPL/IFPL as the date of flight is mandatory for eFPLs since it is contained withing the EOBT (represented as a combined date/time) where the EOBT is mandatory.

Where a DOF is included in the flight plan (FPL/IFPL), the IFPS shall take that information into account when processing the EOBT.

For practical reasons it shall be possible for the IFPS to process those flight plans that contain an EOBT of more than 30 minutes in the past compared to the filing time (but not more than 12 hours in the past) and a DOF that is not more than 12 hours in the past. The flight plan shall fail automatic processing but may be manually forced through processing by the FP staff.

4.3 Message Submission via Gateway

Those message filers intending to use an IATA Type-B/AFTN Gateway shall indicate this intention to the NM in advance; failure to do so may result in no response from the IFPS.

When an AFTN Gateway is used, addresses must be inserted correctly to ensure that a message is transmitted to the IFPS only once. To ensure this, the two IFPS unit addresses must appear either on the IATA Type-B address line or the AFTN address line, but not both.

Example of a correctly formatted message routed via a Gateway

QU LONYFYX
LHRABCX 020912 / 7R02080C
FF EUCHZMFP EUCBZMFP
020910 EGLLABCX
(FPL- ABC123-IS
…….

The message is addressed via IATA Type-B only to the Gateway address of London (LONYFYX). The two IFPS addresses are given only in the AFTN header, thus the IFPS shall only receive the message via AFTN.

Example of an incorrectly formatted message routed via a Gateway

QU LONYFYX BRUEP7X PAREP7X
EGLLABCX AY/021326 MAY04
FF EUCHZMFP EUCBZMFP
020910 EGLLABCX

(FPL-ABC123-IS
…….

The message contains the IFPS IATA Type-B addresses (BRUEP7X PAREP7X) in the IATA Type-B header together with the Gateway address (LONYFYX). In addition, it also contains the IFPS AFTN addresses (EUCHZMFP EUCBZMFP) in the message text, with the result that the message text, including the AFTN header information, is received by the IFPS directly via IATA Type-B, and is then received by the IFPS again via AFTN from the Gateway.

5 MESSAGE DISTRIBUTION BY THE IFPS

(1) General

All flight plans for IFR/GAT**-iOAT** flights 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.

Where the flight plan is submitted directly by the AO, or via an ARO, the IFPS shall respond to such submissions with IFPS feedback to indicate the status of each of their submitted messages.

The IFPS shall build a four-dimensional profile for every IFR/GAT**-iOAT** flight, based on the filed route, flight level(s), speed(s), EOBT, aircraft performance and trajectory elements (when provided and taken into account).

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 CACD.

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 distribution of messages is done in the preferred format as specified by the recipient (info held in the NM CACD). The preferred format may be set to ICAO or ADEXP. When the address is unknown in NM CACD, then by default, messages are distributed in ICAO format. When the flight plan data source is eFPLs (FIXM format) and the recipient wishes to receive eFPLs, then the recipient shall use the NM B2B Publish/Subscribe services. Further details can be found in the appendix FF-ICE, eFPL Distribution.

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 48 hours in advance of EOBT.

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 modification message (CHG) 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.

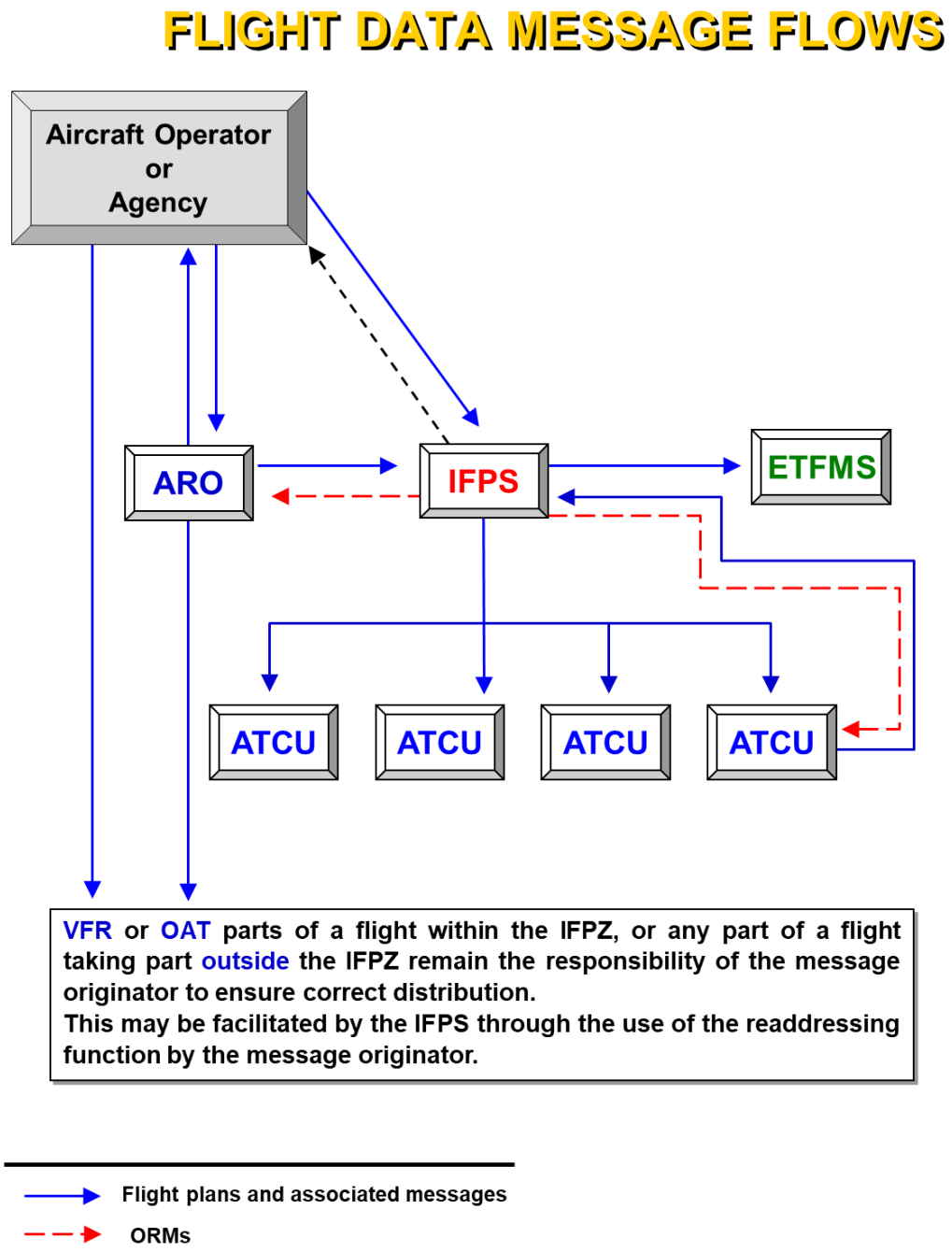


Figure 1 - Flight Data Message Flows

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-**iOAT**, then the IFPS shall process that part or parts of that flight plan. For 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.

After a VFR portion, the current level of the flight is not known at the point where the flight returns to IFR. To ensure that flight plan messages are addressed to all ATC units that may be impacted by the

flight, the IFPS shall address all the AUAs from ground to the current RFL at the point where the flight changes to IFR.

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**/iOAT**. 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 or have special arrangements for the copy of flight plan messages agreed with EUROCONTROL.

It should be noted that IFPS shall not automatically distribute flight plan and associated messages to any specified alternate aerodrome(s). Should a message originator require a flight plan or associated message to be sent to the alternate destination aerodrome(s), then the message originator should use the re-addressing function and insert the relevant AFTN addresses [see section RE-ADDRESSING].

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 and en-route ATCUs, where the units have 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. Diversion arrival messages are distributed to all recipients of the initial FPL, not taking into consideration of the unit's requirement to receive ARR messages.

It should be noted that under specific conditions, the NM may create departure messages and distribute them to ATS units outside of the IFPZ. For more details [see section Departure (DEP)].

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.

The Department of Aviation of the Ministry of Transport and Communications of the Republic of Belarus has an agreement with Eurocontrol to enable the provision of flight plan messages to Minsk ACC in order to improve the completeness and accuracy of flight plan information held by Minsk ACC and the Flight Planning Unit of Minsk ACC.

5.1 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
Azerbaijan	UB	Yes	Baku	UBBA
Belarus	UM	Copy only	Minsk	UMMV
Belgium	EB	Yes	Brussels	EBBU/EBUR
Bosnia and Herzegovina	LQ	Yes	Sarajevo	LQSB
Bulgaria	LB	Yes	Sofia	LBSR
Croatia	LD	Yes	Zagreb	LDZO

State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
Cyprus (Republic of)	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
Georgia	UG	Yes	Tbilisi	UGGG
Germany	ED	Yes	Bremen Langen Munich Rhein Hanover	EDWW EDGG EDMM EDUU EDVV
Greece	LG	Yes	Athens	LGGG
Hungary	LH	Yes	Budapest	LHCC
Iceland	**BI**	**Yes (WEF 30/11/2023 AIRAC 2312)**	**Reykjavik** **Nuuk (partially)**	**BIRD** **BGGL**
Ireland	EI	Yes	Shannon SOTA	EISN EISN
Israel	LL	Yes	Tel-Aviv	LLLL
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
North Macedonia	LW	Yes	Skopje	LWSS
Malta	LM	Yes	Malta	LMMM
Moldova (Republic of)	LU	Yes	Chisinau	LUUU
Monaco (Marseille)	LN	Yes	Marseille	LFMM
Montenegro	LY	Yes	Belgrade	LYBA
Morocco	GM	Yes	Casablanca	GMMM
The Netherlands	EH	Yes	Amsterdam	EHAA
Norway	EN	Yes	Norway Bodo Oceanic	ENOR ENOB
Poland	EP	Yes	Warsaw	EPWW

State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
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		
Serbia	LY	Yes	Belgrade	LYBA
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
Türkiye (Republic of)	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 Shanwick (OCA)	EGTT EGPX EGGX
Serbia and Montenegro	LY	Yes	Belgrade	LYBA

INTENTIONALLY BLANK PAGE

6 RE-ADDRESSING

(1) General

In order to provide a single source of flight plan data for all ATCU, both inside and outside the IFPZ, the re-addressing function of the IFPS has been developed. This function provides a mechanism by which consistency between the flight plan data distributed inside the IFPZ and that distributed outside the IFPZ is possible.

This function is only available where the addresses specified by the message originator are AFTN addresses; it may not be used for IATA Type-B addresses.

Re-addressing may be used in any flight plan or associated message submitted to the IFPS for processing.

The re-addressing function is available for flight plans or associated messages submitted in ICAO FPL2012 and ADEXP format and also for flight plans submitted via the NOP/NMP.

(2) Requirements

The IFPS shall transmit a copy of a message to any AFTN addresses specified by the message originator in the re-addressing function of that message.

The IFPS shall not accept any IATA Type-B addresses specified by the message originator in the re-addressing function of any message.

The IFPS shall not confirm the correctness of any addresses submitted in the re-addressing function, other than that the syntax conforms to that of the AFTN.

The IFPS shall retain any AFTN addresses specified by the message originator in the re-addressing function of any submitted message, and the IFPS shall automatically include those addresses in the distribution of subsequent associated messages submitted to the IFPS for processing.

(3) Message Format

ICAO FPL2012 format message:

The extra addresses for re-addressing shall be included in the message text after the originator information line and immediately before the opening bracket of the message. A maximum of 7 AFTN addresses is allowed per line of extra addressing, and each line shall begin with the letters 'AD' separated by a space from the first address.

Example

ZCZC BDB01 230845
FF EUCHZMFP EUCBZMFP
230830 EGLLABCU
AD EGGXZOZX CZULZQZX CYHQZDZX CZBNZZZX CZQXZQZX CZQMZQZX KZBWZQZX
AD KJFKABCU
(FPL-ABC567-IS
-B744/H-SDWIRYH/S
-EGLL1200

------)

ADEXP format message: The extra addresses for re-addressing shall be included in the message text as –FAC addresses contained within the –EXTADDR field.

Example

-EXTADDR –FAC EGWWZTZX –FAC EBBRZTZX

Should a message text become too long (maximum total number of characters allowed in a message is 2100 including header; 1800 pure text, depending on network type) to include all the extra addresses the message should be transmitted a second time to the IFPS including, in the extra address line, the additional extra addresses.

Flight plan submission via the B2C (NMP/NOP): The extra addresses for re-addressing may be added in both the Free text and Structured editor (only Free text editor for NMP as it is the only editor available). The editors perform a syntax check each time an address is added. The syntax is 8 characters.

(4) System Processing

Where the re-addressing function is used for a message submitted to the IFPS for processing, the IFPS shall indicate in the ACK ORM the number of addresses in the re-addressing function that have been successfully processed. In the event that any addresses in the re-addressing function are submitted as incomplete, the IFPS shall invalidate that message.

Example

-**EXTADDR-NUM 015** where NUM shall always be a three-digit number.

The IFPS shall send a copy of the processed flight plan to the extra addresses 12 hours (720 minutes) before EOBT whenever the flight plan is acknowledged earlier than 12 hours before EOBT, or immediately if the flight plan is acknowledged later than 12 hours before EOBT except if the address is known in the NM CACD, in which case it is transmitted according to the time parameter set for this address.

For all messages containing extra addresses, the IFPS shall check only the syntax, not the semantics of the given addresses, thus where an extra address is correct in syntax but incorrect as a valid AFTN address, the IFPS shall send any relevant messages to that incorrect address.

Note 1 In this event, the appropriate AFTN communications centre should return a text message to the IFPS, indicating that the address is not valid.

Note 2 Flight plan filers using the re-addressing function shall note that when the AD line contains an address corresponding to a ‘flight plan processing platform‘, the reply from this platform might be send back to the IFPS but the IFPS does not provide any treatment for these messages (i.e. no relay service).

Therefore, it advisable not to use the re-addressing function to address ‘flight plan processing platform(s)’.

7 ATS DATA EXCHANGE PRESENTATION (ADEXP)

(1) General

The ATS Data Exchange Presentation (**ADEXP**) is an agreed standard for the transmission of ATS message data. The ADEXP format has been designed by EUROCONTROL for the exchange of messages between computers either directly or via a network.

The national administrations and the NM have agreed a maximum message length of 10K (approximately 10000 characters) for ADEXP messages.

ADEXP is a format, not a protocol. The format is a textual one, based on characters, and no restrictions are imposed on the transmission media or protocols to be used, other than that of the character set. ADEXP provides a format for use primarily in on-line, computer to computer message exchange.

The ADEXP format has been specified for use within the following areas of message exchange:

- Flight planning: exchange of flight plan data and associated messages between the IFPS, ATS and AOs.
- ATFCM: exchange of messages between the ETFMS of the NM and AOs and ATS.
- Air Traffic Control coordination: exchange of tactical coordination messages between ATCU.
- Airspace management: exchange of data between National ATSU, the NM and AOs concerning airspace availability.
- Civil/military coordination: messages concerning civil/military flight data and airspace crossing messages.

Although ADEXP is designed primarily for automated treatment, it is provided in a textual format based on characters which allow it to be more open and understandable, and the messages remain readable to a human operator.

Identified and retrievable fields in ADEXP shall be delimited by a special start-of-field character, as this approach improves the robustness of the format, in that if a field is absent or incorrect, it can be skipped and the remainder of the message may still be interpreted.

The ADEXP format is designed as a computer-to-computer exchange format which may be transmitted on different computer networks or on dedicated computer-computer links. In addition, a requirement exists to be able to exchange some ADEXP messages, typically flight planning and ATFCM related, on the AFTN, although messages which may be required to be transmitted via AFTN shall have their character set restricted.

(3) Message Format

Identified and retrievable fields in ADEXP shall be delimited by a special start-of-field character, the hyphen character ('-') and identified by a specific keyword.

The first field shall be the mandatory title field, and the sequence of the subsequent fields shall not be relevant.

Due to their quantity, it is not practical either to list the primary- and sub- fields in ADEXP messages, or to indicate the format of each message type in ADEXP; such information is available upon request to the NM.

When transmitting messages in the ADEXP format, all flight data messages distributed by the IFPS shall contain the complete details of that flight, including the flight profile as calculated by the IFPS and the entire list of addresses to which that message is to be distributed.

Exceptions to this are CNL and DEP messages, where only a limited number of elements are included in the message.

Example of a cancel message in the ADEXP format

```
-TITLE ICNL
-BEGIN ADDR
        -FAC CFMUTACT
        -FAC EGTTZGZP
        -FAC EHAAZQZX
        -FAC EHAAZRAA
        -FAC EGLLZEZX
        -FAC EGZYTTTE
        -FAC EGZYTTFO
        -FAC EGLLZTZP
        -FAC EGLLZPZI
        -FAC EGLLZTZR
        -FAC EGZYTTAD
        -FAC EGZYADEX
-END ADDR
-ADEP EGLL
-ADES EHAM
-ARCID ABC434
-EOBD 050106
-EOBT 1135
-FILTIM 061014
-IFPLID AA47868964
-ORGNID EGLLABCX
-ORIGIN –NETWORKTYPE AFTN –FAC EGLLABCX
-SRC FPL
```

Example of a flight plan in the ADEXP format

```
-TITLE IFPL
-BEGIN ADDR
        -FAC CFMUTACT
        -FAC EGTTZGZP
        -FAC EHAAZQZX
        -FAC EHAAZRAA
        -FAC EGLLZEZX
        -FAC EGZYTTTE
        -FAC EGZYTTFO
        -FAC EGLLZTZP
        -FAC EGLLZPZI
        -FAC EGLLZTZR
        -FAC EGZYTTAD
        -FAC EGZYADEX
-END ADDR
-ADEP EGLL
-ADES EHAM
-ARCID ABC434
-ARCTYP A319
-CEQPT SRGWY
-EOBD 050106
-EOBT 1135
-FILTIM 060126
```

-IFPLID AA47868964
-ORIGIN –NETWORKTYPE AFTN –FAC EGLLABCX
-SEQPT C
-WKTRC M
-OPR ABC
-PBN B2
-REG GAAPO
-RMK TCAS
-RVR 200
-SEL DSGL
-SRC FPL
-TTLEET 0034
-RFL F270
-SPEED N0402
-FLTRUL I
-FLTTYP S
-ROUTE N0402F270 BPK UM185 CLN UL620 REDFA/N0390F230
-ALTRNT1 EHRD
-EETFIR EGTT 0008
-EETFIR EHAA 0019
-BEGIN RTEPTS
    -PT –PTID EGLL –FL F000 –ETO 050106115100
    -PT –PTID BPK –FL F060 –ETO 050106120245
    -PT –PTID TOTRI –FL F107 –ETO 050106120605
    -PT –PTID MATCH –FL F115 –ETO 050106120630
    -PT –PTID BRAIN –FL F164 –ETO 050106120915
    -PT –PTID DAGGA –FL F181 –ETO 050106121010
    -PT –PTID *6CLN –FL F199 –ETO 050106121105
    -PT –PTID CLN –FL F223 –ETO 050106121220
    -PT –PTID ARTOV –FL F250 –ETO 050106121400
    -PT –PTID REDFA –FL F230 –ETO 050106122010
    -PT –PTID EHAM –FL F000 –ETO 050106124950
-END RTEPTS
-ATSRT UM185 BPK CLN
-ATSRT UL620 CLN REDFA
-RFL F230 REDFA
-SPEED N0390 REDFA

Example of a modification message in the ADEXP format

```
-TITLE ICHG
-BEGIN ADDR
        -FAC CFMUTACT
        -FAC EGTTZGZP
        -FAC EHAAZQZX
        -FAC EHAAZRAA
        -FAC EGLLZEZX
        -FAC EGZYTTTE
        -FAC EGZYTTFO
        -FAC EGLLZTZP
        -FAC EGLLZPZI
        -FAC EGLLZTZR
        -FAC EGZYTTAD
        -FAC EGZYADEX
-END ADDR
-ADEP EGLL
-ADES EHAM
-ARCID ABC434
-ARCTYP A319
-CEQPT SRGWY
-EOBD 050106
-EOBT 1135
-FILTIM 060934
-IFPLID AA47868964
-ORIGIN -NETWORKTYPE AFTN -FAC EGLLABCX
-SEQPT C
-WKTRC M
-OPR ABC
-PBN B2
-REG GAAPO
-RMK TCAS
-RVR 200
-SEL DSGL
-SRC FPL
-TTLEET 0034
-RFL F270
-SPEED N0404
-FLTRUL I
-FLTTYP S
-ROUTE N0404F270 BPK UM185 CLN UL620 REDFA/N0392F230
-ALTRNT1 EHRD
-EETFIR EGTT 0008
-EETFIR EHAA 0019
-BEGIN RTEPTS
        -PT -PTID EGLL –FL F000 –ETO 050106115100
        -PT –PTID BPK –FL F060 –ETO 050106120240
        -PT –PTID TOTRI –FL F107 –ETO 050106120600
        -PT –PTID MATCH –FL F115 –ETO 050106120625
        -PT –PTID BRAIN –FL F164 –ETO 050106120910
        -PT –PTID DAGGA –FL F181 –ETO 050106121005
        -PT –PTID CLN –FL F223 –ETO 050106121215
        -PT –PTID ARTOV –FL F250 –ETO 050106121355
        -PT –PTID REDFA –FL F230 –ETO 050106122000
        -PT –PTID EHAM –FL F000 –ETO 050106124935
```

-END RTEPTS
-ATSRT UM185 BPK CLN
-ATSRT UL620 CLN REDFA
-RFL F230 REDFA
-SPEED N0392 REDFA

(4) System Processing

When distributing messages in ADEXP format, those messages shall necessarily contain the complete calculated profile of that flight in the section 'RTEPTS'. This section shall contain all those navigation points, including the departure and destination aerodromes, given in the filed route, plus, where the flight is filed on an airway, all those navigation points on that airway between the filed points of joining and leaving that airway.

When calculating the profile of a flight, where a point is identified on more than one occasion in the same calculated flight profile, the ADEXP format has an agreed renaming convention where that point **designator** is re-formatted to include a sequence number.

Example

REN001

REN002

REN003

INTENTIONALLY BLANK PAGE

8 Operational Reply Message (ORM)

(1) General

The IFPS feedback is a mean whereby IFPS indicates to a message originator the status of the processing of a submitted message.

One of the forms for the IFPS feedback is the Operational Reply Messages (**ORMs**). There are three different messages: ACK (Acknowledgment), MAN (Manual) and REJ (Reject).

The other form of IFPS feedback is related to submissions via B2B. For more details refer to appendix FF-ICE, FF-ICE Services.

The IFPS may, under certain circumstances, send a copy of the ORMs to the aircraft operator [see Copy Operational Reply Message (ORM)].

ORMs are in ADEXP format.

(2) Requirements

The IFPS shall provide feedback in the form of ORMs to indicate to a message originator the status of the processing of a submitted message.

When the message submission is done via the NMP, NOP or B2B, message originators shall receive an ACK ORM the same way as if the message had been filed via AFTN or IATA Type-B.

ACK ORMs for messages updating a flight plan (see Note) shall also be transmitted to the originator of the initial flight plan and to the address(es) found in the Copy ORMs [see Copy Operational Reply Message (ORM)] whenever an update has been processed from a different originator.

This is applicable when the following conditions are met for the originator of the initial flight plan:

- ACK ORM is required for the address.
- The originator is known and requires ACK ORM for flight plans or the originator is not known.

For Copy ORMs, the Aircraft Operating Agency (AOA) requires ACK ORM for flight plans.

If no ORMs are received (see Note), it remains the message originator's responsibility to check the message status.

Note This is the case if, for a message originator, "ACK, MAN, REJ required" are set to NO in NM CACD.

Where a message originator does not receive an ORM in response to a submitted message after a significant amount of time, the message originator shall consider the original message submission to have failed and contact IFPS to check whether the message was received or not.

(4) System Processing

For a message filed to IFPS (regardless of the format or means), the IFPS feedback in the form of ORMs will be consistent with the addressing preferences set in NM CACD for this message originator. The following table summarizes the ORMs sent out, the format (long or short) and whether the originator address is known or unknown in NM CACD:

Originator address	ORMs	ACK ORM format
Know=Defined in a unit with an address for IFPS usage	According to setting	According to setting
Unknown=Not defined in a unit with an address for IFPS usage	ACK, MAN, REJ	Long ACK

When the message submission is done via the NMP or the NOP, the interface also provides an ‘on-screen feedback’ right after the submission is performed.

The reception of a MAN ORM is followed by either an ACK ORM or a REJ ORM.

9 Acknowledgement (ACK) ORM

(1) General

The ACK ORM is a means whereby the IFPS indicates successful processing of a submitted message against the environmental data held by the NM at the time of processing that message.

Such a processing may only take into account the criteria specified by the relevant member states against which they require flight plan messages to be checked by the IFPS. As such, successful processing by the IFPS cannot guarantee that a processed message is fully in accordance with each Member State's requirements, where they are not known to the NM CACD, nor does it ensure the correctness of any part of a flight that takes part outside the IFPZ.

The IFPS processing does not take into account criteria such as overflight or diplomatic clearances, ETOPS requirements, SAFA constraints, MNPS requirements, etc., so any message originator in receipt of an ACK ORM must also take into consideration such constraints and requirements.

Note that, for an acknowledged flight plan, the IFPS will reprocess that flight plan after its initial processing and acknowledgement. The ACK ORM for that initial processing shall not ensure compliance against the relevant criteria coincident with the EOBT of that flight, and a suspension or an IFPS notification by mean of a message may occur should the IFPS be notified of any change made to the relevant airspace conditions.

(2) Requirements

An ACK ORM shall be sent to the message originator to indicate that the submitted message has been successfully processed either automatically or following manual intervention by the FP staff. In the latter case, the ACK ORM is preceded by a MAN ORM, unless the message originator has chosen not to receive MAN ORMs.

When the message submission is done via the NMP, NOP or B2B, message originators shall receive an ACK ORM the same way as if the message had been filed via AFTN or IATA Type-B.

If no ACK ORM is received (see Note), it remains the message originator's responsibility to check the message status. This is especially the case if the Submit results window in the NMP or in the NOP stated: "QUEUED FOR CORRECTION" as the message has been sent for manual processing. The manual processing shall result in the message being acknowledged or rejected.

Note This is the case if, for a message originator, "ACK required" is set to NO in NM CACD.

The originator, when not being the operator or the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by IFPS are made available to the operator or the pilot who has submitted the flight plan.

The operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes thereto as notified by IFPS to the originator are incorporated into the planned flight operation and communicated to the pilot.

(4) System Processing

Where a submitted message is IFPS compliant, that message shall be acknowledged by the IFPS at which time an ACK ORM shall be sent to the message originator unless "ACK required" is set to NO for that message originator.

An ACK ORM may contain one or several fields "COMMENT". This is used to inform the message originator of an element in relation with the processing of the message.

Examples of COMMENT field:

—COMMENT THE EOBT UPDATE HAS CAUSED AN OVERLAP WITH A FPL WITH SAME ARCID AND OVERLAPPING FLYING PERIOD (N34DR LFPB1610 EDDT0115 DOF/150317)

—COMMENT THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33 KHZ CARRIAGE REQUIREMENTS.

In the case of multiple comments, each comment starts on a new line as follows:

-COMMENT ….

-COMMENT …

Automatic processing in the IFPS may not mean that the flight plan has been accepted by the IFPS without modifications. The IFPS shall, for example, automatically insert the name of a suitable route between two points if none has been indicated in the received message. To distinguish between automatic processing without amendment by the IFPS and automatic processing including any amendment (or manual processing by FP staff), two differently formatted ACK ORMs are available: 'Short ACK' when **no** modification has been made and 'Long ACK' for when modifications **have** been made.

The possibility to always receive Long ACK ORMs also exists within the IFPS. This option may be implemented for any concerned flight plan originator only after co-ordination with the NM Airspace Data Management Section (**AD**). A long ACK will always be sent to flight plan originators that are not defined ('unknown') in the NM CACD.

Note AOs filing directly to the IFPS but not using the re-addressing function of the IFPS are responsible to ensure that all amendments made to a flight plan are communicated to all concerned addresses outside the IFPZ.

Message originators shall take careful note of the message contained within a long ACK ORM, especially where the IFPS Re-route Accepted feature is included in the original submitted message, to ascertain any amendments made by the IFPS.

Output: Long ACK example

—TITLE ACK	Acknowledgement of successful processing.
—MSGTYP FPL	Title of the original message.
—FILTIM 030830	Filing time of the submitted message.
—ORIGINDT 9710010200	Date and time of receipt of original message by the IFPS.
—BEGIN ADDR	
—FAC LHRWUAB	
—FAC EGLLABCX	
—END ADDR	
—EXTADDR -NUM 009	Number of additional addresses which have been sent to the IFPS in the 'AD' line.
—IFPLID AA00000102	Unique identifier of the flight plan in the IFPS database.
—MSGTXT	Complete message in ICAO format as accepted by the IFPS
—(FPL-ABC567-IS	
—B744/H-SDGIWIRYH	
—EGLL1500	
—N0487F330 BUZAD T420 WELIN UN57 TNT UL28 RODOL UP6 MIMKU/M083F330 NATB STEAM/N0491F330 N202B TOPPS/N0465F310 DCT ENE/N0410F240 ENE4	
—KJFK0721 KEWR KBOS	
—PBN/B1D1 EET/EGPX0053 EGGX0129 20W0220 CZQX0259 40W0337 50W0440 ADIZ0452 CZQX0504 CZUL0521 CZQM0558 KZBW0626 KZNY0654 REG/GCHGR SEL/EGJL RMK/TCAS EQUIPPED DOF/090503)	

Output: Long ACK example with comment

-TITLE ACK -MSGTYP IFPL -FILTIM 190634 -ORIGINDT 1609190634
-BEGIN ADDR
    -FAC LKPRTVSX
-END ADDR
-COMMENT MANDATORY 8.33KHZ RADIO EQUIPMENT REQUIRED FROM 01/01/2018.
LKAA FIR MAY REQUIRE 8.33KHZ RADIO CARRIAGE BEFORE THIS DATE.
CHECK AIP/AIC.
-IFPLID AT00123379
-MSGTXT (FPL-ABC123-IN
-B739/M-SDFGHILORVWZ/LB1
-LKTB1245
-N0335F150 HLV
-LKMT0027 LKTB
-PBN/B1D1 COM/TCAS DOF/160919 RVR/200 ORGN/ABCDEFGH)

Output: Short ACK example

—TITLE ACK	Acknowledgement of successful processing.
—MSGTYP FPL	Title of the original message.
—FILTIM 030830	Filing time of the submitted message.
—ORIGINDT 0405031100	Filing time of the original message expanded to give the year, month, date and time.
—BEGIN ADDR	
—FAC LHRWUAB	
—FAC EDDFZPZX	
—END ADDR	
—EXTADDR -NUM 009	Number of additional addresses which have been sent to the IFPS in the 'AD' line.
—IFPLID AA00000102	Unique identifier of the flight plan in the IFPS database.
—BEGIN MSGSUM	Summary fields of the message in ADEXP format.
—ARCID ABC567	
—ADEP EGLL	
—ADES KJFK	
—EOBT 1500	
—EOBD 040503	
—ORGN LHRWUAB	
—END MSGSUM	

Output: Short ACK example with comment

-TITLE ACK -MSGTYP IFPL -FILTIM 190634 -ORIGINDT 1609190634
-BEGIN ADDR
    -FAC LKPRTVSX
-END ADDR
-COMMENT MANDATORY 8.33KHZ RADIO EQUIPMENT REQUIRED FROM 01/01/2018.
LKAA FIR MAY REQUIRE 8.33KHZ RADIO CARRIAGE BEFORE THIS DATE.
CHECK AIP/AIC.
-IFPLID AA00123379
-BEGIN MSGSUM
-ARCID ABC123
-ADEP LKTB
-ADES LKMT0027
-EOBT 1430
-EOBD 160915
-ORGN ABCDEFGH

-END MSGSUM

9.1 General Procedure for Message Originators

The message originator shall receive the ACK ORM unless 'ACK required' is set to NO for that message originator. Where a Long ACK is received, the message originator shall check for any amendments made by the IFPS, especially where the submitted message contained the IFPS Re-route accepted authorisation (RMK/IFPSRA). Where any subsequent action is required of the message originator, then that party shall take that action.

10 Manual (MAN) ORM

(2) Requirements

A Manual (**MAN**) ORM shall be sent to the message originator to indicate that errors have been detected in the submitted message and that it has been referred for manual processing by the FP staff.

When the message submission is done via the NMP, NOP or B2B, message originators shall receive a MAN ORM the same way as if the message had been filed via AFTN or IATA Type-B. For a submission via NMP or NOP that is referred for manual processing, the interface will state: “QUEUED FOR CORRECTION”.

(4) System Processing

Where a submitted message fails automatic processing by the IFPS, that message may be presented for manual treatment, at which time a MAN ORM shall be sent to the message originator unless ‘MAN REQUIRED’ is set to NO for that message originator.

After a delay for the necessary manual processing, a MAN message shall be followed either by an ACK ORM if the submitted message has been successfully corrected by the FP staff, or by a REJ ORM.

Note AOs filing directly to the IFPS but not using the re-addressing function of the IFPS are responsible to ensure that all amendments made to a flight plan are communicated to all concerned addresses outside the IFPZ.

Output: MAN ORM example

—TITLE MAN
—MSGTYP IFPL
—FILTIM 030830
—ORIGINDT 0405031100
—BEGIN ADDR
—FAC LHRWUAB
—FAC EGLLABCX
—END ADDR
—BEGIN MSGSUM
—ARCID ABC567
—ADEP EGLL
—ADES KJFK
—EOBT 1500
—EOBD 040503
—ORGN LHRWUAB
—END MSGSUM

10.1 General Procedure for Message Originators

The message originator shall receive the MAN ORM unless “MAN required” is set to NO for that message originator. No action is required of the message originator on receipt of a MAN ORM from the IFPS, and the message originator should not submit any other messages relating to that flight until such time as an ACK or REJ ORM is received for that invalid message.

INTENTIONALLY BLANK PAGE

11 Reject (REJ) ORM

(2) Requirements

A Reject (**REJ**) ORM shall be sent to the message originator to indicate that the submitted message could not be processed successfully, either automatically or manually, and that the submitted message has not been accepted and processed by the IFPS.

When the message submission is done via the NMP, NOP or B2B, message originators shall receive a REJ ORM the same way as if the message had been filed via AFTN or IATA Type-B. For a submission via NMP or NOP that is rejected, the interface will state: "'QUEUED FOR CORRECTION' or 'REJECTED'.

If no REJ ORM is received (see Note), it remains the message originator's responsibility to check the message status as the manual processing shall result in the message being acknowledged or rejected.

Note This is the case if, for a message originator, 'REJ required' is set to NO in NM CACD.

Each REJ ORM shall contain an error list (to a maximum of 10) giving the nature of the errors in free text followed by the offending field or fields.

If a flight with a flight plan that has been rejected is still to be operated, the Aircraft Operator shall amend and re-submit the corresponding message. A flight plan **must** be submitted to, and acknowledged by, the IFPS before the flight can operate under IFR as GAT within the IFPZ.

(4) System Processing

Where a submitted message fails automatic or manual processing by the IFPS, that message shall be rejected by the IFPS at which time a REJ ORM shall be sent to the message originator unless 'REJ REQUIRED' is set to NO for that message originator.

When a message originator receives a REJ ORM because a flight plan for the same flight has already been accepted from another originating source, the error text shall read:

'The following FPL has already been received from another source'.

A copy of the existing flight plan, not the rejected flight plan, will be attached.

If a flight plan for an IFR/GAT flight or part thereof intending to operate within the IFPZ area receives a REJ ORM from the IFPS, then no flight plan will exist for that flight within the ATS Units concerned. It shall remain the responsibility of the message originator to take any appropriate action to ensure the successful submission of a flight plan for that flight.

Output: REJ example

```
—TITLE REJ -MSGTYP IFPL -FILTIM 060830 -ORIGINDT 1105061100
—BEGIN ADDR
—FAC LHRWUAB
—FAC EGLLABCX
—END ADDR
—COMMENT THIS MESSAGE HAS BEEN REJECTED AUTOMATICALLY (*)
—POSRTE N0120F060 GOLVA GOLVA3C: DIFF LENGTH PLUS (or MINUS) xxNM xxPC (**)
—ERROR PROF195: GRZ L604 GOLVA DOES NOT EXIST IN FL RANGE F000..F100
—MSGTXT
 (FPL-ABC567-IS
—PA34/I-S/C
—LOWG1500
—N0120F060 GRZ L604 GOLVA
—LJMB0020
—EET/GOLVA0010 DOF/110506)
```

—TITLE REJ -MSGTYP IFPL -FILTIM 270730 -ORIGINDT 1902270730
—BEGIN ADDR
—FAC LFBOAFMI
—END ADDR
—COMMENT THIS MESSAGE HAS BEEN REJECTED AUTOMATICALLY (*)
—POSRTE N0498F290 BUBLI UG42 LUVAL UN491 DEGES UN871 GAMSA N871 MADEB N606 ELMEM L607 GEDSO DCT DIMLO DCT INVED M747 NEKUL P975 ARTAT/N0493F310 UP975 ERGUN UL124 KONUK/N0482F330 UL124 EVSAS UM688 OTKEP UM688 RATVO/N0488F330 UM688 SIDAD/N0499F330 UP975 SESRA M677 RABAP UM677 PASAK/N0491F350 UM677 OBNET M677 LOVEM L562 SERSA P307 VAXIM L301 RASKI/N0503F330 L301 AAU/N0515F320 J19 QQZ/N0512F310 A347 AMVIG/N0518F300 N895 AAE/M084F290 Q3 UUD/N0507F290 A347 DIPAS DIPAS5F: DIFF LENGTH PLUS (or MINUS) xxNM xxPC (**)
-ERROR (R) PROF205: RS: TRAFFIC VIA LDZOCTA:F205..F999 IS ON FORBIDDEN ROUTE REF:[LDLQ1001A] LDZOCTA
—ERROR (R) PROF205: RS: TRAFFIC VIA LQSBCTA IS OFF MANDATORY ROUTE REF:[LQ2018B] SOMUN
—COMMENT MSGSUM USED TO SHORTEN REPLY
—BEGIN MSGSUM —ARCID AFR123 —ADEP LFPG —ADES VIDP —EOBT 0920 —EOBD 190227 —ORGN LFBOAFMI —END MSG SUM

(*): Only present when the message has been rejected automatically.

(**): The field POSRTE (possible route) may only be present in REJ ORMs related to flight plan messages or delay messages for which there is/are error(s) on the route. Depending on the case, the route described in the POSRTE field is either a system generated route or a route found manually by FP staff.

When present in a REJ message and when system generated, the propose route contained in the POSRTE field is valid, at least, with an EOBT in between the filed EOBT minus 10 minutes and the filed EOBT plus 10 minutes.

The field POSRTE includes a difference indicator for the distance in order to help the airspace user to assess the suitability of the proposed route. The difference indicator can be either “PLUS” or ‘MINUS’ with a distance expressed in NM and a percentage (PC).

Examples

POSRTE N0450F400 TOR P601 BAVTA N873 TUSKA UN873 JUIST UP174 EEL UN872 PAM/N0450F410 UN872 DENOX UZ319 MOPIL/N0390F250: **DIFF LENGTH PLUS 39NM 4PC**

The proposed route is 39 NM longer when compared to the distance of the filed route which represents an difference of 4%.

POSRTE N0450F400 TOR P601 BAVTA N873 TUSKA UN873 JUIST UP174 EEL UN872 PAM/N0450F410 UN872 DENOX UZ319 MOPIL/N0390F250: **DIFF LENGTH MINUS 39NM 4PC**

The proposed route is 39 NM shorter when compared to the distance of the filed route which represents a difference of 4%.

It should be noted that the message present within the REJ message (after MSGTXT), in the case of a manual rejection, is the message as it was displayed to the FP staff at the moment of rejection. This means that it may be different to the message as filed originally.

Example: a flight plan comes for manual processing due to a syntax error. After correction of that error by the FP staff, a profile error is raised. At the end of the processing if the FP staff rejects that flight plan, the REJ ORM will show a copy of the flight plan with the syntax error corrected.

11.1 General Procedure for Message Originators

The message originator shall receive the REJ ORM unless 'REJ required' is set to NO for that message originator. Then the message originator shall determine the necessary corrections to be made to the rejected flight plan or associated message, if necessary, after co-ordination with the AO. At such time that the corrections are completed, the corrected message shall be re-submitted to the IFPS for processing.

If present in the REJ ORM, the route contained in the POSRTE field may be used when the flight plan is re-filed. In this case, the message originator **is responsible** for assessing whether that route is operationally acceptable (length, countries overflown, weather, overflying permits, etc…). The route contained in the POSRTE is 'IFPS compliant' but does not guarantee to be avoiding ATFM constraints.

INTENTIONALLY BLANK PAGE

12 Copy Operational Reply Message (ORM)

(2) Requirements

The IFPS shall try to determine from the flight plan the identity of the AO. If it is successful in doing so, then it is possible that an operational reply message may be sent to the aircraft operator in addition to the message originator.

(4) System Processing

Where the message originator address is the same as the address stored within the NM CACD for the AO (direct filing) then only one ORM is transmitted.

The 'Copy ORMs' shall only be sent to the central address of the AO as stored within the NM CACD. If the operational reply message is required by the AO at a remote office, then the AO must forward the message accordingly, or to add the relevant address to the message using the re-addressing function.

The transmission of a 'copy' operational reply message to the AO depends on the following conditions:

- **a)** The IFPS must be able to determine the identity of the AO from the flight plan message.
- **b)** The AO must be 'known' within the NM CACD together with address information, etc.
- **c)** The AO must have made an explicit request to the NM Airspace Data Management Section (**AD**) to receive 'Copy ORMs' – they shall not be sent automatically to all AOs.

For messages of type AFP, RQP, FNM, MFS, MAN and REJ ORMs are not copied by the IFPS to the corresponding AOCC (if it has been identified) but only ACK ORM and always in 'long' format.

12.1 General Procedure for Aircraft Operators

AOs shall ensure that, should they require the 'Copy ORM' function to be used by the IFPS, that the relevant details have been submitted to the AD section.

INTENTIONALLY BLANK PAGE

13 Determination of Aircraft Operator by IFPS

(2) Requirements

The IFPS shall determine the aircraft operator by analysing the following fields in the order shown:

a) Operator information.
b) Aircraft identification.

(4) System Processing

Where the AO may be determined by the IFPS from the operator information, and the information held therein is the recognised AO's ICAO code or the AO's full name as stored in the NM CACD, no further analysis is performed, and the aircraft identification is not checked.

If the operator information is not present, or the AO cannot be determined from the information contained under the operator information field, then the aircraft identification shall be analysed by the IFPS.

Examples with information in an ICAO FPL2012 format

OPR/BAW	This is interpreted as British Airways.
OPR/BRITISH AIRWAYS	This is interpreted as British Airways.
RMK/OPR BRITISH AIRWAYS	This is not interpreted.
(FPL-GFABW-	This is not interpreted.
(FPL-GFA123-	This is interpreted as Gulf Air.

250915 EGLLZPZX **(FPL-BAW123-IS**	This message would result in ORMs being sent to EGLLZPZX and, if requested, to the address stored in the NM CACD for BAW operations.

250915 EGLLZPZX **(FPL-GFABW-IS**	This message would result in ORMs being sent to EGLLZPZX and, if requested, to the address stored in the NM CACD for BAW operations.

-OPR/BAW)

The aircraft operator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

14 Error Types

(2) Requirements

Where a message submitted to the IFPS for processing fails that processing, the failed message shall have attached to it a list of error messages. Each error message shall be grouped into a type of error, and this type of error shall be indicated at the start of each error message.

Each error message contains a number that is unique to the error; this number may be used as search criteria to find the relevant part of this manual.

Example **SYN116**: MISSING OR INVALID FLIGHT TYPE

An error type indicator shall precede each error message attached to every message that has failed automatic processing by the IFPS; these error types are:

14.1 Syntax

The syntax error type contains all those errors raised when the submitted message does not adhere to the prescribed formats and manner of specifying data as described in ICAO Doc. 4444, Appendices 2 & 3; ICAO Doc. 7030, EUR Region; the IFPS Software Requirements document, and in this document.

Example **SYN**116: MISSING OR INVALID FLIGHT TYPE

14.2 Expanded Flight Plan Message (EFPM)

The Expanded Flight Plan Message (**EFPM**) error type contains those errors raised when data in the submitted message is inconsistent either with other Items in that message or with the existing IFPS flight plan database, or there is insufficient data to create a flight plan.

Example **EFPM**237: MESSAGE MATCHES EXISTING INVALID MESSAGES

14.3 General Route

The Route error type contains all those errors raised where the data format and content in the route portion of the submitted message do not adhere to the prescribed formats and manner of specifying data, or are inconsistent with the NM CACD.

Example **ROUTE**126: FLIGHT RULES Y WITH NO VFR PART

14.4 Rerouting

The Rerouting error type contains all those errors relating to the **AOWIR** use. These errors are internal IFPS/ETFMS only and are not output to external users.

Example **REROUTING**182: CANNOT ADD SPEED/RFL AT POINT <pt>. IT IS NOT ON THE NEW CONSTRUCTED ROUTE.

14.5 Profile

The Profile error type contains all those errors raised where data inconsistencies or violations are found during the calculation of the flight profile of the submitted message.

Example **PROF**188: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS

14.6 Warning

The Warning error type contains those errors that are generated to provide additional information related to the processing of the message. Internally it can be seen by an FP staff when processing manually a message. Externally, it might be contained in a B2B submission response/filing status and indicates that either some or all trajectory info was discarded (**i.e.** in the eFPL related cases only). **It might also be externally visible when consulting a flight plan history via NMP/NOP.**

Example **WARNING313**:TRAJECTORY INFO DISCARDED (…)

14.7 Routing Assistance

The Propose Routes tool in the CHMI, NOP and NMP may use all those error message types used in the IFPS, but it may also use one type specific to the Propose Routes tool. A number of errors raised are specific to that system alone; such errors are of a type 'Routing Assistance Errors'.

Example **RA270**: UNKNOWN AIRCRAFT TYPE

15 Improvement in Quality of Submitted Messages

(1) General

One of the tasks of the IFPS is to provide assistance in finding correct routes where genuinely needed, however, message originators are also required to take responsibility for the quality of any messages they send to the IFPS for processing.

The IFPS shall not be considered responsible for providing regular solutions to repetitive errors or fixing basic errors (e.g. SYNTAX). Where routeing assistance is given by the IFPS, details of that assistance should be noted for future use by the message originator, thus allowing for a concentration of the IFPS efforts where they are most required.

In an effort to increase the quality of messages submitted to the IFPS for processing, regular analyses shall be made by the Network Operations Support staff to identify repetitive or basic errors. In parallel, any repetitive error identified by the FP staff shall be notified via the CCMS.

Network Operations Support staff shall contact message originators to inform them of identified errors, and to agree a timescale for solutions.

To improve the effectiveness of flight plan treatment and to deliver flight planning assistance when possible, basic, repetitive and/or avoidable errors shall be set for automatic rejection in the IFPS Error Management Tool.

(2) Requirements

Message originators shall be responsible for the submission to the IFPS for processing of flight plans and associated messages for all IFR/GAT**-iOAT** flights.

Flight plans and associated messages sent to the IFPS shall take account of all **ATM** constraints and priorities as published by the NM and any relevant national administration.

Message originators shall ensure that the errors that cause invalid flight plan messages in the IFPS are not avoidable, repetitive or basic. Where a message originator has had a submitted message corrected by the IFPS, the details of that correction should be analysed and recorded for future use by that message originator.

(4) System Processing

The Error Management Tool is implemented within the NM CACD.

It offers the possibility, through restrictions of type Error Management, to set some errors to be processed by the IFPS in a specific way and subsequently it will affect the handling of the message.

Errors can be set to be on:

- Override (for specific exemptions from Error Management restrictions).
- Highlight (warning to FP staff).
- Replace (where a text string in the route field is replaced by another text string).
- Delete (automatically or manually).
- Reject (automatically or manually).
- Ignore (automatically or manually).

Manually means that it shall be verified and confirmed by FP staff.

While interacting with the IFPS and IFPUV, users may encounter error(s) raised for a message that are preceded by one or two letter(s) into brackets.

Example:

(RC)EFPM241: MESSAGE ASSOCIATES TO ACTIVATED FLIGHT

The meaning of this/these letter(s) is as follows:

(O): Override

(H): Highlight

(S): Replace

(D): Delete

(DC): Delete Confirm (manual)

(R): Reject

(RC): Reject Confirm (manual)

(F): Ignore

(FC): Ignore Confirm (manual)

16 IFPS Re-Route Accepted (IFPSRA)

(2) Requirements

The IFPS Re-route Accepted (IFPSRA) feature is subject to those conditions applicable in the Quality of Submitted Messages and should not be considered to take priority over that instruction.

If the IFPSRA indicator is present in the Item 18 sub-field RMK, the route field is empty or contains only the routeing indicator 'DCT', and the aerodrome of departure and aerodrome of destination are inside the IFPZ, then it indicates that the message filer requests routeing assistance and the IFPS will automatically insert a route if a valid one is found and if none is found the IFPS will automatically reject the message.

For messages which are manually processed by the IFPS, the remark 'IFPSRA' in the sub-field RMK, of a flight plan shall be considered as written authorisation from the message originator for the FP staff to manually correct the message where necessary and possible, without being required to obtain further agreement to those changes from the message originator.

It shall then be the responsibility of the message filer to ensure that any changes made to that message by the IFPS are checked and communicated to any necessary persons prior to the departure of that flight.

It shall remain the responsibility of the message filer to ensure that, where a message that includes this remark is submitted to the IFPS, that message filer shall have the means to receive the updated version of the message after any possible manual processing by the IFPS.

FP staff shall not re-route flights without coordination under the following conditions:

- The flight plan originator address is associated to an ANU that has 'ACK Message Required' set to 'No';
- If the only available re-routeing option includes a change to the IFPZ entry/exit point;
- When the re-route enters a previously untouched national airspace.

It shall **not** be the responsibility of the IFPS to confirm that the AO receives a copy of any updated message containing the 'IFPS Re-route Accepted' authorisation.

(3) Message Format

Where a message filer wishes to authorise the FP staff to make amendments to their submitted messages when necessary and possible, that message filer shall add the comment 'IFPSRA' in the RMK sub-field of the submitted message.

Where a message filer wishes to authorise the FP staff to assist them in finding a route, the 'IFPSRA' indicator shall be inserted in sub-field RMK, and the message submitted with an empty route field, or with only 'DCT' in the route field.

(4) System Processing

The use of the 'IFPSRA' authorisation requires that the message originator receive a copy of the corrected/added data in the operational reply message.

The conditions when the IFPS does not send ACK ORMs and therefore re-routeing/routeing assistance shall not be executed by FP staff are when the flight plan originator address (AFTN or IATA Type-B) is associated to an ANU that has 'ACK Message Required' set to 'No';

When the route field is empty or contains only the routeing indicator 'DCT' and the aerodrome of departure and aerodrome of destination are inside the IFPZ, the IFPS processing is as follows:

- The IFPS has automatically found a route, the flight plan is accepted and the long ACK will contain the following comment: THE FILED ROUTE HAS BEEN AUTOMATICALLY OR MANUALLY CHANGED BY THE IFPS OR BY AN OPERATOR or
- The IFPS has not found a route, the flight plan is rejected.

16.1 General Procedures associated to the use of IFPSRA

Where a message submitted to the IFPS for processing contains the remark 'IFPSRA' in the RMK sub-field of that message, the IFPS shall treat that remark as authorisation to manually treat that message as necessary and where possible, taking into account the requirements laid out in the Quality of Submitted Messages.

Message filers shall not use the remark 'IFPSRA' together with the remark 'RTECOORATC' as there is a risk that FP staff could modify the route (or part of) that has been previously coordinated with ATC.

Message filers shall not use the IFPSRA function for routeing assistance when the flight may be subject to airspace access restrictions, timing restrictions or else such as military flights, air refuelling, non-standard routing coordinated with ATC, round-robin and training flights etc...

When a re-route enters a previously untouched national airspace or the re-route changes the IFPZ entry/exit point, the FP staff shall coordinate the necessary changes.

When the flight plan originator will not receive an ACK ORM, the FP staff shall coordinate the necessary changes.

Particular care shall be taken with military flights and flights with special status, as diplomatic clearances could be an issue in the event of any rerouting by the FP staff.

It should be noted that a flight plan accepted by the IFPS does not imply the issue of overflight permission; such requests must be made by the AO directly with the relevant authorities. Message originators who cannot accept a re-route due to diplomatic or overflight clearance constraints should not insert the comment 'IFPSRA' in the submitted message.

Where the FP staff determine that any necessary changes require coordination with the message originator, but no contact is possible in order to agree the changes, then that message shall be rejected back to the message originator. In these situations and when the workload is not high, the FP staff shall normally communicate a possible correction to the message originator via that message originator's AFTN or IATA Type-B address.

Note Messages that contain the remark 'IFPSRA' are subject to the rejection of repetitive errors procedure.

When the trajectory (laterally or vertically) between the first and last en-route point is modified as a result of IFPS manual processing, the FP staff shall insert the following IFP indicator: IFPSROUTEMOD.

16.2 ANUs in the NM CACD Receiving 'NO' ACK ORMs

Error message ref.	N/A
Explanation:	Where a message is submitted to the IFPS for processing from an address associated to an Air Navigation Unit that is defined in the NM CACD with the requirement for ACK messages set to NO, that address shall not receive ACK ORMs from the IFPS. If such an address submits a message containing the comment 'IFPSRA', they will not receive any indication of changes made by the FP staff that would normally be provided in the ACK ORM.
Instruction:	Where FP staff identify that the flight plan originator will not receive an ACK ORM from the IFPS, then it is not possible to treat that message without coordination. If no contact or no agreement on correction can be made the message shall be rejected. Flight plan messages with STS/FFR, STS/SAR, STS/MEDEVAC or STS/HOSP shall be manually forced through processing by the FP staff using the 'ignore' option as appropriate and adding any relevant IFP indicators as necessary.

INTENTIONALLY BLANK PAGE

17 IFPS Manual Processing Procedures

(2) Requirements

The IFPS is responsible for the reception, verification and distribution of flight plan data for all IFR/GAT flights within the IFPZ. AOs have a legal responsibility (ref. National AIPs and ICAO Doc. 7030) to ensure that all flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing.

The IFPS is not responsible for the reception, verification and distribution of flight plan data for flights outside the IFPZ. However, the NM has agreed to distribute a copy of flight plans it receives that penetrate, Rostov, Kaliningrad or Belarus airspaces. These messages shall be output to the addresses UUUWZDZX (for Rostov and Kaliningrad) and to UMMMZDZX (Belarus), with any necessary further distribution within that airspace being undertaken by the Rostov, Kaliningrad or Belarus authorities. AOs have still the legal responsibility to ensure that all flight plans and associated messages for flights within Rostov, Kaliningrad and Belarus airspaces are being addressed to the appropriate ATC Units responsible for these flights.

Those messages submitted to the IFPS for processing that fail automatic processing may be passed to the FP staff for manual treatment.

All messages presented to the FP staff for manual treatment shall have attached an indication of the relevant errors causing that message to fail automatic processing. Upon receipt of such messages, the FP staff shall confirm the validity of those error messages through the relevant documentation, such as the RAD.

Should an error be found by the FP staff to be inaccurate, the details and conditions of that error shall be reported [see NM Operational Problem Reporting in the Network Operations Handbook]. That error indicator, its conditions and any necessary manual treatment actions shall then be promulgated to all the FP staff through an operational instruction.

The conditions governing the manual treatment of messages by the FP staff are contained in the Standard Correction Procedures.

Under certain conditions, those messages that are passed to the FP staff for manual treatment may be forced through processing while still containing some identified errors. Such messages shall have an IFP indicator attached to that message in order to highlight those identified errors that have been accepted by the IFPS.

(4) System Processing

All messages submitted to the IFPS for processing shall pass through a number of processes that are carried out automatically by the IFPS.

The IFPS is capable of carrying out a number of automatic corrections when processing messages, but where such corrections cannot be made, those messages shall either be automatically rejected or shall be passed for manual treatment by the FP staff.

Where manual actions are carried out on an invalid message by the FP staff, those actions shall be automatically recorded in the flight plan history, indicating the user identification of the FP staff member and the result of the action carried out.

Where any message fails automatic processing by the IFPS and is passed for manual treatment by the FP staff, that manual treatment shall be governed by the Standard Correction Procedures (SCP1 and SCP2) unless covered by a specific procedure indicated in this manual.

The following diagram illustrates the processes applied to all messages received by the IFPS:

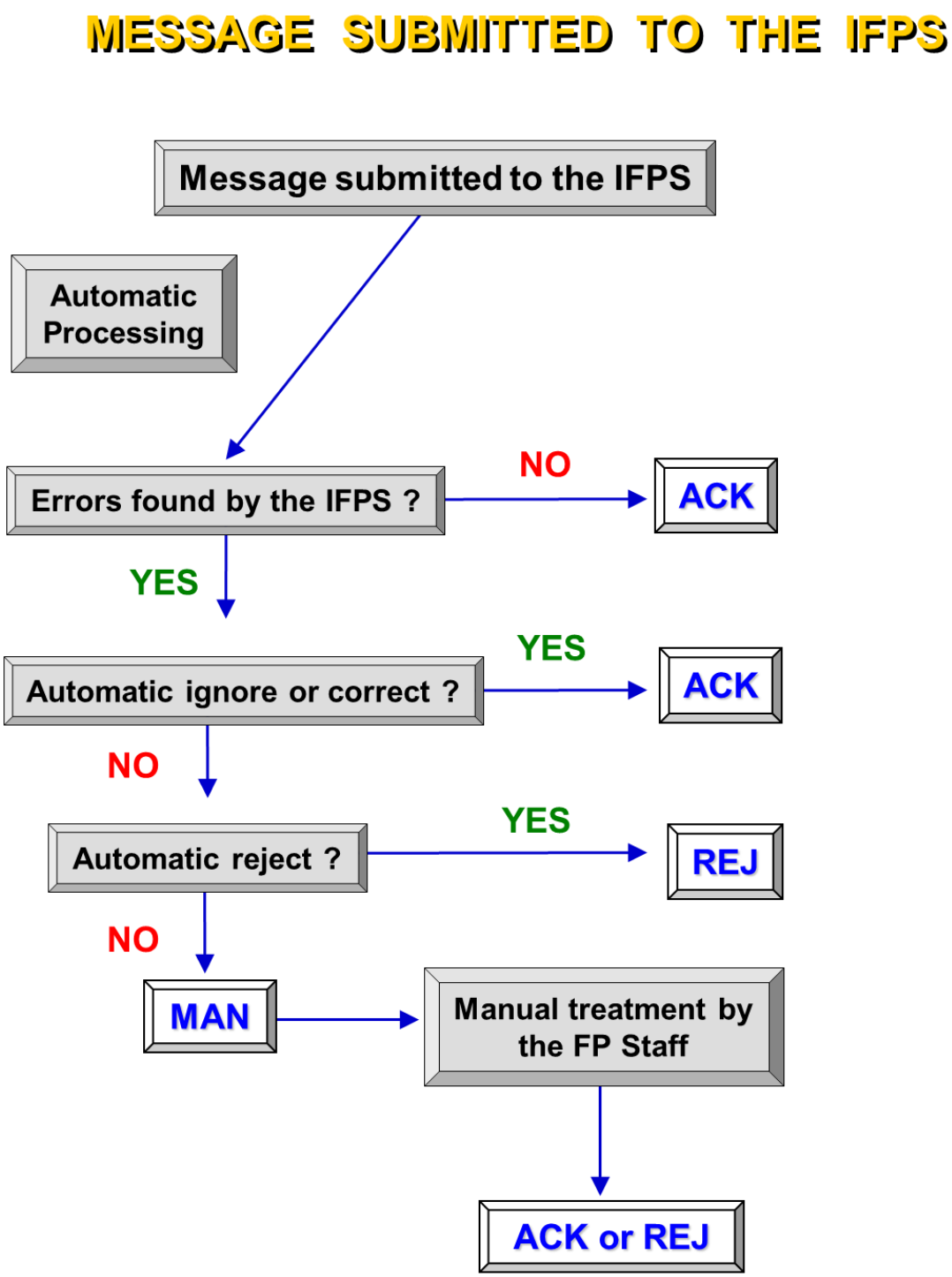


Figure 2 - Message Submitted to the IFPS

All messages presented for manual treatment must be edited by the FP staff. All messages must treated without undue delay upon being called to the flight plan editor function; where the message cannot be treated in a timely manner, the flight plan editor function shall be ended by the FP staff member concerned, in order that the message may be treated by another FP staff member.

Spurious characters and free text, especially non-alphanumeric characters such as * ! ~ # @ should not be added unnecessarily to any message by the FP staff.

18 Standard Correction Procedure 1 (SCP1)

(2) Requirements

The Standard Correction Procedure 1 (**SCP1**) shall be used by the FP staff where it is necessary to make decisions about message treatment for flights departing, arriving and overflying the IFPZ.

Detailed procedures for specific errors can be found in section IFPS Error Messages.

18.1 SCP1 General Procedures

During the verification of flight plan data messages, the IFPS may fail the automatic processing of messages and pass them for manual treatment by the FP staff. Where this occurs, any amendments to be made by the FP staff that require a change to the trajectory of the flight in the submitted message (under certain conditions), changes on key fields such as aircraft identification, Estimated Off-Blocks Time, Estimated Off-Blocks Date and any other error subject to SCP1 shall be coordinated with the message originator before such changes are made to that message.

Aircraft operators who wish to be contacted via a contact point other than indicated by the AFTN/IATA Type-B address of the submitting originator shall clearly indicate this in the ORGN sub-field of Item 18, e.g. ORGN/TELEPHONE CONTACT 32 2 729 98 05. Where such an indication is not included and contact with the AFTN/IATA Type-B originator is not possible, the message originator wishes to file the proposed correction themselves or agreement cannot be reached on the required correction, the message shall be rejected or suspended.

If no contact can be made with the message originator and the necessary action concerning the required correction is unclear or ambiguous, the message shall be either:

- Rejected back to the message originator for them to correct;
- Deleted from the invalid message database when a specific procedure dictates this action;
- In exceptional cases, forced through processing with the appropriate IFP indicators attached.

Note A change of trajectory shall be any change to the track, speed or flight level of the submitted message.

Exception to this procedure is the inclusion of the sub-field RMK, of the comment 'IFPSRA'. In this case, it may be possible to manually treat that message without coordination except whenever the originator address is displayed in red, as this indicates that no ACK message will be sent to the flight plan originator. The case where this will happen is:

The address is associated to an ANU that has 'ACK Message Required'='No'

Note Exceptions to the rule are FNM/MFS messages, which do not generate ACK messages. In these cases, the route should be amended accordingly as per procedure.

Under particular conditions and for certain message types, some submitted messages shall not be manually rejected by FP staff, regardless of errors contained within those messages. Those message types that shall not be rejected are:

- FPL with source AFIL.
- ACH with source FNM & MFS.
- Flight plans indicating a reason for special handling with FFR, SAR, HOSP or MEDEVAC: Where any of these special handling indicators is indicated and contact with the message originator is not possible, the message shall be forced using the appropriate IGNORE or other internal procedures and inserting the relevant IFP indicator.

If, as a result of manual processing procedure(s), some error(s) on the ACH (with source FNM or MFS) shall be forced through processing by using the Ignore function, then an indication of that error shall be given through the addition in Item 18 of that message of IFP indicators.

18.2 SCP1 Table

The following flow charts gives an indication of the decision processes governing the manual correction by the FP staff of all messages **except** those containing errors in Aerodrome of Departure, Aerodrome of Arrival or Alternate Aerodrome, or re-addressing. The processes governing the correction of these errors are detailed in the Standard Correction Procedure 2. It should be noted that where a message is rejected by the FP staff due to a trajectory error, the corresponding REJ message will in most cases contain a field named POSRTE. POSRTE constitutes an IFPS compliant route which can be used when the message is re-filed to the IFPS. More details can be found in section Reject (REJ) .

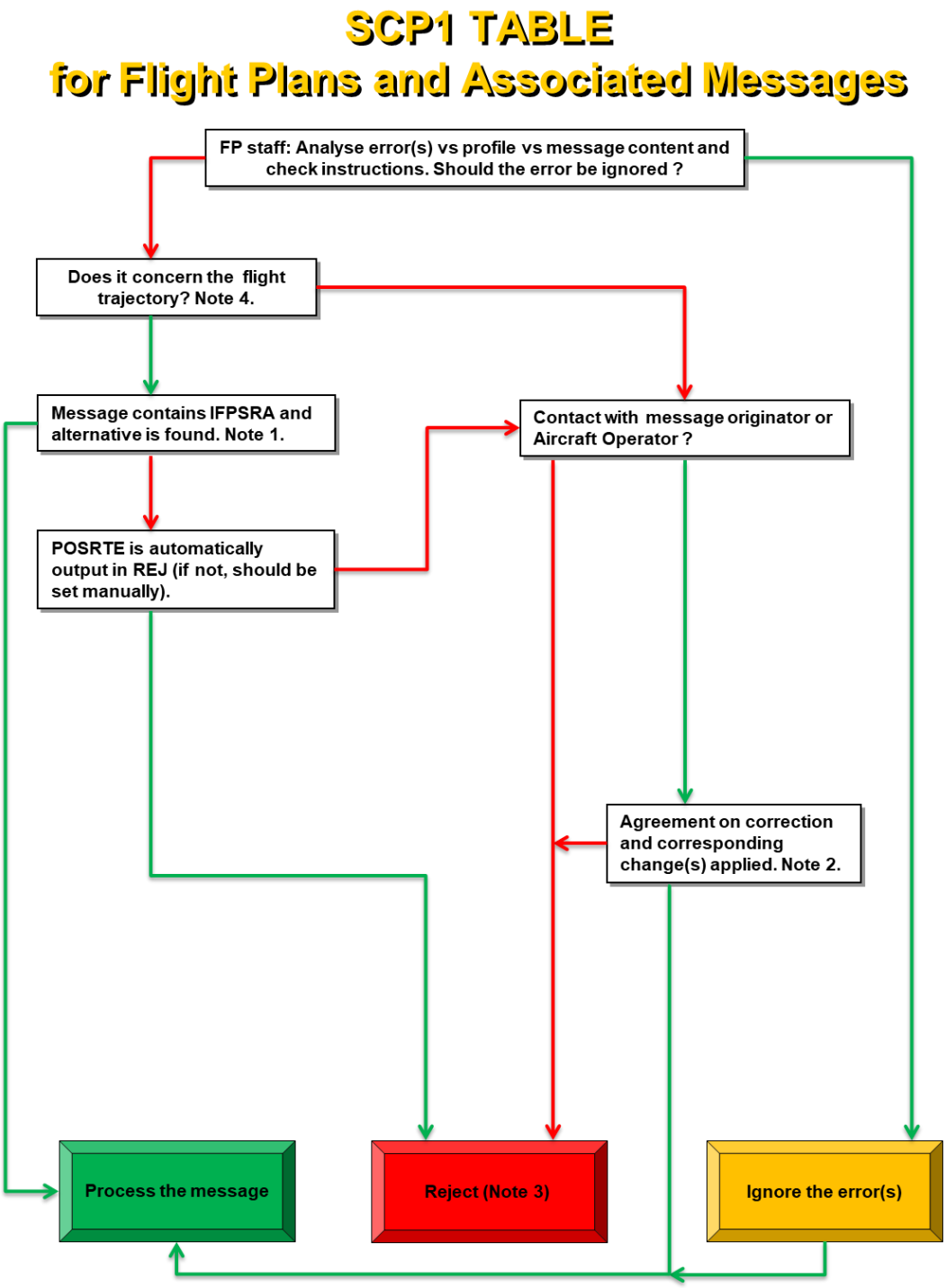


Figure 3 - SCP1 Table for flight plans and associated messages

Green arrow means YES and **red arrow means NO.**

Note 1 If the message contains the remark '**IFPSRA**', then it is possible to manually treat that message without co-ordination. However, as stated in section IFPS RE-ROUTE ACCEPTED (IFPSRA) there are 3 exceptions:

- The message originator address is associated to an ANU that has 'ACK Message Required' set to NO.
- The only available re-routeing option includes a change to the IFPZ entry/exit point.
- When the route enters a previously untouched national airspace.

Note 2 Where a route is changed during the telephone contact with the message originator, the FP staff shall ask the message originator to check the new route in the ACK ORM or give a description of the change (either verbally or by means of a transmitted message) where the originator is not receiving an ACK ORM.

Note 3 Where the flight indicates any of the special handling status as **FFR, SAR, MEDEVAC** or **HOSP** and contact with the message originator is not possible, the message shall be forced using the appropriate IGNORE or other internal procedures and inserting the relevant IFP indicator. Where the error relates to the equipment field (Item 10 or its equivalent in ADEXP format), and that error is syntactical, it cannot be ignored. In such cases the FP staff shall copy the originally filed equipment and insert it under RMK with the following text: 'Originally filed equipment…' then the FP staff shall correct the syntax and whenever possible send a transmit message to the message originator to inform them of the modification(s) made to the flight plan and suggesting sending a modification message to improve the accuracy of the flight plan data.

Note 4 Where the error can be corrected without any change of trajectory (for example by changing the airway designator to a co-located available airway) then SCP1 is not applicable for this error.

18.3 Flights within the Rostov, Kaliningrad and Belarus FIR Airspaces

The NM CACD includes adjacent additional FIRs mainly in order to ensure accurate profiles in the ETFMS (ENV_EXTR area). By inclusion of these FIRs, the IFPS calculates the ATC Unit Airspaces (**AUA**) to which flight plans would normally be sent; however, the flight plan distribution parameters have been set to 'No' for these additional AUAs, thus suppressing flight plan output. Exceptions to this are the Kaliningrad, Rostov and Belarus FIRs.

The NM has agreed to distribute a copy of those flight plans it receives that penetrate URR*, UMK* and UM* airspaces by enabling output to the following addresses:

- UUUWZDZX for Kaliningrad and Rostov,
- UMMMZDZX for Belarus,

This does not alter the responsibility of aircraft operators to submit flight plans directly to URR*, UMK* and UM* ATC Units.

The NM CACD display shows URRVFIR, UMKKFIR and UMMVFIR within the FPM_COPY Area.

18.4 Re-routeing Outside the IFPZ

Error message ref.	N/A
Explanation:	The IFPS does not carry out any checking outside the IFPZ, so no changes should be made to that part of the route

	without coordination/agreement with the flight plan originator or aircraft operator.
Instruction:	When re-routeing a flight, the FP staff **shall** ensure that the part of the route outside the IFPZ is not changed. If the only available re-routing option includes a change to the IFPZ entry/exit point, the change **shall** only be made after coordination/ agreement with the flight plan originator or aircraft operator. If the change to the IFPZ entry/exit point is the only option and no contact is possible and the flight requires special handling (STS/FFR, HOSP, MEDEVAC or SAR), the original route shall be forced through processing by the FP staff using the appropriate **ignore** or other internal procedures and inserting the relevant IFP indicator (SCP1) If the change to the IFPZ entry/exit point is the only option and no contact is possible, the message **shall** be **rejected**. If a re-route proposal containing a change to the IFPZ entry/exit point is sent via the transmit function to the flight plan originator, the message sent **shall** contain the following 'PLEASE CHECK THE PART OF THE ROUTE OUTSIDE THE IFPS ZONE'.

18.5 Flights with Route Coordinated with ATC

Special flights such as test, military, pollution control, aerial surveillance/photo and others may contain routings which are not compliant with airspaces constraints such as RAD, DCT, CDR, FRA, OAT portions, etc.

In such cases, the operator of the flight may request from the relevant entity/ies exemptions from these airspace constraints.

When such exemptions are given and both parties have agreed on the route, the flight is considered has being 'coordinated with ATC'.

The message originator shall indicate in the flight plan such prior coordination by inserting a specific text in item 18 under RMK/, as follows:

Case 1: The entire routing has been coordinated.

The message filer shall indicate with which entity/ies such coordination was done (i.e. ANSP, ATC unit, FMP, etc…)

Example: **RTECOORATC NATS**

Case 2: Only part(s) of the routing has/have been coordinated.

The message filer shall indicate the airspace(s) where the route has been coordinated **and** with which entity such coordination was done (i.e. ANSP, ATC unit, FMP, etc…)

Example: **RTECOORATC LFBB LFRR DSNA**

Example: **RTECOORATC LSGG LSAGACC**

When the route is partially coordinated, the route shall be tested first via the IFPUV without 'RTECOORATC' inserted, and errors outside the airspace where it has been coordinated shall be corrected before filing.

RTECOORATC shall not be indicated together with IFPSRA as there is a risk that FP staff could modify the route (or part of) that has been previously coordinated with ATC.

Only an exact character match of the text string RTECOORATC will guarantee an automatic system recognition (i.e. some automatic rejections may not apply to flight plans that contain RTECOORATC).

Error message ref.	Various possibilities of ROUTE and PROFILE errors.
Explanation:	Deviation from airspace constraints has been granted by ATC prior the FPL submission.
Instruction:	The FP staff shall ignore all ROUTE and PROFILE errors (except Profile errors related to 8.33: PROF188, PROF189, PROF190) and shall insert the relevant IFP indicators [see Section IFP Indicators]. Note: The IFP indicator ERRROUTECOORD shall only be inserted if: The NMOC holds a written confirmation of the agreement or The flight is covered by an operational instruction or The agreement has been obtained by a contact initiated by the NMOC.

FP staff will not check the validity of the text RTECOORATC (i.e. whether or not a coordination took place)**.**

If an ATC unit or an FMP note an abuse in the use of such remark (no coordination/agreement took place, routing submitted was different than routing agreed), then that ATC unit/FMP **shall contact directly the aircraft operator.**

For civil flights, if there are difficulties to contact or find the aircraft operator, the NM Aircraft Operator Liaison Cell (AOLC) may be contacted at:

nm.aolc@eurocontrol.int

For military flights, if there are difficulties to contact or find the aircraft operator, the NM Military Liaison Officer (MILO) may be contacted at:

NM.milo@eurocontrol.int

When the situation of abusing the remark RTECOORATC is evaluated as a significant risk or a potential hazard to aviation safety, contact shall also be achieved through the appropriate NSA/CAA.

18.6 Procedure for Military RPAS (Remotely Piloted Aircraft System)/UAS (Unmanned Aircraft System)

Any queries from ACC/FMP regarding a military flight operated by RPAS/UAS operating in any part of the IFPZ should be directed to the FP supervisor (+3227451950) who will, whenever it is available, communicate the relevant phone number. In some cases the flight plan may contain the telephone number of the pilot in item 18 under RMK/.

Error message ref.	Various possibilities of ROUTE and PROFILE errors.

Explanation:	Due to the particular nature of the RPAS/UAS flights, it is not always possible to have an IFPS compliant routing (RAD, DCTs, etc.) and these flights usually cannot accept any deviation from their routings. Also, these flights often operate at higher level than normal air traffic.
Instruction:	The FP staff shall ignore all ROUTE and PROFILE errors and shall insert the relevant IFP indicators.

19 Standard Correction Procedure 2 (SCP2)

(2) Requirements

The Standard Correction Procedure 2 (**SCP2**) shall be used by the FP staff where it is necessary to make decisions about message treatment when errors are encountered in the re-addressing function.

There are also specific procedures that shall be followed by the FP staff where a message contains an error in the Aerodrome of Departure or in the Destination or Alternate Aerodrome.

Detailed procedures for specific errors may be found in the sections relevant to those errors. Where those sections refer to this procedure in the manual correction process by the FP staff, the instructions detailed in this section shall be followed.

19.1 SCP2 General Procedures

During the verification of flight plan data messages, the IFPS may fail the automatic processing of messages and pass them for manual treatment by the FP staff.

Where an error occurs in the syntax of the re-addressing function of the flight in the submitted message, those errors shall only be corrected or ignored (e.g. 5 days EOBDT errors before a long public holiday weekend) by the FP staff in the event that:

- The message originator has been successfully contacted

or

- The necessary action concerning the required correction is clear and unambiguous

or

- Where it is an error in the re-addressing line(s) and it is not possible to contact the message originator to coordinate a correction, the message shall be rejected.

In such cases, it shall be the responsibility of the message originator to confirm the correct address, and to take the appropriate action based on that confirmation.

19.2 SCP2 Table for Departure, Destination or Destination Alternate Aerodromes

The following flow chart gives an indication of the decision processes governing the manual correction by the FP staff of messages containing errors in the departure, destination or destination **alternate aerodromes**.

SCP2: Invalid value for Departure, Destination or Destination Alternate Aerodromes

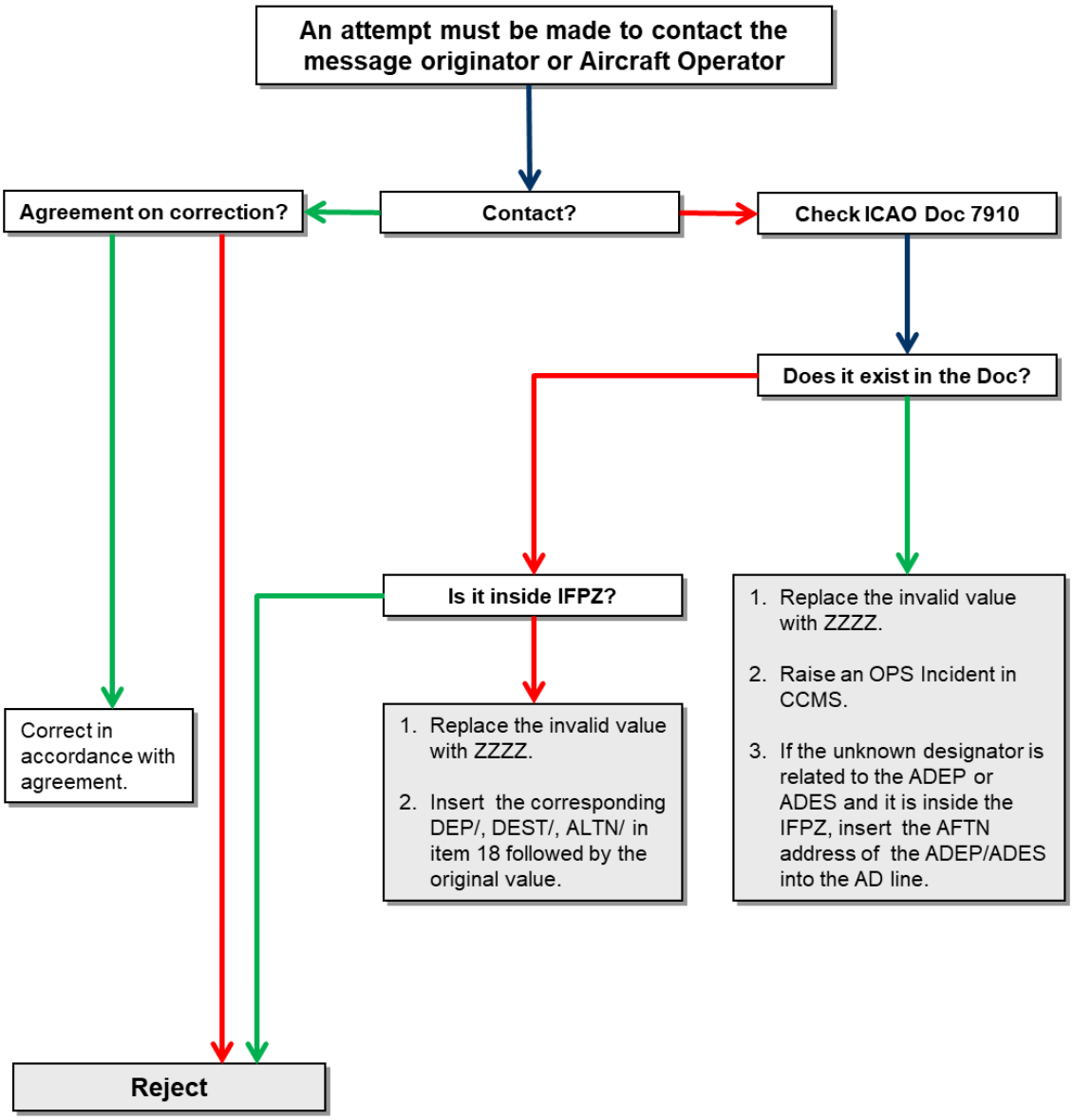


Figure 4 - SCP2 Table for Departure, Destination or Destination Alternate Aerodromes

20 Flight Plan Revalidation

(1) General

Once processed by the IFPS, flight plans are subject to flight plan revalidation, in which all flight plans held by the IFPS are subject to a revalidation against any possible environment modifications that may impact them.

Each flight plan held in the IFPS valid flight plan database shall be revalidated against the NM CACD every 30 minutes until the EOBT of that flight.

This revalidation is intended to accommodate the on-line input of dynamic environment data such as RAD restrictions and airway closures in the NM CACD at any time. When such on-line inputs are made, any existing valid flight plans held by the IFPS will not have been checked against the new restrictions, thus necessitating the introduction of a revalidation.

This revalidation feature, in conjunction with the on-line input of new RAD restrictions and closures of airways, is designed to develop greater consistency of flight plan data between the AO, ATS and the NM by revalidating flight plans against constraints (closures) and removal of constraints (disabling of RAD restrictions and openings of airways) in the NM CACD.

In the context of FF-ICE, the term re-evaluation is used. The revalidation process applies to all flight plans (including eFPLs) and therefore covers the re-evaluation.

(2) Requirements

The revalidation of the IFPS flight plan database shall occur automatically every 30 minutes as from 12 hours prior to the EOBT of each flight plan until the EOBT of each flight plan. For a flight plan filed less than 12 hours before its EOBT, the first revalidation shall be in the next 30 minutes increment (when compared to the EOBT) following the time of the successful processing of the flight plan by the IFPS.

Example

A flight plan is filed and acknowledged at 14h52. Its EOBT is 17h25. Revalidation events are calculated backward from the EOBT by increment of 30 minutes. The first planned revalidation event shall be at 14h55 and then 15h25, 15h55, 16h25, 16h55 and 17h25.

In this example, the first revalidation event is 3 minutes after the ACK. Had the flight plan been acknowledged at 14h26 the first revalidation event would have been 29 minutes after the ACK.

(4) System Processing

Where a flight plan is revalidated during one of the possible events and is found to be inconsistent with the NM CACD at that time, the IFPS shall consider first the following criteria:

Flights originating from outside the IFPZ or flights with a special handling status of HOSP, FFR, SAR or MEDEVAC shall not be suspended and shall be given the REVAL_ADVISORY status.

Else, (i.e. for flights that depart from inside IFPZ or that do not contain a special handling status of HOSP, FFR, SAR or MEDEVAC) then the following process shall take place:

Time at which the flight plan is failing its first revalidation is between EOBT -12 hours to EOBT -1 hour (included): REVAL SUSPENDED

Any flight plan found to be inconsistent with the NM CACD at that time shall be given an IFPS status of REVAL_SUSPENDED. The IFPS shall send an internal modification message to the ETFMS; this change does not alter the existing flight plan data in any way but provides the ETFMS with the

necessary information in order that the flight plan shall be suspended via a Flight Suspension (FLS) message.

Example of FLS content

—TITLE FLS
—ARCID ABC101
—IFPLID AA12345678
—ADEP EGLL
—ADES LIRF
—EOBD 020423
—EOBT 0945
—NEWRTE N0447F390 MID UN615 XAMAB UL612 MILPA UM730 BEROK UL153 XIBIL
—COMMENT INVALID ROUTE BY REVALIDATION
—ERROR PROF: RS: TRAFFIC VIA MILPA UM135 GVA IS ON FORBIDDEN ROUTE [LS2026A]
—ERROR PROF: RS: TRAFFIC VIA VEROB UM135 TOP IS ON FORBIDDEN ROUTE [LILS1004A]
—ERROR PROF: RS: TRAFFIC VIA UNITA UL50 ELB IS ON FORBIDDEN ROUTE [LI2019A]
—TAXITIME 0020

An 'early FLS' shall be sent between -12 to -2 hours before the EOBT to the flight plan originator, to the originator of subsequent associated messages and to the AOCC (when the AOCC is defined as receiving copies of IFPS ORM messages).

An FLS shall be sent between -2 to -1 hours before the EOBT to:

- The AOCC (when that AOCC is defined as receiving copies of IFPS ORM messages, IFPS and/or CASA).
- The AOCU or Handling Agent or both or none according to NM CACD setting.
- The flight plan originator and to the originator of any subsequent associated messages
- The ADEP ARO if no AOA is retrieved.
- The ADEP TWR, or the ADEP FMP if no TWR in the ATFM adjacent area.

The ADEP TMA, EN-ROUTE ACCs and ADES TMA if requested by the ATC.

In case of early re-opening of routes or deactivation of a RAD restriction, the FP supervisor shall identify via the 'non compliant listing' function those flights planned to take off in less than an hour in order to de-suspend them via the force compliant function.

Time at which the flight plan is failing its first revalidation is EOBT –1 hour (excluded) to EOBT: REVAL ADVISORY

The flight shall be given an IFPS status REVAL_ADVISORY and a message shall be automatically sent to the flight plan originator that contains the aircraft identification, aerodrome of departure, aerodrome of destination, EOBT, EOBD, and in most cases a proposed alternative route preceded by the list of errors generated in the revalidation. The proposed alternative route, when present in the REVAL ADVISORY message can be found after the following sentence: 'ONE ALTERNATIVE ROUTE IS:'

The text used in the message to indicate a revalidation failure shall be:

'YOUR FPL'ARCID EOBT EOBD ADEP ADES' HAS FAILED IFPS REVALIDATION'

'IF NO REROUTE IS FILED EXPECT A SIGNIFICANT OPERATIONAL PENALTY'

20.1 Process and General Procedures for REVAL_SUSPENDED

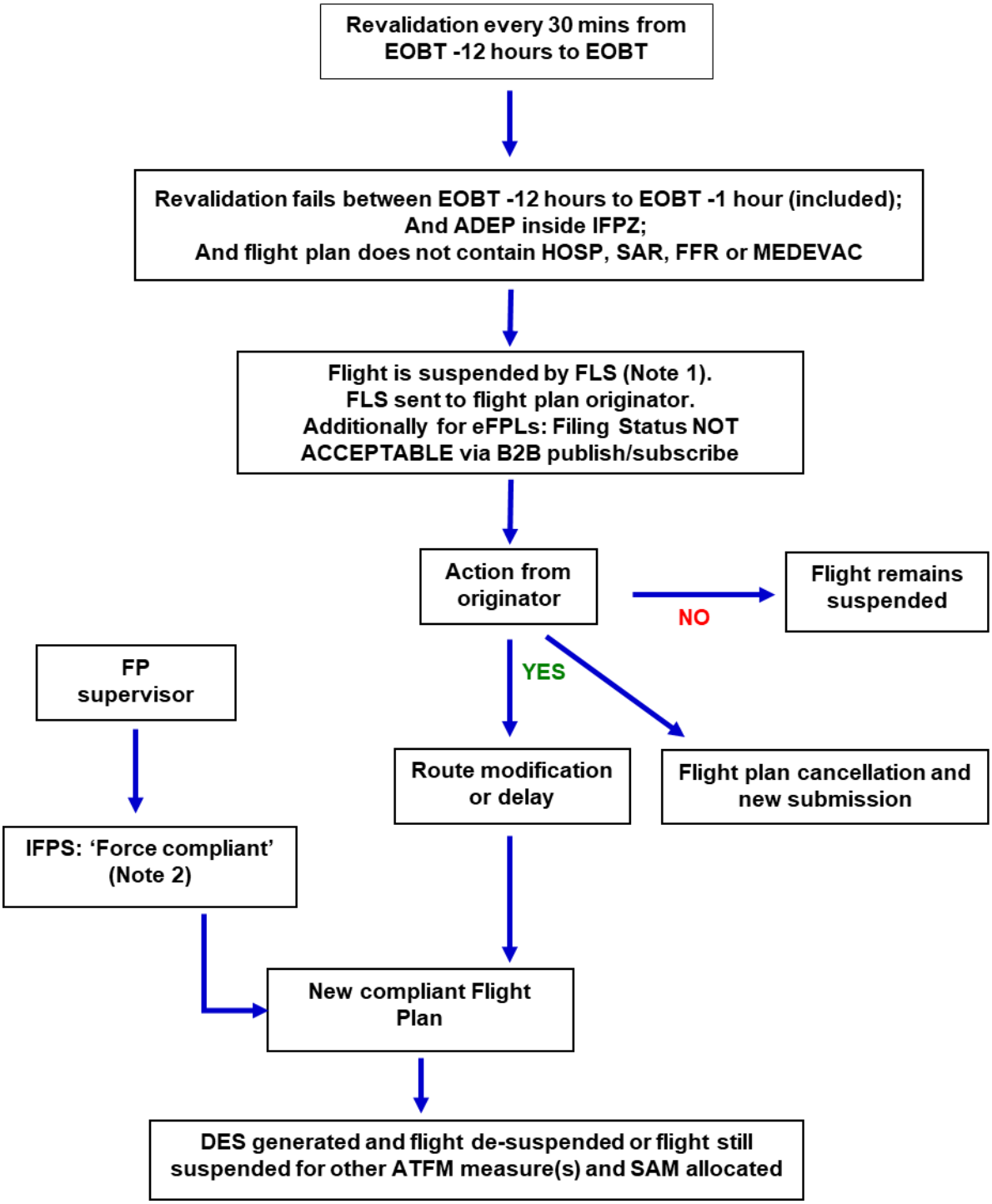


Figure 5 - IFPS REVALIDATION REVAL SUSPENDED

Note (1) Flights departing from outside the IFPZ and/or flights with a special status of HOSP, FFR, SAR or MEDEVAC are not subject to this process and shall fall under Table 2: 'Revalidation Advisory' procedure.

Note (2) In the case of a wrong flight suspension of a flight plan message (e.g. incorrect RAD capture) or where the flight suspension is not applicable any more (e.g. end of military exercise and route re-opens), the FP staff may use the 'force compliant' feature to generate and revalidate a correct flight plan, which is then sent to the ETFMS, thus removing the flight suspension. This action may also be carried out after a telephone call from a flight plan originator and whenever a flight is identified as being genuinely wrongly invalidated.

20.2 Process and General Procedures for REVAL_ADVISORY

The system automatically sends a message to the flight plan originator that contains sufficient information for the flight plan message originator to take action on that message via a submitted modification, delay or cancellation message and re-file to achieve a compliant flight plan message in the IFPS.

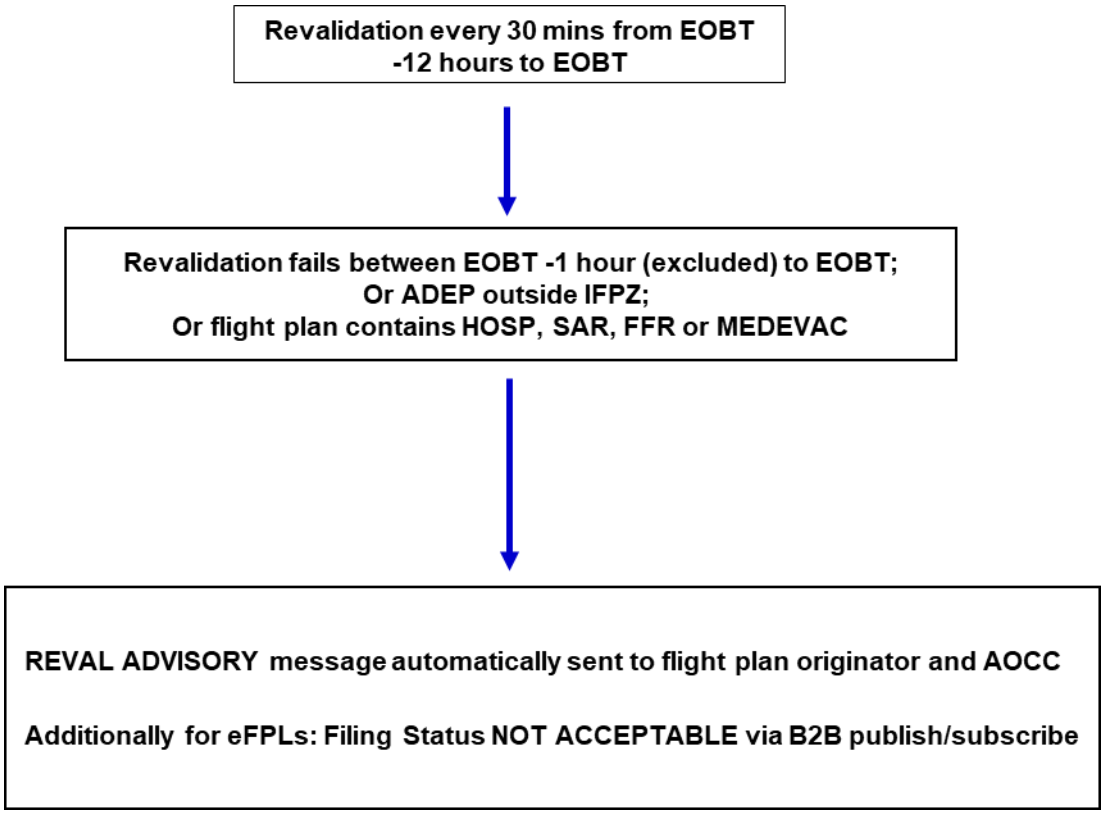


Figure 6 - IFPS REVALIDATION REVAL ADVISORY

20.3 Associated Invalid Messages

Error message ref.	Non-specific.
Explanation:	If an error that caused a revalidation failure is ignored in an associated message, the flight plan will be automatically forced compliant. For this reason, any invalid message that associates to a flight plan that is in a status of REVAL_SUSPENDED or REVAL_ADVISORY, should be processed by the FP staff without ignoring the error that caused the revalidation failure, or rejected even if the message is not attempting to change the route (e.g. modification message with only a change to the remark field). It is the responsibility of the flight plan originator to solve the problem that caused the revalidation failure before submitting messages for other updates.

Instruction:	When a message associates to a flight plan that is in status REVAL_SUSPENDED or REVAL_ADVISORY and is changing an item of the flight plan that does not concern the route and gives the same error that caused the flight to fail revalidation, the message shall be treated by the FP staff in accordance with SCP1, but those errors that caused revalidation failure shall **not** be ignored.

20.4 General Procedures for Message Originators for flights with status REVAL SUSPENDED

Originators of flight plan messages when being suspended due to IFPS revalidation shall not react to the FLS by contacting the Flow Management helpdesk. The FLS contains the following comment: INVALID ROUTE BY IFPS REVALIDATION.

Only a modification, cancellation or delay message can appropriately act on the flight suspension.

Therefore, the message originator shall either:

- Send a cancellation message, or
- Send a modification message for a change of route providing that the new route is IFPS compliant. Upon successful processing of that modification message then the flight will be de-suspended and a DES message will be sent by ETFMS, or
- Send a delay message providing that the new EOBT will result in the flight to be IFPS compliant (i.e. the later EOBT results in the flight to be calculated outside the time of the constraint that caused the failed revalidation).

If none of the above occurs, the flight will remain suspended unless a 'live update' in the NM CACD removes the constraint that triggered the flight to become suspended.

The FLS message may contain an IFPS compliant route, in which case the route can be found in the field 'NEWRTE'.

Before re-filing with the route provided within the FLS message (NEWRTE field), the message originator shall assess whether that route is operationally acceptable (length, countries overflown, weather, overflying permits, etc…). The route contained in the NEWRTE while being 'IFPS compliant', does not guarantee to be avoiding ATFM constraints.

20.5 General Procedures for Message Originator for flights with status REVAL ADVISORY

For originators of flight plan messages that have received a REVAL ADVISORY message, it is strongly recommended to amend the route in order to avoid the constraint stated in the message.

The statement 'IF NO REROUTE IS FILED EXPECT A SIGNIFICANT OPERATIONAL PENALTY' present in the message means the following:

On operational penalty indicates that if the route is not amended prior departure to an IFPS compliant route, ATC may have to re-route the flight to avoid an airspace constraint (closed airspace, closed route, etc…) with the possible consequences of a route extension.

Before re-filing with the route provided within the REVAL ADVISORY message (after the sentence ONE ALTERNATIVE ROUTE IS:), the message originator shall assess whether that route is operationally acceptable (length, countries overflown, weather, overflying permits, etc…). The alternative route proposed, while being 'IFPS compliant', does not guarantee to be avoiding ATFM constraints.

INTENTIONALLY BLANK PAGE

21 ATC Pre-departure Flight Plan Modification (AMOD)

(1) General

Once processed by the IFPS, flight plans may be subject to the notification of route and level changes by ATC units on receipt of the distributed flight plan data when the filed route could affect the safe conduct of the flight.

This process results from the European Commission Regulation (EC) No 1033/2006, which states 'ATC Units shall make available, through IFPS, any necessary changes affecting the route or flight level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received by them from the IFPS'.

No other changes to or cancellation of a flight plan shall be made by an ATC unit in the pre-flight phase without coordination with the operator.

(2) Requirements

ATC units shall notify the IFPS of any solutions introduced for difficulties found with respect to the route or flight level elements of flight plans (and those difficulties could affect the safe conduct of the flight) received by that ATC unit during the pre-flight phase of operations from the IFPS under the following circumstances:

- When the exit point from its area of responsibility changes from the exit point indicated in the last route information received from the IFPS.
- When the cruising level of the flight is changed when compared with the flight level requested in the last route information received from the IFPS.

Note AMOD shall not be used for flow related issues i.e. to move a flight to a different ATC sector.

The means by which ATC units should notify the IFPS of such changes are either via a telephone call, or via a message with title 'AMOD'.

ATC units shall not submit pre-departure amendment messages less than 30 minutes before the EOBT of the flight.

The IFPS shall ensure that any difficulties with respect to the route or flight level elements of distributed flight plans, notified by ATC units during the pre-flight phase of operations, are communicated to the originator of the flight plan.

(3) Message Format

Message Submission by an ATC Unit to the IFPS:

The format used by ATSUs to submit any necessary changes affecting the route or flight level to the IFPS shall be either in ADEXP or ICAO format, using the message title 'AMOD'.

The message should be **either**:

The ICAO flight plan format containing all the necessary fields including the **revised and complete** Item 15 information:

(AMOD-ABC123-IN
-B732/M-SRWY /C
-EHAM
-N0430F280 CPT UL9 SLANY
-NEW N0430F280 CPT UL983 BIG UL52 SLANY
-EINN

-RMK/ROUTE CLOSED D850 ACTIVE)

OR

The AFP-style in ADEXP format, preferably without estimate information, but containing the revised route as it would normally be produced for an AFP message i.e. containing at least the route within the ATC unit airspace submitting the message:

-TITLE AMOD
-REASON FOR AN 'AMOD' BY ACC
-ARCID ABC123
-ARCTYP B732
-CEQPT SRWY
-SEQPT C
-ADEP EHAM
-ROUTE N0430F280 CPT UL9 SLANY
-NEW ROUTE CPT UL983 BIG UL52 SLANY
-ADES EINN

The resulting IFPS message to be sent to the concerned Aircraft Operator or Message Originator shall be:

On behalf of <XXXXX> ATSU, XXXXZQZX, the following FPL <keyfields> contains route inconsistencies for XXXX airspace.

XXXX ATSU, in line with COMMISSION REGULATION (EC) No 1033/2006 has informed IFPS and requests a CHG to be sent in order to correct the route as follows:

(AMOD-ABC123-IN
-B732/M-SRWY /C
-EHAM
-N0430F280 CPT UL9 SLANY
-NEW N0430F280 CPT UL983 BIG UL52 SLANY
-EINN
-RMK/ROUTE CLOSED D850 ACTIVE)

A CHG or CNL+ refile should be sent as soon as possible.

NMOC on behalf of XXXX

(4) System Processing

The IFPS shall not automatically process any message with title 'AMOD'; Whenever the message title 'AMOD' is recognised in ICAO or ADEXP format, it shall be presented to an FP staff with the warning: GEN277: MESSAGE REQUIRES SPECIAL HANDLING and shall be given a priority in the IFPS invalid messages queue.

22 IFPSTOP/IFPSTART

(2) Requirements

The designators IFPSTOP and IFPSTART are tools that enable the FP staff to stop profile calculation for part or parts of the route given in flight plans or associated messages submitted to the IFPS for processing.

There shall be no limit to the number of IFPSTOP and IFPSTART indicators that may be used in the route description.

The designators IFPSTOP and IFPSTART shall only be used by the FP staff during the manual correction of route details in flight plans and associated messages submitted to the IFPS for processing when it is not possible to apply any other manual correction solution.

That part of the route within the designators IFPSTOP and IFPSTART shall be kept as short as is reasonably possible by the FP staff, as the data within that part of the route may be amended by the relevant ATS Unit. Should the relevant ATS Unit make such a change, the result could be an inconsistency between the data held by the IFPS and flight crew and that held by the relevant ATS Unit.

The use of IFPSTOP and IFPSTART shall not be offered as a proposed solution to message originators. It shall not be required to coordinate their use as the trajectory of the flight will not be changed in that part of the route following IFPSTOP and prior to IFPSTART.

In that part of the route within the designators IFPSTOP and IFPSTART, no automatic addressing shall take place; any required addressing for that part of the route shall be added manually by the FP staff.

That part of the route within the designators IFPSTOP and IFPSTART shall not be 'visible' in the flow management systems.

(3) Message Format

The designator IFPSTOP shall be inserted in the route after the point at which processing by the IFPS is to stop. The designator shall be separated from that point by a space.

Example BPK IFPSTOP

The designator IFPSTART shall be inserted in the route after the point at which processing by the IFPS is to start. The designator shall be separated from that point by a space.

Example CPT IFPSTART

(4) System Processing

At the point where IFPSTOP is inserted in a route, the system shall stop the profile calculation of that route from that point.

At the point where IFPSTART is inserted in a route, the system shall start profile calculation of that route from that point.

Within a route after IFPSTOP and before IFPSTART, the system shall continue to take account of certain items of information, should they be present. These items shall be geographical coordinates, OAT/GAT, STAY and VFR/IFR indicators, and any changes of speed and level.

Where IFPSTART is used alone in a route, the system shall calculate the route to be a straight line from the departure aerodrome to the point to which IFPSTART is associated. Where geographical coordinates, OAT/GAT and VFR/IFR indicators, and any speed and level changes are present within this part of the route, they shall be taken into account in the profile calculation.

Where IFPSTOP is used alone in a route, the system shall calculate the route to be a straight line from the point to which IFPSTOP is associated to the destination aerodrome. Where geographical coordinates, OAT/GAT and VFR/IFR indicators, and any speed and level changes are present within this part of the route, they shall be taken into account in the profile calculation.

Note The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

23 Key Fields

(1) General

Certain flight plan Items are classified as key fields by the IFPS to allow for message association. These key fields may not be modified by a modification message.

Those flight plan items that are considered by the IFPS as key fields are:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Date of Flight.
- GUFI (for eFPLs only)

Note The date of flight may not be modified as a direct modification of the DOF sub-field, but a change of EOBT via a modification or a delay message may trigger a change of date of flight.

(2) Requirements

The IFPS shall not accept messages attempting to change key field data by modifying an existing flight plan. Where such messages are received by the IFPS, they shall be rejected, and the existing flight plan shall remain unchanged.

(4) System Processing

The IFPS cannot accept modification messages attempting to change key field data by modifying an existing flight plan. The IFPS shall only accept changes in key fields where the existing flight plan is cancelled and a new flight plan containing the revised data is submitted to the IFPS for processing.

INTENTIONALLY BLANK PAGE

24 Message Association

(2) Requirements

The IFPS shall check all messages submitted for processing to establish if the key field data matches that key field data of any existing message or messages in order that any necessary association may take place.

The message association checks are necessary to ensure that no two flight plans with the same aircraft identification or aircraft registration shall exist within the IFPZ for flights where the calculated profiles overlap in time within given parameters.

For associated messages, the checks are carried out to ensure that those messages are linked to the correct flight plan.

The key fields checked for association purposes, where they exist in the message type, shall be:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Date of Flight.
- Estimated Off-Blocks Time.
- Total Estimated Elapsed Time.
- Aircraft Registration (except for military flights).
- GUFI (for eFPLs only)

Note Where a message is submitted in ADEXP format, the IFPLID may also be used for message association.

(4) System Processing

The IFPS shall check all messages submitted for processing to ensure any necessary association takes place.

The association process may result in:

Single association

Where the message associates with one flight plan.

Multiple associations

Where the message associates with more than one flight plan. Where more than one flight plan exists in the IFPS database with the same callsign, departure aerodrome and destination aerodrome (e.g. the same flight on consecutive days), it is possible that the IFPS will be unable to automatically associate any subsequent messages with the correct flight plan.

Where such ambiguity exists, the subsequent message shall fail automatic processing and be passed for manual treatment by the FP staff.

No association

Where the message does not associate with any flight plan.

Invalid association

Where the message associates with a message that has failed automatic processing by the IFPS and is currently awaiting manual treatment.

Full message association

When processing a new flight plan, full association shall take place provided the three main key fields (aircraft identification, departure aerodrome and destination aerodrome) match with a single existing flight plan, and where the filed total estimated elapsed time of the two flights overlaps.

When a new flight plan submission has the same ARCID, ADEP, EOBT, ADES, EOBD, route string and list of errors as a flight plan that has already been rejected, then this new submission shall be automatically rejected.

When a submitted flight plan associates with a stored flight, the reaction of the IFPS in this situation shall depend on the originator of the new flight plan:

- Where the originator address of the new flight plan is different to that of the original flight plan, the IFPS shall reject that new flight plan with an error:

  'EFPM232: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <AFTN or IATA Type-B address>'

- Where the originator address of the new flight plan is the same as that of the original flight plan, the IFPS shall update the existing flight plan with any information in the new flight plan, except the EOBT, that differs from the original.

Partial message association

Partial message association shall occur where the aircraft identification and either departure aerodrome or destination aerodrome matches with any existing flight plans and where the filed total estimated elapsed time of the two flights overlaps. Partial association shall normally result in an automatic rejection for messages other than RQP, RQS and AFP. The error message sent with the reject message shall indicate with which flight plan the message associated with.

Duplicates

Where a submitted message is an exact character match with a previously received message, has the same or an unknown message originator, and has a filing time within 5 minutes of the previously received message, then that submitted message shall be automatically discarded as a duplicate. The flight plan history shall show these messages as Duplicate.

Note Where a message is discarded as a duplicate, no operational reply message is sent to the message originator, and the message is not processed in any way by the IFPS.

24.1 Anomalies on Receipt of Duplicate Flight Plans

Error message ref.	None.
Explanation:	If multiple associated messages are submitted to the IFPS in such a sequence that one of the subsequent messages is an exact duplicate of a previously submitted message, that subsequent message shall be automatically discarded if the submission is within 5 minutes of the original. Such a scenario is achieved when the messages are submitted in the sequence Flight Plan-Cancel-Flight Plan, where the second flight plan is an exact character match of the original; or Flight Plan-Cancel-Flight Plan-Cancel, where the second cancel is an exact match of the first.
Instruction:	The message originator must make a modification to the re-submitted message.

25 Profile Calculation/Route Analysis

(1) General

The flight profile is a representation of the four-dimensional path that a flight is expected to follow between departure and arrival aerodrome. The profile calculation is required to validate the route of that flight, to determine the address list for the distribution of messages and to facilitate air traffic forecasting.

(2) Requirements

The profile for any given flight must provide the means to determine the flight levels and times at which it is expected to enter/overfly/exit any significant point that may be used as a potential parameter for validation, distribution and forecast.

The IFPS shall check all those messages submitted for processing. As far as possible, those messages shall be processed automatically, but some messages may require manual treatment by the FP staff. During the process of checking against the NM CACD and any resulting necessary automatic correction, the IFPS shall extract the data in each message, including the route description and trajectory/profile elements if provided, and shall calculate a four-dimensional profile for that flight based on that extracted information.

Note The profile calculation does not take into account weather data or individual flight characteristics such as load sheets for individual aircraft (except when they are reflected in the trajectory/profile elements, EET), as it is the case with profiles calculated by aircraft operators.

For profile calculation and route analysis the IFPS shall use the following items/elements from the flight plan or associated message:

- Flight rules and flight type.
- Aircraft type and the corresponding performance data from the NM CACD.
- Aerodrome of departure and estimated off-block time.
- Initial speed and requested flight level.
- Route elements including change of speed/level.
- Aerodrome of destination, total estimated elapsed time.
- PBN, EET, DOF, DLE, RMK.
- Trajectory/Profile elements.

For FPLs and IFPLs:

In order to improve the IFPS profiles accuracy compared with the profiles as calculated by aircraft operators it is possible for message originators to include profile data ('elements') in the sub-field RMK/ of the ICAO FPL2012 format message, or in specific ADEXP field in ADEXP format messages.

These profile elements that may be provided are:

- Taxi (taxi time). For IFPS profile calculation, a standard taxi time dependant on the aerodrome of departure is used. If the airline operator considers holding a more accurate taxi time, then it may be inserted.
- Take-off weight (TOW). For each aircraft type, the NM CACD has 3 performance tables: low, nominal and high. By default, the nominal data is used. The provision of the take-off weight may result in IFPS using another table when calculating a profile.
- Distance at location (DAL).
- Top of climb (TOC): position for every transition from a climb phase to a cruise phase.
- Top of descent (TOD): for every transition from a cruise phase to a descent phase.

- Bottom of climb (BOC): position for every transition from a cruise phase to a climb phase.
- Bottom of descent (BOD): for every transition from a descent phase to a cruise phase

Normally profile data shall be automatically generated by the Computerised Flight Plan Service Provider (CFSP) used by the operator. Profile data should not be created manually except for TAXI and TOW.

Whenever present in a message, TAXI, DAL, TOW, TOC, TOD, BOC BOD shall be used by the IFPS for the profile calculation, providing that they do not contain errors in format or discrepancies in content. The IFPS shall not raise any error for syntactically incorrect elements with the RMK/ sub-field or in the specific ADEXP fields. Such syntactically incorrect elements shall be ignored by the IFPS.

For eFPLs:

See appendix FF-ICE, C.2 Route and Trajectory.

Although it may not be required by a National Authority through AIP publication, the message originator may indicate the SID and STAR designators (for aerodromes inside the IFPZ) in the flight plan route submitted to the IFPS. Whenever present, such designators shall be used by the IFPS for the profile calculation. The IFPS will ensure that in messages distributed to ATC, the SID and STAR designators will not be present whenever they are not required.

An address list shall be automatically generated by the IFPS, based on the calculation of ATC units that are planned to handle that flight.

After processing, the IFPS shall distribute messages to ETFMS for ATFM purposes and to all those ATC Units within the IFPZ through whose airspace that flight is calculated to pass while operating under IFR/GAT conditions.

Note Different message types may contain different address lists; for example, an Arrival Message shall only be distributed to the ATS reporting office, approach and aerodrome control tower of the aerodrome of departure, if they have specified a requirement of arrival notification.

(3) Message Format

The format of each flight plan or associated message item is described in the corresponding sections.

For the profile data provided within the sub-field RMK/ of an ICAO FPL2012 format message the following format shall be used:

- TAXI: Estimated TAXI time at the aerodrome of departure. Format: TAXI: <hhmm>. Example: RMK/TAXI: 0012. Maximum value accepted is 1 hour and 30 minutes.
- TOW: Actual Take-Off Weight. Format: TOW:<weight> weight to be expressed in kilograms. Example: RMK/TOW:137500

Note DAL is only supported for the aerodrome of destination and when the route does not contain any OAT, VFR or STAY portions.

(4) System Processing

The four-dimensional profile calculated by the IFPS for each IFR/GAT**-iOAT** flight shall be based on the data contained in the flight plan (see (2) Requirements for the details of the data used). If the trajectory/profile elements provided is/are found to be inconsistent when compared to the profile as calculated by the IFPS, then it is discarded.

If the trajectory/profile elements provided is/are found to be consistent when compared to the profile as calculated by the IFPS, then it is used for the profile calculation.

For those flights that are flying across two AIRAC (EOBDT in one AIRAC and landing in the following AIRAC), IFPS checks the profile against the constraints of both AIRAC. However, the IFPS cross

AIRAC check applies only to the flight plan initial validation and subsequent associated messages (delay and modification) and does not apply to IFPS revalidation (see section Flight Plan Revalidation).

In addition, whenever present in a message, the estimated elapsed time(s) shall be used by the IFPS for profile calculation, together with the total elapsed time. Prior to using the EET information, the IFPS shall validate it against its own calculated EETs allowing for the provided EETs to be within a pre-defined window around the EETs as calculated by the IFPS. In the case the provided EET information is found to be outside this window, the message shall not be invalidated. In this case the IFPS shall retain its own calculated EETs.

It should be noted that IFPS will use EET given at significant points (providing that those points are on the route) as well as EET given at FIR boundaries.

Note Whenever a flight plan route is modified, the message originator shall ensure that the estimated elapsed times (EET) are also modified in order to be consistent with the new route and also any profile data if provided in the original message.

Whenever present in flight plan messages submitted to the IFPS, TAXI, DAL, TOW, TOC, TOD, BOC and BOD elements shall be removed from messages transmitted to external addresses.

The profile shall be a calculated point profile, where the level and time of that flight for each specific point along the route shall be calculated by the IFPS. The profile shall consist of a departure phase, an en-route phase and an arrival phase.

Although it may not be required by a National Authority through AIP publication, the message originator may indicate the full SID and STAR designators in the flight plan route submitted to IFPS. Whenever present, such designators shall be used by the IFPS for the profile calculation. The IFPS will ensure that in messages distributed to ATC, the SID and STAR designators will not be present when they are not required.

A taxi time shall be included in the profile calculation (either when provided within the flight plan data or else, the taxi time held in the NM CACD).

When the profile has been calculated, the IFPS shall compare the calculated total EET to the total EET indicated in the message. A percentage may be used to adjust all estimate times at points along the path of the calculated profile of the flight to arrive exactly within the total EET indicated in the message.

The calculated point profile shall be the basis for further checking of the route and shall be used to determine the point of entry to or exit from the IFPZ where applicable.

The profile shall be used to check the flight path against airway requirements and against airspace requirements.

Where the IFPS calculates a flight to violate airway availability or RAD conditions, or where a flight is not compliant with 8.33 kHz or RVSM requirements, that message shall fail automatic processing and may be passed for manual processing by the FP staff.

The IFPS shall identify a list of those ATC addresses to which that message shall be sent, based on the calculated profile. The profile calculation shall produce a list containing all airspaces crossed by the flight path. It shall contain only those airspaces calculated to be entered by any part of an IFR/GAT flight within the IFPZ.

Note The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. That part of a route within an OAT or VFR designation is considered only as text, except:

- Where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).
- **Where the route portion under OAT conditions is iOAT.**

INTENTIONALLY BLANK PAGE

26 Flight Plan Cross-AIRAC Checking

(1) General

Around the AIRAC switch, some flight plans are related to flights that depart in one AIRAC and that land in another AIRAC. In order to improve consistency and accuracy of the IFPS checking, those flights are no longer only checked based on the AIRAC on their EOBDT but also against the AIRAC corresponding to the landing time (EOBDT + TTL EET).

(2) Requirements

Those flights that have and EOBDT in one AIRAC and that are planned to land in another AIRAC shall be checked against the two AIRAC data set. However, the checking associated to the later AIRAC is limited and only a specific set of errors may be raised.

This shall only be applicable to the initial flight plan checking as the subsequent IFPS revalidation(s) shall be performed against the AIRAC of the EOBDT.

(3) Message Format

NA

(4) System Processing

Flight plans subject to the cross-AIRAC checking shall be checked fully against the AIRAC of their EOBDT and shall be checked against the AIRAC in which they are planned to land for the following checks/errors only:

ROUTE29	FORBIDDEN TO CROSS THE BORDER BETWEEN < Airspace **Id**> AND < Airspace **Id**> on DCT <Point **Id**>..<Point **Id**>. <Restriction Id>
ROUTE30	INVALID DCT <Point **Id**>..<Point **Id**>: (<DCT Length> NM). DCT LONGER THAN (<Max Restriction Distance> NM) ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN < Airspace **Id**> AND < Airspace **Id**>. <Restriction Id>
ROUTE52	THE DCT SEGMENT <Point **Id**>..<Point **Id**> IS FORBIDDEN. RESTRICTION: <Restriction Id>
	Free Route Airspace error message: THE DCT SEGMENT <Point **Id**><Point Error>..<Point **Id**><Point Error>IS FORBIDDEN. <Restriction Id>
ROUTE134	THE STAR LIMIT IS EXCEEDED FOR AERODROME <Aerodrome **Id**> CONNECTING TO <Point **Id**>
ROUTE 135	THE SID LIMIT IS EXCEEDED FOR AERODROME <Aerodrome **Id**> CONNECTING TO <Point **Id**>
ROUTE165	THE DCT SEGMENT <Point **Id**>..<Point **Id**>: (XX NM) IS TOO LONG FOR <AUA Id> : <FL>:<FL>. MAXIMUM IS : <XX NUM> [Restriction Id]
	THE DCT SEGMENT <Point **Id**>..<Point **Id**>: (XX NM) IS TOO LONG FOR <AUA Id>. MAXIMUM IS: <XX NUM> [Restriction Id]
ROUTE168	INVALID DCT <Point **Id** .. Point **Id**>. DCT ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN <AUA Id> AND <AUA Id><Restriction Id>
PROF50	CLIMBING/DESCENDING OUTSIDE THE VERTICAL LIMITS OF SEGMENT <Point **Id**> <Route **Id**><Point **Id**>
PROF173	RS:<Ref Loc Id> IS CLOSED FOR DCT REF:<Restriction Id><Description>

PROF193	IFR OPERATIONS AT AERODROME <Aerodrome Id> ARE NOT PERMITTED <Restriction Id>
PROF194	<Point Id> <Route Id> <Point Id> IS NOT AVAILABLE IN FL RANGE <FL Range>
PROF195	<Point Id> <Route Id> <Point Id> DOES NOT EXIST IN FL RANGE <FL Range>
	<Point Id> <Route Id> <Point Id> DOES NOT EXIST IN FL RANGE
PROF197	RS: <Ref Loc Id>:FXXX..FXXX IS CLOSED FOR CRUISING REF: <Restriction Id> <Description>
PROF198	<Point Id> <Route Id> <Point Id> IS A CLOSED CDR_3 IN FL RANGE <FL Range>
PROF200	<Point Id> <Route Id> <Point Id> IS A CLOSED CDR_1 IN FL RANGE <FL Range>
PROF201	CANNOT CLIMB OR DESCEND ON <Point Id> <Route Id> <Point Id> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS ON <Route Id List>
	CANNOT CLIMB OR DESCEND ON <Point Id> <Route Id> <Point Id> IN FL RANGE CLOSED, BECAUSE OF UNAVAILABLE LEVELS ON <Route Id List>
PROF202	<Point Id> <Route Id> <Point Id> IS NOT AVAILABLE IN FL RANGE <FL Range>
PROF204	RS: TRAFFIC VIA <Ref Loc Id> IS ON FORBIDDEN ROUTE REF: <Restriction Id> <Textual Description>
	RS: TRAFFIC VIA <Ref Loc Id>:<FL Range>[<DDHHMM..DDHHMM>] IS ON FORBIDDEN ROUTE REF: <Restriction Id> <Textual Description>
PROF205	RS: TRAFFIC VIA <Ref Loc Id> IS OFF MANDATORY ROUTE REF: <Restriction Id> <Textual Description>
PROF206	THE DCT SEGMENT <Point Id A>..<Point Id B> IS NOT AVAILABLE IN FL RANGE <FL Range> (UNAVAILABLE ROUTE <Route Id>)

New published points or new airways are not subject to this cross-AIRAC checking.

Note When an error is raised regarding an unknown entity in CACD (points or airways), cross-AIRAC checking does not take place.

27 Military Flights

(1) General

The IFPS shall only process those military flights that are operating **as IFR/GAT-iOAT**; the IFPS shall not process those military flights or parts thereof operating within the IFPZ under OAT.

For more details on GAT/OAT, please refer to section General Air Traffic/Operational Air Traffic (GAT/OAT)**.**

For more details on iOAT, please refer to section iOAT (Improved Operational Air Traffic) Flight Planning.

27.1 General Procedures

Due to the necessary complexity of the routes of some military flights, the IFPS may be required to process routes that cannot conform to all those requirements given for a GAT flight. Such routes shall mean that the submitted message shall fail automatic processing and shall require non-standard treatment by the FP staff.

Although it remains the responsibility of the message originator to submit a correct route as far as possible, it may be necessary for the FP staff to undertake any of a number of possible actions to assist in the acceptance of some of these military routes, depending on the information available for that flight.

On receipt of a military flight plan or associated message giving a non-standard route, the FP staff should check the sub-field RMK, for any comments therein that might be of assistance. Such comments could give an indication that the flight is following an in-flight refuelling route, or may not enter certain national airspaces, or is taking part in a military exercise, or similar.

Due to such comments, and the fact that many military flights are strictly governed as to which national airspaces they may overfly, great care should be exercised by the FP staff when dealing with such flights. It may not be possible to have a fully correct route when taking into account all these factors, and when such is the case, the FP staff should:

- Check for compliance with the military RAD routes.
- Check for any indication in the message that gives a reason for a non-standard route (where none is given, it is advisable to call the message originator, where possible, to confirm any reason for a non-standard route).
- Check for any **communication/instruction** giving authorisation for a non-standard route.
- Where possible, coordinate any necessary route changes with the message originator, regardless of the presence of the IFPSRA indicator.
    - Where it is clear that the flight may not follow a standard route, the FP staff should contact all those FMPs within whose airspace the non-standard route is planned, in order to obtain explicit approval for that route, or to co-ordinate any modifications to it that are required by ATC.
- Apply SCP1.

INTENTIONALLY BLANK PAGE

28 General Air Traffic/Operational Air Traffic (GAT/OAT)

(1) General

The terms 'GAT' and 'OAT' have been developed within the European region as tools to assist in European flight planning. The definitions provided below are European ones which are not recognised or necessarily understood in other parts of the world.

General Air Traffic (GAT): **Flights conducted in accordance with the rules and procedures of International Civil Aviation Organisation (ICAO). These may include military flights for which ICAO rules satisfy their operational requirements Military traffic which does not comply with ICAO rules and procedures is termed Operational Air Traffic) OAT (see below).**

Operational Air Traffic (OAT): **The term Operational Air Traffic (OAT) is applied in Europe to all flights which do not comply with the provisions stated for general air traffic (GAT) and for which rules and procedures have been specified by appropriate national authorities.**

Most OAT flights are operated by military agencies.

A flight operating under OAT conditions is either "OAT" or "iOAT".

The difference between OAT and iOAT is that OAT portions are 'invisible' for the IFPS (no checking and no addressing) while iOAT portions are 'visible' for the IFPS (similar to GAT and therefore with checking and addressing performed by the IFPS). For more details on iOAT, please refer to section iOAT (Improved Operational Air Traffic) Flight Planning.

(2) Requirements

The IFPS shall only process those military flights that are operating **as** IFR/GAT**-iOAT**; the IFPS shall not process those military flights or parts thereof operating within the IFPZ under OAT.

Military flights intending to operate within the IFPZ under civil rules and procedures (GAT) **or within the iOAT airspace under military rules and procedures (iOAT)** shall submit a flight plan to the IFPS for processing, indicating clearly in that flight plan where the flight intends to operate under those conditions.

The point at which a military flight intends to change to or from GAT shall be a published waypoint from the relevant National AIP, or a set of geographical coordinates (unless not allowed by the relevant National AIP).

In the eFPLs related cases, the presence of an OAT portion in the flight route has the consequence that the route description shall be provided as a route text (equivalent to FPL Item 15c). For more details see appendix FF-ICE, C.2 Route and Trajectory.

(3) Message Format

The method of indicating where a flight intends to change to/from civil/military control is the insertion of the terms 'OAT' and/or 'GAT' in the route immediately after the point at which the change is intended to take place.

One exception to this rule is when neither GAT nor OAT is found in the route description, but EUR/OAT is present in Item 18, then the IFPS considers the entire routing to be conducted under OAT. For more details related to this exception and an example please refer to section iOAT (Improved Operational Air Traffic) Flight Planning.

Example 1

N0400F330 … **AKOVI** DCT **DENOX** **OAT** T911 …

The flight intends to change from GAT to OAT at the point **DENOX. In this situation, the IFPS shall assume that the entire route prior to DENOX was GAT and therefore** shall stop route extraction from **DENOX** onwards **unless EUR/OAT is present in item 18 of the flight plan in which case the OAT portion is processed as iOAT and the IFPS shall continue the route extraction after DENOX**.

Example 2

N0400F330 **OSB TB1BIGGE** **GAT** **L604** …

The flight intends to change from OAT to GAT at the point **BIGGE**. In this situation, the IFPS shall assume that the entire route prior to **BIGGE** was OAT and therefore shall only begin route extraction from **that point** onwards **unless EUR/OAT is present in item 18 of the flight plan in which case the OAT portion is processed as iOAT and the IFPS shall begin route extraction from OSB onwards**.

Example 3

A change of speed and or flight level may be associated with a change to GAT or OAT.

N0400F330 … NOLRU/N0375F270 OAT TB6…

N0400F330 … NOLRU/N0375F270 GAT DCT DERUV …

Example 4

The IFPS shall accept the terms OAT or GAT when separated from the point at which the change is to take place by a '/', but the IFPS shall automatically replace the '/' with a space in the output version of the message.

Submitted to the IFPS for processing	N0400F330 … NOLRU/OAT T**B6** …
Output by the IFPS after processing	N0400F330 … NOLRU OAT T911 …

(4) System Processing

The IFPS shall check the route of a submitted flight plan or associated message for the indicators 'OAT' and 'GAT', and where these indicators are associated with a published navigation beacon, that change of condition shall be processed automatically.

Note The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. That part of a route within an OAT **(and when EUR/OAT is not present in Item 18)** or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

29 iOAT (Improved Operational Air Traffic) Flight Planning

(1) General

The improved OAT FPL, hereinafter referred to as the iOAT FPL is a new development promoted by Member States and the Network Manager to facilitate military IFR operations in controlled airspace of IFPZ.

The iOAT FPL was developed as part of SESAR activities, validated, and implemented by NM with the support of the civil and military operational stakeholders involved.

The aim is to facilitate integration of military IFR flight into controlled airspace under the conditions specified by Member States when flying as OAT and to harmonise flight planning procedures for OAT IFR flights in Europe. The usage of iOAT FPL is currently limited to the iOAT airspace (see below in (2) Requirements for the definition of the airspace). Gradual expansion is foreseen where states may decide whether to use it locally and/or for cross-border operations. It will however be geographically limited to the IFPZ.

Given the complexity of the European airspace civil and military operational stakeholders sharing common airspace resource shall adhere to the agreed procedures, rules, and regulations developed in the context of the Single European Sky initiative, which offers safe and efficient solutions to integrate all types of trajectories to optimise the need for airspace segregation and reduce uncertainty in capacity planning. This must be supported by effective civil-military and military-military coordination and collaboration.

An efficient civil military collaboration requires harmonisation. This is supported by the EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area (EUROAT).

Any flight or part thereof operating under iOAT is processed by the IFPS in the same way as flights operating under IFR/GAT. As a result, iOAT flight plans may be distributed by the IFPS to those military/civil units specified in the CACD.

This section focuses only where iOAT has differences (in terms of Requirements, Format and System Processing) when compared to IFR/GAT.

(2) Requirements

The IFPS shall accept a requested flight level (RFL) ending with 5 when that RFL is inside an iOAT portion.

The IFPS check where the speed shall be valid and compatible with the aircraft performance shall not apply to iOAT flights.

iOAT flights are exempted from ATFM measures. However, a mixed flight (GAT/iOAT) may be subject to ATFM measures because of the GAT portion(s).

iOAT flight plans shall only be for flights that are entirely (laterally and vertically) within the iOAT airspace. The iOAT airspace is currently composed of the airspaces of Belgium & Luxembourg, France, Germany and the Maastricht Upper Area Control Centre as follows:

Belgium & Luxembourg: GND–UNL

France: GND-UNL

MUAC: 245–UNL

Germany: GND–UNL (except MUAC airspace i.e. North-West of Germany)

It is possible to file a mixed GAT/iOAT flight plan providing the requirement listed above is fulfilled.

iOAT flight plans shall only be for military flights (indicated by the type of flight set to 'M') where the iOAT attribute for the flight shall be indicated by inserting EUR/OAT (not EUR/IOAT) in Item 18: Other Information of the flight plan.

iOAT flights or portions of flight in iOAT shall not be subject to flight planning restrictions unless the relevant state military coordinator has requested otherwise. In that case any flight planning restrictions also applicable to iOAT flights are published indicating such applicability.

When a flight planning restriction is applicable to iOAT flights, it shall be possible to be exempted from the restriction. The exemption shall be achieved as follows:

Case 1 **The flight plan is for a participating aircraft where time is spent inside the restricted area in order to conduct the mission/military activity.**

- **RMK/ in item 18 of the flight plan shall contain the CACD RSA ID of the area. The CACD RSA ID can be found in the RAD Annex 2C.**
- **The military activity shall be indicated in the route using the STAY together with the STAY information in item 18.**

See example under (3) Message Format.

Case 2 **The flight plan is for a non-participating aircraft which only transits through the restricted area and where permission for the transit has been obtained.**

- **RMK/ in item 18 of the flight plan shall contain the CACD RSA ID of the area. The CACD RSA ID can be found in the RAD Annex 2C.**

See example under (3) Message Format (for the RSA ID under RMK/).

(3) Message Format

The following example showcases the three requirements depicted under (2) Requirements:

1. **Type of flight M**
2. **EUR/OAT in item 18**
3. **Flight entirely inside the iOAT airspace**

And an aircraft participating to a military activity inside a restricted area (i.e. usage of STAY and STAY/INFO is line with section 41. En-Route Stay Indicator and section 97. STAYINFO).

(FPL-TSTIOAT-IM
-F16/M-GILRTUY/S
-EBBL1010
-M085F070 BBL DCT 5048N00529E 5029N00530E 5033N00606E STAY1/0050
5033N00606E/M085F080 5029N00530E 5048N00529E DCT BBL
-EBBL0130
-STS/NONRVSM PBN/B2B5 EUR/OAT NAV/GPS
RMK/EBTSA28C DIC… STAYINFO1/WORK IN EBTSA28C…)

With the introduction of iOAT, the way to indicate any GAT and/or OAT elements in the route field of a flight plan remains unchanged [see section

General Air Traffic/Operational Air Traffic (GAT/OAT)**] except when neither GAT nor OAT is found in the route description, but EUR/OAT is present in Item 18, then the IFPS considers the entire routing to be conducted under iOAT. This is shown in the example above.**

An iOAT flight is determined by the presence of EUR/OAT in item 18.

(4) System Processing

The IFPS shall invalidate any flight plans that contain EUR/OAT when the flight type is not military.

EUR/OAT, when present in a flight plan, is retained by the IFPS in the flight plan distribution to ATS units and will be present in Item 18 after PBN/.

When analysing the route of a flight plan, the ability of the IFPS to determine whether the entire flight or portion(s) or thereof is conducted under OAT or iOAT relies solely on whether or not EUR/OAT in is present in Item 18.

Example 1

(FPL-…
…
-N0400F330 ….LNO OAT 5040N00633E…
…
-PBN/… EUR/OAT DOF/…)

⇨The OAT portion in the route is considered to be in iOAT (i.e. IFPS checking and message addressing/distribution).

Example 2

(FPL-…
…
-N0400F330 ….LNO OAT 5040N00633E…
…
-PBN/… NAV/…) **(EUR/OAT not present in item 18)**

⇨The OAT portion in the route is considered to be in OAT (i.e. no IFPS checking and no message addressing/distribution for that portion)

Example 3

(FPL-…
…
-N0400F330 …… **(route contains neither OAT nor GAT)**
…
-PBN/… EUR/OAT DOF/…)

⇨The entire route is considered to be in iOAT (i.e. IFPS checking and message addressing/distribution)

INTENTIONALLY BLANK PAGE

30 Military Points and Routes

(2) Requirements

Those flights operating under OAT conditions shall file named military points and routes only in that portion of the flight that is indicated as OAT.

(3) Message Format

Where military points are used in GAT portions of a flight, the point shall be filed as the geographical co-ordinates for the relevant point(s), not as the name.

(4) System Processing

The IFPS shall check all routes or parts thereof that are filed under GAT conditions **or under OAT conditions (when EUR/OAT is present in Item 18, i.e. in iOAT)**. As the IFPS is only required to check GAT designators **and OAT designators when under iOAT**, any message failing to correctly identify an OAT portion of a route may fail automatic processing in the event that military points and/or routes are indicated in that portion of the route.

INTENTIONALLY BLANK PAGE

31 Addressing of Flights with OAT Portion(s)

(1) General

This section only covers the OAT portions when the flight is OAT (and no iOAT).

(2) Requirements

Military flights intending to operate within the IFPZ under civil rules and procedures shall submit a flight plan to the IFPS for processing, indicating in that flight plan where the flight intends to operate under those conditions.

For those flights operating under OAT conditions within the IFPZ, either wholly or in part, it shall remain the responsibility of the message originator to ensure that the relevant ATC units for those OAT part or parts are addressed. That function shall not be undertaken by the IFPS unless those addresses AFTN addresses are added to the message submitted to the IFPS for processing under the re-addressing function.

(3) Message Format

[see section MESSAGE SUBMISSION TO THE IFPS] and

[see section RE-ADDRESSING].

(4) System Processing

The IFPS shall check the route of a submitted flight plan for the indicators 'OAT' and 'GAT' **as well as Item 18 for the presence of EUR/OAT**, and where these indicators are identified, the IFPS shall calculate distribution of that flight plan and associated messages only for that part(s) of the flight operating under GAT conditions **or under OAT conditions (when EUR/OAT is present)**. Where any part of the flight operates under OAT conditions **(and when EUR/OAT is not present)** within the IFPZ, the addressing for that part of the flight plan and any associated messages shall not be undertaken by the IFPS, instead it shall be carried out by the message originator.

INTENTIONALLY BLANK PAGE

32 Blocking Levels

(2) Requirements

The IFPS shall accept flight plans and associated messages for military flights operating within the IFPZ under civil rules and procedures where that flight indicates the intention to block more than one flight level.

(3) Message Format

The method to indicate level blocking is to indicate at the point at which the level blocking is to start a speed and level immediately followed by 'B' and the level to which the level blocking is required.

Example 1

N0400F250 ……. MUT/ N0400F250B280 R55 AYT……

The flight intends to block FL250 through to FL280 from the point MUT.

Example 2

N0400F250 ……. MUT/ N0400F250B280 OAT DCT AYT……

The flight intends to block FL250 through to FL280 from the point MUT and to change from GAT to OAT at that point so the IFPS will stop route extraction from MUT onwards.

INTENTIONALLY BLANK PAGE

33 RAD for Military Flights

(2) Requirements

The IFPS shall check all military flights (flight type 'M') operating within the IFPZ for compliance with all RAD restrictions for that part(s) of the flight that operates under GAT conditions within the IFPZ.

In the event that the flight follows any route listed in the RAD document, the IFPS shall also check those flights for compliance with the routes therein.

(4) System Processing

Where a military flight is subject to routing restrictions as described in the RAD document, the same processing rules as those used for civil flights shall be applied by the IFPS.

33.1 AIP/RAD for Military Flights

Explanation:	Military IFR/GAT flights are subject to RAD and AIP restrictions, but some flights should be excluded.
Instruction:	After coordination with the message originator, where possible, where military flights are unable to comply with RAD/AIP restrictions for operational or diplomatic reasons, the FP staff should contact the concerned FMP(s) to request non-standard routings. Whenever such routing is provided by the FMP or ATC, the FP staff shall insert the IFP indicator ERRRTECOORD.

INTENTIONALLY BLANK PAGE

34 Open Skies Flights

(1) General

The treaty on Open Skies, signed in Helsinki on 24th March 1992, represents a multinational effort to enhance military transparency through mutual aerial observation flights.

The purpose of the treaty is to facilitate the monitoring of compliance with existing or future arms control treaties. Virtually the entire territory of each signatory state is open to such overflights, and the information gathered by the joint teams on each flight is made available for all involved parties.

(2) Requirements

All Open Skies treaty flights shall operate with the callsign 'OSY', and three types of flight are allowed, with the last letter of the callsign indicating the type of flight:

F An observation mission. Such flights may contain, the indicator STS/ATFMX, and a remark indicating that the route has been approved and co-ordinated with the relevant National Authorities.

D A demonstration flight. These flights may contain the indicator STS/ATFMX, and a remark indicating that the route has been approved and co-ordinated with the relevant National Authorities.

T A transport flight. These flights shall receive no special status or priority and shall be subject to the normal IFPS processing.

(3) Message Format

All flight plans to be accepted under the Open Skies exemption agreement shall have a callsign that starts with the letters 'OSY', and a last letter in the callsign that shall be either '**F**' or '**D**'. These flights may also contain, the indicator STS/ATFMX, and in the sub-field RMK, the text RTECOORATC [see Flights with Route Coordinated with ATC] that indicates that the route has been co-ordinated with and approved by the relevant National Authorities.

Those flights having a callsign that starts with the letters 'OSY', and a last letter in the callsign that is '**T**' shall not be accepted under the Open Skies exemption agreement.

(4) System Processing

A number of observation flights with specific routes will be performed in the countries that signed the treaty. Due to the unusual characteristics of these routes (often a series of geographical coordinates), the flight plans are likely to fail automatic processing and be presented in the manual queue for treatment.

Where the correct format is followed, such flights shall be accepted with no route correction, and any route errors being manually ignored by the FP staff.

34.1 General Procedures for Open Skies Flights

Error message ref.	n/a
Explanation:	Those Open Skies flights, with a callsign starting with the letters 'OSY' and ending with the letters 'F' or 'D' may raise various route-related errors and violations.
Instruction:	All flights operating with a callsign starting with the letters 'OSY' and ending with the letters 'F' or 'D' shall be accepted by the FP staff without modification to the route, regardless of what route-related errors may be raised. **Note** Those flights, with a callsign starting with the letters 'OSY' and ending with the letter 'T' shall be treated by the FP staff in accordance with SCP1.

35 Visual Flight Rules (VFR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

All flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing. This shall include those flights where the flight rules are indicated as mixed IFR and VFR, shown as Y (IFR then VFR) or Z (VFR then IFR) in the Flight Rules of the flight plan and where all or part of the flight is operating within the IFPZ under IFR/GAT conditions.

Any intended change of flight rules shall be associated with a significant point. The point at which the change of flight rules is intended to take place shall be a specified ICAO-named designator, a set of geographical co-ordinates, or a bearing and range from a named navigation beacon.

The IFPS shall fully process only the IFR/GAT parts of the flight and distribute the message to those ATC Units handling the IFR/GAT part or parts of the flight.

The IFPS shall undertake only minimal processing of any VFR part of a flight. The IFPS shall not distribute the message to those parts of the flight indicated as VFR unless the message originator makes use of the re-addressing function. It shall remain the responsibility of the message originator to ensure distribution of the message to all those addresses requiring the message for any VFR part(s) of the flight.

It shall remain the responsibility of the message originator to ensure that any VFR part of a flight is filed in accordance with any requirements outlined by the relevant National Authorities.

It is not allowed to fly VFR above FL195.

In the eFPLs related cases, the presence of a VFR portion in the flight path has the consequence that the route description shall be provided as an ordered list of route elements ('structured route'). For more details see appendix FF-ICE, C.2 Route and Trajectory.

(3) Message Format

Where a flight intends to change to/from IFR/VFR control, this shall be indicated in the Flight Rules and in the route.

Note **Y** in the Flight Rules indicates that the flight shall commence under IFR conditions and shall change to VFR.

Z in the Flight Rules indicates that the flight shall commence under VFR conditions and shall change to IFR.

The point at which the flight plans to change from VFR to IFR shall be followed by an oblique stroke or a space **and the identification group 'IFR'**. The point may also have the speed and level indicators attached to it but separated by an oblique stroke.

Example

N0487VFR WELIN/N0487F330 IFR UN57 TNT UL28 RODOL…

The flight intends to change from VFR to IFR at the point. In this situation, the IFPS shall assume that the entire route prior to WELIN shall be under VFR flight rules and therefore shall only begin route extraction from WELIN onwards.

The point at which the flight plans to change from IFR to VFR may be followed by an oblique stroke or a space then the identification group 'VFR'.

Examples

N0487F330 BUZAD T420 WELIN/N0430F190 N57 TNT/VFR … (while not being ICAO compliant, this format is accepted by IFPS and the output will be as follows: …N57 TNT VFR…)

N0487F330 BUZAD T420 WELIN/N0430F190 N57 TNT VFR …

The flight intends to change from IFR to VFR at the point TNT, so the IFPS shall stop route extraction from the point TNT onwards.

Where required by national authorities, the message originator may include an indication of the speed and level of the flight at the point at which the change in flight rules takes place.

Examples

N0487F330 BUZAD T420 WELIN/N0430F190 N57 TNT/N0245A050VFR ……

N0487F330 BUZAD T420 WELIN/N0430F190 N57 TNT/N0245VFR VFR……

N0487F330 BUZAD T420 WELIN/N0430F190 N57 TNT/N0245VFR …… (while not being ICAO compliant, this format is accepted by IFPS and the output will be as follows: …N57 TNT/N0245VFR VFR…The first VFR indicates the flight level and the second VFR indicates the change of flight rules).

(4) System Processing

The IFPS shall check the route of a submitted flight plan for the indicators 'IFR' and 'VFR'.

The IFPS shall confirm that the filed flight rules and any change of flight rules indicated in the route correspond. Where they do not, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Any change of flight rules shall be processed automatically by the IFPS where these indicators are associated with a significant point.

When a flight transitions from VFR to IFR and the RFL for the VFR portion is 'VFR' and the RFL for the IFR portion is above F195, the IFPS shall calculate the flight to be at maximum F195 at the transition point (depending on the distance from the aerodrome of departure and the transition point).

Example

N0330VFR DCT POL/N0330F230 IFR N601 GRICE P600 GLESK

IFPS shall calculate the profile to be at POL at maximum F195 and no error is raised.

Whenever the RFL for a VFR portion is above F195, then the message shall fail automatic processing and shall be passed for manual processing by the FP staff.

Examples

Y flight: N0330F230 BCN N864 NITON P17 **POL/N0310F175 VFR** …

Y flight: N0330F230 BCN N864 NITON P17 **POL/N0310VFR** …

Y flight: N0330F230 BCN N864 NITON P17 **POL VFR** …

Are not valid because the previous RFL before the VFR portion (upstream of POL) is higher than F195 (F230).

Solution: indicate a change of RFL below F195 at a point upstream of the point at which the transition to VFR is planned:

N0330**F230** BCN N864 NITON P17 **BARTN/N0330F190** P17 **POL VFR** …

Z flight: N0330**F225** BCN/N0330F240 IFR N864 NITON P17 POL GRICE P600 GLESK

Is not valid because the RFL for the VFR portion is higher than F195.

Solution: indicate an RFL at or below F195 for the VFR portion:

N0330**F195** BCN/N0330F240 IFR N864 NITON P17 POL GRICE P600 GLESK

The full route extraction shall only be carried out for IFR/GAT flights or parts thereof intending to operate within the IFPZ. However, a profile calculation is carried out by the IFPS where data within the VFR portion of the route is syntactically correct. These data items are used in the calculation of the total estimated elapsed time and any speed/level changes at these data items shall also be taken into account.

The IFPS shall calculate distribution of that flight plan and associated messages only for that part or parts of the flight operating under IFR/GAT conditions. Where any part of the flight operates under VFR conditions within the IFPZ, the addressing for that part of the flight plan and any associated messages is not undertaken by the IFPS. Any necessary addressing for those VFR parts of that flight shall be carried out by the message originator or the aircraft operator, and such addressing may be included in the re-addressing function.

Note The change of flight rules is a trigger event for the transmission of an AFP message.

The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

INTENTIONALLY BLANK PAGE

36 North Atlantic (NAT) Traffic

(1) General

Where the route in a message submitted to the IFPS for processing contains a North Atlantic Track (**NAT**), the IFPS shall verify its availability and correctness according to that information provided by Gander and Shanwick in the NAT Eastbound Oceanic Track Structure signal.

(2) Requirements

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ shall be submitted to the IFPS for processing.

Where the route of a message submitted to the IFPS for processing contains a North Atlantic track, the IFPS shall verify its availability and correctness according to that information provided by Gander and Shanwick.

(4) System Processing

Where the route of a flight plan or associated message submitted to the IFPS for processing contains a North Atlantic Track, the IFPS shall confirm that the requested track is correct and available for that flight.

Those messages that fail automatic processing by the IFPS due to the specified track being incorrect or incompatible with the rest of the route within the IFPZ in the message shall be passed for manual treatment by the FP staff.

Those messages that indicate the use of a track outside the published hours of operation of that track shall fail automatic processing by the IFPS and be passed for manual treatment by the FP staff.

For Eastbound tracks the airway linking the Oceanic Exit point to the landfall point shall be automatically inserted by IFPS for later transmission in output messages.

Where a flight plan or associated message submitted to the IFPS for processing relates to a flight entering the OCA Oceanic Airspace, the IFPS shall check for the required speed and level conditions at that Oceanic Entry point.

Where for westbound traffic the speed at the Oceanic Entry point is not given as a Mach number, the IFPS shall automatically convert any given value to a Mach number, and output such.

Where for westbound traffic no speed and level indication at the Oceanic Entry point is given, the IFPS shall automatically insert such, basing the values on the last given speed and level indications in the route field of that flight.

INTENTIONALLY BLANK PAGE

37 Flexible Use of Airspace (FUA)/Conditional Routes (CDR)

(1) General

The Flexible Use of Airspace (**FUA**) Concept has been adopted by the International Civil Aviation Organization (**ICAO**) with the intention of increasing airspace capacity and improving the efficiency and flexibility of aircraft operations.

The concept is intended to allow the maximum shared use of airspace through civil/military co-ordination. The application of the FUA concept ensures that any airspace segregation shall be temporary and based on real use for a specified time period. Flexible airspace structures have been established that are suited to temporary use, one of these are the so-called Conditional Route (**CDR**).

A Conditional Routes (**CDR**) is a non-permanent ATS route which can be planned and used under specific conditions. There is only a **S**ingle **C**DR **C**ategory (SCC), (see Note):

Category 1 Conditional Route (CDR1)

This CDR route **may be** available for flight planning during times published in the relevant National AIP. The EAUP/EUUP shall notify closures of CDR1 routes.

Note Internally (i.e. in NM CACD) there are other CDR categories such as CDRN, CDR0, CDR3, etc...

The **E**uropean **A**irspace **U**se **P**lan (EAUP) and subsequent **E**uropean **U**pdated Airspace **U**se **P**lans (EUUPs) provide information on the closure of the conditional routes (CDRs) due to activation (unavailability) of airspace areas or zones reserved for the exclusive use of an airspace user (e.g. military) or due to other unexpected events.

The EAUP is published by EUROCONTROL as a consolidated EAUP (European AUP) (section: - NOM - AD OPS – CADF) daily at the latest at 16:00 UTC (15:00 UTC summer) and disseminated to operators for flight planning purposes. The EAUP covers the 24 'hours' time period between 0600 UTC the next day and 0600 UTC the following day and may be accessed via the NOP in the EAUP/EUUP portlet. This information is also made available as a B2B web service via the e-AMI (electronic Airspace Management Information Message).

An EAUP can be updated several times by using an EUUP. The EUUPs are published by EUROCONTROL as consolidated EUUPs.

DRAFT AUPs are available on the NOP from D-6, without impact on NM systems until published on D-1 before 16.00/15.00 UTC.

DRAFT AUPs, although not valid for flight planning purposes, provide information that can be used by airspace users to improve their planning operations.

An EUUP valid for the period between 0600 UTC the next day and 0600 UTC the following day is possible each hour from 17:00 UTC (16:00 UTC summer) till 20:00 UTC (19:00 UTC summer).

An EUUP valid with immediate effect and until the next day 06:00 UTC is possible every 30 minutes from 07:00 UTC (06:00 UTC summer) till 20:00 UTC (19:00 UTC summer).

(2) Requirements

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ shall be submitted to IFPS for processing and shall contain a route, which shall be available at the time and level calculated by the IFPS profile calculation.

Special care shall be taken in the use of Conditional Routes (**CDR**), which have been established for the implementation of FUA.

The closure of CDR1 shall be published on a daily basis in the EAUP/EUUPs.

It is the responsibility of the flight plan filer to check the condition of the CDR availability in the EAUP and subsequent EUUPs if applicable, prior to submitting any messages to the IFPS for processing.

In accordance with arrangements agreed under the Flexible Use of Airspace (FUA) Concept, some Fridays shall be designated as Busy Fridays in the airspace of a number of European states where harmonised early access to weekend/conditional route structure is permitted from 10h00 instead of 15h00 on those designated Busy Fridays. Such additional route availability is normally published by AIP or AIC and is defined in the NM CACD.

(4) System Processing

The EAUP and EUUP(s) shall be transmitted to the NM CACD where it is automatically processed and the CDR conditions of routes are dynamically updated. This information is automatically transmitted to the IFPS and the route conditions updated accordingly.

The route availability conditions used by the IFPS when processing flight plans and associated messages shall be updated automatically when the EAUP/EUUP is transmitted.

The IFPS shall automatically check the availability of Conditional Routes and invalidate those messages where the IFPS calculates the profile of any IFR/GAT part of the route to enter a CDR segment that is not available at that time and level.

Those messages that fail automatic processing by the IFPS for reasons of route availability may be passed for manual treatment by the FP staff.

38 Route Availability Document (RAD)

(1) General

The Route Availability Document (**RAD**) is a sole-source-planning document that combines AIP Route Flow Restrictions with Air Traffic Flow and Capacity Management (**ATFCM**) routing requirements designed to make the most effective use of ATC capacity. The RAD is finalised during the ATFCM strategic planning process organised by the NM.

The RAD consists of various parts/appendices:

- RAD Consolidated Version (pdf)
- Checklist (excel)
- RAD General Description (word)
- Annex 1: Area definitions (excel)
- Annex 2A: Flight Level Capping Rules (excel)
- Annex 2B: Local and Cross-border Capacity and Structural Rules (excel)
- Annex 2C: FUA Traffic Flow Rules (excel)
- Annex 3A: Aerodrome Connectivity Options (excel)
- Annex 3B: Enroute DCT Options (excel)
- Annex 3B: DCTs MAP
- Annex 4: Special events and Crisis

The implementation of RAD restrictions is based on the AIRAC calendar as far as possible.

Since the introduction of the RAD, the NM has subsequently developed a process whereby RAD restrictions may be introduced into the NM CACD on-line, rather than only in accordance with the AIRAC calendar. This has been made practical with the introduction of the reprocessing of the IFPS valid flight plan database.

The on-line input and modification of RAD restrictions is designed to allow consistency of flight plan data between the AO, ATS and the NM by reprocessing flight plans against constraints (closures), opportunities (openings) and/or corrections of RAD restriction in the NM CACD.

(2) Requirements

All flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing.

The **RAD** (Route Availability Document) provides a single fully integrated and co-ordinated list of routing restrictions and requirements for the NM area.

Exceptions to these schemes are not envisaged under normal conditions, however, FMPs and ATSUs occasionally authorise the use of non-compliant routes, on their initiative, for very specific flights (aircraft delivery, equipment test, etc). These one-off authorised exceptions shall be noted in the IFPS operational logbook and briefed to the FP staff by the FP supervisor. Any additional information or list of authorised flights shall be held at the FP supervisor position. A remark in Item 18, indicating the prior authorisation, will facilitate the identification of these cases during the treatment of the message by the IFPS [see sub-section Flights with Route Coordinated with ATC]

Where such approval is given for specific cases over a period of time, a relevant operational instruction containing the list of those cases having received prior authorisation shall be provided for the FP staff and updated as necessary.

For those messages containing route details, the IFPS shall determine the availability of that route or each part thereof, at the time and level calculated for that flight during the profile calculation carried out by the IFPS.

The IFPS shall check all IFR/GAT flights or parts thereof operating within the IFPZ for compliance with any relevant RAD restrictions, including those military flights operating under GAT conditions.

The RAD document shall be updated each AIRAC cycle to reflect periodical changes in the airspace of the IFPZ and shall be available via the NM Website at www.nm.eurocontrol.int/RAD/

An intermediate incremental file is produced and valid until 6 days before the AIRAC switch, to allow modifications to the coming AIRAC. Via this file, the RAD restriction details may be modified after a specified change from an ANSP.

Temporary changes to the RAD restrictions during the currently applicable AIRAC due to exceptional circumstances shall be published via the 'What is New' Web page, giving details of the new restrictions.

Where a RAD restriction is required to be modified or cancelled on-line after an operational incident report, or on request for a new RAD restriction, it shall be entered into the NM CACD on-line only after having been approved by the RAD Management Team and validated by the NMOC.

(4) System Processing

Where a route listed in the RAD document is filed in the route of a flight plan, the IFPS shall check that route for RAD compliance.

Route is RAD compliant

Those messages containing route details that are RAD compliant may be processed automatically by the IFPS and distributed to the relevant ATC Units and ETFMS. 'Acknowledgement' feedback shall be returned to the message originator/AO.

Route is not RAD compliant

Those messages containing route details that are not RAD compliant may fail automatic processing and be presented to the FP staff for manual treatment. 'Manual' feedback shall be returned to the flight plan originator/AO.

Depending on manual processing procedures, the FP staff may accept a message containing a non-RAD compliant route and shall indicate this with the inclusion of the IFP/ERROUTRAD indicator. The message shall be distributed to the relevant ATC Units and ETFMS, with the warning indicator 'IFP/ERROUTRAD', and an acknowledgement feedback including the warning indicator shall be returned to the message originator /AO.

Note With regards to the rules pertaining to the ICAO flight plan form, where a change of speed or level is indicated, the correct interpretation of this provision is that a change of speed/level shall be specified where the change **is planned to commence**.

The NM systems (IFPS and ETFMS) are designed to calculate aircraft trajectories in line with the ICAO interpretation. But at the same time it is recognised that a number of aircraft operator flight planning systems do not interpret speed level change information in accordance with the ICAO interpretation. This may give rise to flight plans and associated messages being referred for manual processing in IFPS (or rejected by IFPUV) where a submitted message indicates a change of level at a point from which a RAD level restriction applies. In order to ensure that the restriction is fully respected (and thus ensure automatic processing by IFPS) flight plan originators need to submit messages that adhere to the ICAO interpretation of a speed and level change.

Where a RAD restriction is modified or introduced on-line, the impact on those affected flight plans held in the IFPS valid flight plan database shall be indicated to the FP staff when the IFPS reprocessing event takes place up to the EOBT of that flight.

Problems in RAD implementation for the AIRAC cycle

Due to the complexity of the RAD, errors may not be detected in time to be corrected in the NM CACD component for an AIRAC cycle. This may then lead to one of the following situations:

Route is RAD compliant but generates incorrectly a RAD error:

Where a route complies with the restrictions detailed in the RAD, a message may fail automatic processing and may be presented to the FP staff for manual treatment. This may happen where a specific restriction incorrectly generates an error, causing the FP staff to manually force the acceptance of the message. A manual feedback shall be returned to the message originator/aircraft operator, followed by an ACK feedback.

Route is not RAD compliant but is automatically accepted by the IFPS:

Where a route does not comply with the restrictions detailed in the RAD document, a message may be automatically processed by the IFPS and distributed to the relevant ATC Units and ETFMS without a warning indicator. This may happen where the Airspace Data Section has disabled a specific restriction or has wrongly implemented a restriction. Where and if required, the ETFMS may create a 'zero-rate regulation' in order to make the originator aware, of the RAD non-compliance. An ACK feedback is returned to the message originator/AO. This 'zero-rate regulation' may result in the application of a substantial delay to that flight by the ETFMS [see the Network Operations Handbook - ATFCM Users Manual].

Where a route does not comply with the restrictions detailed in the RAD document, a message may be automatically processed by the IFPS and distributed to the relevant ATC Units and ETFMS, with the warning indicator 'IFP/ERROUTRAD'. This may happen where a specific restriction has been implemented incorrectly and where the Airspace Data Section has qualified the restriction to be 'soft'. An ACK feedback including the warning indicator shall be returned to the message originator /AO.

38.1 General Procedures for Busy Friday and Public Holiday

The weekend route structure is normally made available from 15h00 on the day preceding a Public Holiday until 07h00 on the day after. This availability is entered in the NM CACD either following publication in AIPs and AICs or via the EAUP.

In accordance with arrangements agreed under the FUA Concept, some Fridays shall be designated as Busy Fridays in the airspace of a number of European states where Harmonised Early Access to weekend/conditional route structure is permitted from 10h00 instead of the standard 15h00. Such additional route availability is normally published by AIP or AIC and shall be reflected in the NM CACD.

38.2 General Procedures for RAD Errors due to a NM CACD Deficiency

Restrictions shall be described in one of three different modes in the NM CACD system:

HARD Processing will raise an IFPS error to be corrected in accordance with Manual Processing Procedure.

SOFT Processing will not raise an IFPS error. An IFP/ERROUTRAD indicator shall be automatically inserted into the message. Data on the restriction is present in IFPS (search RAD restriction).

DISABLED Processing will not raise an IFPS error. Data on the restriction is not available in the IFPS, but contained in the 'List of Anomalies Report' from DT. Traffic might be caught via a zero-rate restriction in ETFMS.

Note Only flights that are IFR/GAT at the entry in the reference location are subject to the RAD unit; flights that are in OAT, VFR or inside an IFPSTOP/START portion at the entry in the reference location are not subject to the RAD unit.

The FP staff shall always check for the correctness of the raised error:

- If the error has been raised incorrectly due to a known CACD deficiency, the FP staff shall apply the correction procedure as detailed in the operational instructions.
- If the error has been raised incorrectly due to a CACD deficiency, the FP staff shall raise the corresponding Ops Incident in Remedy CCMS and shall ignore the error.

38.3 Preparation of On-line RAD Modifications

The following procedure describes the steps which will lead from the reception of the OPS incident to the transmission of the data to the AD section for input and validation.

1. **Reception of Request from:**

- OPS incident report asking to correct a wrongly implemented restriction. NMOC is getting the result of the investigation about a wrongly implemented RAD restriction. A decision of disabling the restriction, ignoring the error in IFPS, or correcting the restriction is taken.
- A National RAD Coordinator asking to implement a new restriction based on a NOTAM.

2. **Assessment of the request considering:**

- Operational goal.
- Impact on traffic.
- Potential Impact on Flight planning reprocessing.

3. **Decision** to reject or accept. In case of rejection, possible tactical solutions could be provided.

4. **DMR** sent to AD supervisor for implementation and validation. This DMR should contain the operational goal and the restriction description.

5. **Validation**. Once the restriction is implemented, a validation process should take place in Pre-Tact in coordination between AD and other NMOC sections in order to evaluate the impact of the new/corrected restriction.

6. **Deployment on ops**. The decision to enable the restriction in the operational system is taken or not depending on the evaluation result of point 5.

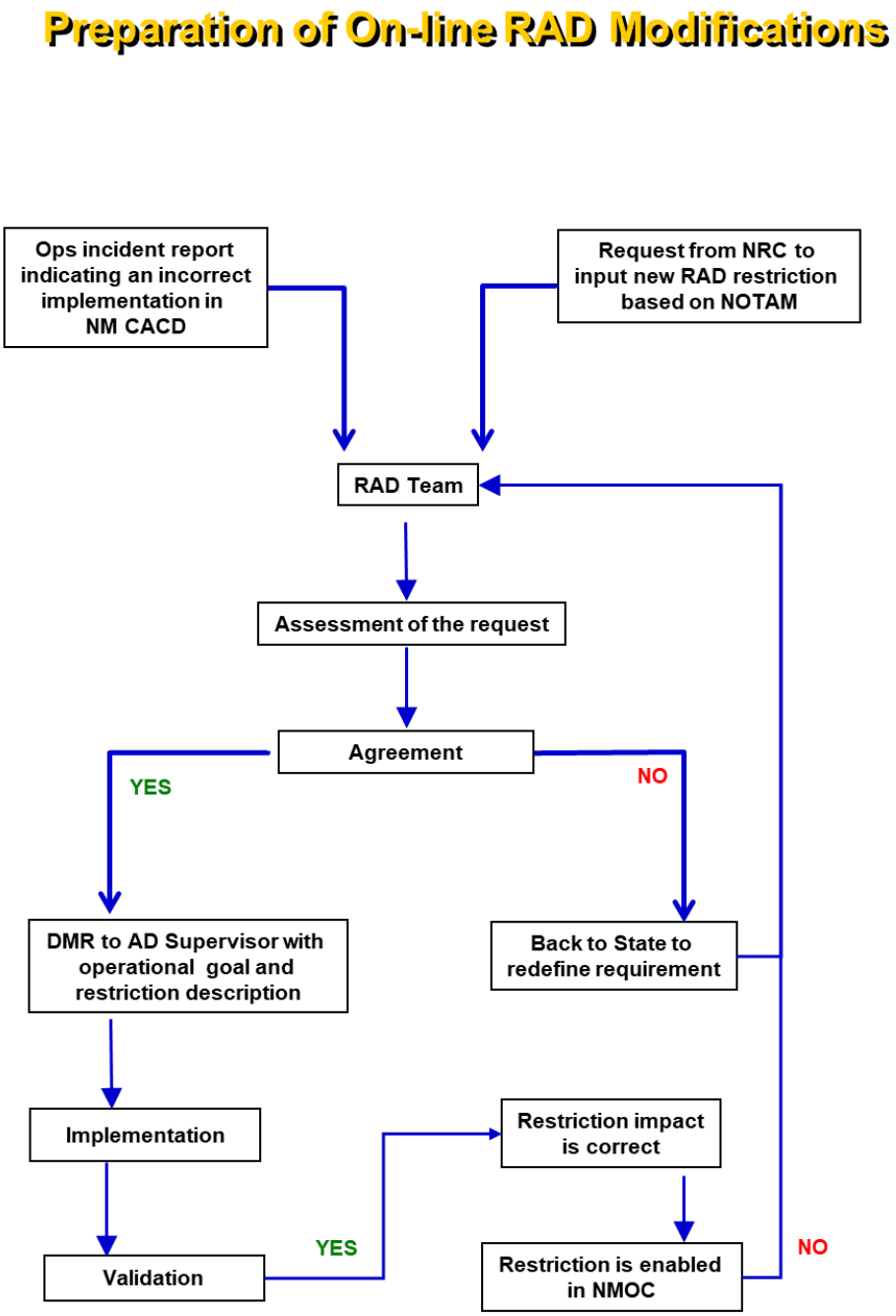


Figure 7 - Preparation of On-line RAD Modifications

38.4 RAD Errors for Profile

To ensure consistency in manual processing for messages with RAD errors due to profile, the following table shall be applied by the FP staff:

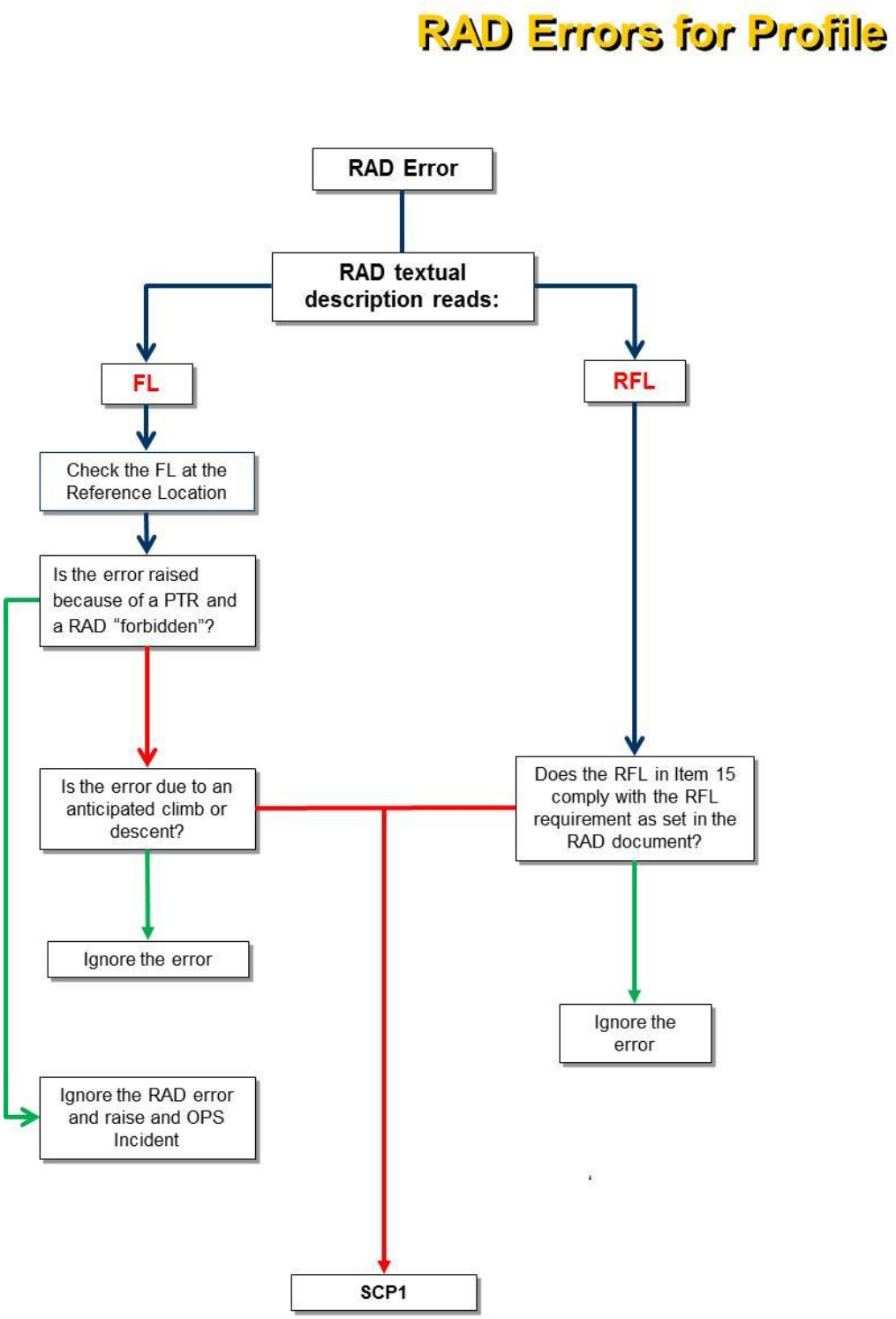


Figure 8 - RAD Errors for Profile

Green arrows mean YES

Red arrows mean NO

Note The RFL requirement is either:

- A general statement on the first page of a RAD annex stating that where the RFL is mentioned, it applies to the complete airspace.
- A specific airspace, in which case it is indicated in the textual description of the RAD unit.
- For the point or the segment, in which case nothing specific is stated in the textual description of the RAD unit.

38.5 Verification of RAD Restrictions per AIRAC Cycle

The RAD integrates both structural and ATFCM requirements, both geographically and vertically.

The RAD is updated each AIRAC cycle, following a structured standard process of requirement, validation and publication by the NM in cooperation/coordination with the States and AOs. To enable a thorough verification of the RAD when applied in the IFPS, the following methodology has been developed:

The NM RAD team produces a document containing all the RAD restrictions with every AIRAC release. A draft version of this document is produced at AIRAC -49 (i.e. two AIRAC cycles in advance) in order to allow validation of the RAD, while the final version takes into account the results of that validation prior to final publication at AIRAC -34.

The document is written using an MS Word template, and is named RADnnnn.doc, (where nnnn refers to the AIRAC release number). The document is also converted to PDF format. This document is transmitted by e-mail to, amongst others, the global FP supervisor e-mail address, and should be stored in the dedicated directories.

In addition, the Airspace Data section produces two sets of results of currently valid flight plans (extracted from the AN1 output logs), one extracted from a week-end day and another extracted from a week day (invariably a Saturday and Tuesday, respectively). The results are achieved by injecting the sets of flight plans against the new NM CACD in a massive run. In most instances, the errors generated represent a modification in the IFPS (by invalidating certain flight plans) due to new restrictions. However, there are instances when the simple realignment of ATS routes or the removal of a mandatory / forbidden point from an ATS route can invalidate flight plans.

The results have to be carefully analysed by reading the text of the restriction, analysing the contents of the flight profile, and reaching the conclusion of whether the IFPS is behaving in accordance with the published restriction, or not.

In the eventuality of a discrepancy, reference to the national RAD Coordinator is required, via an incident report, to ensure that the document produced internally by the NM RAD team is compliant with that of the national administration. If it is not, an increment file is available to cover the changes from D-34 to D-6 where changes to the RAD restrictions are modified in the NM CACD.

During the validation of the NM CACD test tape, it is of paramount importance to carry out any problem analysis before AIRAC –10, as all the DMRs must be translated into NM Environment data by this date. All DMRs received by AD after this date shall be part of the dynamic implementation of RAD data concept.

This procedure does not permit the detection of flight plans violating RAD restrictions due to an 'under-definition' of a particular restriction. These can only be captured by the production of test cases. The following table describes the sequence of events in this procedure:

Date	Task
AIRAC – 20	Reprocessing of FPLs against new NM CACD (test tape).
AIRAC – 10	Deadline for closure of modifications to NM CACD.
AIRAC–7	Reprocessing of FPLs against new NM CACD (final tape).
AIRAC –6	Implementation of Disabled restrictions (following EDTCB meeting) or live update and 'What is New' page entry.
AIRAC –4	Production of operational instructions

38.6 RAD Units with Dependant Applicability

The RAD allows for the checking of one constraint, depending on the status of a non-associated entity. For example, the IFPS will raise an error if a flight is planned via airspace ABC (constraint) if route XYZ (entity) is open. Because of the non-associated entities, the IFPS will not always have the exact entry time of the dependant entity. For example, the IFPS will know the entry time into airspace ABC, but will not know the entry time into the dependant route XYZ if the flight route was to be changed. The IFPS uses the time over the reference location of the RAD unit for checking the availability of the dependant entity.

Error message ref.	General RAD and Route Availability
Explanation:	When flight plan message profiles are arriving around the beginning or end of the route closure, the difference in estimated time over the route segment and estimated time over the reference location of the restriction can lead to a route availability error on one route and a RAD error on the alternative route. It can also lead to a RAD error on the filed route and another RAD error on the alternative route.
Instruction:	If a RAD error is raised indicating that: an alternative route is mandated during its opening times, or the filed route is forbidden during the opening times of an alternative route Then the FP staff shall apply the following procedure: If the required re-route puts the profile onto the alternative route during its closure time at any stage, do not use this route. Ignore the RAD error in these cases. If the required re-route causes another RAD error, determine the calculated entry time into the dependant constraint and ignore the RAD error that is outside the calculated time.

38.7 Incorrectly Suspended Flights

Explanation:	When EAUP/EUUP(s) have been processed, the IFPS might incorrectly suspend some flights via the IFPS reprocessing mechanism.

Instruction:	The FP duty supervisor shall monitor the list of non-compliant flights. Where flights have been identified as being suspended incorrectly, the flight shall be forced compliant as per the following procedure: If the required re-route puts the profile onto the alternative route during its closure time at any stage, do not use this route. Ignore the RAD error in these cases. If the required re-route causes another RAD error, determine the calculated entry time into the dependant constraint and ignore the RAD error that is outside the calculated time. An entry into the Flight Planning logbook via the OPSD Console shall be made accordingly.

38.8 Flight Plan Messages on Closed NTFSR

A non-published RAD unit has been created in order to raise an error in the IFPS when a flight is filed on a closed EI/EG NTFSR and the ETO at the EI/EG boundary is within 20 minutes of the closing time. This RAD unit will display an 'INSIDE NTFSR BUFFER' error to signify that the ETO falls within the specified buffer and that ACH/APL derived from an FNM or MFS can have the forbidden NTFSR error ignored.

Error message ref.	EURO6000A, 6001A, 6002A or 6003A, 'INSIDE NTFSR BUFFER'
Explanation:	Agreed buffer for acceptance of messages arriving late on NTFSR.
Instruction:	**FNM/MFS Processing** - When an ACH/APL derived from an FNM or MFS message gives a RAD error for flying on a closed NTFSR, the error shall be ignored if the ETO at the EI/EG boundary is **less** that 20 minutes after the closing time of the route. The special 'buffer' error shall also be ignored. If the ETO is **more** than 20 minutes after the closing time of the route, the route shall be corrected to follow the published fixed route network. **Flight Plan/Modification/Delay Processing** - when a flight plan, modification or delay message gives a RAD error for flying on a closed NTFSR, the FP staff shall apply SCP1. If the message is to be rejected, the special 'buffer' error shall be ignored before the rejection: this is to ensure that the 'buffer' error is not sent in the REJ ORM.

INTENTIONALLY BLANK PAGE

39 Reduced Vertical Separation Minima (RVSM)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

All flights operating in the RVSM airspace (between FL290 and FL410 inclusive) shall be suitably equipped to do so.

Those flights that are suitably equipped to operate in the RVSM airspace shall indicate such with the letter W in the equipment of a flight plan, regardless of the filed flight level.

RVSM approved aircraft shall indicate their registration in item 18 of the ICAO flight plan under REG/.

Note The above requirement is only satisfied with the presence of the REG/ field in item 18 of the flight plan and therefore it is not satisfied if the registration of the aircraft is used in Item 7 Aircraft Identification and not specified under REG/.

Only RVSM approved aircraft and non-RVSM approved State aircraft shall operate in RVSM airspace.

Non-RVSM approved aircraft shall operate below FL290 or above FL410 inside the lateral limits of the IFPZ.

Flights operating under VFR and civil formation flights shall not be authorised in the RVSM airspace.

(3) Message Format

RVSM approved aircraft shall include the following in the flight plan and any associated messages:

Item 10a	W
Item 18	REG/

Non-RVSM approved State aircraft or formation flight of State aircraft shall include the following in the flight plan and any associated messages:

Item 8 Type of Flight	M
Other information	STS/NONRVSM

(4) System Processing

The IFPS shall check that any flight planning in the RVSM airspace is suitably equipped and approved to do so by checking Items 8: Type of Flight, Item 10: Equipment, Item 15: Route and Item18: Other Information in any submitted message.

The IFPS shall check that any RVSM approved aircraft planning to enter the IFPZ has indicated its registration in the flight plan in item 18 under REG/.

Those messages that fail automatic processing for reasons related to RVSM shall be presented for manual treatment by the FP staff, who under certain circumstances may force certain RVSM errors through processing, using the IFPSTOP/IFSTART procedure. This shall result in the automatic inclusion of an IFP indicator in the message.

Where an AFP/AFIL is the source of the flight plan, the system shall automatically insert IFP/RVSMUNKNOWN in Item 18 of that message.

INTENTIONALLY BLANK PAGE

40 8.33 kHz Channel Spacing

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

Due to a congested VHF radio frequency band, the switch from 25 kHz to 8.33 kHz channel frequency spacing in VHF voice communications was designed to increase the number of available frequencies.

The carriage of 8.33 kHz channel spacing capable radio equipment has been made mandatory from the 15th of March 2007, for aircraft operating in the IFPZ above FL195, on the understanding that an individual State may grant exemptions within its area of responsibility.

The carriage of 8.33 kHz channel spacing capable radio equipment has been made mandatory from the 1st of January 2018, for aircraft operating in the airspace of the EU Member States plus Norway and Switzerland below FL195 (See note below).

Note: Local exemptions from the carriage of 8.33 kHz capable radios may be applicable in parts of the airspace. Operators are required to check State AIP for applicable exemptions.

(2) Requirements

All IFR/GAT flights or parts thereof operating in 8.33 kHz airspace above FL195 within the IFPZ or below FL195 in the airspaces of the EU member states (plus Switzerland and Norway), are required to carry the 8.33 kHz radio equipment, except where local measures granting exemptions apply (see below: Exemptions) and as specified by the terms of those exemptions.

Whenever an aircraft is equipped with the 8.33 kHz radios, the letter Y shall be inserted in Item 10: Equipment, of the filed flight plan.

Exemptions:

- General Air Traffic (GAT)
  - Above FL195, in the IFPZ, not equipped aircraft may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned to see if the flight is eligible) in which case the letter Y shall not be inserted in Item 10a Equipment, but the letter Z shall be inserted in Item 10a as well as COM/EXM833 in the Item 18 of the filed flight plan.
  - Below FL195, in the airspace of the EU member states (plus Switzerland and Norway) some airspaces may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned) in which case the airspace is not inserted in the area where the mandatory carriage check takes place. Such exemption will permit a non-equipped aircraft to fly but only if the flight trajectory remains exclusively in airspaces where 8.33 kHz is not mandatory.
- State aircraft operated as GAT (see Note below)
  - In the IFPZ, State aircraft that are not equipped with 8.33 kHz capable radios but are equipped with UHF and 25 kHz capable radios shall be permitted to fly in 8.33 kHz airspace where UHF coverage is provided or special procedures are implemented (see the national AIP of the State concerned). To indicate such, the letters U and Z shall be inserted in Item 10a Equipment and 'COM/EXM833' shall be inserted in Item 18 of the filed flight plan.
    The ACK message for such an exempted flight plan shall contain the following comment:

    'THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33 kHz CARRIAGE REQUIREMENTS'

  - If operated exclusively, in the airspaces of the EU member states (plus Switzerland and Norway), below FL195, state aircraft non-UHF and non-833 are exempted. The letters Y and U shall not be inserted in Item 10 Equipment, but STS/STATE shall be inserted in the Item 18 of the filed flight plan.
- Medical flights specifically declared by the medical authorities and aircraft engaged in search and rescue missions, are automatically exempted from the 8.33 kHz mandatory carriage requirements. To indicate such, the letter Y shall not be inserted in Item 10a Equipment and STS/SAR or STS/HOSP or STS/MEDEVAC or STS/FFR shall be inserted in Item 18 of the filed flight plan.

  The ACK message for such an exempted flight plan shall contain the following comment:

  'COMMENT FLIGHT PLAN IS NOT COMPLIANT WITH 8.33KHZ RADIO EQUIPMENTS; EXPECT SIGNIFICANT OPERATIONAL PENALTY'

Where the status of the 8.33 kHz radio capability changes prior departure, such a change shall be notified to the IFPS by means of a modification message or by filing a new flight plan.

Note Only those flights that are other than Head of State, and that are specifically required by the State Authorities, e.g. military or civil registered aircraft used in military, customs and police services, shall use the sub-field STS/STATE indicator.

(3) Message Format

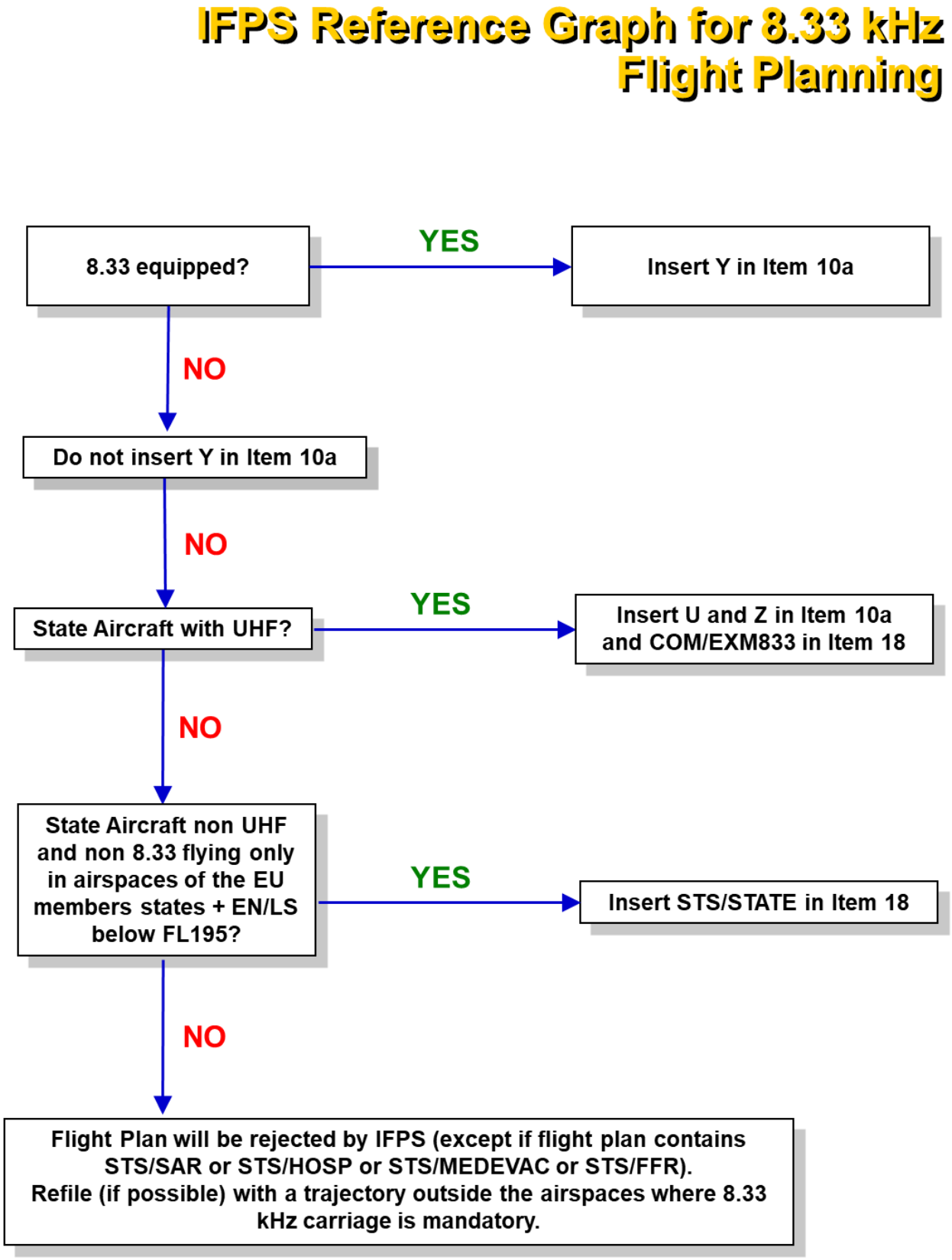


Figure 9 - IFPS Reference Graph for 8.33 kHz Flight Planning

(4) System Processing

Two 8.33 kHz regions are defined in the NM CACD which the IFPS uses to perform the 8.33 kHz flight plan checks. The regions for the 8.33 kHz checking mechanism are:

8.33 Region Indicator	Description
833_EUR_IFPS	Composed of all those airspaces inside the IFPZ within which 8.33 kHz equipped flights, State aircraft with UHF and non-equipped exempted flights are allowed.
833_VHF_UHF	Composed of all those airspaces inside the IFPZ within which only 8.33 kHz equipped flights and State aircraft with UHF are allowed.

The IFPS shall make a crosscheck between the concerned airspaces crossed by the flight profile and the radio communication equipment indicated in Item 10: Equipment and/or type of flight in Item 8: Type of Flight and/or Item 18: other information, provided in the submitted message.

If Item 10: Equipment of the submitted message contains Y, then that flight is considered to be compliant.

If Item 10: Equipment of the submitted message does not contain Y but contains 'Z' and "U" and the exemption indicator COM/EXM833 is present in Item 18: Other Information, and the flight is a STATE aircraft, then that flight shall be considered compliant.

If Item 10: Equipment of the submitted message does not contain Y but contains the exemption indicator COM/EXM833 and the flight is not penetrating the 833_UHF_VHF region and is entirely within the 833_EUR_IFPS, then that flight shall be considered compliant.

If Item 10: Equipment, of the submitted message does not contain Y, neither U and Item 18 contains STS/STATE and the flight is exclusively in the airspace of the EU members states (plus Switzerland and Norway) below FL195 then that flight shall be considered compliant.

In all the other cases, the flight shall be considered not compliant and shall fail automatic processing.

When a flight is deemed to be non-compliant by the IFPS, the following is applied in order of priority:

- Whenever the flight is indicated as a STS/SAR or STS/HOSP or STS/MEDEVAC or STS/FFR flight then it is accepted and the following comment is added in the operational reply message from IFPS: 'FLIGHT PLAN IS NOT COMPLIANT WITH 8.33KHZ RADIO EQUIPMENTS; EXPECT SIGNIFICANT OPERATIONAL PENALTY'.
- In case the flight plan is sent for manual processing by the FP staff and the 8.33kHz error is manually ignored then the following comment is added in the operational reply message from IFPS: 'THIS FLIGHT DOES NOT COMPLY WITH 8.33 RADIO EQUIPMENT'.

IACH and IDLA messages shall not be checked for 8.33 kHz compliance.

IFP Indicators

IFP/NON833

IFP/833UNKNOWN

41 SSR Mode-S

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The SSR Mode-S enhanced surveillance programme is designed to provide more and better-quality information on aircraft in flight for air traffic control. Mode-S aircraft equipment shall only be mandatory in those airspaces participating in the Mode-S programme. Mode-S airspace is defined as those airspaces from ground up to unlimited for which the Mode-S rules are applicable.

Further details are available at http://www.eurocontrol.int/communications-navigation-and-surveillance or the relevant National AIPs.

The principle of Mode-S dictates that each aircraft is assigned an individual and unique identification number known as an ICAO 24-bit Aircraft Address (**AA**), which is pre-set and cannot be changed from the cockpit.

Two types of Mode-S shall be available:

a) Elementary surveillance: position + altitude + downlinked aircraft identification.
b) Enhanced surveillance: as in Elementary surveillance + heading + speed + selected vertical intention.

The carriage and operation of Mode-S enhanced surveillance functionality shall be mandatory for all aircraft with:

either a maximum take-off mass in excess of 5700 kg;

or a maximum cruising true airspeed in excess of 250kts;

or both a maximum take-off mass in excess of 5700 kg and a maximum cruising true airspeed in excess of 250kts.

These criteria shall apply to those aircraft conducting IFR flights as General Air Traffic (**GAT**) in designated airspace.

Note Although the IFPS shall not process VFR flights or those parts of flights conducted under VFR, such flights may be subject to Mode-S requirements. For further details it is advised to check the relevant national AIPs.

(2) Requirements

Those flights that are suitably equipped to operate within the Mode-S airspace shall indicate such in Item 10b: Equipment of the flight plan by inserting one or more of the following letters:

Note When 'I' is present it excludes S, E, H, L (as well as P and X).

I (Transponder-Mode-S, including aircraft identification transmission, but no pressure-altitude transmission).

S (Transponder-Mode-S, including both pressure-altitude and aircraft identification transmission).

E Transponder-Mode S including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability.

H Transponder-Mode S, including aircraft identification, pressure altitude and enhanced surveillance capability.

L Transponder-Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability.

(3) Message Format

In addition to those standard equipment designators, I, or one or more of the following designators: S, E, H L, as appropriate for the equipment for that aircraft, shall be inserted in Item 10b: Equipment.

(4) System Processing

The IFPS shall check compliance with Mode-S requirements and shall insert the IFP indicator IFP/MODESASP in the flight plan distributed to ATC where that compliance is met. Such compliance shall comprise:

- **I, S, E, H or L**, in Item 10b: Equipment and:
- The flight enters the designated Mode-S airspace and remains entirely within the Mode-S airspace for the rest of that flight and arrives at an aerodrome flagged as Mode S or
- The flight takes place entirely within the Mode-S designated airspace between aerodromes flagged as Mode S.

Where compliance is not met, the IFPS shall not fail the processing of that message and shall not pass such messages for manual treatment by the FP staff.

It shall be possible to indicate the unique Mode-S airframe code by inserting the sub-field CODE followed by a '/', then 6 hexadecimal characters e.g. CODE/A1234D.

When the sub-field CODE is not followed by 6 hexadecimal characters and there was no CODE value from a previously processed message for that flight, the IFPS shall attach the following warning message to the ORM:

WARN: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

and the IFPS shall automatically remove the CODE from that message.

Where the CODE sub-field is not followed by 6 hexadecimal characters and the IFPS holds a CODE value from a previously processed message for that flight, the IFPS shall attach the following warning messages to the ORM:

WARN: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

and the IFPS shall remove the CODE from that message and the CODE from the previously processed message.

When a submitted message (AFP, modification or flight plan) changes the status of the IFP/MODESASP indicator, then:

- if the existing valid flight plan held by the IFPS contains the IFP/MODESASP indicator, then the distributed message resulting from the new message shall contain the full new Item 18 where such is present.
- if the existing valid flight plan held by the IFPS does not contain the IFP/MODESASP indicator, then the distributed message resulting from the new message shall contain the IFP/MODESASP indicator.

IFP Indicators

IFP/MODESASP

42 En-Route Stay Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The STAY indicator has been introduced by the IFPS to enable time delays associated with certain special en-route activities such as training flights, air-to-air refuelling, and photographic missions etc. to be entered into the route of a flight plan. This feature shall enable the IFPS to make a more accurate profile calculation.

The STAY indicator may be used in association with any significant point in the route, including the first and last points, but it may not be associated with a SID/STAR designator.

It is also possible to indicate an en-route delay or holding with the use of DLE/ in item 18 of the flight plan (see section EN-ROUTE DELAY OR HOLDING).

The rationale for using the STAY as opposed to the DLE is the following:

- The STAY is implemented within Item 15 where routeing/trajectory related information is extracted.
- The use of Item 15 and STAY provides the ability to indicate a vertical deviation during the course of the activity.
- The use of Item 15 and STAY provides the ability to indicate an area (between two points) where the activity will take place as opposed to a single point.
- The use of Item 15 and STAY provides the possibility to indicate training activity taking place at an aerodrome where a training flight may wish to make some practise approaches.
- The use of Item 15 and STAY provides the ability to make a correct indication(s) for circular flights i.e. a flight which may pass overhead the 'DLE/' point more than once.

(2) Requirements

Where a flight plans to carry out special activities in an area or over an aerodrome, the STAY indicator may be used in the route between the point of entry of the STAY activity and the point of exit of the STAY activity.

The STAY indicator shall only be used for en-route special activities.

The STAY indicator shall only be used for those flights that are completely within the IFPZ.

The time given in the STAY indicator shall be less than the total estimated elapsed time of the flight.

The STAY indicator shall only be available for use in flight plans, modification or AFP messages.

The STAY reason shall be indicated in Item 18 of the flight plan under STAYINFOn/ [see section STAYINFO].

In the eFPLs related cases, the presence of an en-route stay portion in the flight path has the consequence that the route description shall be provided as an ordered list of route elements ('structured route') and shall not be provided as a trajectory. For more details see appendix FF-ICE, C.2 Route and Trajectory and C.7 En-Route Delay.

(3) Message Format

The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

Example …. WAL STAY1/0100 DCS….

The entry point to the STAY area and the exit point from the STAY area may be the same or different points.

Example …. WAL STAY1/0100 WAL….

…. WAL STAY1/0100 DCS….

More than one STAY indicator may be used if so required. Where more than one STAY indicator shall be used, then a sequence number shall be attached to each STAY indicator, using the format of the sequence number up to a maximum value of 9, followed by a '/', then the time indicator.

Example …. WAL STAY1/0100 DCS DCT TLA STAY2/0045 FOYLE….

It shall be possible to indicate changes to the speed and flight level at the entry point to the STAY area or the exit point from the STAY area.

Example …. WAL/N0427F240 STAY1/0100 DCS/N0442F340 DCT TLA STAY2/0045

It shall be possible to indicate changes to the flight rules (IFR/VFR) or type of flight (GAT/OAT) at the entry point to the STAY area or the exit point from the STAY area.

Example …. WAL VFR STAY1/0100 DCS/N0442F280 IFR DCT TLA STAY2/0045 ….

…. WAL OAT STAY1/0100 DCS GAT DCT TLA STAY2/0045 ….

It shall be possible to indicate the reason for the STAY in the flight plan; for this purpose the sub-field heading 'STAYINFO' shall be used, immediately followed by a '/', then free alpha-numeric text.

Example 1:

Item 15: Route ….WAL STAY1/0100 WAL….

Item 18: Other Information STAYINFO1/CALIBRATION OF WAL

Example 2:

Item 15: Route ….WAL STAY1/0100 WAL….

Item 18: Other Information STAYINFO1/MULTIPLE IFR APPROACHES AT…

It shall not be possible to have more than one consecutive STAY indicator associated with the same point.

(4) System Processing

The IFPS shall check in the route of all IFR/GAT flight plans and associated messages for those flights operating entirely or partly within the IFPZ for the STAY indicator. If a STAY indicator is found that does not follow the correct format, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Where a correctly formatted STAY indicator is identified in a flight entering or leaving the IFPZ at any point, that message shall fail automatic processing and shall be passed for manual treatment by the FP staff.

Where a correctly formatted STAY indicator is identified in a flight entirely within the IFPZ, the time given with the STAY indicator shall be taken into account when calculating the total estimated elapsed time of that flight.

Where the calculated total elapsed time of the flight plus the STAY time indicator are greater than the total estimated elapsed time of the flight given in the flight plan or associated message, then that message shall fail automatic processing and be passed for manual processing by the FP staff.

Note Those route parts after the start point and before the end point of a STAY indicator shall not be automatically addressed by the IFPS. Should any extra addressing for such be required, it

shall be the responsibility of the message originator to ensure any such addresses receive a copy of the message. The Re-addressing function may be used for this purpose.

INTENTIONALLY BLANK PAGE

43 IFPS Monitoring Flight Evolution

(1) General

The IFPS shall monitor the evolution of a flight, as a Flight Status, from the moment a flight plan for the flight has been filed with IFPS until the flight is closed. The passage of a flight from one stage to another shall be determined by either the passage of time or information received via flight plan and associated messages by the IFPS and flight updated messages (FSA, CPR etc.) by ETFMS. It shall be possible for a flight to skip stages and go directly to a later stage without going through all the previous stages.

Linked to the knowledge of the evolution of a flight, the IFPS will invalidate messages depending on the message title and the current status of the flight.

(2) Requirements

Information received by the NM regarding the progression of a flight is used by the IFPS for the processing of flight plan messages.

The IFPS shall reject cancellation messages, EOBT and route updates (modification and delay) that are received for a flight after the moment the flight was activated in the NM systems. Depending on the type of information received by the NM for a flight, the activation of a flight in the NM systems occurs:

- When the flight is reported to be airborne through an FDI, FSA, CPR, AFP, FNM, MFS or APR message.
- When the flight is reported to be off-blocks through an ATC DPI (concerns CDM airports and Advanced Tower airports).
- At the departure time received in a DEP message.

Linked to the knowledge of the evolution of a flight, the IFPS shall invalidate:

- Delay and cancellation messages that are associated to a flight that is Off_Blocks, ATC_Activated, Terminated or Deleted.
- Modification messages that contain EOBT or route changes and that are associated to a flight that is Off_Blocks or ATC_Activated.
- Modification messages that are associated to a flight that is Terminated or Deleted.
- DEP, RQP, FNM, MFS and AFP messages that are associated to a flight that is Terminated or Deleted.
- ARR messages that are associated to a flight that is Deleted.

The flight status information is sent to the IFPS by the ETFMS in a 'Flight Update Message' (FUM). The FUM message shall be recorded in the flight plan history of the flight for which it associated.

(4) System Processing

It shall be possible to switch the behaviour of the IFPS into one of the following operating states:

Disable

The system shall function as previously implemented with no processing associated with the status of the flight.

Manual

The system shall detect and place in the invalid queue any message associated to a status that is not allowed as specified above.

Automatic

The system shall detect and automatically reject any message associated to a status that is not allowed as specified above.

IFP Indicators

IFP/ERREOBT

44 Special Status Flights (STS)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

Those IFR/GAT flights or parts thereof operating within the IFPZ that require special handling may use the sub-field STS indicator to indicate those needs.

(2) Requirements

The STS indicators listed below shall be given an automatic exemption from flow regulations.

STS/SAR

STS/HEAD

STS/ATFMX

STS/FFR

STS/MEDEVAC

Note These exemption designators shall only be used with the proper authority. Any wrongful use of these designators to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

The presence in a flight plan or associated message of any one single STS descriptor listed above ensures that the flight will be exempted from flow regulations. For example for a Search and Rescue flight, STS/SAR shall be filed. It is not required to file: STS/SAR ATFMX

EUROCONTROL shall make available to the accountable entity (e.g Member State, ATS Unit) data related to ATFM exemptions resulting from the usage of the above designators (sensitive flights shall be excluded from this data).

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', then one or more of the standardised STS descriptors. Any other reasons for special handling by ATS shall be denoted under the designator RMK/.

Where more than one STS indicator is applicable for a flight, each descriptor shall be separated from each other by a space.

Examples STS/HEAD

STS/STATE ATFMX

Where more than one STS indicator is found in a message, theirs contents shall be concatenated by IFPS within a single occurrence of the indicator but with a space between the two data streams.

Examples Input to IFPS: STS/STATE STS/ATFMX

Output from IFPS: STS/STATE ATFMX

(4) System Processing

The following table contains those standardised abbreviations as well as the specific meaning attached to each designator:

STS TYPE	Description

STS/ALTRV	For a flight operated in accordance with an altitude reservation.
STS/SAR	For a flight engaged in Search and Rescue missions.
STS/HEAD	For a flight with 'Head of State' status.
STS/ATFMX	For a flight specially authorised by the National Body established for the purpose to be exempted from flow regulations, regardless of any other STS/indicator used (if any).
STS/HOSP	For a medical flight specifically declared by the medical authorities.
STS/HUM	For flights operating for humanitarian reasons.
STS/STATE	For military registered aircraft or civil registered aircraft used in military and/or customs and/or police services.
STS/FFR	For a flight engaged in fire-fighting.
STS/NONRVSM	For a non-RVSM flight intending to operate in RVSM airspace.
STS/MEDEVAC	For a life critical medical emergency evacuation.
STS/MARSA	For a flight for which military entity assumes responsibility for separation of military aircraft.
STS/FLTCK	For a flight performing calibration of navaids.
STS/HAZMAT	For a flight carrying hazardous material.

The following sub-field STS descriptor shall be cross referenced by the IFPS to other Items in the flight plan message:

- STS/NONRVSM with the type of flight, number of aircraft, equipment and the route.

To remove STS descriptor(s) from the flight plan currently held by the IFPS, a modification message may be submitted to the IFPS for processing that contains the complete Item 18 without the STS descriptor(s) which is intended to be removed.

Any designator possible within STS/ can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

44.1 Dynamic Properties of the STS Sub-field

STS values may be modified by the subsequent arrival of any of flight plan or modification message:

- If an associated flight plan is received, any STS values it contains completely replace those that were previously held. If none are contained in the second flight plan, it will remove any STS values that were present.
- If an AFP is received, the STS values it contains are added to those that were previously held.
- If a modification is received, any STS values it contains completely replace those that were previously held. If none are contained in the modification message, it will remove any STS values that were present.

45 STS/SAR Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Only those flights that are engaged in Search and Rescue missions shall use the sub-field STS/SAR indicator.

By using this STS/SAR indicator the flight shall automatically be exempted from any relevant flow regulations.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by SAR.

(4) System Processing

Those messages containing the Item 18 sub-field STS/SAR that are syntactically and semantically correct, shall be processed by the IFPS and transmitted to the ETFMS, where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/SAR indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if SAR is the only STS descriptor or
- 'SAR' if SAR is not the only STS descriptor present in the stored FPL.

The STS/SAR designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

46 STS/HEAD Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Only those flights that are with Head of State status shall use the sub-field STS/HEAD indicator.

By using this STS/HEAD indicator the flight shall automatically be exempted from any relevant flow regulations.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by HEAD.

(4) System Processing

Those messages containing the Item 18 sub-field STS/HEAD that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/HEAD indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if HEAD is the only STS descriptor or
- 'HEAD' if HEAD is not the only STS descriptor present in the stored FPL.

The STS/HEAD designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

47 STS/ATFMX Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Those flights that do not require special handling but which are specifically authorised by the relevant national authority to be exempted from flow regulations may use the sub-field STS/ATFMX indicator.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

Note The rules for acquiring the necessary permissions to use STS/ATFMX may be found in the appropriate section of the national Aeronautical Information Publication (**AIP**) of the country in which the aerodrome of departure is located.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by ATFMX.

(4) System Processing

Those messages containing the sub-field STS/ATFMX that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/ATFMX indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if ATFMX is the only STS descriptor or
- 'ATFMX' if ATFMX is not the only STS descriptor present in the stored FPL.

The STS/ATFMX designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

48 STS/HOSP Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field STS/HOSP may be used for those flights categorised as a medical flight specifically declared by the relevant medical authorities.

Routine positioning flights e.g. returning empty after an evacuation or positioning for fuel or positioning to an airport to collect a patient sometime after arrival (i.e. not time critical) shall not qualify for use of the sub-field STS/HOSP.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by HOSP.

(4) System Processing

Those messages containing the sub-field STS/HOSP indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS.

It shall be possible for a message originator to remove the STS/HOSP indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if HOSP is the only STS descriptor or
- 'HOSP' if HOSP is not the only STS descriptor present in the stored FPL.

The STS/HOSP designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

49 STS/HUM Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Only those flights that are undertaken for humanitarian reasons shall use the sub-field STS/HUM indicator.

Those flights using STS/HUM shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by HUM.

(4) System Processing

Those messages containing the sub-field STS/HUM indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS but will not automatically qualify for exemption from any relevant flow regulation(s).

It shall be possible for a message originator to remove the STS/HUM indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if HUM is the only STS descriptor or
- 'HUM' if HUM is not the only STS descriptor present in the stored FPL.

The STS/HUM designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

50 STS/STATE Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Only those flights that are other than Head of State, and that are specifically required by the State Authorities, e.g. military or civil registered aircraft used in military, customs and police services, shall use the sub-field STS/STATE indicator.

Flights using STS/STATE shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by STATE.

(4) System Processing

Those messages that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS but shall not automatically qualify for exemption from any relevant flows regulation(s).

It shall be possible for a message originator to remove the STS/STATE indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if STATE is the only STS descriptor or
- 'STATE' if STATE is not the only STS descriptor present in the stored FPL.

The STS/STATE designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

51 STS/NONRVSM Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Only those State flights (e.g. military, police or customs) which do not indicate RVSM equipment in the message shall use the STS/NONRVSM indicator.

Those flights using STS/NONRVSM shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by NONRVSM.

(4) System Processing

Those messages containing the sub-field STS/NONRVSM indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS but shall not automatically qualify for exemption from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/NONRVSM indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if NONRVSM is the only STS descriptor or
- 'NONRVSM' if NONRVSM is not the only STS descriptor present in the stored FPL.

The STS/NONRVSM designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

52 STS/FFR Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Flights engaged in firefighting shall indicate such by inserting the indicator STS/FFR.

By using this Item 18 sub-field STS/FFR indicator the flight shall automatically be exempted from any relevant flow regulations.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by FFR. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the Item 18 sub-field STS/FFR that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS where the flight shall be exempted from any relevant flow regulations.

Where more than one sub-field STS entry is found in a message, the content of the multiple entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

It shall be possible for a message originator to remove the STS/FFR indicator by sending a modification message. The modification message shall contain the complete Item 18 information, minus:

- The STS indicator if FFR is the only STS descriptor or
- 'FFR' if FFR is not the only STS descriptor present in the stored FPL.

The STS/FFR designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

53 STS/FLTCK Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The Item 18 sub-field STS/FLTCK shall be used for those flights performing flight check for calibration of navaids where special handling by ATC may be required.

Those flights using STS/FLTCK shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by FLTCK. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the sub-field STS/FLTCK indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS.

It shall be possible for a message originator to remove the STS/FLTCK indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if FLTCK is the only STS descriptor or
- 'FLTCK' if FLTCK is not the only STS descriptor present in the stored FPL.

The STS/FLTCK designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

54 STS/HAZMAT Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field STS/HAZMAT shall be used for those flights carrying hazardous material. Those flights using STS/HAZMAT shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by HAZMAT. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the sub-field STS/HAZMAT indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS.

It shall be possible for a message originator to remove the STS/HAZMAT indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if HAZMAT is the only STS descriptor or
- 'HAZMAT' if HAZMAT is not the only STS descriptor present in the stored FPL.

The STS/HAZMAT designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

55 STS/MARSA Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field STS/MARSA shall be used for those flights for which a military entity assumes responsibility for separation of military aircraft.

Those flights using STS/MARSA shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by MARSA. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the sub-field STS/MARSA indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS.

It shall be possible for a message originator to remove the STS/MARSA indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if MARSA is the only STS descriptor or
- 'MARSA' if MARSA is not the only STS descriptor present in the stored FPL.

The STS/MARSA designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

56 STS/MEDEVAC Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Flights operating a life critical medical emergency evacuation shall indicate such by inserting the indicator STS/MEDEVAC.

By using this STS/MEDEVAC indicator the flight shall automatically be exempted from any relevant flow regulations.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow regulations shall be regarded by the relevant States as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by MEDEVAC. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the Item 18 sub-field STS/MEDEVAC that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS where the flight shall be exempted from any relevant flow regulations.

Where more than one sub-field STS entry is found in a message, the content of the multiple entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

It shall be possible for a message originator to remove the STS/MEDEVAC indicator by sending a modification message. The modification message shall contain the complete Item 18 information, minus:

- The STS indicator if MEDEVAC is the only STS descriptor or
- 'MEDEVAC' if MEDEVAC is not the only STS descriptor present in the stored FPL.

The STS/MEDEVAC designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

57 STS/ALTRV Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field STS/ALTRV shall be used for those flights operated in accordance with an altitude reservation.

Those flights using STS/ALTRV shall not automatically qualify for exemption from any relevant flow regulations.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by ALTRV. Where more than one STS descriptor applies to a flight, the descriptors shall be inserted under one STS sub-field and separated by a space.

(4) System Processing

Those messages containing the sub-field STS/ALTRV indicator that are syntactically and semantically correct shall be processed by the IFPS and transmitted to the ETFMS.

It shall be possible for a message originator to remove the STS/ALTRV indicator by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS indicator if ALTRV is the only STS descriptor or
- 'ALTRV' if ALTRV is not the only STS descriptor present in the stored FPL.

The STS/ALTRV designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

58 Runway Visual Range (RVR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

All IFR/GAT flights or parts thereof intending to operate within the IFPZ are recommended to include in the flight plan the landing Runway Visual Range (**RVR**) capabilities of that flight. Landing RVR information may be used for flow management during low visibility conditions (full details are available in the ATFCM Users Manual).

Where low visibility conditions apply within a part or parts of the IFPZ that influence the arrival capacity at one or more aerodromes, the ETFMS may use the RVR value given in the current flight plan to regulate the traffic flow to those aerodromes.

The ETFMS may issue an AIM requesting the confirmation of the RVR by the aircraft operators by means of a Flight Confirmation Message (**FCM**).

(3) Message Format

The sub-field shall be denoted with the letters RVR followed by a '/', then not more than three digits to indicate the runway visual range in metres for that flight.

Example RVR/250

(4) System Processing

The IFPS shall check any sub-field RVR, entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed and also because duplicates are not allowed for this sub-field.

On acknowledgement of the message, the RVR information shall be distributed to the relevant ATCUs and to the ETFMS where it may be used for ATFCM measures under low visibility conditions.

It shall be possible for a message originator to remove the RVR details by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the RVR sub-field.

INTENTIONALLY BLANK PAGE

59 Originator (ORGN) Indicator

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

A message filer has the possibility to specify the message originator (if for example the filer acts as a relay service for an operator). The originator information may be inserted in item 18 of the message in the sub-field ORGN. When not present in a message submitted to the IFPS, the IFPS uses the IATA Type-B or AFTN originator address and inserts it in the messages distributed to ATC centres (see Note). As the originator information is always available, recipients of those messages may, if required, contact the message originator directly rather than request messages to be forwarded on their behalf.

Note This is also applicable when the message is filed via B2B.

(2) Requirements

In case the sub-field is submitted in a message for processing by IFPS, it shall be the 8 letter AFTN address or other appropriate contact details in case the originator of the flight plan may not be readily identified.

The following message types shall have the sub-field ORGN indicator automatically inserted by the IFPS during processing of that message:

- Flight Plan.
- Flight Plan submitted by ATC for an aircraft in flight with source AFIL.
- APL (ATC Plan as a result of an AFP, FNM or MFS).
- ACH (ATC Flight Plan Change for an aircraft in flight).

(3) Message Format

Whenever the ORGN sub-field is present in Item 18 of a message submitted to the IFPS for processing it shall be denoted by the letters ORGN followed by a '/', then free text to a maximum of 30 characters. Special characters such as '!' or '@' are not allowed. Duplicate entries for ORGN/ are not permitted.

(4) System Processing

If received in a message, the IFPS shall retain the value and provide it in the output of those messages listed in Requirements. If not received in a message and upon successful processing of those message types listed in Requirements, the IFPS shall automatically insert the sub-field title ORGN followed by a '/', then the AFTN or IATA Type-B address of the message originator

Example in ICAO FPL2012 format

Input to IFPS: originator address EGLLZPZX and Item 18: ORGN/EGLLBAWO
Output from IFPS: ORGN/EGLLBAWO

Input to IFPS: originator address EGLLZPZX and Item 18 contains no ORGN/
Output from IFPS: ORGN/EGLLZPZX

Whenever more than one ORGN indicator is present in a message, that message shall fail automatic processing as duplicates are not permitted for this indicator.

INTENTIONALLY BLANK PAGE

60 Source (SRC) Indicator

(1) General

In order to indicate the source of a message processed by the IFPS, the NM has developed a sub-field titled SRC that shall be inserted automatically by the IFPS into certain message types during processing. The source refers to the original message from which the message distributed by the IFPS was constructed.

(2) Requirements

The following message types shall have the sub-field SRC indicator and the relevant source details automatically inserted into all ADEXP format messages, and certain ICAO format messages, by the IFPS during processing of that message. The source information inserted by the IFPS shall be an indication of the type of message received by the IFPS from which the processed message was constructed.

- FPL
- AFIL (flight plan submitted by ATC for an aircraft in flight)
- AFP for diversion (ATC Flight Plan Proposal).
- FNM (Flight Notification Message).
- MFS (Message From Shanwick).
- RQP (Request Flight Plan).

(4) System Processing

Upon successful processing of those message types listed in (2) Requirements, the IFPS shall automatically insert the sub-field title SRC followed by a '/', then the source details of that message as relevant for that message format or type of message.

Only where a FPL, ACH message or APL is distributed in ICAO format, the sub-field title SRC/FNM, SRC/MFS, SRC/AFP and SRC/RQP shall be automatically inserted by the IFPS as appropriate.

Example SRC/FNM

The SRC/ designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

61 IFP Indicators

(1) General

All flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing.

The following message types shall not be rejected by IFPS, but the output resulting from the receipt of these messages shall, where appropriate, have IFP indicators inserted corresponding to the errors raised:

- FPL with source AFIL.
- FNM & MFS.
- Flight plans with special handling status FFR, SAR, MEDEVAC or HOSP.

The IFP indicators are intended for information purposes only. ATC Units are not obliged to react to the reception of a flight plan or associated message containing IFP indicators; however certain errors indicated through the use of IFP indicators are operationally more significant than others.

The following IFP indicators have been created by the NM:

IFP indicators	Explanation
ERROUTRAD	The route does not conform to the RAD rules.
ERROUTWE	The route does not conform to the weekend routings.
ERROUTE	An error that cannot be corrected has been found in the route.
ERRTYPE	An error that cannot be corrected has been found in the aircraft type.
ERRLEVEL	An error that cannot be corrected has been found in the requested flight level.
ERREOBT	An earlier EOBT exists.
NON833	Flight does not comply with 8.33 kHz requirements.
833UNKNOWN	Flight compliance with 8.33 kHz requirements is unknown.
NONRVSM	Flight is not RVSM approved.
RVSMUNKNOWN	RVSM approval status of this flight is unknown.
RVSMVIOLATION	Violates RVSM rules, originator of the flight plan cannot be contacted.
MODESASP	Flight compliance with mode S Surveillance.
ERREQPT	An error in the aircraft equipment has been corrected by adding or deleting data in the message.
ERRRTECOORD	The filed route has been coordinated with ATC and either it was coordinated by NMOC or NMOC holds a written confirmation of the coordination.
IFPSROUTEMOD	The trajectory, between the first and last en-route point, has been manually modified (laterally or vertically) by an FP staff.

Note **MODESASP** is another indicator that is a part of a fully automated process within the IFPS, and the FP staff have no influence over its use.

The IFPS shall automatically insert the IFP indicators relating to errors ignored for RVSM and 8.33 kHz.

Once applied to a message, IFP indicators cannot be removed. Should a message originator wish to file another route in order to correct those routing errors identified by IFP indicators, for example for flights with special handling status FFR, SAR, MEDEVAC or HOSP, that originator must cancel the existing flight plan and submit a replacement flight plan.

(2) Requirements

Those messages relating to flights departing, arriving or overflying the IFPZ that fail automatic processing may be passed for manual treatment by the FP staff in accordance with SCP1.

Where an error is ignored by the FP staff, that error shall be indicated by the insertion of the appropriate IFP Indicator.

As many IFP indicators as appropriate shall be used.

IFP indicators shall be added either manually or automatically by the IFPS in the output of flight plans and modification messages distributed to ATC and in ACK ORM and additionally in the eFPL related cases in the Submission Response.

These IFP indicators shall not be present in messages submitted to the IFPS.

(3) Message Format

The indicator shall be denoted in the message with the letters IFP followed by a '/', then the text as appropriate for the error.

(4) System Processing

The following IFP indicators may be inserted manually by the FP staff:

- ERROUTRAD
- ERROUTWE
- ERRROUTE
- ERRTYPE
- ERRLEVEL
- ERREOBT
- ERREQPT
- ERRRTECOORD
- IFPSROUTEMOD

The following IFP indicators shall be inserted **automatically** by the IFPS whenever the indicated errors or conditions have been ignored in order to force a message into the IFPS.

Note IFP/ERROUTRAD may also be inserted either automatically or manually by the FP staff as necessary.

NON833

Whenever the flight is not 8.33 kHz compliant and where the following errors have been ignored during manual processing by an FP staff:

PROF188: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS

PROF190: NON 8.33 AND NON UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE

833UNKNOWN

Whenever the source of a flight plan is an APL or AFIL and the flight plan does not contain COM/EXM833 or the equipment of those message types does not contain Y.

RVSMVIOLATION

Shall be automatically inserted where the following error messages have been ignored during manual processing by an FP staff:

EFPM212: FIELDS 10 AND/OR 18 INCORRECT FOR STATE FORMATION FLIGHT IN

EUR RVSM AIRSPACE

EFPM231: CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE

EFPM209: STS/NONRVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT

WITHIN EUR RVSM AIRSPACE

NONRVSM

Shall be automatically inserted where the following error messages have been ignored during manual processing by an FP staff:

EFPM219: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE

EFPM210: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE AND

STS/NONRVSM IS NOT EXPECTED FOR A CIVIL AIRCRAFT

EFPM211: STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT

ERROUTRAD

Shall be automatically inserted where a RAD restriction has been set to SOFT, and may be added manually by the FP staff where a RAD violation in a submitted message cannot be corrected.

Where more than one IFP Indicator has been inserted, the IFPS shall merge them into a single IFP field, containing one space between each item.

Example During IFPS processing, the IFP Indicators ERROUTRAD and NONRVSM have been inserted by the IFPS, but the IFPS shall output after processing: IFP/ERROUTRAD NONRVSM.

Whenever an IFP indicator is found in a message submitted to the IFPS, the IFPS shall ignore it and the indicator shall be removed from any message output.

Once applied to a message, IFP indicators cannot be removed. Should a message originator wish to file another route in order to correct those routing errors identified by IFP indicators, they must cancel the existing flight plan and submit a replacement flight plan.

INTENTIONALLY BLANK PAGE

62 IFPS Test System (IFPUV)

(1) General

An IFPS validation system (**IFPUV**) has been made available to enable message originators, who so wish, to submit their flight plan to a dedicated test platform for flight plan validation **against the IFPS validation criteria**, prior to their submission to the operational IFPS.

The IFPUV offers also the possibility to validate flight plans **against ETFMS data** in order to assess whether the flight plan will be subject to an ATFM regulation, and if so, the delay that is likely to be allocated to that flight in the event of a submission to the operational IFPS.

Upon successful validation, message originators with access to the NMP or the NOP Protected have the possibility to submit flight plan messages to the operational IFPS.

The aim of this system is to provide the means with which message originators may improve the automatic processing rate of flight plans submitted to the operational IFPS and the means to assess the ATFM situation of flight plans that will be submitted to the operational IFPS. It should be noted that the IFPUV **only** indicates compliance with the IFPS processing requirements; **it does not indicate ICAO compliance**.

Message originators wishing to test flight plans through the IFPUV prior to their submission to the IFPS shall submit those flight plans using one of the following options (some options offer additional features, see below):

To the AFTN address **EUCHZMFV**

To the IATA Type-B address **BRUEY7X**

Via B2B web service

Via B2C (CHMI, NMP, NOP)

The test flight plans may be submitted with a Date Of Flight (**DOF**) up to 120 hours (5 days) in advance of EOBT by inserting the DOF/<YYMMDD> where YY indicates the year MM indicates the month and DD indicates the day in that flight plan.

The access to IFPUV via the NOP Protected application offers the following additional features:

- Flight plan Submission
- Generation of IFPS compliant routes with user preference options (via/avoid point/airspaces, freeze portion, etc.)
- Avoid (ATFM) measure option
- Route Last Validity OBT (Off-Block Time) displayed
- Query of ETFMS for expected slot
- Early access to AIRAC data (from 14 days prior the AIRAC)
- Early access to next AIRAC data and access to ADHOC AIRAC data for pre-validation exercises (Example: major airspace changes, Free Route Implementation)

There are several access to IFPUV via the NOP Protected with differences in the features that are offered. This is summarized below:

Features	1	2	3
FPL Validation ("Validate")	✓	✓	✓
FPL Submission ("Submit")	✓		
Generation of IFPS compliant routes with user preference options ("Propose Routes")	✓	✓	
Avoid (ATFM) measures option ("Avoid Measure")	✓		
Route Last Validity Off-Block-time displayed for route Proposals ("LV" "Last Validity OBT")	✓		
Query of ETFMS for expected slot ("Validate & Try / Generate & Evaluate")	✓		
Early Access to AIRAC data (from 14 days prior the AIRAC)		✓	
Access to AIRAC data for pre-validation exercise			✓

The access to IFPUV via the CHMI offers the following additional features:

- Generation of IFPS compliant routes with user preference options (via/avoid point/airspaces, freeze portion, etc.)
- Avoid (ATFM) measure option
- Route Last Validity OBT (Off-Block Time) displayed
- Query of ETFMS for expected slot
- Early access to AIRAC data (from 14 days prior the AIRAC). This requires a separate login to CHMI ENVPREVAL (Next AIRAC).
- Early access to next AIRAC data and access to ADHOC AIRAC data for pre-validation exercises (Example: major airspace changes, Free Route Implementation). This requires a separate login to CHMI ENVPREVAL (ADHOC AIRAC).

The access to IFPUV via the NMP offers the following additional features:

- Flight Plan Submission
- Generation of IFPS compliant routes with user preference options (via/avoid point/airspaces, freeze portion, etc.)
- Avoid (ATFM) measure option
- Route Last Validity OBT (Off-Block Time) displayed

- Query of ETFMS for expected slot
- Early access to next AIRAC data and access to ADHOC AIRAC data for pre-validation exercises (Example: major airspace changes, Free Route Implementation).

It should be noted that the IFPUV facility shall undergo normal NM system maintenance and for that reason may not be available for a short period of time. Such periods of outage shall normally be a maximum of 1 hour during Tuesday / Wednesday night, once per month.

Note Message originators wishing to test flight plans shall not submit those test messages to the operational IFPS.

(2) Requirements

The IFPUV is a fully automated system and shall normally be used by external message originators independently.

(4) System Processing

The IFPUV contains the current IFPS software and receives the updates from the operational CACD fed by live updates in the same way as the operational IFPS and is therefore an accurate reflection of the operational IFPS.

However:

- Early access to AIRAC data (NOP Protected NEXT AIRAC, CHMI ENVPREVAL, NMP (FLIGHT>NAV Editor>Next AIRAC)): the data accessed is provisional and might still be subject to modifications. The system is set to the first day of the AIRAC (i.e. Thursday), therefore DOF in the flight plan is not required unless the validation is for a “week-end routing” in which case the DOF for the corresponding day shall be stated.
- Access to AIRAC data for pre-validation exercise (NOP Protected ADHOC AIRAC, CHMI PREVAL, NMP (FLIGHT>NAV Editor>Adhoc AIRAC)): the data accessed is provisional and might still be subject to modifications. The system is set to the first day of the AIRAC (i.e. Thursday), therefore DOF in the flight plan is not required.

The IFPUV system undertakes the same checking mechanisms as the IFPS in the following order:

- Syntax.
- Semantics.
- Route analysis.

Then the system builds a profile and continues with the following checks:

- Profile analysis: RAD restrictions, 8.33 kHz, RVSM compliance, etc.

It is important that a flight plan submitted to the IFPUV is syntactically and semantically correct as the IFPUV shall fail any flight plan on those errors it finds in the order described.

Messages which have undergone IFPUV validation are neither distributed by nor stored in the IFPUV. Since flight plans are not stored in the IFPUV, flight plan associated messages (CHG, DLA, CNL, RQP, etc.) shall be rejected by the IFPUV with the message:

EFPM: NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE (when submitted through AFTN, IATA Type-B or CHMI) or the following message shall be displayed:

Validation is only possible for FPL/IFPL messages.

Flight plan validation reply via the AFTN or IATA Type-B

The system will respond to flight plan submissions by means of a reply message in the form of either an ACK which indicates that the flight plan should pass automatic processing, or a REJ (rejection)

which indicates that the flight plan would fail automatic processing in the IFPS. In the case of REJ the reply message shall contain a system generated indication of the reason for failure.

The IFPUV shall not generate MAN (Manual) messages.

Every reply message from the IFPUV contains the phrase:

'THIS MESSAGE HAS BEEN SENT BY A TEST SYSTEM AND MUST NOT BE USED OPERATIONALLY'.

This message is added to ensure that there is no confusion between submissions to the IFPUV and those to the operational IFPS.

Flight Plan validation reply via NOP & NMP

The system shall respond to the validation to the IFPUV by means of a reply message that shall appear on the web page. The reply message consists of:

- The list of error(s)s (NOP), or
- The text "INVALID" and the list of error(s) (NMP)

And in case the flight plan is valid:

- The text: 'NO ERRORS' (NOP) or
- The text "VALID" (NMP)

Note It should be noted that occasionally a flight plan may fail the processing due to an error which is not inherent in the received message but which may be due to environment inconsistencies or even a processing error. If in doubt concerning a specific error, the FP supervisor should be contacted.

Flight Plan submission reply via NOP & NMP

The system shall respond to the submission to the IFPS through the IFPUV by means of a reply message that shall appear on the web page. The reply message consists of:

NOP:

- The text "Submission status VALID NO ERRORS" followed by "Comment" and an ACK message when the submission is successful or
- The text "Submission status REJECTED", or
- The text "Submission status QUEUED FOR CORRECTION".

NMP:

- The text "Flight Plan submission ACK" when the submission is successful or
- The text "Flight Plan submission REJ", or
- The text "Flight Plan submission QUEUED FOR CORRECTION".

Message originators shall receive ORMs the same way as if the message had been filed via AFTN or IATA Type-B (i.e an ACK or a REJ or a MAN, with MAN later on followed by an ACK or a REJ).

If no ORMs are received (see Note), it remains the message originator's responsibility to check the message status. This can be achieved by consulting the flight's operational log in the Filing tab in the NOP Flight List.

Note This is the case if, for a message originator, "ACK, MAN, REJ required" are set to NO in NM CACD.

62.1 General Procedures for IFPUV users

Should difficulties while accessing the IFPUV be experienced, your contact will depend on how the IFPUV was accessed:

- AFTN/IATA Type-B, B2B web service, B2C (CHMI, NMP, NOP Public & Protected access via 1 and 2, see above), then the FP staff should be contacted by phone at +32 (0)2 745 19 50. In order to avoid confusion, it should be clearly indicated that the call refers to the IFPUV. It should also be stated whether the message was filed via a secure connection (with an NM token) or not, as the secure and non-secure IFPUV applications are maintained on separate servers, and are thus accessed by the FP staff differently.

Note Message originators validating messages with the IFPUV via AFTN or IATA Type-B or NOP Protected are directed to the secure server.

- NOP Protected (access via 3, see above) and CHMI ENVPREVAL Next AIRAC: early access to AIRAC data (from day -14). Should anomalies or questions be experienced when accessing NEXT AIRAC data, then the FP supervisor should be contacted via email at nm.ifps.spvr@eurocontrol.int. The email subject shall be AIRAC Validation followed by the AIRAC number (i.e. 1903) followed by TEST and the email body should contain the FPL(s) concerned, the corresponding error(s) and a textual description of the issue. The email shall be treated by FP supervisors who shall take the appropriate action(s), including acknowledging reception of the email.
- NOP Protected (access via 4, see above) and CHMI ENVPREVAL ADHOC AIRAC: ADHOC AIRAC (pre-validation exercise). Should anomalies or questions be experienced when accessing ADHOC AIRAC data, then NM CACD shall be contacted via email at nm.ad.spvr@eurocontrol.int. The email subject shall state the name of the Preval and the email body should contain the FPL(s) concerned, the corresponding error(s) and a textual description of the issue. Please note that such pre-validation exercise will be announced via the NOP Headline news.

INTENTIONALLY BLANK PAGE

63 Aircraft Operator What-if Re-Route (AOWIR)

(1) General

The Aircraft Operator What-If Re-route (**AOWIR**) function shall allow an Aircraft Operator to:

- Assess the impact of a rerouting with regards to the ATFCM situation (no delay or amount of delay in minutes)
- Assess the impact of a rerouting with regards to the flight efficiency (time, distance, fuel, etc…)
- Modify or cancel a flight plan

The AOWIR function is available via B2B and B2C (NOP/CHMI/NMP). It can be used for regulated or non-regulated flights.

The procedures described in the following sections shall only relate to the flight planning aspects; any ETFMS actions are detailed in the ATFCM Users Manual.

(2) Requirements

The user of the AOWIR function shall be able to make a series of consultations in order to assess different scenarios. Although it is possible to make unlimited consultations for a suitable re-routing it shall only be possible to apply three re-routes per flight maximum.

Whenever a suitable re-route has been chosen, the user shall use one of two possible options:

OPTION 1: Change the flight plan route. In the UI (User Interface), it is described as “Apply (File)”.

OPTION 2: Cancel the flight plan and perform a slot booking to ETFMS (if the chosen route is regulated, for when a replacement FPL is filed by the user). In the UI (User Interface) it is described as “Apply (Book)”.

Note The actions described in the two options correspond to the actions performed by and within the AOWIR function. The General Procedures below describe other actions that shall be performed by the user.

(3) Message Format

The AOWIR function generates either a modification message for a change of route (CHG) or a cancellation message (CNL) which are in accordance with the message format described in this manual. Therefore, being system generated messages; this paragraph does not describe the message format that shall be used by the AOWIR user.

(4) System Processing

OPTION 1: Apply (File). The flight plan (route) is changed

The IFPS proceeds as if a modification message had been submitted by the user. As a consequence the following actions shall be initiated by the NM:

- The original flight plan shall be updated and all IFPS messages indicating this change (FPL, CHG) shall be flagged with ’AWR/Rn‘ and shall be distributed to the appropriate ATC addresses.
- A (long) ACK ORM with ’—MSGTYP IFPL’, shall be sent to the address associated to the user having made the re-routeing acceptance and to the originator of the initial flight plan, if identifiable, and to the originator of the latest flight plan message received prior to the

AOWIR, if any. The ACK ORM shall contain all the flight plan details of the re-routed flight as accepted by the NM and 'AWR/Rn' shall also be automatically inserted into the message.

In addition, the ACK ORM shall contain a message:

—COMMENT FLIGHT PLAN CHANGED AS A RESULT OF AOWIR

In order to be consistent with the existing ICAO Replacement Flight Plan procedure, the IFPS shall additionally insert or increment an 'RFP/Q' indicator in the FPL in accordance with the following rules:

- If no 'RFP/Q' indicator is given in the FPL which is being treated for re-routeing, the IFPS shall insert both the 'RFP/Q1' and 'AWR/R1' in the message.
- If an 'RFP/Q' indicator is given in the FPL which is being treated for re-routeing, the IFPS shall increment the 'RFP/Q' indicator and shall insert 'AWR/R1' in the message.

Example The received FPL gives RFP/Q3 then the output FPL will give RFP/Q4 + AWR/R1

OPTION 2: Apply (Book). The flight plan is cancelled and a slot is booked (if regulated)

The IFPS proceeds as if a flight plan cancellation message had been submitted by the user. As a consequence the following actions shall be initiated by NM:

- A flight plan cancellation (**CNL**) message shall be distributed to the appropriate ATC addresses.
- A (short) ACK ORM with '—MSGTYP ICNL', including the flag 'AWR/Rn', shall be sent to the address associated to the NM user having made the rerouteing acceptance and to the originator of the initial flight plan, if identifiable, and to the originator of the latest flight plan message received prior to the AOWIR, if any.

In addition, the ACK ORM shall contain a message:

—COMMENT FLIGHT PLAN CANCELLED AS A RESULT OF AOWIR

When the new flight plan is received and has been processed successfully by the IFPS then:

- An ACK message shall be sent to the address(es) associated to the originator of the flight plan. The ACK shall give the complete flight plan concerning the re-routed flight and shall include the flags 'RFP/Qn' and 'AWR/Rn', as provided by the aircraft operator, in the message.
- The flight plan (including the flags 'RFP/Qn' and 'AWR/Rn' as provided by the aircraft operator) shall be distributed to the appropriate ATS Units.
- In the exceptional case that the new flight plan fails automatic processing in the IFPS, the user upon receipt of the MAN ORM message shall wait for an ACK or REJ ORM from the IFPS.

In the case of a flight plan being rejected by the IFPS a REJ ORM shall be sent back to the originator in accordance with to normal rules. The user must resubmit a correct flight plan.

63.1 General Procedures for AOWIR users

Option 1

This option shall be used when an assessed re-route (whether crossing regulations(s) or not) has been found suitable by the AOWIR user and the user wishes to change its flight plan directly from the AOWIR function.

Option 2

This option shall be used when the user wishes to re-submit a new flight plan while a slot is booked (if the flight is regulated).

Once the flight plan has been cancelled within the AOWIR function, the user shall:

- Wait for a minimum of 5 minutes (to allow adequate time for the transmission of the cancellation message).
- Send a new FPL to IFPS using the latest known EOBT. The flight plan shall include the flags 'RFP/Qn' and 'AWR/Rn' in the message.

Note The route in the new flight plan shall be fully consistent with the one provided by the AOWIR function.

INTENTIONALLY BLANK PAGE

64 Diversion Arrival Messages

(2) Requirements

The IFPS shall not accept messages with title ‘DIVARR’. Where a flight shall divert to an aerodrome other than the filed destination, an Arrival (**ARR**) message in the format described in [see section Arrival (ARR)] shall be submitted to the IFPS for processing.

INTENTIONALLY BLANK PAGE

65 ITEM 3: Message Title

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

All messages submitted to the IFPS for processing shall contain Item 3: Message title information.

The message titles recognised by the IFPS in submitted messages shall be:

- FPL, CHG, DLA, CNL, DEP, ARR, RQP, RQS, AFP, FNM, MFS and AMOD.

ACH and APL messages submitted to the IFPS shall be rejected.

(3) Message Format

It is required that those flight data messages submitted to the IFPS for processing shall have one of the recognised message titles. The title shall immediately follow the opening bracket of the message.

(4) System Processing

The IFPS shall check the message title in all messages submitted to the IFPS for processing for compliance with the recognised message titles. Where a message title is not identified, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Where a message submitted to the IFPS for processing contains a recognised message title, the IFPS shall process that message according to the requirements of that recognised message type.

INTENTIONALLY BLANK PAGE

66 ITEM 7: Aircraft Identification and SSR Mode/SSR Code

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

All messages submitted to the IFPS for processing shall contain the aircraft identification information to indicate the radio call sign of that flight.

The aircraft identification shall contain either the aircraft registration markings or the ICAO telephony designator of the aircraft operating agency followed by the flight identification.

It shall be possible for the message originator to include the SSR mode after the aircraft identification by inserting the A and the SSR code of that flight, where it is known.

Note The IFPS shall only automatically accept an SSR code when it is prefixed by the letter A.

(3) Message Format

The aircraft identification in a message submitted to the IFPS for processing shall contain a minimum of 2 and a maximum of 7 alphanumeric characters without hyphens or symbols. The SSR mode and code may be included for those aircrafts that wish to do so, it shall consist of the letter A and it shall be followed four numerics between the values of 0 and 7 and shall be separated from the aircraft identification by a slash '/'.

The maximum number of characters accepted by the IFPS in the aircraft identification and SSR mode and code, including the '/' shall be 13.

Examples ABC567C

ABC567C/A3356

(4) System Processing

The IFPS shall check aircraft identification in all messages submitted to the IFPS for processing for compliance with the required format. Where the required format is not complied with, those messages shall fail automatic processing and be passed for manual treatment by the FP staff.

Where SSR mode and code is included in a message submitted to the IFPS for processing, the IFPS shall check for compliance with the required format. Where the Item does not comply with the required format, those messages shall fail automatic processing and be passed for manual treatment by the FP staff.

INTENTIONALLY BLANK PAGE

67 ITEM 8: Flight Rules and Type of Flight

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The IFPS shall only process those flight plans and associated messages that contain the flight rules & type of flight information as relevant for an IFR/GAT flight or part thereof intending operating within the IFPZ.

(2) Requirements

Flight Rules

The following indications of flight rules may be used when submitting a flight plan or associated message to the IFPS for processing:

I for those flights that are to be conducted entirely under IFR conditions.

V for those flights that are to be conducted entirely under VFR conditions.

Y for those flights that shall commence under IFR conditions and shall change to VFR conditions.

Z for those flights that shall commence under VFR conditions and shall change to IFR conditions.

Of these possible flight rule indicators, the IFPS shall only process those messages that relate to flights conducted fully or partially under IFR conditions within the IFPZ.

Type of Flight

The following types of flight may be used when submitting a flight plan or associated message to the IFPS for processing:

S if the flight is a scheduled air transport flight.

N if the flight is a non-scheduled air transport flight.

G if the flight is a general aviation flight.

M if the flight is a military flight.

X for all other type of flights.

(3) Message Format

The flight plan or associated message shall contain one of the flight rules indicators followed by one of the type of flight indicators.

Examples **VG** represents a VFR general aviation flight.

IS represents an IFR scheduled flight.

(4) System Processing

Only those flight plans and associated messages that indicate in flight rules that the flight shall be conducted wholly or partially under IFR conditions within the IFPZ shall be processed by the IFPS. Those flight plans that indicate an intention to operate under VFR conditions only within the IFPZ shall fail automatic processing by the IFPS and shall be rejected.

Where a flight plan or associated message submitted to the IFPS for processing contains the flight rules **I**, **Z** or **Y**, the IFPS shall crosscheck that information against the route data.

Should a change of flight rules be given that is not supported by an identifiable indication of that change in the route of that message, then that message shall fail automatic processing and shall be presented for manual processing by the FP staff.

The IFPS shall crosscheck the type of flight information against the restriction modules used in the NM CACD for those flights entering RAD restrictions and or routes for military flights only. Where the type of flight is not allowed for that route, that message shall fail automatic processing and be passed to the FP staff for manual treatment.

Note The IFPS shall react differently in message association whenever the type of flight is given as X.

68 ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

When processing flight plans and associated messages, the IFPS shall take into account the performance of identifiable individual aircraft types.

In order to calculate more accurate flight profiles, the NM has built a table of aircraft performance figures, with all recognised ICAO aircraft type designators having a specific series of performance data (Ref ICAO DOC 8643 – Aircraft Type Designators).

(2) Requirements

Where required, the number of aircraft shall be indicated. The number of aircraft may be included if that flight consists of only one aircraft, but it shall be included if more than one aircraft is involved in that flight.

The flight plan or associated message submitted to the IFPS for processing shall indicate the ICAO aircraft type designator where it is known.

Where the aircraft type does not have an approved ICAO designator, that aircraft type shall be filed as ZZZZ, with the details of that aircraft type given in the sub-field TYP.

The message shall indicate the wake turbulence category of that aircraft type. The IFPS shall accept only the following 4 wake turbulence categories:

L (light), **M** (medium), **H** (heavy) or **J** (super).

L Shall be inserted for an aircraft with a maximum certified take off mass of 7000 kg or less.

M Shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 kg but more than 7000 kg.

H Shall be inserted for an aircraft with a maximum certified take off mass of less than 560000kg but more than 136000 kg.

J Shall be inserted for an aircraft with a maximum certified take off mass of 560000kg or more.

(3) Message Format

The number of aircraft may be included if that flight consists of only one aircraft, but it shall be included if more than one aircraft is involved in that flight. The number of aircraft indicated shall be given as not more than two numeric.

The type of aircraft shall be given as the ICAO designator for that type, or where the type is not known or not an ICAO designator, ZZZZ shall be inserted. Where ZZZZ is used, the details of the aircraft type shall be given in the sub-field TYP.

The aircraft type shall be followed by a '/' then the letter L, M, H or J to indicate the wake turbulence category of the aircraft type indicated.

(4) System Processing

The IFPS shall check any aircraft type given in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed.

The IFPS shall check all filed aircraft types for compliance with the known ICAO aircraft type designators. Where an unknown designator is found, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Where the aircraft type is filed as ZZZZ, the IFPS shall check the sub-field TYP for the details of that aircraft type.

Example One unknown type of aircraft

Item 9: ZZZZ/M Item 18: TYP/D9FF

Where the aircraft type is filed as ZZZZ, the IFPS shall allocate for that flight one of the four generic aircraft performance.

These generic aircraft performances are:

- SEEE (SINGLE ENGINE)
- MEEE (MULTI-ENGINE)
- TPPP (TURBO-PROP)
- TJJJ (TURBO-JET)

The allocation is based on the speed and RFL specified in the route field.

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given. The aircraft type shall be given as ZZZZ in Items 9 and 18, the (numbers and) type(s) of aircraft preceded by TYP/.

Example1 Two aircraft types

Item 9: 2ZZZZ/M Item18: TYP/1AN26 1LJ39 or TYP/AN26 LJ39

Example 2 Three aircraft types

Item 9: 3ZZZZ/M Item18: TYP/2AN26 1LJ39 or TYP/2AN26 LF39

In the two examples above, the output of the IFPS shall be the same as the input.

Where no WTC is given by the originator of the message and the aircraft type is known in the NM database, the IFPS shall automatically insert the wake turbulence category of that aircraft type. If the aircraft type is unknown and no wake turbulence category is given by the originator of the message, the IFPS shall automatically insert an internal value for profile calculation but shall not output this internal value.

The IFPS shall not accept a known aircraft type in the flight plan in combination with the sub-field TYP.

Where ZZZZ is used in the flight plan, and a sub-field TYP entry has been made that indicates a known ICAO aircraft type designator, the IFPS shall automatically update the aircraft type to that known aircraft type and remove the sub-field TYP.

When calculating the profile of a flight, the IFPS shall apply performance data specific to each aircraft type given.

The IFPS shall confirm the wake turbulence category given with the aircraft type to the ICAO wake turbulence category assigned to that aircraft type.

The following table shall show the processing of the wake turbulence category by the IFPS:

	No wake turbulence category in flight plan	**Valid wake turbulence category in flight plan**	**Unknown wake turbulence category in flight plan**
Valid wake turbulence category in IFPS Database for this type of aircraft	Automatic inclusion of the Wake Turbulence Category as held in the IFPS	Wake Turbulence Category from IFPS Database inserted	Wake Turbulence Category from IFPS Database inserted
No wake turbulence category in IFPS database for this type of aircraft	Wake Turbulence category shall be empty	Wake Turbulence Category as filed shall be maintained in the output	Wake Turbulence Category shall be removed from flight plan
Aircraft type is ZZZZ	Wake Turbulence category shall be empty	Wake Turbulence Category as filed shall be maintained in the output	Flight plan not accepted Flight plan shall come up for manual treatment by FP staff

Note Where an aircraft type is filed as ZZZZ, that message shall always fail automatic processing in order that the FP staff may apply an appropriate aircraft performance to that flight.

The aircraft type or the aircraft type classification (single engine, multi-engine, turbo-prop, turbo-jet) can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

69 ITEM 10: Equipment & Capabilities

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The IFPS is only required to check certain equipment, regardless of other requirements specified in the relevant national AIPs. The checks carried out by the IFPS are for compliance with UHF, 8.33 kHz, RVSM, Datalink, and where Other Equipment (Z or R in Equipment) is specified in the flight plan message, that the corresponding details are given in Item 18 of the flight plan.

The term 'capabilities' comprises the following elements:

- Presence of relevant serviceable equipment on board the aircraft;
- Equipment and capabilities commensurate with flight crew qualifications, and
- Where applicable, authorization from the appropriate authority.

(2) Requirements

The flight plan shall indicate the equipment/capabilities regarding radio communication, navigation and approach aid, carried by that aircraft.

The flight plan shall also indicate the equipment/capabilities regarding surveillance, carried by that aircraft.

The equipment/capabilities of the aircraft shall require certain conditions to be applied to that flight.

Where the aircraft type specified in an existing flight plan processed by the IFPS has to be changed by the aircraft operator, the equipment of the replacement aircraft shall, where different from that of the original aircraft, be specified in the modification message.

(3) Message Format

The flight plan shall indicate the equipment/capabilities regarding radio communication, navigation & approach aid by inserting the appropriate designator letter or letter/number combination (with a maximum of 64 characters and without repetition) for the relevant equipment, followed by a '/'. The flight plan shall also indicate the equipment/capabilities regarding surveillance by inserting the appropriate designator(s), (with a maximum of 20 characters and without repetition) used to indicate such.

Only those messages that contain the following approved designators shall be accepted by the IFPS.

Item 10a: Radio Communication, Navigation and Approach Aid Equipment

There are three options available to indicate the status of the radio communication, navigation and approach aid equipment:

The letter **N** to indicate that no radio communication, navigation or approach aid equipment for the route to be flown is carried or the equipment is unserviceable or

The letter **S** to indicate that the standard radio communication, navigation and approach aid equipment for the route to be flown is carried and serviceable. If the letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS unless another combination is prescribed by the appropriate ATS Authority or

One or more of the following letters (S can be present) to indicate the serviceable radio communication, navigation and approach aid equipment and capabilities available:

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. If the letter G issued, the types of GNSS external augmentation, if any may be specified in Item 18 following the indicator NAV/ and separated by a space.

H HF RTF

I Inertial Navigation

J1 CPDLC ATN VDL Mode 2

J2 CPDLC FANS 1/A HFDL

J3 CPDLC FANS 1/A Mode 4

J4 CPDLC FANS 1/A 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 SATVOICE (INMARSAT)

M2 ATC SATVOICE (MTSAT)

M3 ATC SATVOICE (Iridium)

O **VOR**

P1 CPDLC RCP 400 (see Note)

P2 CPDLC RCP 240 (see Note)

P2 SATVOICE RCP 400 (see Note)

P4-P9 Reserved for RCP

Q (Not allocated)

R PBN approved. If the letter R is used, the performance based navigation levels that can be met shall be specified in Item 18 under PBN/.

T TACAN

U UHF RTF

V VHF RTF

W RVSM approved

X MNPS approved

Y VHF with 8.33 kHz channel spacing capability

Z Other equipment carried (whenever Z is being used in the equipment indicator of that flight plan, a specification shall be made by inserting the sub-field **COM/** and/or **NAV/** and/or **DAT/** of the flight plan to indicate the type of **COM/** and/or **NAV/** and/or **DAT/** used for this flight).

Note P1, P2, P3: Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance Based Communication and Surveillance (PBCS) Manual (Doc 9869).

Area Navigation (RNAV) Specifications

Operators of aircraft approved for basic area navigation (B-RNAV / RNAV5) operations shall insert the designator 'R' in Item 10a of the flight plan and PBN/ in Item 18 followed by the appropriate capability of that flight. The PBN descriptors for B-RNAV are: B1, B2, B3, B4, B5.

Operators of aircraft approved for precision area navigation (P-RNAV / RNAV1) operations shall, in addition to the designator 'R' in Item 10a , also insert PBN/ in Item 18 followed by the appropriate capability of that flight. The PBN descriptors for P-RNAV are: D1, D2, D3, D4, depending upon the sensors used, as appropriate. Unlike RNAV1 it is also possible to achieve P-RNAV capability using only VOR/DME in which case 'Z' should be inserted in item 10a and NAV/EURPRNAV in item 18.

Operators of State aircraft not approved for B-RNAV or P-RNAV operations shall not insert any of the designators B1, B2, B3, B4, B5, D1, D2, D3, D4 within the PBN/ indicator of Item 18 of the flight plan. Instead, the letter 'Z' shall be inserted in Item 10a and NAV/RNAVX shall be inserted in Item 18 of the flight plan.

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert any of the designators B1, B2, B3, B4, B5 within the PBN/ indicator of Item 18 of the flight plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAVINOP.

Item 10b: Surveillance Equipment

A minimum of one and a maximum of 20 characters shall be used to indicate the serviceable surveillance equipment in the equipment field of that flight plan.

To indicate the surveillance equipment, insert:

N If no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable.

Or, one or more of the following descriptors:

I Transponder-Mode S, including aircraft identification transmission, but no pressure-altitude capability.

P Transponder-Mode S, including pressure altitude, but no aircraft identification capability.

X Transponder-Mode S, with neither aircraft identification nor pressure altitude capability.

A Transponder-Mode A (4digits-4096 codes)

C Transponder-Mode A (4digits-4096 codes) and Mode C

Note I, P, X are mutually exclusive, i.e. only one of the 3 indicators may be present.

Or one or more of the descriptors:

E Transponder-Mode S including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability.

H Transponder-Mode S, including aircraft identification, pressure altitude and enhanced surveillance capability.

L Transponder-Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability.

S Transponder-Mode S, including both pressure-altitude and aircraft identification capability.

A Transponder-Mode A (4digits-4096 codes)

C Transponder-Mode A (4digits-4096 codes) and Mode C

Plus optionally one or more of the descriptors (ADS-B and ADS-C descriptors are optional and cannot be present without any transponder descriptor(s)):

B1 ADS-B with dedicated 1090 MHz ADS-B 'out' capability

B2 ADS-B with dedicated 1090 MHz ADS-B 'out' and 'in' capability

U1 ADS-B 'out' capability using UAT

U2 ADS-B 'out' and 'in' capability using UAT

V1 ADS-B 'out' capability using VDL Mode 4

V2 ADS-B 'out' and 'in' capability using VDL Mode 4

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

(4) System Processing

The IFPS shall check any equipment indicators entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed.

All messages submitted to the IFPS that require a profile calculation to be made shall have the equipment indicators checked for specific equipment levels. Where such equipment is found, it shall be cross-referenced against the relevant conditions elsewhere in the message. Where the submitted message associates with an existing flight plan held by the IFPS, the conditions and/or equipment of that submitted message shall be cross-referenced against those of the existing flight plan.

The specific equipment cross-checks carried out by the IFPS shall be:

- **W** (RVSM) – The flight may enter RVSM airspace (FL290 – FL410).
- **Y** (8.33kHz) – The flight may enter 8.33kHz-only airspace (FL195 and above).
- **U** (UHF) – The flight may enter UHF-minimum airspaces.
- **Z** – The sub-field NAV and/or COM and/or DAT is/are present with explanatory information in Item 18.
- **R** – The sub-field PBN/ is present with minumum one and maximum 8 valid descriptors in Item 18.

Submitted messages that associate with an existing flight plan shall be checked by the IFPS to be in compliance with the relevant equipment specified in that flight plan, and where compliance is not met, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

The IFPS shall output any equipment details in a specific sequence. That sequence shall be the letter S, where present, then any other equipment designators in alphabetic sequence.

Any designator possible within field 10a and 10b can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

70 ITEM 13: Departure Aerodrome and Time

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The IFPS shall calculate a four-dimensional profile for every flight that is submitted for processing, and shall check that profile against the NM CACD. The profile calculation shall start at the aerodrome of departure, or where that is unknown, at the first point given in the route. In order to achieve this, the ICAO four letter aerodrome codes and their geographical locations have been included in the CACD.

The IFPS profile calculation shall commence at the given Estimated Off-Blocks Time (**EOBT**).

(2) Requirements

The IFPS shall process those IFR/GAT flight plans and associated messages or parts thereof that intend to operate wholly or in part within the IFPZ.

Where no ICAO designator exists for the aerodrome or point of departure, that aerodrome or point shall be given as ZZZZ, with corresponding details in the sub-field DEP.

Note Where the departure aerodrome is given as ZZZZ, a known ICAO location designator should not be filed in the sub-field DEP.

Where a flight plan is filed for an aircraft in flight, the departure point shall be given as AFIL. The EOBT at the aerodrome or point of departure shall be given. In the case of a flight plan filed for an aircraft in flight, the time given represents the estimated time over the first point indicated in the route.

(3) Message Format

Any flight plan or associated message shall indicate the aerodrome of departure using the ICAO four-letter designator, where that designator is known. Where the aerodrome of departure does not have an ICAO four-letter designator or the flight is departing from a specified location or the ICAO four-letter designator for that aerodrome is not known, ZZZZ shall be used.

For those flights filing a flight plan when already airborne, the text AFIL shall be used.

Where ZZZZ is used to indicate the departure aerodrome or point, the corresponding details of that aerodrome or point shall be indicated in the sub-field DEP.

The IFPS shall check all four-letter codes given as the departure aerodrome of all flight plans and associated messages submitted to the IFPS for processing against the NM CACD. Where an unknown code is submitted, that message shall fail automatic processing and shall be passed for manual treatment by the FP staff. For this purpose, ZZZZ and AFIL shall be considered as known codes with a specific IFPS processing meaning.

Where the departure aerodrome or point of a flight plan or associated message is filed as a known ICAO designator or as ZZZZ, then the associated time shall indicate the Estimated Off-Blocks Time of that flight. That EOBT shall be given as UTC expressed as four digits.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the first point given in the route. That ETO/ATO shall be given as UTC expressed as four digits.

Examples EGLL1500

ZZZZ1200 (with corresponding sub-field DEP/ details)

AFIL0537

(4) System Processing

The IFPS shall check the departure aerodrome in all submitted messages. The system shall first check to identify the ICAO aerodrome code, ZZZZ or AFIL. Those flight plans containing ZZZZ with no sub-field DEP information shall fail automatic processing and be passed for manual processing.

When the sub-field DEP is a unique geographical coordinate, that information will be inserted at the beginning of the route field.

In the event that flight plans containing ZZZZ and a known ICAO aerodrome designator in the sub-field DEP are submitted for processing, the IFPS shall automatically replace the ZZZZ indicator with that known ICAO designator give in the sub-field DEP.

When the departure aerodrome has been identified, the EOBT is checked against the current time in the IFPS and against any DOF given in that message.

The IFPS shall accept flight plans that do not contain a DOF. In such cases, the IFPS shall automatically assume that the flight is to take place in the 24 hour period starting 30 minutes in the past when compared to the current time, and shall add the appropriate DOF to that message.

Where a DOF is included in the flight plan, the IFPS shall take that information into account when processing the EOBT.

For practical reasons it shall be possible for the IFPS to process those flight plans that contain an EOBT of more than 30 minutes in the past compared to the current IFPS time. This shall only be possible where the EOBDT (i.e. the combination of the EOBT and DOF) is not more than 12 hours in the past when compared to the current IFPS date/time. The flight plan shall fail automatic processing but may be manually forced through processing by the FP staff.

It shall not be possible to alter the departure aerodrome by means of a message.

71 ITEM 15: Route

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall process flight plans and associated messages that may contain information in the route as relevant for an IFR/GAT flight or part thereof operating within the IFPZ.

Where present in a flight plan or associated message submitted to the IFPS for processing, the route shall describe the intended route of the flight and shall be completed in accordance with ICAO requirements. That route shall consist of a sequence of SID (or last point thereof) or point route point or STAR (or first point thereof), where SID and STAR are available. That route may contain the designator DCT if the routeing will be outside a designated route. That route may also contain changes of speed, level, flight rules, flight conditions and the indicator STAY.

Some states have implemented the Free Route Airspace (FRA) concept. This concept means a specific airspace (usually an ATC Unit Airspace (AUA)) within which users may plan their routes between an entry and exit point for that airspace without reference to an Air Traffic Services (ATS) route network. In this airspace, flights will remain subject to air traffic control.

Depending on the country, the implementation may differ as the concept offers several options such as:

- Free Route Airspace during a specific time period only (i.e. night time).
- During the time the FRA is active; the ATS route network may remain or may be suspended.

Dependent upon the published requirements of the specific FRA, between the entry and the exit points the airspace may be traversed in the following ways:

- on a direct (DCT) routeing between the entry and exit points
- on DCT routeings between the entry and exit points and via those specifically-allowed intermediate points that have been designated for FRA in that airspace
- on a DCT routeing between the entry and exit points via the whatever intermediate points are most suitable for that flight.

Full details concerning Free Route Airspace where it is implemented may be found in the AIP of the country concerned.

The IFPS shall calculate the profile of all flights for which a flight plan and any associated messages are submitted to the IFPS for processing, using the information given in the route of that message. The IFPS shall check the availability of the requested route in respect to time, level restrictions and any other restriction detailed in the RAD document or required due to 8.33kHz and RVSM checking.

Changes to speed/level shall be specified at each point at which either a change of speed and/or level **is planned to commence**.

When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition shall be inserted.

The detailed requirements for the composition of the route field may be found in the following sections of this manual.

71.1 AIRAC Information incorrect in the NM CACD

Error message ref.	Various error messages might refer.

Explanation:	In exceptional cases information for an AIRAC has been issued too late to be implemented in the NM CACD, or has been implemented incorrectly.
Instruction:	Errors are raised incorrectly by the system and shall be corrected manually. The FP staff shall refer to the operational instructions in force.

72 Initial Speed and Level

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept speed and level indications in the route of a flight plan or associated messages that are submitted to the IFPS for processing. These speed and level indications shall be taken into account by the IFPS when calculating the profile of that flight.

(3) Message Format

It is required that an accurate indication of the speed and level of that flight be given at the start of the route.

Initial Speed

Speed may be indicated in three ways:

- Knots, denoted by an 'N', immediately followed by four numerics.
- Mach number, denoted by an 'M', immediately followed by three numerics.
- Kilometres per hour, denoted by a 'K', immediately followed by four numerics.

Examples N0485

M087

K0835

Flight Level

Flight level may be indicated in four ways:

- Flight level, denoted by an 'F', immediately followed by three numerics.
- Altitude in hundreds of feet, denoted by an 'A', immediately followed by three numerics.
- Standard metric level in tens of meters, denoted by an 'S', immediately followed by four numerics.
- Altitude in tens of metres, denoted by an 'M', immediately followed by four numerics.

Examples F330

A030

S1190

M0850

(4) System Processing

For each flight plan or associated message submitted to the IFPS for processing, the IFPS shall verify that all speed and level indicators in the route correspond to the aircraft performance of the aircraft type given in the message.

Where the required format is not followed, or the indicator is beyond the performance of that aircraft type, the message shall fail automatic processing and shall be passed for manual processing by the FP staff.

Where a requested flight level (RFL) for a visible portion (GAT, IFR, IFPSTART) does not end with a zero, the message shall fail automatic processing and shall be passed for manual processing by the FP staff.

Where a level in a flight plan or associated message submitted to the IFPS for processing is given in metric units, the IFPS shall convert that information into the corresponding flight level for the purpose of profile calculation. The IFPS shall not output that converted value; that value shall be output in the original format.

Where a speed indicator is not present in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall automatically insert a given average speed, in knots, for that aircraft type at the indicated level.

The IFPS shall use the indicated speed and level given in any flight plan or associated message submitted to the IFPS for processing to calculate the profile of that flight, and to verify the availability of the route as filed. An appropriate error shall be raised when any part or parts of that route are calculated as being not available for that flight. The profile shall be adapted with a performance factor, which expresses the difference between the requested speed and the optimal speed (taken from the performance table) at RFL. This factor is applied to the climb and descent speed.

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ submitted to the IFPS for processing shall have any indicated levels checked for compliance with RVSM and 8.33 kHz.

73 En-Route Change of Speed and Level

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Changes to the speed and/or level may be indicated in the route field of a flight plan or associated message submitted to the IFPS for processing; any such change of speed and/or level shall be associated with a specified point in the route of that flight. Changes to speed/level shall be specified at each point at which either a change of speed and/or level is planned to commence.

The IFPS shall take into account any change in speed and/or level when calculating the profile of that flight.

In respect to cruise climb, the IFPS shall not check conformity with requirements or restrictions published by National Authorities.

(3) Message Format

Where a message originator requires indicating a change of speed and/or level in the route field of a flight plan or associated message submitted to the IFPS for processing, the point at which that change of speed and/or level is made shall be followed by a '/', then the revised speed and level.

Any change of speed shall be accompanied by an associated indication of level, and any change of level shall be accompanied by an associated indication of speed.

The point at which the change is indicated may be a known significant point, a set of geographical co-ordinates, or a bearing and range from a named navigation aid.

Examples LN/N0450F330

MAY/N0250A030

HADDY/M083F310

46N078W/K0410S1190

DUB180040/K0200M0150

The point at which a change to cruise climb is indicated may be a known named navigation beacon, a set of geographical co-ordinates, or a bearing and range from a named navigation beacon.

The IFPS shall not check conformance with any cruise climb requirements or restrictions published by National Authorities.

Examples C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

(4) System Processing

The IFPS shall verify that the speed and level in the route corresponds to the aircraft performance of the indicated aircraft type of the flight plan or associated message. Where the required format is not followed, or the indicator is beyond the performance of that aircraft type, or the RFL in a visible portion (GAT, IFR, IFPSTART) does not end with a zero, the message shall fail automatic processing and shall be passed for manual processing by the FP staff.

The IFPS shall use the indicated speed and level given in any flight plan or associated message submitted to the IFPS for processing to calculate the profile of that flight, and to verify the availability

of the route as filed. An appropriate error shall be raised when any part or parts of that route are calculated as being not available for that flight. The profile shall be adapted with a performance factor, which expresses the difference between the requested speed and the optimal speed (taken from the performance table) at RFL. This factor is applied to the climb and descent speed.

The IFPS shall take the point at which a change in speed/level is indicated to be the point at which the change in speed and/or level is to commence, and the profile shall be calculated accordingly.

Note It is recognised that a number of aircraft operator flight planning systems do not interpret speed level change information in accordance with the ICAO interpretation. This may give rise to flight plans being referred for manual processing by the FP staff where a flight plan indicates a change of level at a point from which a RAD level restriction or unavailable route applies. In order to ensure that the constraint is fully respected (and thus ensure automatic processing by IFPS) flight plan originators should submit flight plans that adhere to the ICAO interpretation of a speed and level change.

Where a flight plan or associated message submitted to the IFPS for processing relates to a flight entering the OCA Oceanic Airspace, the IFPS shall check for the required speed and level conditions at that Oceanic entry point.

Where for westbound traffic the speed at the Oceanic entry point is not given as a Mach number, the IFPS shall automatically convert any given value to a Mach number, and output such.

Where for westbound traffic no speed and level indication at the Oceanic entry point is given, the IFPS shall automatically insert such, basing the values on the last given speed and level indications in the route field of that flight.

74 SID/STAR

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Within the IFPZ, the IFPS is required to provide a route that starts and finishes with points that allow the relevant ATS units to insert the appropriate terminal procedure with no other modification to that route.

Message originators shall file terminal procedures in the filed route of a flight plan or associated message submitted to the IFPS for processing according to the published requirement of those aerodromes.

Where no SIDs or STARs are published for an aerodrome within the IFPZ, it shall remain the responsibility of the message originator to confirm whether that aerodrome requires only VFR arrivals or departures.

Certain aerodromes within the IFPZ have no terminal procedures, but do not require solely VFR arrivals or departures. When planning to depart from or arrive at these aerodromes, the message originator should, where possible, connect the aerodrome to the nearest airway within the DCT limit of that aerodrome.

(3) Message Format

The IFPS shall accept published ICAO terminal procedures. The format for these procedures shall be the procedure name, in letters to a maximum of five, immediately followed by the sequence number, then the runway designator, given as a letter. The IFPS also accepts P-RNAV (Precision RNAV) terminal procedures: the format of these procedures is the same as ICAO terminal procedures but finishes by 2 letters.

Examples DUB1A

KODAP2B

BAKRU1AS (P-RNAV)

(4) System Processing

Where the aerodrome requires a Terminal Procedure (TP) to be included in the flight plan distributed by the IFPS:

i. When a TP is specified in the filed route of a flight plan or associated message received, the IFPS shall check the validity of that TP.

- Where the TP is valid, the IFPS shall accept and transmit that TP in the distributed message.
- Where the TP is not valid, the IFPS shall propose a valid TP where existing that shall be included in the distributed flight plan after validation by the FP staff.
- Where no valid TP can be proposed, the message will be presented with the error message: 'TP not valid, DCT is assumed, other possibilities are NONE' to the FP staff for manual correction. Connecting points should be found, to allow valid TP to be included by the IFPS in the distributed messages.

ii. When a TP is not specified in the filed route of a flight plan or associated message received, the IFPS shall:

- Check that the first/last point extracted from the filed route is a connecting point (CP) from a valid TP for that aerodrome and if so, insert in the distributed message a valid TP.
- Where the first/last point extracted from the filed route is not a CP from a valid TP for that aerodrome, raise a SID/STAR DCT limit for that aerodrome and present the message for manual correction in order for the FP staff to find a CP that connects the route to a valid TP.

Where the aerodrome does not require a TP to be included in the flight plan distributed by IFPS:

i. When a TP is specified in the filed route of a flight plan or associated message received, the IFPS shall check the validity of the TP:

- Where the TP is valid, the IFPS shall use it for its internal profile, but shall not transmit it in the distributed message.
- Where the TP is not valid, the IFPS shall use a valid TP where existing for its internal profile but shall not transmit it in the distributed message.
- Where no valid TP can be used, the message shall be presented to the FP staff for manual correction, with the error message 'TP not valid, DCT is assumed, other possibilities are NONE'.
- Where a TP exists for that aerodrome, the route field should be corrected to connect that aerodrome with a CP of that valid TP.
- Where no TP exists, but CPs from a DCT route segment is defined for the aerodrome, one of those CPs should be inserted.
- Where no CPs are defined for that aerodrome, a point that is within the SID/STAR DCT limit should be inserted.

ii. When a TP is not specified in the filed route of a flight plan or associated message received, the IFPS shall accept the flight plan where the first/last point extracted from the route field is within the maximum SID/STAR DCT limit for that aerodrome providing that it is compliant with the DCT cross-border restriction and:

- Where the first/last point of the route field exceeds the maximum SID/STAR DCT limit, check that the first/last point specified in the filed route is a CP from a valid TP. If so, the TP will be used in its internal profile but not transmitted in the distributed message.
- When the first/last point specified in the filed route is not a CP from a valid TP, raise a SID/STAR DCT limit for that aerodrome and present the message for manual correction by the FP staff.
- Where a CP exists for that aerodrome, it should be inserted.
- Where no CP exists for that aerodrome, a point that is within the SID/STAR DCT limit should be inserted.

Note To be considered valid, a terminal procedure must:

a) Not have any active TP restrictions (type of flight, aircraft type and equipment) and
b) Be available in time and level (the minimum level on the first/last route segment is ≤ to the requested flight level) and
c) Connect to the route and
d) Belong to the aerodrome.

74.1 General Procedures for SID/STAR

Where a message submitted to the IFPS for processing contains errors in the arrival or departure phase, the message shall fail automatic processing and pass for manual treatment by the FP staff.

Where a message containing errors in the arrival or departure phase is presented to the FP staff for manual treatment, the FP staff shall always verify that the aerodrome of departure and/or aerodrome of destination are correct and do not contain a semantics error.

Example The departure aerodrome is submitted as LFBP instead of LFPB.

Should published terminal procedures exist for the concerned aerodrome, the Standard Correction Procedure, SCP1, shall be applied. Either the last point of the SID/first point of the STAR or a connecting point shall be proposed as a solution.

In the event that the only error contained in the terminal procedure is the sequence number, the FP staff shall change that number to the sequence number held by the NM. No coordination with the message originator shall be made for this action.

74.2 Exceptional Procedures for SID/STAR

The Airspace Data Management Section (**AD**) may have created artificial SID/STAR designators for some aerodromes; these contain designator values between 10 and 89. The IFPS shall not output these designators.

Where no published terminal procedures exist for the concerned aerodrome, and the departure aerodrome and the first point/last point and destination aerodrome may be connected by an airway without changing the trajectory and within the direct (**DCT**) limit for that aerodrome, the FP staff may make the correction without the need of coordination with the message originator or aircraft operator.

Where no published terminal procedures exist for the concerned aerodrome and the necessary correction requires a change of trajectory, the Standard Correction Procedure SCP1shall be applied.

INTENTIONALLY BLANK PAGE

75 Points

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

Where a route is made up of more than a direct (DCT) route between the departure and destination aerodromes, that route shall give details of any relevant significant geographical points.

Where a flight intends to fly on an airway, the route given in the flight plan shall indicate the point at which the flight intends to join that airway and the point at which the flight intends to leave that airway.

(3) Message Format

The IFPS shall accept an indication of location as a named navigation beacon, a set of geographical coordinates, or as a bearing and range from a named navigation beacon.

Those navigation beacons in the route field of flight plans or associated messages submitted to the IFPS for processing that have a published ICAO designator shall be accepted by the IFPS.

Significant points (waypoints and navigation aids) shall be given as named points with a minimum of 2 and a maximum of 5 letters or alphanumeric of which at least 1 is a letter, indicating the name of that point.

Examples LN

MAY

HADDY

LS103 (helicopter point)

A position may be expressed as a bearing and range from a significant point, where 3 digits for the bearing and 3 digits for the distance shall immediately follow the significant point **designator** from the navigation aid. The correct number of digits shall be made up, where necessary, by the insertion of zeros.

Examples

LN180040 indicates a point 180° magnetic at a distance of 40 nautical miles from 'LN'

DUB090050 indicates a point 90° magnetic at a distance of 50 nautical miles from 'DUB'

Geographical co-ordinates shall consist of either 2 degrees latitude followed by 3 degrees longitude, or 2 degrees and 2 minutes latitude followed by 3 degrees and 2 minutes longitude or by 2 degrees, 2 minutes and 2 seconds latitude followed by 3 degrees, 2 minutes and 2 seconds longitude.

Examples 46N078W

4620N05805W

462013N0580503W

Note The IFPS will automatically accept those coordinates where one digit is missing, and will add a 0 (zero) to the front of the incomplete coordinate, provided that the first digit present is not a 0 (zero).

Examples

4N40W and 04N40W	accepted as 04N040W
4N04W and 04N04W	rejected
400N40000W and 0400N4000W	accepted as 0400N04000W
400N0400W and 0400N0400W	rejected

(4) System Processing

Where a navigation aid name is given in the route of a message submitted to the IFPS for processing, the IFPS shall confirm that the name given is correct and unambiguous. In the event that the IFPS cannot clearly identify a navigation aid, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Where a navigation aid is indicated as being a part of an airway or a terminal procedure in a message submitted to the IFPS for processing, the IFPS shall verify that the navigation aid is a part of that airway or terminal procedure. Where a navigation aid inside the IFPZ cannot be identified by the IFPS, the IFPS shall fail the automatic processing of that message and pass it for manual treatment by the FP staff.

Note Where geographical coordinates are given in a route, the IFPS shall check those coordinates against the coordinates of the known navigation aids held in the NM CACD, and subsequently carry out the processing described above.

Given the large number of named navigation aids, occasionally there may be several points in different states with the same name. When this situation is identified, the NM Environment creates homonyms in order that the IFPS is able to unambiguously identify those points when they are given in the routes of messages submitted to the IFPS for processing.

Where a navigation aid is preceded or followed by another navigation aid without the indication of either DCT or an airway, the IFPS shall check if an available airway exists between those two points. The IFPS shall use an algorithm to determine if the airway shall be inserted automatically between those two points.

Where the IFPS cannot determine an airway between two navigation aids, the message shall fail automatic processing and be passed for manual correction by the FP staff.

75.1 General Procedure for Non Recognised Points

Where a message containing errors in the navigation aid names is presented to the FP staff for manual treatment, the FP staff shall only amend those names without prior co-ordination with the message originator where a correction may be positively and unambiguously identified.

76 Airways

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

The minimum possible for the route is a direct (DCT) route between the departure and destination aerodromes; the availability of that direct route, and any other routes mentioned shall be verified by the IFPS.

Where a flight intends to fly on a route, whether a named airway, or a direct routeing, the route given in the flight plan or any associated messages shall indicate the points at which the flight intends to join and leave that route.

Note Where a flight intends to fly only on a DCT route between the departure and the destination aerodrome, the IFPS may accept this route as the only route entry. The IFPS shall verify the DCT against any cross border or maximum DCT limit requirements (both en-route and aerodrome) issued by the relevant National Authorities.

The relevant National Authorities may decide a maximum DCT length, in nautical miles, that shall be allowed within a specified airspace. Additionally a state may declare specific DCT portions as forbidden or allowed, regardless of the DCT limit of the airspace. Details for DCT limits can be found in Annex 3B of the RAD document. The allowed maximum DCT length may be defined per airspace slice and type of flight.

The relevant National Authorities may declare the crossing of an international boundary on a DCT routeing to be forbidden or allowed.

The designator T for truncated route shall not be accepted by the IFPS.

The route information shall be used in the profile calculation for that flight. The IFPS shall not check the cruising levels against the flight level series defined for the flown segment except for the entry and exit requirements of the EUR RVSM airspace.

A check shall be executed for the use of DCT between two points, therefore it is recommended to use DCT only where a connection to a point is not possible via an ATS route or a SID/STAR.

(3) Message Format

The route designator in the route shall be preceded by a point followed by a space, and shall consist of a combination of between two and seven characters indicating the coded designator assigned to that route, or DCT, followed by a space and the next point.

Example ELB UA1 SPR UA24 NIK

(4) System Processing

The IFPS shall check the route details in any message submitted to the IFPS for processing, and where a route designator is found, the IFPS shall confirm that the given designator matches that one given in the NM CACD as being the correct route between the given points. Where no such match is found, the IFPS shall pass those messages for manual processing by the FP staff.

Should the route start with a route rather than a point, the IFPS shall use an algorithm to determine which point to extract as the first point of the route for the profile calculation. This point shall then be used for terminal procedure checking.

Should the route end with a route rather than a point, the IFPS shall use an algorithm to determine which point to extract as the last point of the route for the profile calculation. This point shall then be used for terminal procedure checking.

The IFPS shall verify that the given point preceding the ATS route and the given point following the ATS route are part of that ATS route.

Where an airway is preceded or followed by another airway without the indication of a point at the intersection of those airways, the IFPS shall check if an available point exists between those two airways. The IFPS shall use an algorithm to determine if the point shall be inserted automatically between those two airways.

Where the IFPS cannot determine a unique intersection between two airways, the message shall fail automatic processing and be passed for manual correction by the FP staff.

Where a DCT route is filed between two points, the IFPS shall confirm whether there is an available airway between those two points. Where such is found, the IFPS shall automatically replace the DCT with the available airway.

Where the airway between the two points is not available, the message shall fail automatic processing and be passed for manual correction by the FP staff.

Where no unavailable route is found between those two points, the availability of the filed DCT route shall be confirmed against the unavailable DCT routes provided by the national authorities and against the maximum allowed DCT length for that airspace. Should the DCT route fail either of these checks, the message shall fail automatic processing and be passed for manual correction by the FP staff.

Where a DCT route is filed across an international boundary, the IFPS shall confirm whether or not the relevant states permit the use of cross-border DCT routes. Should the DCT route fail this check, the message shall fail automatic processing and be passed for manual correction by the FP staff.

The IFPS shall calculate the profile of the flight and check the availability of the requested route in respect to time, level and any other restriction detailed in the RAD document.

The IFPS shall drop any repetitive ATS routes and output the route in a simplified form.

Example

Submitted to the IFPS: LATEK UN871 OBUTO UN871 GONUP UN871 TOU UN871 GIPNO

Output by the IFPS: LATEK UN871 GIPNO.

76.1 General Procedures for Airways

In all cases, Standard Correction Procedure (**SCP1**) shall be applied for errors in relation to routes. Only where a correction can be positively identified that shall not change the trajectory of the flight shall that correction be made without prior co-ordination with the message originator.

76.2 Conditional Route Categories

In the NM CACD all routes are defined in categories. The following categories have been created: **CDR0**, **CDR1**, **CDR3**, and **CDRN**.

Category 0 Route (CDR0)

- An internal NM route category-naming convention indicating a normal ATS route, always available.
- The route can be visualised through the representation of a graph, wherein the flight level series are indicated with a yellow line. The correct flight level series shall be taken into consideration whenever the FP staff is making a manual correction.

Category 1 Conditional Route (CDR1)

- This CDR route may be available for flight planning during times published in the relevant National AIP. The AUP/UUP(s) shall notify closures of CDR1 routes.

Category 3 Conditional Route (CDR3)

- This CDR route shall not be available for flight planning at all. Flights shall not be planned on these routes but ATC may issue tactical clearances on such route segments.

Category N (CDRN)

- An internal NM route category naming convention indicating that no flight levels are available in a defined direction within a defined level band.

The CHMI Map Legend contains two further categories:

Category MIXED CDR

- This indicates a route for which, inside its vertical limits, there is more than one CDR availability. On the map these are displayed as a magenta interrupted line.

Category UNDEFINED

- This indicates a route which is not defined H24 7/7. When the route is undefined it means that it does not exist. CHMI offers the possibility to display a route at a time it is undefined. This CHMI feature has to be enabled (Preferences>MAP application>General>Show CDR U). On the map these are displayed as a violet line.

76.3 Mandatory DCT Route co-located with a Closed Airway

Where a flight plan message contains a DCT which is on the same trajectory as an airway (Point A DCT Point B and there is an airway between A and B), then the IFPS shall:

- If that airway is closed, raise an error indicating the closure or
- If that airway is open and the message acknowledged, maintain “DCT” between the two points in the flight plan message output.

Where a flight plan message contains the ATS route designator, if the route segment is restricted by a mandatory DCT RAD unit, then the IFPS shall raise RAD errors. For this reason, mandatory DCTs should not normally be implemented in the RAD on the same trajectory as an existing closed airway portion.

Explanation:	Mandatory DCT implemented in the RAD on the same trajectory as an existing airway portion.
Instruction:	The FP staff shall check the RAD document (open complete document to ensure that the search incorporates all annexes). If the DCT is published as available in RAD document but is on the same trajectory as a closed airway, the FP staff shall not ignore the error but shall apply SCP1. If contact is possible with the message originator via telephone or via the

	transmit function, the FP staff shall explain that the route cannot be accepted on the same trajectory as a closed airway and the problem will be reported via internal operational incident report. If the DCT is published as available in the RAD document but is raising another RAD error, the FP staff shall ignore the RAD error. The flight plan message will contain the route designator rather than the DCT in the output. The FP staff shall then raise an Ops Incident in Remedy CCMS.

77 ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The IFPS shall calculate a four-dimensional profile for every flight that is submitted for processing, and shall check that profile against the NM CACD. The profile calculation shall end at the destination aerodrome, or where that is unknown, at the last point given in the route. In order to achieve this, the ICAO four-letter aerodrome codes and their geographical locations have been included in the NM CACD.

(2) Requirements

The IFPS shall process those IFR/GAT flight plans and associated messages or parts thereof intending to operate wholly or in part within the IFPZ.

In order to help determine whether a flight operates wholly or in part within the IFPZ, the IFPS shall identify the geographical location of the destination aerodrome, where that aerodrome of destination is given as a known ICAO code.

Where no ICAO designator exists for the aerodrome or point of destination, that aerodrome or point shall be given as ZZZZ with corresponding details, where known, in the sub-field DEST.

The total Estimated Elapsed Time (EET) given shall be considered by the IFPS to be the total time calculated for that flight from departure to the point at which that flight lands at the aerodrome or point of destination.

Where an alternate destination aerodrome is given, that aerodrome shall be given as a known ICAO code, otherwise ZZZZ shall be used.

Where ZZZZ is used, the corresponding details shall be given in the sub-field ALTN.

It shall be possible to indicate more than one sub-field ALTN.

(3) Message Format

A flight plan or associated message shall indicate the destination aerodrome using the ICAO four-letter designator, where that designator is known. Where the destination aerodrome does not have an ICAO four-letter designator, or the destination of that flight is a specified location, or the ICAO four-letter designator for that aerodrome is not known, ZZZZ shall be used.

Where ZZZZ is used for the destination or alternate aerodrome, the corresponding details of that aerodrome or point shall be indicated in the sub-field DEST and or ALTN.

Those messages submitted to the IFPS for processing that contain ZZZZ for the destination aerodrome without the corresponding details in the sub-field DEST shall fail automatic processing and be passed for manual treatment by the FP staff.

The total EET given in the message shall be expressed in hours and minutes (HHMM).

Examples KJFK0721 KEWR

ZZZZ0214 (with corresponding details in the sub-field DEST)

EKCH0233 ZZZZ EKBI (with corresponding details in the sub-field ALTN)

After the total EET, the IFPS shall accept from zero to a maximum of two alternate aerodrome(s). It shall not be possible to remove an alternate aerodrome by sending a modification message (CHG) or a new flight plan. It shall be possible to update the alternate aerodrome(s) by sending a modification message (CHG) or a new flight plan.

In order to remove an alternate aerodrome, the message originator shall cancel and refile the flight plan.

Examples of filed item 16: -EDDM0100

-EDDM0100 EDDF EDDT

-EDDM0230 EDDF

Neither EDDT nor EDDF can be removed. Any subsequent modification message for a change of Item 16 in order to update the stored flight plan will overwrite the previous alternate aerodrome(s).

(4) System Processing

The IFPS shall check Item 16 in all submitted messages. The system shall first check to identify any known ICAO aerodrome codes or ZZZZ that shall be present; where such identification cannot be made, that message shall fail automatic processing and be passed for manual treatment by the FP staff.

Where ZZZZ is found for the destination aerodrome, the IFPS shall check for the sub-field DEST giving the name of the destination. Should no sub-field DEST information be given when ZZZZ is used for the destination aerodrome, the message shall fail automatic processing and shall be presented for manual treatment by the FP staff.

Where ZZZZ is used for the destination aerodrome and a known aerodrome of destination is used in the sub-field DEST the IFPS shall replace ZZZZ by the known DEST.

Where the sub-field DEST is a unique geographical co-ordinate, that information will be inserted at the end of the route field.

Where ZZZZ is found for the alternate aerodrome, the IFPS shall check for the sub-field ALTN giving the name of the alternate destination aerodrome. Should no sub-field ALTN information be given when ZZZZ is used for the alternate aerodrome, the message shall fail automatic processing and shall be presented for manual treatment by the FP staff.

Where ZZZZ is used for the alternate aerodrome and a known alternate aerodrome is used in the sub-field ALTN the IFPS shall replace ZZZZ by the known ALTN.

Note The IFPS shall not distribute any flight plans or associated messages to the alternate or en-route alternate aerodromes given in the flight plan. It shall remain the responsibility of the message originator to ensure the distribution of the flight plan and all subsequent associated messages to the alternate or en-route alternate aerodromes.

It is possible for the message originator to use the Re-addressing function to ensure message distribution to any alternate aerodromes.

Following the destination and alternate aerodrome checks, the IFPS shall check the time given for the total EET, against the profile calculation made by the IFPS. Should there be a discrepancy of more than 40%, 120% or 200% (depending on the length of that flight) between the given and calculated total EETs, that message shall fail automatic processing and be passed for manual treatment by the FP staff. **This check is not performed for those flights with a flight type given as 'X'.**

Note Where the Ignore function is used against a total EET error to manually force a message through processing, the total EET of that message calculated by the IFPS shall be used to calculate the flight profile.

78 ITEM 18: Other Information

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall process flight plans and associated messages that may contain information as relevant for an IFR/GAT flight or part thereof operating within the IFPZ.

The IFPS shall check all those sub-field indicators detailed in System Processing. Designators not listed below shall not be checked and shall be output by IFPS as filed, at the end of Item 18.

(3) Message Format

The total number of characters that may be used is restricted by the maximum number of 2100 characters allowed for the total flight plan message, including the header, or 1800 characters of pure text. Certain sub-fields are restricted in the number of characters in that sub-field. The relative details are given in the relevant section of this document.

(4) System Processing

The following elements shall be recognised by the IFPS as sub-field indicators and shall be processed by the IFPS:

-0

-STS/

-PBN/

-EUR/

-NAV/

-COM/

-DAT/

-SUR/

-DEP/

-DEST/

-DOF/

-REG/

-EET/

-SEL/

-TYP/

-CODE/

-RVR/

-DLE/

-OPR/

-ORGN/

-PER/

-ALTN/

-RALT/

-TALT/

-RIF/

-RMK/

-STAYINFOn/

-RFP/

If duplicates are found in the sub-fields indicators STS/, NAV/, COM, DAT/, SUR/, EET/, TYP/, DLE/, ALTN/, RALT/, TALT/, RMK/,RIF/, their contents shall be concatenated within a unique occurence of the sub-field indicator but with a space inserted between the two data streams.

Example

Input to IFPS: -18/STS/STATE STS/ATFMX

Output from IFPS: -18/STS/STATE ATFMX

However if duplicates of the following sub-field indicators are found, the message shall fail automatic processing and be presented to an FP staff for manual treatment.

DEP/, DEST, DOF/, OPR/, RVR/, SEL, REG/, PBN/, CODE/, ORGN/, PER/, RFP/.

The following recognised ICAO indicators shall be cross-referenced by the system to other Items in the flight plan message:

STS/ (to Number of Aircraft)

STS/ (to Equipment)

STS/ (to Route)

TYP/ (to Aircraft Type)

COM/ (to Equipment

DAT/ (to Equipment)

NAV/ (to Equipment)

DEP/ (to Departure Aerodrome)

DEST/ (to Destination Aerodrome)

ALTN/ (to Alternate Aerodrome)

PBN/ (to Equipment)

DLE/ (to Route)

For messages distributed by the IFPS the following sub-field indicators may be inserted by the IFPS after processing of the message:

-ORGN/

-IFP/

-AWR/

-SRC/

-DOF/

The IFPS shall output the Item 18 sub-fields indicators in the following order:

0, STS, PBN, **EUR,** NAV, COM, DAT SUR, DEP, DEST, DOF, REG, SEL, TYP, CODE, RVR, IFP, DLE OPR, ORGN, PER, ALTN, RALT, TALT, SRC, RIF, RMK, STAYINFO, RFP, AWR

It shall be possible to remove any Item 18 sub-field indicator (except EUR/PROTECTED) by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the sub-field which is intented to be removed.

INTENTIONALLY BLANK PAGE

79 Estimated Elapsed Time (EET)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall check the syntax and semantics of any Estimated Elapsed Time (EET) given in a flight plan or associated message.

The IFPS shall not check conformance with any published EET requirements of National Authorities. This information shall be found in the relevant National AIP, ENR section.

The IFPS shall accept an EET value from 0000 to a maximum of 2359.

The IFPS shall accept multiple EETs with the same FIR/POINT identifier and/or same time.

The IFPS shall store and output duplicate EETs.

The IFPS shall output EETs in chronological order, and shall respect the input order for the sequences of multiple EETs with identical estimate times.

(3) Message Format

The EETs given in the sub-field EET, shall indicate the significant point, FIR boundary designators or geographical co-ordinates, immediately followed by the EET over those points.

Example EET/NTM0120 LOVV0210 56N010E0306 011E0309 57N0321

Where the EET point is a geographical co-ordinate, the IFPS shall accept several formats. The geographical co-ordinate shall be expressed in 2 digits latitude and 3 digits longitude, or 4 digits latitude and 5 digits longitude. The EET point however, may also be expressed as only 2 digits latitude, or only 3 digits longitude.

(4) System Processing

The IFPS shall check any sub-field EET entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the FP staff where the required format is not followed.

The IFPS shall use the values given in EET entries for calculating the flight profile when such are found to be within an acceptable window compared with the EET calculated by IFPS.

It shall be possible for a message originator to remove the EET indicators from the sub-field EET by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the EET sub-field.

INTENTIONALLY BLANK PAGE

80 Re-Clearance in Flight (RIF)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **RIF** shall be used to indicate the route details to the revised destination aerodrome followed by the ICAO four-letter code for that revised destination aerodrome. The revised route shall be subject to re-clearance in flight.

(3) Message Format

The sub-field shall be denoted with the letters RIF followed by a '/', then the route details, in free text, to the revised destination aerodrome, followed by the ICAO four-letter location indicator of that aerodrome.

Example RIF/DTA KLAX

RIF/LEMD

(4) System Processing

The IFPS shall check any sub-field RIF, entries in messages submitted to the IFPS for processing.

Where multiple entries are found, the content of the multiple entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

It shall be possible for a message originator to remove the RIF details from the sub-field RIF, by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the RIF sub-field.

INTENTIONALLY BLANK PAGE

81 Aircraft Registration (REG)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept the sub-field **REG** to indicate the registration markings of the aircraft, whenever necessary and if different from the aircraft identification.

Where possible, the aircraft registration should be submitted to the IFPS, and where an aircraft change is made for that flight, the registration should be updated accordingly.

For operators of RVSM-approved aircraft, it is mandatory to insert the aircraft registration in Item 18 of the ICAO flight plan form.

(3) Message Format

The sub-field shall be denoted with the letters REG followed by a '/', then the registration details of the aircraft(s), if different from the aircraft identification, with a maximum of 50 characters. Where the message concerns a formation flight, the registrations of the aircraft may be specified under one unique REG/ sub-field and separated by a space.

(4) System Processing

The IFPS shall check any sub-field REG entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing where the required format is not followed.

Where multiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

It shall be possible for a message originator to remove the aircraft registration details from the sub-field REG by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the REG sub-field.

RVSM approved aircraft shall indicate their registration in item 18 of the ICAO flight plan under REG/.

Note The above requirement is only satisfied with the presence of the REG/ field in item 18 of the flight plan and therefore it is not satisfied if the registration of the aircraft is used in Item 7 Aircraft Identification and not specified under REG/.

INTENTIONALLY BLANK PAGE

82 SELCAL (SEL)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **SEL** shall be used to indicate the SELCAL code of the aircraft to which the flight plan relates.

A maximum of one SELCAL code for each flight plan shall be accepted by the IFPS.

(3) Message Format

The sub-field shall be denoted with the letters SEL followed by a '/', then the SELCAL code details of the aircraft in 4 characters which can be either 4 letters or a combination of letters and numbers and where the following characters are not allowed: letters I,O,N and number 0.

Example SEL/ADBF

SEL/GQE8

(4) System Processing

The IFPS shall check any sub-field SEL entries in messages submitted to the IFPS for processing.

Where one entry is found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the FP staff where the required format is not followed.

Where mutiple entries are found the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

It shall be possible for a message originator to remove the SEL details from the sub-field SEL by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the SEL sub-field.

INTENTIONALLY BLANK PAGE

83 Aircraft Operator (OPR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPLl2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **OPR** shall be used to indicate the aircraft operator of the aircraft to which that flight plan relates if different from the aircraft identification in Item 7.

A maximum of one OPR code for each flight plan shall be accepted by the IFPS.

(3) Message Format

The sub-field shall be denoted with the letters OPR followed by a '/', then by the AO's ICAO code or the AO's full name as stored in the NM CACD.

Examples OPR/BRITISH AIRWAYS

OPR/BAW

OPR/AIR FRANCE

OPR/AFR

(4) System Processing

The IFPS shall check any sub-field OPR entries in messages submitted to the IFPS for processing.

Where mutiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

Where such an entry is found, the IFPS shall check for recognised aircraft operators and, where such is found, the IFPS shall then check for any specified requirements of that aircraft operator to receive copies of ORMs.

This sub-field is used by IFPS to determine the operator for the flight and as an impact on the distribution of ORM [see section Operational Reply Message (ORM) and section Determination of Aircraft Operator by IFPS].

It shall be possible for a message originator to remove the OPR details from the sub-field OPR by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the RMK sub-field.

INTENTIONALLY BLANK PAGE

84 STATUS (STS)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field status **STS** may be used in a flight plan or associated message by those aircraft operators requiring special handling by ATS for that flight.

The following STS shall be accepted by IFPS:

STS/ALTRV	For a flight operated in accordance with an altitude reservation.
STS/ATFMX	For a flight approved for exemption from ATFM slot allocation.
STS/FFR	For a Fire-fighting flight.
STS/FLTCK	For a Flight check for calibration of navaids.
STS/HAZMAT	For a flight carrying hazardous material.
STS/HEAD	For a flight with HEAD of STATE status.
STS/HOSP	For a medical flight declared by medical authorities.
STS/HUM	For a flight operating on a humanitarian mission.
STS/MARSA	For a flight for which a military entity assumes responsibility for separation of military aircraft.
STS/MEDEVAC	For a life critical medical emergency evacuation.
STS/NONRVSM	For a non-RVSM capable flight intending to operate in RVSM airspace.
STS/SAR	For a flight engaged in a search and rescue mission.
STS/STATE	For a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

(3) Message Format

The sub-field shall be indicated with the letters STS followed by a '/', followed by one the above status.

The IFPS shall accept multiple STS indicators. Where multiple STS indicators are necessary it shall be specified under one STS/ header and separated by a space.

Example STS/STATE ATFMX

(4) System Processing

The IFPS shall check any STS indicator in a flight plan or associated message submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed.

Where multiple entries are found, the content of the entries shall concatenate by IFPS into a single sub-field with a space in between the original data streams.

In the event that the indicator is a prescribed designator, the IFPS shall confirm that the associated conditions, where appropriate are correct.

Example STS/NONRVSM must be a State flight.

The NM system may use some STS indicators for granting exemption from flow regulations [see section Special Status Flights (STS)].

It shall be possible for a message originator to remove the STS details from the sub-field STS by sending a modification message. The modification message shall contain the complete Item 18 information minus:

- The STS descriptor(s) that is intended to be removed or
- The STS indicator in case the intention is to remove all STS descriptors from the stored FPL.

85 Aircraft Type (TYP)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept the approved ICAO designators for aircraft types in a flight plan or associated message. Where an aircraft does not have such a designator, or the aircraft type is not known, the message originator shall insert 'ZZZZ' in the flight plan or associated message. The message originator shall also then include the sub-field **TYP** that shall contain details of the aircraft type, preceded by the number of aircraft, as necessary.

(3) Message Format

The sub-field shall be denoted by the letters TYP followed by a '/', then free text detailing the aircraft type(s) and number of aircraft if necessary with a maximum of 60 characters. Special characters such as ! or @ are not permitted.

Note The IFPS shall accept an indicator of the number of aircraft where the aircraft type is indicated as unknown. The IFPS shall also accept an indicator of the number of aircraft, sub-field TYP where the aircraft type is indicated as unknown.

(4) System Processing

Where ZZZZ is indicated as the aircraft type and the details are included in the sub-field TYP in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator and a known aircraft type indicator in the sub-field TYP, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known aircraft type designator indicated in the sub-field TYP.

For those flight plans or associated messages submitted to the IFPS for processing that require indicating a formation flight where there is more than one type or there is an unknown aircraft type designator, the aircraft type shall be given as ZZZZ, with the aircraft type details indicated in the sub-field TYP.

Example

- Item 9: 02ZZZZ/M item 18: TYP/UNKNOWN or TYP/02 UNKNOWN
- Item 9: 03ZZZZ/M item 18: TYP/2F16 1C135

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space between the original data streams.

Where an aircraft type is indicated, the IFPS shall not accept a sub-field TYP to be included for that flight.

Where an aircraft type is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field TYP details for that flight.

It shall be possible for a message originator to remove the sub-field TYP indicator by sending a modification message; however, the message must also contain the new details of the aircraft type (Item 9) and shall also contain all the previous Item 18 sub-fields except the TYP sub-field.

INTENTIONALLY BLANK PAGE

86 Aircraft Performance (PER)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **PER** shall be used to indicate one aircraft performance data whenever that information is necessary (if required by an ATS authority). The specifications can be found in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I – Flight Procedures.

(3) Message Format

The sub-field shall be denoted with the letters PER followed by a '/', then one letter. The letter may be: A, B, C, D, E or H.

(4) System Processing

The IFPS shall check any sub-field PER, entries in messages submitted to the IFPS for processing.

Where one entry is found, the IFPS shall check for compliance with the required format and pass those messages for manual treatment where the required format is not followed.

Where multiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

It shall be possible for a message originator to remove the aircraft performance information from the sub-field PER by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the PER sub-field.

INTENTIONALLY BLANK PAGE

87 Communications Equipment (COM)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **COM** shall be used to indicate communications applications or capabilities not specified in Item 10a data. Where the sub-field COM is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other applications or capabilities are carried.

Example Item 18: Other Information: COM/INOPERABLE

Item 10: Equipment: Z

Only those flights where an aircraft is not equipped with 8.33 kHz capable radios but that are EXEMPTED from the carriage requirements shall use the sub-field COM/EXM833 indicator.

Note The rules for acquiring the necessary permissions to use COM/EXM833 may be found in the appropriate section of the national Aeronautical Information Publication (**AIP**).

(3) Message Format

The sub-field shall be denoted with the letters COM followed by a '/', and free text to a maximum of 50 alphanumeric characters.

(4) System Processing

The IFPS shall check any sub-field COM entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Example

Input to IFPS: COM/EXM833 COM/INOPERABLE

Output by IFPS: COM/EXM833 INOPERABLE

It shall be possible for a message originator to remove the sub-field COM details by sending a modification message, however, the modification message must also remove the Z from the Equipment indicators unless DAT and/or NAV is present in Item 18 and that modification shall also contain all the previous Item 18 sub-fields except the COM sub-field.

Should the equipment indicators contain Z but the sub-field COM be missing, the IFPS shall invalidate that message and pass it for manual processing by the FP staff unless NAV and/or DAT is present in Item 18.

INTENTIONALLY BLANK PAGE

88 Data Link Capability (DAT)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **DAT** shall be used to indicate data applications or capabilities, not specified in Item 10a. Where the sub-field DAT is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other applications or capabilities are carried.

One of the applications of that field is to indicate Controller Pilot Data Link Communications (CPDLC) exemption for flights conducted wholly or partly in the EUR CPDLC airspace and not equipped with CPDLC capabilities.

Example Item 18: Other Information: DAT/CPDLCX

Item 10: Equipment: Z

(3) Message Format

The sub-field shall be denoted with the letters DAT followed by a '/', and free text to a maximum of 50 characters.

(4) System Processing

The IFPS shall check any sub-field DAT entries in messages submitted to the IFPS for processing.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

It shall be possible for a message originator to remove the sub-field DAT indicator by sending a modification message, however, the message must also remove the Z from the Equipment indicators unless COM and/or NAV is present in Item 18.

Should the Equipment indicators contain Z but the sub-field DAT be missing, the IFPS shall invalidate that message and pass it for manual processing by the FP staff unless NAV and/or COM is present in item 18 and that modification shall also contain all the previous Item 18 sub-fields except the DAT sub-field.

INTENTIONALLY BLANK PAGE

89 Navigation Equipment (NAV)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **NAV** shall be used to indicate significant data related to the navigation equipment of that aircraft, other than specified in PBN/. It shall also be used to indicate the GNSS augmentation, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. Where the sub-field NAV is used in a message submitted to the IFPS for processing, the associated Item 10a should include a 'Z' to indicate that other equipment/capability is carried.

(3) Message Format

The sub-field shall be denoted with the letters NAV followed by a '/', and free text up to a maximum of 50 alphanumeric characters.

Example Item 18: NAV/RNAV NAV/INOPERABLE

Item 10: Z

(4) System Processing

The IFPS shall check any sub-field NAV entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the FP staff where the required format is not followed.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Example

Input to IFPS: NAV/GBAS NAV/SBAS

Output by IFPS: NAV/GBAS SBAS

It shall be possible for a message originator to remove the sub-field NAV details by sending a modification message, however, the message must also remove the Z from the Equipment indicators unless DAT and/or COM is present in item 18.

Should the equipment indicators contain Z but the sub-field NAV be missing, the IFPS shall invalidate that message and pass it for manual processing by the FP staff unless COM and/or DAT is present in Item 18 and that modification shall also contain all the previous Item 18 sub-fields except the DAT sub-field.

INTENTIONALLY BLANK PAGE

90 Departure Aerodrome (DEP)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept approved ICAO aerodrome designators in Item 13: Departure Aerodrome of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 13 and include the sub-field **DEP** in Item 18. The sub-field DEP shall indicate the name and location of the departure aerodrome. The location can be indicated either as bearing and distance from a significant point or as latitude and longitude.

Example	Item 13:	ZZZZ
	Item 18:	DEP/MALAHIDE DUB110015 or
		DEP/MALAHIDE 5327N00608W or
		DEP/BAGSO or
		DEP/5327N00608W

(3) Message Format

The sub-field shall be denoted by the letters DEP followed by a '/', then free text to a maximum of 50 alphanumeric characters detailing the name and location of the departure aerodrome.

(4) System Processing

Where ZZZZ is indicated as the departure aerodrome and details are included in the sub-field DEP in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the departure aerodrome and a known ICAO aerodrome designator in the sub-field DEP, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field DEP.

Where a flight plan or associated message is submitted to the IFPS for processing contains a ZZZZ indicator as the departure aerodrome and an aerodrome location is provided in a correct and readable format, that information shall be used for the profile calculation.

Where mutiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

Where a departure aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field DEP details for that flight.

Where a known aerodrome designator is indicated as the departure aerodrome, and the sub-filed DEP is present in Item 18, the IFPS shall disregard the information given in the sub-field.

It shall be possible for a message originator to remove the sub-field DEP details by sending a modification message, however that message must also add a valid departure aerodrome in Item 13 and shall also contain all the previous Item 18 sub-fields except the DEP sub-field.

INTENTIONALLY BLANK PAGE

91 Destination Aerodrome (DEST)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept approved ICAO aerodrome designators in Item 16: Destination Aerodrome of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 16 and include the sub-field **DEST** in Item 18. The sub-field DEST shall indicate the name and location of the destination aerodrome.

The location can be indicated either as bearing and distance from a significant point or as latitude and longitude.

Example	Item 13:	ZZZZ
	Item 18:	DEST/MALAHIDE DUB110015 or
		DEST/MALAHIDE 5327N00608W or
		DEST/BAGSO or
		DEST/5327N00608W

(3) Message Format

The sub-field shall be denoted by the letters DEST followed by a '/', and then free text to a maximum of 50 characters detailing the name and location of the destination aerodrome.

(4) System Processing

Where ZZZZ is indicated as the destination aerodrome and details are included in the sub-field DEST in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the destination aerodrome and a known ICAO aerodrome designator in the sub-field DEST, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field DEST.

Where mutiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

Where a destination aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field DEST, giving details for that flight.

Where a known aerodrome designator is indicated as the destination aerodrome, and the sub-filed DEST is present in Item 18, the IFPS shall disregard the information given in the sub-field.

It shall be possible for a message originator to remove the sub-field DEST details by sending a modification message, however that message must also add a valid destination aerodrome in Item 16 and shall also contain all the previous Item 18 sub-fields except the DEST sub-field.

INTENTIONALLY BLANK PAGE

92 Destination Alternate Aerodrome (ALTN)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept approved ICAO aerodrome designators in Item 16: Alternate Aerodrome, of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' in Item 16c and include the sub-field **ALTN** in Item 18. The sub-field ALTN shall indicate the name(s) and location(s) of the alternate aerodrome(s) of that flight.

Examples Item 16: EDDT0135 ZZZZ

Item 18: ALTN/TGL200008 or

ALTN/5233N01318E or

ALTN/BEELITZ 5240N1157E

(3) Message Format

The sub-field shall be denoted by the letters ALTN followed by a '/' and then free text to a maximum of 100 alphanumeric characters detailing the name(s) and location(s) of the alternate aerodrome(s).

(4) System Processing

Where ZZZZ is indicated as an alternate aerodrome and the alternate aerodrome details are included in the sub-field ALTN in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the alternate aerodrome and a known ICAO aerodrome designator in the sub-field ALTN, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field ALTN.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Where an alternate aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field ALTN details for that flight.

Note To remove the ZZZZ indication, the modification message shall contain an alternate aerodrome different than ZZZZ.

Example:

(FPL-ABC123-IS
-RJ1H/M-SDE3FIRWY/H
-EBBR1320
-N0401F310 CIV UN872 KOVIN UM728 RESMI UN857 DIRMO UZ365 GUERE UN860 VEGOB UN859 NARAK
-LFBO0131 **ZZZZ**

-PBN/B3B4B5 DOF/130909 REG/OODWJ EET/LFFF0011 RVR/150 IFP/MODESASP OPR/BEL ORGN/EBBRSABU **ALTN/5611N01000E** RMK/AGCS EQUIPPED TCAS EQUIPPED ID SN3669 RTE 01 SEQ10003)

(CHG-ABC123-EBBR1320-LFBO-0-16/LFBO0131 **LFBD**-18/PBN/B3B4B5 DOF/130909 REG/OODWJ EET/LFFF0011 RVR/150 IFP/MODESASP OPR/BEL ORGN/EBBRSABU RMK/AGCS EQUIPPED TCAS EQUIPPED ID SN3669 RTE 01 SEQ10003)

Flight Plan amended:

(FPL-ABC123-IS
-RJ1H/M-SDE3FIRWY/H
-EBBR1320
-N0401F310 CIV UN872 KOVIN UM728 RESMI UN857 DIRMO UZ365 GUERE UN860 VEGOB UN859 NARAK
-LFBO0131 **LFBD**
-PBN/B3B4B5 DOF/130909 REG/OODWJ EET/LFFF0011 RVR/150 IFP/MODESASP OPR/BEL ORGN/EBBRSABU RMK/AGCS EQUIPPED TCAS EQUIPPED ID SN3669 RTE 01 SEQ10003)

93 En-Route Alternate Aerodrome (RALT)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Where a flight is required to indicate en-route alternate(s), that information shall be indicated in the sub-field **RALT**. It can be indicated either by the ICAO four letter location indicator(s) of the aerodrome(s) when it exits, or by the name(s) if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication (AIP), the location shall also be indicated (whenever possible) in latitude and longitude or in bearing and distance from the nearest significant point.

(3) Message Format

The sub-field shall be denoted by the letters RALT followed by a '/', then free text to a maximum of 100 alphanumeric characters detailing the en-route alternate aerodrome(s).

Examples

RALT/EBAW EBLG

RALT/EBBR

RALT/TGL200008

RALT//BEELITZ 5240N1157E

RALT/5240N1157E

(4) System Processing

The IFPS shall accept the sub-field RALT indicator when it is present in a message submitted to the IFPS for processing.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Example

Input to IFPS: RALT/BIKF RALT/LFPG

Output by IFPS: RALT/BIKF LFPG

It shall be possible for a message originator to remove the RALT indicator from a message by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the RALT sub-field.

INTENTIONALLY BLANK PAGE

94 Remarks (RMK)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **RMK** shall be used to indicate any plain language remarks required by the appropriate ATS authority or deemed necessary by the pilot-in-command for the provision of air traffic services.

The character '/' shall not be used in the RMK sub-field other than following the RMK. Also the character '-' shall not be used in the free text of the sub-field RMK as it may happen that the IFPS disregards all information after the '/' and/or '–' and valid information for that flight might get lost or that the IFPS reads that information as Item 19 elements.

(3) Message Format

The sub-field shall be denoted with the three letters RMK followed by a '/' and then free text. The RMK sub-field shall have no limit to the number of characters other than the maximum number of characters possible for the entire message (2100).

Example RMK/DIP CLEARANCE 410 23 5486

(4) System Processing

The IFPS shall check any sub-field RMK entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall not check the contents of that sub-field, other than:

Special characters such as: ' ( ) ^ % $ # / - @ which are not allowed.

IFPSRA which triggers a specific processing by the IFPS (see relevant section).

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Example

Input to IFPS: RMK/DIP CLEARANCE NUMBER 410 23 5486 RMK/NO OVERFLIGHT CLEARANCE FOR SWITZERLAND

Output by IFPS: RMK/DIP CLEARANCE NUMBER 41023 5486 NO OVERFLIGHT CLEARANCE FOR SWITZERLAND

It shall be possible to remove a sub-field RMK indicator by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the RMK sub-field.

To provide additional flexibility and avoid manual intervention in IFPS, some restrictions in CACD may be set with a condition related to the content of the remark field. The condition is defined as a free text (text string). The condition, when satisfied or not satisfied, may validate or invalidate the message.

Example

A restriction related to a military exercise forbids an airspace to all traffic, except for participating aircraft. Such aircraft shall identify themselves by inserting a specific text in the remark field of their flight plans, for example, "OLIVE13".

The corresponding restriction contains a condition linked to the remark field providing an exemption from the restriction when "OLIVE13" is found.

INTENTIONALLY BLANK PAGE

95 Date of Flight (DOF)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **DOF** shall be used to indicate the date of flight of that flight. The IFPS shall accept a date of flight for any flight; it is recommended to include the date of flight in all flight plans and associated messages submitted to the IFPS for processing. This recommendation is not relevant in the eFPLs related cases since the date of flight is always present with the EOBT (represented as a combined date/time) where the EOBT is mandatory.

A date of flight shall be included in all messages where the estimated off-blocks time is more than 24 hours in advance, but not more than 120 hours (5 days) in advance the time at that message is processed by the IFPS.

The IFPS shall not accept any flight plan filed more than 120 hours (5 days) in advance the time at the time that message is processed by the IFPS.

The IFPS shall not accept a message submitted for processing that has a date of flight for a time in the future that does not yet have AIRAC data available via the NM CACD.

(3) Message Format

The sub-field shall be denoted with the letters DOF followed by a '/', then six numbers in the format YYMMDD, where YY indicates the year, MM indicates the month, and DD indicates the day.

Example **DOF/130503** = **13** Year 2013, **05** Month (May), **03** Day 3 of the month.

(4) System Processing

The IFPS shall check any sub-field DOF entries in all messages submitted to the IFPS for processing.

Where mutiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

Where no sub-field DOF is included in a message submitted to the IFPS for processing, then the IFPS shall assume that the message is for a flight to take place within the next 24 hours.

The IFPS shall accept a flight plan with no DOF indication in Item 18 and an EOBT up to a maximum of 30 minutes in the past (when compared to current system time at the time of processing) as being a flight for that same day.

The IFPS shall check Item 18: Other Information of a flight plan or associated message for a sequence of the letters D, O and F, regardless of other characters between those letters. Where those letters are found, then the IFPS shall fail the automatic processing of that message and pass that message for manual processing by the FP staff. Where such a message is presented for manual processing, the FP staff shall confirm the correct date of flight for that message, if necessary, through coordination with the message originator.

The IFPS shall accept the sub-field DOF in associated messages (modification, delay, arrival, cancel, and departure) and shall use it for association purposes.

The IFPS shall invalidate a message submitted for processing with a date of flight outside of the validity period of available AIRAC data in the NM CACD.

The IFPS shall invalidate a message submitted for processing with a date of flight for which no AIRAC data is available via the NM CACD. This will avoid processing a message for the next AIRAC when the relevant data is not yet loaded.

The IFPS shall add a comment 'AIRAC DATA NOT AVAILABLE. MESSAGE QUEUED FOR LATER PROCESSING' in the associated manual message if the new error 'AIRAC_NOT_AVAILABLE' is generated and the error 'EOBDT_OUT_OF_RANGE' is not reported.

96 Replacement Flight Plan (RFP)

(2) Requirements

The sub-field **RFP** shall be used to indicate where an alternative routeing is filed in a new flight plan during the pre-flight stage (within four hours of estimated off-blocks time).

(3) Message Format

The sub-field shall be denoted with the letters RFP followed by a '/', followed by Q and a number from 1 to 9 to indicate the sequence of that route.

The message originator shall follow the following procedure to ensure correct processing:

a) The original flight plan is cancelled by submitting a cancellation using the DD priority indicator when filing via the AFTN.

b) The replacement flight plan shall be filed upon receipt of an ACK message for that cancellation message. The replacement flight plan shall contain the aircraft identification; the departure aerodrome; the destination aerodrome; the date of flight (recommended), and the complete new route in Item 15, and in Item 18, the indication RFP/Q <number.

Note Where more than one replacement flight plan is submitted, the procedure as explained in a) and b) shall be followed again.

Example 1st replacement flight plan - Item 18: Other Information – RFP/Q1

2nd replacement flight plan - Item 18: Other Information - RFP/Q2

(4) System Processing

The IFPS shall check any sub-field RFP entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and shall fail those messages from automatic processing where the required format is not followed and also because duplicates are not permitted in this sub-field.

It shall only be possible to use the numbers 1 up to and including 9 to indicate the latest RFP, if a number is entered that exceeds one character or the number 0, the message shall fail automatic processing and shall be invalidated and sent for manual processing by the FP staff.

INTENTIONALLY BLANK PAGE

97 CODE

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field CODE shall be used to indicate the unique 24-bit aircraft address of the airframe for this aircraft.

Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include in Item 18 of the flight plan the indicator CODE/ followed by the 24-bit aircraft address (expressed in the form of alphanumerical code of six hexadecimal characters).

(3) Message Format

The sub-field shall be denoted with the letters CODE followed by a '/', followed by 6 alphanumeric ranging from 0 to 9 and/or from A to F.

(4) System Processing

The IFPS shall check that the sub-field CODE contains 6 alphanumeric ranging from 0 to 9 and/or from A to F where A=10 ,….,F=15.

The IFPS shall check any sub-field CODE entries in messages submitted to the IFPS for processing. Where multiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

When the sub-field CODE is present in a message submitted to the IFPS for processing which does not contain 6 alphanumeric in the correct format, and the IFPS does not hold a CODE value from a previously processed associated message, then the sub-field CODE shall automatically be deleted from that message.

The warning message:

COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

shall be included in the ACK message.

Whenever the sub-field CODE is present in a message submitted to the IFPS for processing that does not contain 6 alphanumeric in the correct format, and the IFPS does hold a CODE value from a previously processed associated message, then the sub-field CODE and its contents shall be automatically removed from that message and from the previously-processed associated message.

The following warning message:

COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

shall be included in the ACK ORM.

The IFPS shall accept and process, for AFP messages, the CODE field (ICAO format) or the –ARCADDR field (ADEXP format) in order to enable ATC to:

Add the 24-bit aircraft address of the airframe when it is missing or

Amend the 24-bit aircraft address of the airframe when it is incorrect.

The presence of the CODE/ designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

INTENTIONALLY BLANK PAGE

98 STAYINFO

(1) General

For the eFPL related cases, refer to the appendix FF-ICE,C.7 En-Route Delay .

(2) Requirements

The sub-field STAYINFO, followed by the appropriate sequence number (i.e. STAYINFOn) shall be inserted in the flight plan to provide information on those STAY indicators detailed in the route. The information provided is essential for ATC.

The sequence number of the sub-field STAYINFO shall correspond to the sequence number of the STAY indicator detailed in the route.

(3) Message Format

The sub-field shall be denoted with the letters STAYINFO followed by a sequence number ranging from 1 to 9 as appropriate, then '/', followed by free text.

Example in ICAO FPL2012 format (Item 18)

…

-DOF/190513 PBN/B1D1 REG/FGFVO STAYINFO1/PHOTOGRAPHIC MISSION OVER LAKE EET/…)

Example in ADEXP format

-STAYINFO -STAYIDENT STAY1 -REMARK PHOTOGRAHIC MISSION OVER LAKE

(4) System Processing

The IFPS shall not perform a crosscheck between any sub-field STAYINFO indicators and any STAY indicators in the route.

The IFPS shall check that the sub-field STAYINFO has a sequence number ranging from 1 to 9 attached to it. Where such a sequence number is not found that message fail automatic processing and be passed for manual treatment by the FP staff.

INTENTIONALLY BLANK PAGE

99 European Designator (EUR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

The European designator (EUR) has been introduced by EUROCONTROL **to satisfy specific needs for flight planning into the IFPZ.**

(2) Requirements

The sub-field EUR shall be used to indicate:

Those flights for which the details should only be available to a restricted audience (e.g. a security sensitive flight)**. In this case the value of the sub-field shall be** PROTECTED. **Those flights shall not automatically qualify for exemption from flow regulations.**

or

Those military flights wholly or partly under OAT conditions where the OAT portion(s) is/are as iOAT. In this case the value of the sub-field shall be OAT.

A military flight is determined by the flight type with the value M.
An iOAT flight is determined by the presence of 'OAT' in the sub-field EUR.

The EUR sub-field shall not contain values other than PROTECTED and OAT.

(3) Message Format

PROTECTED: The sub-field shall be denoted with the letters **EUR** followed by a '/', followed by PROTECTED **i.e. EUR/PROTECTED**.

OAT: The sub-field shall be denoted with the letters EUR followed by a '/', followed by OAT i.e. EUR/OAT.

When both values apply to a flight it may be indicated either as EUR/PROTECTED OAT or EUR/PROTECTED EUR/OAT.

(4) System Processing

The presence in the sub-field of any value other than PROTECTED or OAT will generate an error.

The presence in the sub-field of the value OAT for a flight with a flight type value other than M will generate an error.

All EUR values can be added but only the value OAT can be removed by the subsequent processing of any flight plan or modification message. In order to remove the value PROTECTED, the flight plan shall be cancelled and refiled.

When output, the sub-field EUR is present after the sub-field PBN.

PROTECTED: The EUR/PROTECTED indicator shall not appear in either the Operational Reply Messages or the distributed flight plan. It shall however be retained by the IFPS **(**in order to ensure protection of the archiving and log files**) and in the distribution to ETFMS**.

Request Flight Plan (RQP) messages relating to flight plans held by the IFPS that contain EUR/PROTECTED shall be presented for manual processing. The FP staff may only transmit a copy of that flight plan to the originator of the RQP when the flight plan originator has given authorisation, or where the requesting address is determined to be affected by the trajectory of that flight.

Note Normally only those ATS Unit(s) directly affected by the trajectory of the flight shall be authorised to receive the required information.

INTENTIONALLY BLANK PAGE

100 PBN (Performance Based Navigation)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Whenever a flight plan contains the equipment 'R' (PBN approved) in the Item 10a, the Performance Based Navigation (PBN) and/or the Required Navigation Performance (RNP) levels than can be met shall be specified in the Item 18 following the indicator **PBN**.

As the navigation levels that can be met are dependent on the aircraft equipment, the IFPS shall cross-check the content of the PBN sub-field with the navigation and approach aid equipment present in Item 10 as follows:

If any of the indicators B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a 'G' must be present in Field 10a.

If any of the indicators B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a 'D' must be present in Field 10a.

If either of the indicators B1 or B4 is filed, then either an 'O' or 'S' must be present and a 'D' must also be present in Field 10a.

If any of the indicators B1, B5, C1, C4, D1, D4, O1 or O4 are filed, then an 'I' must be present in Field 10a.

If any of the indicators C1, C4, D1, D4, O1 or O4 are filed, then a 'D' must be present in Field 10a.

(3) Message Format

The sub-field shall be denoted by the letters PBN followed by a '/', then from one to eight of the following descriptors:

RNAV specifications:

A1 RNAV 10 (RNP 10)

B1 RNAV 5 all permitted sensors

B2 RNAV 5 GNSS

B3 RNAV 5 DME/DME

B4 RNAV 5 VOR/DME

B5 RNAV 5 INS or IRS

B6 RANV 5 LORANC

C1 RNAV 2 all permitted sensors

C2 RNAV 2 GNSS

C3 RNAV 2 DME/DME

C4 RNAV2 DME/DME/IRU

D1 RNAV 1 all permitted sensors

D2 RNAV 1 GNSS

D3 RNAV 1 DME/DME

D4 RNAV 1 DME/DME/IRU

RNP specifications:

L1 RNP4

O1 Basic RNP 1 all permitted sensors

O2 Basic RNP 1 GNSS

O3 Basic RNP 1 DME/DME

O4 Basic RNP 1 DME/DME/IRU

S1 RNP APCH

S2 RNP APCH with BARO-VNAV

T1 RNP AR APCH with RF

T2 RNP AR APCH without RF

(4) System Processing

The IFPS shall accept the sub-field PBN indicator when it is present in a message submitted to the IFPS for processing.

Where multiple entries are found, and/or the content does not comply syntactically or semantically with the prescribed format, the IFPS shall fail that message from automatic processing.

Where a PBN descriptor is found, and the corresponding required equipment is not present in the Item 10a, the IFPS shall fail that message from automatic processing.

It shall be possible for a message originator to remove the sub-field PBN by sending a modification message. However, the modification message shall also remove the letter R from Item 10a. The modification message shall contain all the previous Item 18 sub-fields except the PBN sub-field.

Any designator possible within PBN/ can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

101 Surveillance (SUR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field **SUR** shall be used to indicate surveillance applications or capabilities not specified in the Item 10b.

(3) Message Format

The sub-field shall be denoted by the letters SUR followed by a '/' and then free text to a maximum of 50 alphanumeric characters.

(4) System Processing

The IFPS shall check any sub-field SUR entries when it is present in a message submitted to the IFPS for processing. Whenever the message format does not comply with the prescribed format, that message shall fail automatic processing and be presented to an FP staff for manual treatment.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

It shall be possible for a message originator to remove the SUR indicator by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the SUR sub-field.

INTENTIONALLY BLANK PAGE

102 Take-off Alternate (TALT)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

It shall be possible to indicate for a flight take-off alternate aerodrome(s). That information shall be indicated in the sub-field **TALT**. It can be indicated either by the ICAO four letter location indicator(s) of the aerodrome(s) when it exits, or by the name(s) if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication (AIP), the location shall also be indicated (whenever possible) in latitude and longitude or in bearing and distance from the nearest significant point.

(3) Message Format

The sub-field shall be denoted by the letters TALT followed by a '/', and then free text to a maximum of 100 characters detailing the take-off alternate aerodrome(s).

Examples

TALT/EBAW EBLG

TALT/EBBR

TALT/TGL200008

TALT//BEELITZ 5240N1157E

TALT/5240N1157E

(4) System Processing

The IFPS shall accept the sub-field TALT indicator when it is present in a message submitted to the IFPS for processing.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

Example

Input to IFPS: TALT/BIKF TALT/LFPG

Output by IFPS: TALT/BIKF LFPG

It shall be possible for a message originator to remove the TALT indicator from a message by sending a modification message. The modification message shall contain all the previous Item 18 sub-fields except the TALT sub-field.

INTENTIONALLY BLANK PAGE

103 En-Route Delay or Holding (DLE)

(1) General

The en-route delay or holding enables a message originator to indicate for a flight, a planned en-route delay. As that information can be processed by ATS systems, the flight data in those systems becomes more accurate.

The IFPS provides also a similar feature, the en-route stay indicator (see section EN-ROUTE STAY INDICATOR). The en-route stay indicator may be used for submission concerning flights whose flight path remains entirely within IFPZ. The rationale for using the STAY as opposed to the DLE is the following:

- The STAY is implemented within Item 15 where routeing/trajectory related information is extracted.
- The use of Item 15 and STAY provides the ability to indicate a vertical deviation during the course of the activity.
- The use of Item 15 and STAY provides the ability to indicate an area (between two points) where the activity will take place as opposed to a single point.
- The use of Item 15 and STAY provides the possibility to indicate training activity taking place at an aerodrome (by associating the STAY indicator to the IAF), where a training flight may wish to make some practise approaches.
- The use of Item 15 and STAY provides the ability to make a correct indication(s) for circular flights i.e. a flight which may pass overhead the 'DLE/' point more than once.

For the eFPLs related cases, refer to the appendix FF-ICE, C.7 En-Route Delay.

(2) Requirements

It shall be possible for a flight to indicate an en-route delay or a holding. Whenever along the flight path a delay is planned to occur at significant point the indication of that delay shall be present.

(3) Message Format

The sub-field shall be denoted by the letters DLE followed by a '/', then a significant point or a significant point with bearing and distance or geographical coordinates, followed by an indication of a time period in hours and minutes. If the en-route delay or holding takes place at more than one location, each location shall be separated by a space (see 4th example below).

Examples: DLE/DUB0040

DLE/DUB1800400030

DLE/5340N00326E0120

DLE/5340N00326E0120 5440N00326E0030

(4) System Processing

The IFPS shall accept the sub-field DLE indicator when it is present in a message submitted to the IFPS for processing.

Where multiple entries are found, the content of the entries shall be concatenated by IFPS into a single sub-field with a space in between the original data streams.

A DLE on a point found within Item 15 shall be used by IFPS in the elaboration of the calculated profile by adding the delay to the elapsed time for the route segment immediately following the DLE point.

If the point given in the DLE is found within Item 15 and that point is overflown more than once, then the delay shall be applied to the last occurrence.

If the point given in the DLE cannot be found within Item 15 and the Item 15 route contains one and only one 'unknown' portions (a portion outside the IFPZ, a VFR portion or an OAT portion) then the delay shall be applied to this unknown portion.

A DLE on a significant point shall only be accepted if that point is either explicitly indicated in Item 15 or is implicitly within a route portion identified in Item 15. An error shall be reported when all the following conditions are met:

- The point is not present on the route (including SID/STAR)
- The route is entirely inside IFPZ or the point is a geographical coordinates.
- The route contains no OAT or VFR portions

It shall be possible to remove or modify the sub-field DLE by sending a modification message (CHG).

104 Additional Output by the IFPS

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

For messages distributed by the IFPS the following Item 18 indicators may be automatically inserted by the IFPS:

- ORGN [see SECTION Originator (ORGN) Indicator]
- IFP [see SECTION IFP Indicators]
- AWR [see SECTION Aircraft Operator What-if Re-Route (AOWIR)]
- SRC [see SECTION Source (SRC) Indicator]
- DOF [see SECTION Date of Flight (DOF)]

A detailed description of these indicators is given in the relevant SECTION.

INTENTIONALLY BLANK PAGE

105 ITEM 19: Supplementary Information

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

It is required that accurate supplementary flight plan information for a flight shall be available in the event that an ATS Unit should require it. It shall be the responsibility of the aircraft operator to ensure that the supplementary flight plan information is available at all times according to the requirements of the relevant States.

Where supplementary flight plan information for any IFR/GAT flights, or parts thereof, operating within the IFPZ, is submitted to the IFPS in a flight plan or associated message, the IFPS shall accept that information and shall store the information in the IFPS database. Where the IFPS has received supplementary flight plan information, the IFPS shall transmit that information in the form of a SPL message upon receipt of an RQS message.

(3) Message Format

The supplementary information indicators that are to be used in the flight plan or associated message shall be organised into a string of elements separated by spaces and shall contain some or all parts of the supplementary information indicators. The supplementary information must always be filed after Item 18 elements.

Certain sub-fields are restricted in the number of characters in that sub-field; where this is the case, the details are given in the section relevant to that subject.

Example

E/0430 P/89 R/UV S/PDM J/LFU D/4 160 C ORANGE A/WHITE WITH GREEN TAIL N/EXTRA POLAR SURVIVAL EQUIPMENT CARRIED C/WILKINSON

When the supplementary information is contained in a modification message, whether it is in order to add Item 19 to the flight plan or to add/modify/delete some elements that are in the flight plan, the complete information shall be present in that message.

Example

The flight plan contains E/0300 and P/123 only as Item 19 elements. In order to amend one element, (in this example, the endurance) the modification message shall be as follows (indicating the complete information):

(CHG-ABC123-LFPG1200-EGLL-DOF/210302-19/**E/0330** P/123)

(4) System Processing

Where supplementary information sub-field information is submitted to the IFPS in a flight plan or associated message, that information shall be stored within the IFPS database without transmitting the data in the flight plan output message. The sub-field information held by the IFPS shall be made available upon receipt of an RQS message.

The following elements shall be recognised by the IFPS as supplementary information sub-field indicators and shall be processed by the IFPS:

E/ total fuel Endurance expressed in hours and minutes.

P/ total number of Persons on board.

R/ emergency Radio

S/ Survival equipment.

J/ life Jackets.

D/ Dinghies.

A/ colour of the Aircraft and significant markings (this may include the registration).

N/ other survival equipment.

C/ pilot in Command.

It shall be possible for a message originator to remove, add or modify any elements by sending a modification message (CHG). The modification message shall contain the Item 19 elements in order to represent the complete updated version.

105.1 General Procedures for errors in Item 19

Should a message submitted to the IFPS for processing fail automatic processing and be passed for manual treatment by the FP staff due to errors in any part of Item 19: Supplementary Information; the Standard Correction Procedure (**SCP**) 1 shall not be applied to that message, nor shall that message be subject to the Requirements laid out in the Quality of Submitted Messages. Where the departure aerodrome is outside the IFPZ, and no contact is possible with the message originator, the message shall not be rejected, so the following modifications to those sub-fields causing the errors may be necessary to ensure processing of that message:

- Those sub-fields that contain the letters 'TBN' where such is not accepted shall have those letters removed.

Example E/TBN is corrected to E/

- Those sub-fields containing non-standard characters shall have those characters removed.

Example R/VHF is corrected to R/V

106 Total Fuel Endurance: E/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field E shall be used to indicate the total fuel endurance of that flight.

The IFPS shall not check conformance with any fuel endurance requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter E followed by a '/' then the time given for the fuel endurance in hours and minutes (HHMM).

Example E/0246

(4) System Processing

The IFPS shall check any sub-field E entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 4.

It shall be possible for a message originator to remove the endurance details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, is this case a deletion.

INTENTIONALLY BLANK PAGE

107 Total Number of Persons on Board: P/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field P shall be used to indicate the total number of persons on board that flight.

The IFPS shall not check conformance with any persons on board indication requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter P followed by a '/' and then the number of persons on board that flight expressed in digits to a maximum of three.

Example P/23

(4) System Processing

The IFPS shall check any sub-field P entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 3 characters.

It shall be possible for a message originator to remove the persons on board details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, is this case a deletion.

INTENTIONALLY BLANK PAGE

108 Emergency Radio: R/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field R shall be used to indicate the emergency radio capabilities of that flight.

The IFPS shall not check conformance with any indication of emergency radio capability requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter R followed by a '/' then the prescribed indicator or indicators, to a maximum of three, for the emergency radio capabilities of that flight.

The prescribed indicators for the emergency radio capabilities that shall be listed consecutively when more than one, of a flight are:

U if frequency 243.0 (UHF) is available.

V if frequency 121.5 (VHF) is available.

E if emergency location beacon-aircraft ELBA is available.

Example R/UVE

(4) System Processing

The IFPS shall check any sub-field R entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

It shall be possible for a message originator to remove the emergency radio capability details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, is this case a deletion.

INTENTIONALLY BLANK PAGE

109 Survival Equipment: S/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field S shall be used to indicate the survival equipment capabilities of that flight.

The IFPS shall not check conformance with any indication of survival equipment capability requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter S followed by a '/' then the prescribed indicator or indicators, to a maximum of four, for the survival equipment capabilities of that flight.

The prescribed indicators for the emergency radio capabilities that shall be listed consecutively when more than one, of a flight are:

P if polar survival equipment is carried.

D if desert survival equipment is carried.

M if maritime survival equipment is carried.

J if Jungle survival equipment is carried.

Example S/PM

(4) System Processing

The IFPS shall check any sub-field S entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

It shall be possible for a message originator to remove the survival equipment capability details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

INTENTIONALLY BLANK PAGE

110 Life Jackets: J/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field J shall be used to indicate the life jacket capabilities of that flight.

The IFPS shall not check conformance with any indication of life jacket capability requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter J followed by a '/' then by one or more of the following indicators without spaces, to a maximum of four, for the life jacket capabilities of that flight.

The prescribed indicators for the life jacket capabilities that shall be listed consecutively when more than one, of a flight are:

L if the life jackets are equipped with lights.

F if the life jackets are equipped with fluorescent.

U if any life jacket radio is equipped with UHF on frequency 243.0 mHz.

V if any life jacket radio is equipped with VHF on frequency 121.5 mHz.

Example J/LFV

(4) System Processing

The IFPS shall check any sub-field J entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

It shall be possible for a message originator to remove the life jacket capability details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

INTENTIONALLY BLANK PAGE

111 Dinghies: D/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field D shall be used to indicate the dinghy capabilities of that flight.

The IFPS shall not check conformance with any indication of life dinghy requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter D followed by a '/', then one or more of the following, separated by single spaces:

2 Numerics giving the number of dinghies carried.

3 Numerics giving the total capacity, in persons carried, of all the dinghies.

C If dinghies are covered.

The colour of the dinghies.

Example D/3 60 C YELLOW

(4) System Processing

The IFPS shall check any sub-field D entries in messages submitted to the IFPS for processing.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 50 characters. Each sub-field of D/ shall be truncated to the number of allowed characters (e.g. 2 characters for the number of dinghies carried).

It shall be possible for a message originator to remove the dinghy capability details from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

INTENTIONALLY BLANK PAGE

112 Aircraft Colour and Significant Markings: A/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field A shall be used to indicate the colour and significant markings of the aircraft making that flight.

The IFPS shall not check conformance with any indication of colour and significant markings of the aircraft requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter A followed by a '/', then plain text indicating the colour and any significant markings of the aircraft.

Example A/WHITE WITH BLUE AND RED STRIPE AND GREEN TAIL

(4) System Processing

The IFPS shall check any sub-field A entries in messages submitted to the IFPS for processing.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 50 characters.

It shall be possible for a message originator to remove the details of the colour and any significant markings of the aircraft from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

INTENTIONALLY BLANK PAGE

113 Other Survival Equipment N/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field N shall be used to indicate any other survival equipment carried and any other useful remarks for that flight.

The IFPS shall not check conformance with any other survival equipment carried and any other useful remarks requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter N followed by a '/', then plain text indicating any other survival equipment carried and any other useful remarks.

Example N/EXTRA POLAR SURVIVAL EQPT

(4) System Processing

The IFPS shall check any sub-field N entries in messages submitted to the IFPS for processing.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 50 characters.

It shall be possible for a message originator to remove the details of any other survival equipment carried and any other useful remarks from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

113.1 General Procedures

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field N, those messages shall not be rejected by the IFPS.

INTENTIONALLY BLANK PAGE

114 Pilot in Command: C/

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The sub-field C shall be used to indicate the name of the pilot in command of that flight.

The IFPS shall not check conformance with any other pilot in command requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter C followed by a '/', then plain text indicating the name of the pilot in command.

Example C/WILKINSON

(4) System Processing

The IFPS shall check any sub-field C entries in messages submitted to the IFPS for processing.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of 50 characters.

It shall be possible for a message originator to remove the details of the pilot in command from a message by sending a modification message. The modification message shall contain the complete Item 19 as it was stored in IFPS, including the intended modification, in this case a deletion.

114.1 General Procedures

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field C, those messages shall not be rejected by the IFPS.

INTENTIONALLY BLANK PAGE

115 Message Types

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

The IFPS shall accept and process the following message types relating to IFR/GAT flights or parts thereof intending to operate within the IFPZ:

- FPL, CHG, DLA, CNL, DEP, ARR, RQP, RQS, FNM, MFS, AFP and AMOD.

After processing these messages, the IFPS shall distribute the following message types:

- FPL, CHG, DLA, CNL, DEP, ARR, ACK, MAN, REJ, SPL, ACH, APL.

Note SPL messages are only manually created by the FP staff and are not automatically generated by the IFPS.

It is strongly recommended that the Date of Flight (**DOF**) is included in all flight plans and associated messages submitted to the IFPS for processing.

115.1 General Procedures

Message matches multiple flight plans.

- Where more than one flight plan exists in the IFPS database with the same callsign, departure aerodrome and destination aerodrome (e.g. the same flight on consecutive days), it is possible that the IFPS will be unable to automatically associate any subsequent messages with the correct flight plan.
- Where such ambiguity exists, the subsequent message shall fail automatic processing and be passed for manual treatment by the FP staff.

In order to minimise the possibility of subsequent messages associating with multiple existing flight plans, message originators are strongly recommended to include the EOBT and date of flight in all associated messages submitted to the IFPS for processing.

INTENTIONALLY BLANK PAGE

116 Flight Plan

(1) General

This section summarises the requirements for flight plan messages. More details as well as the possible errors raised during IFPS processing and the corresponding procedures may be found in the relevant sections of this manual.

(2) Requirements

All flight plans for IFR/GAT flights or parts thereof intending to operate within the **IFPZ** shall be submitted to the IFPS for processing. Submissions should, as far as possible, be made at least 3 hours prior to the EOBT of that flight.

The IFPS shall not accept flight plans filed more than 120 hours (5 days) prior to the estimated off-block date and time compared to the IFPS processing time.

If an FPL is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of the flight departure shall be inserted in Item 18 of the flight plan.

It shall not be possible to modify certain key fields within a flight plan, as these fields are used for message association purposes.

These non-modifiable key fields are:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Estimated Off-Block Date (as a direct modification to the DOF sub-field).

And additionally, in the eFPL related cases:

- GUFI

To change any of these items, it shall be necessary to cancel the original flight plan and re-file a new flight plan containing the corrected data. The RFP procedure shall not be used for such changes.

Apart from the above key fields, flight plans may be modified by sending a modification message or a delay message.

In the FPL related cases, the IFPS also accepts the modification of a flight plan by submitting another flight plan (with a different route for example) providing that the message originator is the same and that the key fields and the EOBT are identical. It is not permitted by IFPS to update the EOBT by means of a FPL. Modification of the EOBT shall only be possible by sending a DLA or CHG message.

All flights intended to operate or operating as general air traffic in accordance with instrument flight rules within the airspace defined by the ICAO EUR region shall comply with the Commission Regulation (EC) No 1033/2006 of 4 July 2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky.

This Regulation lays down the requirements on procedures for flight plans in the pre-flight phase in order to ensure the consistency of flight plans and associated update messages between operators, pilots and air traffic services units through the Integrated Initial Flight Plan Processing System, either in the period preceding the first delivery of air traffic control clearance for flights taking off from within the airspace covered by this Regulation or in the period preceding entry into that airspace for other flights.

This Regulation shall apply to each of the following parties involved in the submission, modification, acceptance and distribution of flight plans:

- Operators and agents acting on their behalf;
- Pilots and agents acting on their behalf;

- Air traffic services units providing services to general air traffic flying in accordance with instrument flight rules.

The means of compliance to this regulation can be found in the EUROCONTROL Specification for the Initial Flight Plan.

Operators of IFR/GAT flights or parts thereof intending to operate within the **IFPZ shall be aware and comply with the requirements laid down in the following documents, including this manual:**

- ICAO 4444 Air Traffic Management
- ICAO 7030 Regional Supplementary Procedures, EUR region
- Commission Regulation (EC) No 1033/2006
- EUROCONTROL Specification for the Initial Flight Plan

117 Modification

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

Within the parameters specified in ICAO Annex 2, any changes to a previously submitted flight plan for an IFR/GAT flight or part thereof operating within the IFPZ shall be submitted to the IFPS for processing.

It shall not be possible to modify certain key fields within a flight plan, as these fields are used for message association purposes.

These non-modifiable key fields are:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Estimated Off-Block Date (as a direct modification to the DOF sub-field).

And additionally, in the eFPL related cases:

- GUFI

To change any of these items, it shall be necessary to cancel the original flight plan and re-file a flight plan containing the corrected data. The RFP procedure (that is only applicable to FPLs) shall not be used for such changes.

(3) Message Format

All modification messages (CHG) submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome and estimated off-block time, arrival aerodrome, a correctly formatted Item 18, Item 22 containing the content of the change and a close bracket.

For the IFPS the preferred option for the Item 18 is the insertion of the DOF as it can be used for association purposes.

Each item submitted in a modification message to update existing data shall be prefixed by a hyphen and the item number for that item. Any number of items may be updated in a single modification message.

In case of update of any Item 18 sub-field via Item 22, the whole Item 18 shall be inserted in the modification message including the intended change as the IFPS completely overwrites the previous Item 18 content.

Example

Original flight plan held by the IFPS:

(FPL-ABC345-IG
-MD90/M-SRGWY/S
-EGLL1200
-N0430F330 BPK M185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UN873 JUIST UP729 DOSUR P729 TUDLO
-EKCH0130
- PBN/B2 DOF/121126 REG/GBAWC RMK/FERRY FLIGHT)

Messages submitted to the IFPS for processing for a change of aircraft type and registration and equipment:

(CHG-ABC345-EGLL1200-EKCH-**DOF/121126**-9/A321/M-10/ SR**DGI**WY/S-18/ PBN/**B1** DOF/121126 REG/GBHTC RMK/FERRY FLIGHT)

Note 'DOF/121126' represents the correctly formatted Item 18 and the Item 18 from the stored flight plan is completely repeated inside the item 22 and contains the change of aircraft registration and change of PBN.

Note When updating certain items of a flight plan, it is necessary to consider any impact on other Items in that flight plan. For example, where an aircraft type and the requested cruising flight level are updated, the equipment and PBN of that new aircraft should also be replaced, as should the registration (where filed), and any route amendments resulting from the revised cruising flight level should also be included in a new route description.

(4) System Processing

The IFPS shall automatically process those modification messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database.

The Estimated Off-Blocks Time (**EOBT**) of an existing flight plan may be updated using a modification message (in the eFPL related cases 'using an eFPL'); however, the same constraints that apply to delay messages also apply to those modification messages/eFPLs that intend to modify the EOBT. Those constraints are that the IFPS shall not accept:

A 'negative delay', i.e. a new EOBT that is earlier than the existing EOBT in the flight plan.

A new EOBT, which is more than 20 hours in the future compared to the existing EOBT in the flight plan.

A new EOBT, which is in the past compared to the current IFPS time at the time the message is processed.

Note The existing EOBT in the flight plan is the original EOBT given in the flight plan plus any subsequent updates that have been processed by the IFPS.

Example

(CHG-ABC567-EGLL1500-KJFK-DOF/090503-13/EGLL1545)

This shall have the same effect as submitting a delay message:

(DLA-ABC567-EGLL1545-KJFK-DOF/090503)

An ACK ORM for a modification message containing an EOBT update may hold the following comment:

-COMMENT THE EOBT UPDATE HAS CAUSED AN OVERLAP WITH A FPL WITH SAME ARCID AND OVERLAPPING FLYING PERIOD

The comment is present when the following conditions are met:

- Before the modification submission, IFPS holds two valid flight plans with the same ARCID and no overlapping flying period between the 2 flight plans.
- A modification message updating the EOBT is sent for the earlier flight.
- The new EOBT contained in the modification message triggers an overlapping flying period with the later flight.

The comment aims at informing the message originator/aircraft operator of the situation resulting from the treatment of the modification message.

In the FPL related cases, where a flight plan submitted to the IFPS for processing associates with an existing flight plan, any differences (except for the EOBT, see note below) in the second flight plan shall be considered and treated by the IFPS as changes. The IFPS shall accept that second flight plan and after processing, output any changes to the existing processed flight plan as a modification message.

Note Where a second flight plan is submitted to update an existing flight plan, it is not possible to update the existing EOBT. Such submission will be rejected with the error EFPM401: NOT ALLOWED TO USE A FPL TO UPDATE THE EOBT. DLA OR CHG IS REQUIRED.

The submission of a second flight plan should not be considered a legitimate means of updating an existing flight plan; the correct procedure to update an existing flight plan held by the IFPS should be through the use of a modification or delay message.

As both CHG and DLA can be used to modify the EOBT, and both messages shall contain a correctly formatted Item 18, for which IFPS preferred option is that it contains the DOF, the following processing is recommended when the EOBT of the flight plan is delayed across (00:00) midnight UTC:

Example

The stored FPL has an EOBT at 2300 with a DOF/120615. A delay occurs to the flight plan and the new planned EOBT is 01:00, therefore on the following day (16th): the modification message shall read (including a change of Item 18 to notify the change of DOF):

(CHG-ABC123-LFPG2300-LFBO-**DOF/120615**-13/LFPG0100-18/PBN/B2C2S1 DOF/120616 REG/FBPCG)

or the DLA:

(DLA-ABC123-LFPG0100-LFBO-**DOF/120615**)

If a further delay is needed, the DOF to be inserted in the CHG or DLA message shall be the one of the last EOBT (where the DOF/ represents the correctly formatted Item 18):

(CHG-ABC123-LFPG0100-LFBO-**DOF/120616**-13/LFPG0130)

(DLA-ABC123-LFPG0130-LFBO-**DOF/120616**)

If a modification message submitted to the IFPS for processing does not contain the estimated off-block time (EOBT) after the aerodrome of departure, the IFPS shall not raise an error, but the EOBT will be automatically inserted in the output by IFPS.

The IFPS shall output field 18 containing only the DOF/ upon successful processing of a modification message (CHG) regardless of the content of Item 18 in the incoming message.

In the eFPL related cases, NM requires any modification to be submitted as a complete eFPL, therefore any difference in the subsequent eFPL overwrites/updates the previous version. This includes a modification of the EOBT and therefore is different than the processing of FPLs.

INTENTIONALLY BLANK PAGE

118 Delay

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

In the eFPL related cases, a modification of the EOBT is done via a flight plan update where the submission is a complete eFPL with the new EOBT.

(2) Requirements

The IFPS shall accept those delay messages that are not more than 20 hours in advance of the current EOBT held for the flight plan and not less than the current system time at the time the message is processed.

Any delay of more than 15 minutes and less than 20 hours for an IFR/GAT flight or part thereof operating within the IFPZ shall be submitted to the IFPS for processing.

The IFPS shall not accept a delay of more than 20 hours in advance of the current EOBT held for the flight.

The IFPS shall not accept any delay that is a negative time compared to the current system time at the time of processing that delay message by the IFPS.

Submission for Flights Issued with ATFCM Slot

For those flights that have been issued with an ATFM Slot, a detailed description of the procedures for submitting a delay message is available in the ATFCM Users Manual.

(3) Message Format

The delay message shall contain an opening bracket, the message title, departure aerodrome, requested new estimated off-blocks time, destination aerodrome, and a correctly formatted Item 18 and close bracket.

For the IFPS the preferred option for the Item 18 is the insertion of the DOF as it can be used for association purposes.

Example

(DLA-ABC567-EGLL1545-KJFK-DOF/090305)

An existing EOBT may also be delayed using a modification message.

When a delay to a flight modifies the EOBT and that new EOBT passes across midnight UTC (00:00), it is recommended to use a modification message (CHG) over a DLA.

Example

The stored FPL has an EOBT at 2300 with a DOF/120615.

A delay occurs to the flight plan and the new planned EOBT is 01:00, therefore on the following day (16th): the modification message (CHG) shall read (including a change of Item 18 to notify the change of DOF):

(CHG-ABC123-LFPG2300-LFBO-DOF/120615-13/LFPG0100-18/PBN/B2C2S1 DOF/120616 REG/FBPCG)

or a DLA:

(DLA-ABC123-LFPG0100-LFBO-DOF/120615)

If a further delay is needed, the DOF to be inserted in the CHG or DLA message (where the DOF/ represents the correctly formatted Item 18), shall be the one of the last EOBT:

(CHG-ABC123-LFPG0100-LFBO-**DOF/120616**-13/LFPG0130)

(DLA-ABC123-LFPG0130-LFBO-**DOF/120616**)

(4) System Processing

The IFPS shall automatically process those delay messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database.

On receipt of a delay message that is not earlier than system time at the time that message is processed by the IFPS, and not more than 20 hours in advance of the current EOBT of the flight, the IFPS shall re-calculate the profile of that flight based on the revised EOBT. The IFPS shall automatically reject any delay message that does not respect these time parameters.

When re-calculating the flight profile using the revised EOBT, the IFPS shall apply the route and airspace availability checks relevant to that flight. Where any unavailable items are found, that message shall fail automatic processing and be passed for manual processing by the FP staff. This may also be a result of delay messages that take the flight into a new AIRAC or a new conditional route availability period.

Where the EOBT of a flight is to be changed to an earlier time, the existing flight plan shall be cancelled, and a new flight plan containing the revised EOBT shall be submitted to the IFPS for processing (see ATFCM Users Manual).

Where the processing of a delay message must be forced by the FP staff, appropriate IFP indicators shall be attached to that message.

The IFPS shall output Item 18 containing only the DOF/ upon successful processing of a DLA message regardless of the content of Item 18 in the incoming message.

An ACK message for a DLA may contain the following comment:

-COMMENT THE EOBT UPDATE HAS CAUSED AN OVERLAP WITH A FPL WITH SAME

ARCID AND OVERLAPPING FLYING PERIOD

The comment is present when the following conditions are met:

- Before the DLA submission, IFPS holds two valid flight plans with the same ARCID and no overlapping flying period between the 2 flight plans.
- A DLA is sent to update the EOBT of the earlier flight.
- The new EOBT contained in the delay triggers an overlapping flying period with the later flight.

The comment aims at informing the message originator/aircraft operator of the situation resulting from the treatment of the DLA message.

EOBT update service for A-CDM departures:

For flights departing from designated A-CDM airports, aircraft operators can delegate the filing of DLA messages to NM where the EOBT in the DLA message uses the TOBT value received in the DPI message. The DLA message is sent by ETFMS to IFPS that validates and distributes the DLA message as if it had been received directly the aircraft operator. As a result the aircraft operator shall receive ORMs (ACK or REJ) and the comment field will state: “THIS DLA MESSAGE HAS BEEN TRIGGERED FROM A DPI MESSAGE”.

The service can be activated for temporary period of time (i.e. trial) or permanently. It is based on the three letter ICAO code of the airline. It is set per aerodrome and some additional parameters can be tuned.

The service is managed by the NM APT (Airport) Unit and is implemented in NM CACD. For more information go to:

https://www.eurocontrol.int/service/estimated-block-time-update-service

118.1 General Procedure for Delay Raising Route Availability or RAD Problems

Error message ref.	Various possible errors
Explanation:	A delay message may push a previously correct flight plan into periods of route unavailability, or raise RAD errors caused by a switch between week and weekend RAD routes, that take place within the time difference between the original EOBT and the revised EOBT in the delay message.
Instruction:	The FP staff shall apply SCP1.

118.2 General Procedure for Difficulties in Processing Delay due to AIRAC Switch

Error message ref.	Various possible errors
Explanation:	It is possible for a flight with a date of flight of AIRAC – 1 to be delayed through into the new AIRAC, and this may create route problems where data from the first DOF is no longer valid for the new delayed DOF. Where this happens, the DLA message will go for manual processing, giving an error indicating route problems.
Instruction:	In the FPL related cases, the FP staff may convert the original DLA message into a modification message (CHG) containing information to update the new EOBT, plus route information to correct the route to the new AIRAC data. In the eFPL related cases, the FP staff may amend the flight plan route in order to be compliant with the new AIRAC data. In the case the trajectory is provided, manual update of the route results in the trajectory to be discarded. The FP staff shall apply SCP1 to any necessary route updates.

INTENTIONALLY BLANK PAGE

119 Cancellation

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

(2) Requirements

A flight plan cancellation message shall be submitted to the IFPS for processing for any flight plan that has been submitted to and processed by the IFPS and is subsequently to be cancelled.

Where key field data is required to be changed, the existing processed flight plan shall be cancelled and a new flight plan containing the revised data shall be submitted to the IFPS for processing.

(3) Message Format

All cancellation messages submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome and estimated off-block time, arrival aerodrome, a correctly formatted Item 18 and a close bracket.

For the IFPS, the preferred option for the Item 18 is the insertion of the DOF as it can be used for association purposes.

Example

(CNL-ABC567-EGLL**1500**-KJFK-**DOF/130503**)

(4) System Processing

The IFPS shall automatically process those cancellation messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database.

Where more than one flight plan exists with which the cancel message may associate, the IFPS shall invalidate that cancel message and raise an error indicating that the cancel message may associate with more than one existing valid flight plan.

Where the IFPS holds no valid flight plan with which the submitted cancel may associate, the IFPS shall reject that cancel message with an error indicating such.

If a CNL message submitted to the IFPS for processing does not contain the estimated off-block time (EOBT) after the aerodrome of departure, the IFPS shall not raise an error, but the EOBT will be automatically inserted in the output by IFPS.

The IFPS shall output Item 18 containing only the DOF/ upon successful processing of a CNL message regardless of the content of Item 18 in the incoming message.

119.1 General Procedure for Multiple Associated Message Window containing a Cancellation Message

Error message ref.	n/a
Explanation:	It is possible for the FP staff to be presented with a multiple associated message window containing a cancellation message following a flight plan. This is due to the cancellation message being submitted to the IFPS before the associated flight plan has been processed, and is more

	commonly found in times of heavy traffic. To successfully process and distribute a flight plan, closely followed by an associated cancellation is time consuming for the FP staff and potentially confusing for those in receipt of both messages.
Instruction:	Two main scenarios may be encountered: FPL – CNL – FPL are presented in the same window for manual processing. The FP staff shall reject the first flight plan and the cancellation, then process the second flight plan. FPL – CNL are presented in the same window for manual processing. The FP staff shall first check for any existing associated flight plans held by the IFPS; if one is found, then an attempt shall be made to contact the message originator to clarify which flight plan they wish cancelled. Where no contact is possible, or where no existing associated flight plan is found, both invalid messages shall be rejected.

120 Departure (DEP)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

In FF-ICE context, the equivalent of sending a DEP message is via the Notification Service [see appendix FF-ICE, B.5 Notification Service].

(2) Requirements

A Departure (**DEP**) message should be submitted to the IFPS for processing for any IFR/GAT flight or part thereof operating within the IFPZ when it is required by the National Authority under whose authority the departure aerodrome lies.

For flights with an aerodrome of departure inside and an aerodrome of destination outside the IFPZ, if 10 minutes after the reception of either an FSA,CPR or AFP, no DEP message has been received then NM shall calculate an ATD, create a DEP and that DEP message shall be addressed to:

- All the addresses that were contained in the AD line (see Note).
- The en-route ATS units outside the IFPZ which are determined from the FIR EETs in the filed flight plan and flight plan addressing to those units is according to the published AIP for each FIR.
- The aerodrome of destination outside the IFPZ according to published AIP requirements for flight plan addressing to that aerodrome.

Note This requirement is applicable to all DEP messages (whether created by NM or not).

(3) Message Format

The departure message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome and actual time of departure, arrival aerodrome, a correctly formatted Item 18 and a close bracket.

For the IFPS the preferred option for the Item 18 is the insertion of the DOF as it can be used for association purposes.

The actual time of departure shall be expressed in 4 numbers, in the format HHMM.

Example (DEP-ABC567-EGLL1507-KJFK-**DOF/130503**)

(DEP-ABC123-LFPG-WSSS-**0**) When the DEP message is created by NM, Item 18 Other Information is restricted to only the 0 (zero) character.

(4) System Processing

The IFPS shall accept a departure message for any existing flight plan provided the departure time indicated in the message is not in the future when compared to the system time at the time of processing. Where the departure time is indicated to be in the future, such messages shall be automatically rejected by the IFPS.

The IFPS shall output Item 18 containing only the DOF/ upon successful processing of a DEP message regardless of the content of Item 18 in the incoming message.

When no departure message has been received and the flight has an aerodrome of departure inside and an aerodrome of destination outside the IFPZ and either an FSA or a CPR or an AFP has been

received, 10 minutes after the reception of the airborne message, then NM shall calculate an ATD, create a departure message and distribute it.

121 Arrival (ARR)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

In FF-ICE context, the equivalent of sending an ARR message is via the Notification Service [see appendix FF-ICE, B.5 Notification Service].

(2) Requirements

Where an Arrival message (**ARR**) is required for an IFR/GAT flight or part thereof operating within the IFPZ, the appropriate air traffic services unit shall submit such to the IFPS for processing.

Where an IFR/GAT flight or part thereof operating within the IFPZ diverts to an aerodrome other than that indicated as the arrival aerodrome in the processed flight plan, that flight shall have an arrival message submitted by the appropriate air traffic services unit to the IFPS for processing.

(3) Message Format

Arrival

The arrival message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome and estimated off-block time, arrival aerodrome and actual time of arrival and a close bracket.

It is strongly advised that the message also contains the date of flight, separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples (ARR-ABC567-EGLL1400-KJFK2207)

(ARR-ABC567-EGLL1400-KJFK2207-DOF/090503)

Diversion Arrival

The diversion arrival message submitted to the IFPS for processing shall contain the message title that shall be ARR, aircraft identification, departure aerodrome and estimated off-block time, original planned destination aerodrome, and actual destination aerodrome and actual time of arrival.

Note The use of the term 'DIVARR' as a message title shall not be accepted by the IFPS, as this is not a recognised ICAO message title.

It is strongly advised that the message also contains the date of flight, separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples (ARR-ABC567-EGLL-KJFK-BIKF1807)

(ARR-ABC567-EGLL-KJFK-BIKF1807-DOF/090503)

(4) System Processing

On processing an arrival message, the IFPS shall distribute that message 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 that arrival message to any extra addresses included in the re-addressing function.

On processing a diversion arrival message, the IFPS shall distribute that message to all ATC units that have been calculated in the processing of the associated flight plan, also to any extra addresses included in the re-addressing function.

In addition, the IFPS shall also close the associated flight plan, at which point the flight plan data shall become inaccessible outside the IFPS.

If an ARR message or diversion arrival message submitted to the IFPS for processing does not contain the estimated off-block time (EOBT) after the aerodrome of departure, the IFPS shall not raise an error, but the EOBT will be automatically inserted in the output by IFPS.

121.1 General Procedure for Diversion Arrival Message

Error message ref.	n/a
Explanation:	Diversion messages titled 'ARR' may be received for those flights that have diverted to another aerodrome than that given as their flight-planned destination. If any scheduled Transmit events exist in the future for the associated flight plan, that diversion ARR message shall not automatically close the flight plan in the IFPS.
Instruction:	Where a diversion arrival message is received in the IFPS with the message title 'ARR', the FP staff shall check for any scheduled Transmit events in the future for the associated flight plan.

121.2 General Procedure for DIVARR Message Treatment

Error message ref.	n/a
Explanation:	Messages titled 'DIVARR' may be received for those flights that have diverted to another aerodrome than that given as their flight-planned destination.
Instruction:	Where a diversion arrival message is received in the IFPS with the message title 'DIVARR', the FP staff shall correct the title to 'ARR'. If any subsequent errors are raised, the FP staff shall apply **SCP1.**

122 Request Flight Plan (RQP)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

In FF-ICE context, the equivalent of sending an RQP message is via the Flight Data Request Service [see appendix FF-ICE, B.4 Flight Data Request Service].

(2) Requirements

A Request Flight Plan (**RQP**) message shall be submitted to the IFPS when an external user wishes to obtain flight plan data for an IFR/GAT flight or part thereof operating within the IFPZ. Where the IFPS holds (a) processed flight plan(s) matching the request, the IFPS shall return a copy of that/these flight plan(s) to the originator of the RQP except where the flight plan(s) is/are in a protected status.

(3) Message Format

The request flight plan message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome (and optionally the estimated off-block time if known precisely, as it can be used for association purposes), arrival aerodrome, a correctly formatted Item 18 and a close bracket.

For the IFPS the preferred option for the Item 18 is the insertion of the DOF (as it can be used for association purposes).

The RQP message shall be sent to both IFPS addresses, regardless of the aerodrome of departure.

Example: (RQP-ABC567-EGLL-KJFK-**DOF/130503**)

(RQP-ABC567-EGLL**1500**-KJFK-**DOF/130503**)

(4) System Processing

The IFPS shall automatically process those RQP messages that are syntactically and semantically correct and that associate with (a) valid flight plan(s) in the IFPS database except those RQP messages that relate to flights using the EUR/PROTECTED function.

Where the IFPS receives an RQP message for (an) identifiable flight(s), it shall send a copy of that/these flight plans to the originating address of that RQP message. Identifiable flight(s) is/are determined by looking at the following fields:

- ARCID, ADEP, EOBT (if present), ADES, DOF (if present).

If the RQP matches a single flight plan in the IFPS valid flight plan database, then the RQP originator shall receive a single flight plan.

If the RQP matches more than one flight plan in the IFPS valid flight plan database, then the following logic shall be used:

- The RQP shall only associate to those valid flight plans that have an EOBT up to 6 hours in the future when compared to the IFPS system time at the time of processing of the RQP.
- If all matching flight plans have and EOBT later than 6 hours when compared to the IFPS system time at the time of processing of the RQP, then the RQP shall associate to all of them.

Therefore, when an RQP matches more than one flight plan, the RQP originator may receive one or several flight plan(s).

The IFPS shall indicate that the transmission of that/these flight plan(s) is a result of a request flight plan in the SRC sub-field of that transmitted flight plan by the insertion of 'RQP' therein.

Note Where an RQP associates with an identifiable flight that has been modified at any stage by an ATC-generated message (AFP, FNM or MFS), then the IFPS shall output a message type APL, and that message shall contain a comment in the Item 18 sub-field RMK 'APL IS AN FPL UPDATED BY ATC'

Where the IFPS receives an RQP message for an identifiable flight that is using the EUR/PROTECTED function, that message shall be passed to the FP staff for evaluation.

Transmission of flight plans containing EUR/PROTECTED shall only be made in accordance with internal procedures to verify the relevance of the flight to the authority requesting the flight plan.

If an RQP message submitted to the IFPS for processing does not contain the estimated off-block time (EOBT) after the aerodrome of departure, the IFPS shall not raise an error, but the EOBT will be automatically inserted in the output by IFPS. The IFPS shall automatically reject those RQP messages that are not syntactically correct as well as those RQP where no matching flight plan(s) are found in the IFPS database.

In some cases, where the IFPS finds a matching flight plan (based on the aircraft identification (ARCID) only and ADEP and ADES from the RQP do not match), the RQP is automatically rejected with the following comment:

-COMMENT THIS MESSAGE HAS BEEN REJECTED AUTOMATICALLY

-COMMENT FPL does exist for ABC123 EBBR1710 LIMF0125 DOF/121015

123 Request Supplementary Flight Plan (RQS)

(1) General

In this section of the manual, although the terminology refers to ICAO FPL2012 format, it also includes all other formats (ADEXP/FIXM), and the equivalences shall be considered accordingly.

In FF-ICE context, the equivalent of sending an RQS message is via the Flight Data Request Service [see appendix FF-ICE, B.4 Flight Data Request Service].

(2) Requirements

A request supplementary flight plan message shall be submitted to the IFPS when an ATS unit wishes to obtain supplementary flight plan data for an IFR/GAT flight or part thereof operating within the IFPZ.

(3) Message Format

The request supplementary flight plan message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification, departure aerodrome and estimated off-block time, arrival aerodrome, a correctly formatted Item 18 and a close bracket.

For the IFPS the preferred option for the Item 18 is the insertion of the DOF as it can be used for association purposes.

Example: (RQS-ABC567-EGLL1500-KJFK-**DOF/130503**)

(4) System Processing

Where the IFPS receives a message titled RQS, that message shall be invalidated and shall be presented to an FP staff with a warning: GEN277: MESSAGE REQUIRES SPECIAL HANDLING.

RQS messages have the highest priority in the IFPS invalid messages queue.

INTENTIONALLY BLANK PAGE

124 Airborne Message Types

(1) General

The IFPS shall accept and process the following message types from ATC sources relating to IFR/GAT flights or parts thereof operating within the IFPZ:

- FPL with source AFIL, AFP, FNM and MFS.

After processing these messages, the IFPS shall distribute the following message types:

- APL, ACH, and FPL with source AFIL.

Invalid airborne flight messages may be rejected according to IFPS procedures.

Wherever possible, the IFPS shall process those messages relating to flights already airborne. The purpose of processing these types of message is to allow the IFPS to provide the ETFMS and those ATC Units downstream of the reported change with updated information on the predicted trajectory of the flight.

The types of flights concerned with airborne update messages are:

- Flights with a change of route or destination (For more details on what is considered as a change for route see AFP for a Change of Route).
- Flights with a significant change whether aircraft being different from the filed FPL, flight type/flight rules, or aircraft equipment.
- Flights for which the relevant ATC Units do not have any details.

When processing messages containing clearance limits and/or estimate points, the IFPS shall not change those points in any way.

Where no route details are given between two points in a cleared route submitted to the IFPS for processing, the IFPS shall assume the route to be direct (DCT), and shall insert either DCT, regardless of any maximum DCT limit errors, or the appropriate airway designator where both points are on the same airway.

From the clearance limit onwards, the FP staff shall, if necessary, construct a logical route to connect that cleared route either with the existing route as previously filed or with the destination or with the point at which that flight leaves the IFPZ, taking into account in all the cases any restrictions such as RAD and route availability. Where no associated filed flight plan exists, the FP staff shall construct a logical route to connect that cleared route either with the destination or with the point at which that flight exits the IFPZ also taking into account any restrictions such as RAD and route availability.

Requests are sometimes received from message originators or aircraft operators to make modifications to the route of flight plans that are airborne. On receipt of such a request, FP staff should advise the originator that flight plan modifications can only be made by ATC once a flight is airborne, using the AFP procedure.

(3) Message Format

The message format for each type of airborne message is described in detail in the relevant section for that message type.

(4) System Processing

The IFPS shall check to ensure airborne messages update or create flight plans with time and date information representative of the current system time. This ensures:

- Flight plans are not updated with time data causing immediate closure.
- Airborne message ETO data are realistic with respect to the current real world time.

- Airborne messages are rejected when filed well outside the possible time the flight could have been flying.

The comparisons are based upon the EOBT value (for flight plans with source AFIL) and the ETO over an 'entry' point for the remaining airborne messages.

FNM, MFS and AFP Message

FNM, MFS and AFP messages can be filed containing any time value as an ETO, (i.e. 0000 to 23:59). From the given ETO the system creates two time values, one 12 hours in the future the other 12 hours in the past. A check is then made to determine which of the time values lies closest to the current system time. The date for the ETO becomes today minus 1 hour if the closest time lies in the past and today or today plus 1 hour if the time lies in the future.

Flight Plans with source AFIL

The EOBT is used to determine if a flight plan with source AFIL violates timing constraints. Flight plans with source AFIL may be filed with an EOBT up to 23 hours and 55 minutes in the past and 24 hours and 05 minutes in the future. Exceeding these limits generates an error that cannot be ignored by the FP staff. Such wide tolerances can lead to peculiar filing situations, e.g.

- The flight plan with source AFIL may be filed outside the EET of the flight; conceptually this implies the flight plan was filed before the calculated time at the first point on the route, hence the pilot could not have been airborne when the message was filed.
- Filing in the past can lead to the calculated arrival time lying in the past; again implying the pilot has landed his aircraft before filing the message.

Note The EOBT field in the context of a flight plan with source AFIL is not the EOBT but the ETO at the first point given in the route. Throughout the IFPS Users Manual, where reference is made to the EOBT within the context of a flight plan with source AFIL, that EOBT shall refer to the ETO at the first route point.

124.1 General Procedures

When processing messages containing clearance limits and/or estimate points, the IFPS shall not change those points in any way.

Where no route details are given between two points in a cleared route submitted to the IFPS for processing, the IFPS shall assume the route to be direct (DCT), and shall insert such, regardless of any maximum DCT limit errors.

Where the route given in the submitted message is incomplete or incorrect, a logical and correct route shall be built by the IFPS using the propose route function to connect the last point given in the message route to the destination aerodrome or to the original route or to the point at which that route leaves the IFPZ.

The route given in the message before the AFPEND indicator shall not be modified in any way, regardless of any contained errors, but any route built to connect the last point in the message to the destination aerodrome or to the original route or to the point at which that route leaves the IFPZ must, wherever possible, ensure compliance with all relevant RAD and route availability restrictions or DCT limitations.

The applicable mode for airborne message processing may be set from manual to automatic and vice versa. In the manual mode, the IFPS shall build a route as described above but shall systematically present the message for manual review by the FP staff. In this case, the FP staff shall check the relevance of the proposed route before applying the message.

When in the automatic mode, the IFPS shall build a route as described above but whenever the message is compliant with processing parameters it shall be automatically processed.

In the event that the IFPS propose route function is unable to build a correct route, the message shall be presented for manual processing. In such cases, from the clearance limit onwards, the FP staff shall, if necessary, construct a logical route to connect that cleared route either with the existing route as previously filed or with the destination. Where no associated filed flight plan exists, the FP staff shall construct a logical route to connect that cleared route either with the destination or with the point at which that flight exits the IFPZ.

Where the message relates to a military flight, regardless of whether the automatic route-building by the IFPS is successful or not, to allow for any necessary confirmation of diplomatic clearances, that message shall be passed to the FP staff with a warning message.

Those AFP messages submitted to the IFPS for processing that relate to valid flight plans held by the IFPS, or that provide information on a previously unknown IFR/GAT flight or part thereof operating within the IFPZ may be rejected according to general or specific IFPS procedures.

Under normal circumstances, the FP staff shall not contact ANSPs to ask for information to resolve AFP message issues unless there is no valid FPL data held in the IFPS for that flight.

124.2 General Procedure for Errors in the submitted Airborne Message Route

Error message ref.	n/a
Explanation:	Where an airborne message is submitted to the IFPS as a result of a missing flight plan or revised trajectory, the route given in the submitted message may contain errors in RAD, 8.33kHz, route availability or RVSM.
Instruction:	Any errors that are raised for that part of the route given in the AFP (before the AFPEND indicator) shall be automatically ignored by the IFPS. The automatic placing of the AFPEND indicator shall not be modified or removed by FP staff.

INTENTIONALLY BLANK PAGE

125 Air-Filed Flight Plans (AFIL)

(1) General

Air Filed Flight plans (**AFIL**) represent flight plans submitted by an ATS unit to the IFPS for processing on behalf of an aircraft already in flight.

(2) Requirements

The IFPS shall accept those flight plans submitted for aircraft already in flight. The route details given in such messages shall be considered an ATC clearance, and the FP staff shall make no manual modifications to the given route, regardless of any indicated errors.

Where the route details given in the message submitted to the IFPS for processing do not connect to the destination aerodrome, the FP staff shall construct a logical route to that destination from the last point in the given route.

(3) Message Format

An air-filed flight plan submitted in ICAO format shall use the same format as a standard flight plan except the departure aerodrome shall contain the letters 'AFIL', and the message should contain the sub-field DEP/ followed by the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained

The time given in the message that would normally be the EOBT of that flight shall instead indicate the ATO/ETO of the estimate point given in the route of that flight plan.

Example

ICAO format

```
(FPL-ABC789-IG
-BE9L/L-SRGWY/S
-AFIL1207
-N0285F230 CPT L9 MALBY
-EGFF0025
-DEP/EGTT PBN/B2)
```

An AFIL may also me submitted in ADEXP format:

ADEXP format

```
-TITLE IFPL
-ADEP AFIL
-ADES LEMG
-ARCID ABC987
-ARCTYP C560
-CEQPT RWYUSDGH
-AFILDATA –PTID HIJ –FL F190 –ETO 130106130400
-EOBD 130106
-EOBT 1245
-TTLEET 0119
-EETPT MOLIN 0119
-SEQPT C
-SSRCODE A6034
-STS STATE
-PBN B2
-WKTRC M
-FLTRUL I
-FLTTYP G
```

-ALTRNT1 LEGT
-ROUTE N0350F200 HIJ A857 SVL

(4) System Processing

The IFPS shall accept those flight plan messages with source AFIL and apply the same system processing as used for standard flight plan messages.

125.1 General Procedures

The route given in a flight plan with source AFIL is an ATC clearance and shall not be amended in any way by the FP staff without coordination with the message originator, regardless of any errors in that route.

Those flight plans with source AFIL that are submitted to the IFPS for processing may contain errors in route availability, RAD, DCT limits, RVSM, 8.33 kHz, or other such violations within the route given in the ATC clearance. If no contact with the message originator is possible, then those errors shall be ignored, and the appropriate IFP indicators shall be added to the message.

Where the route given in the message is incomplete, the FP staff shall construct a logical route from the last point of the given route to the destination or the point at which that flight leaves the IFPZ, taking into account any restrictions such as RAD and route availability.

126 ATC Flight Plan Proposal Message (AFP)

(1) General

The ATC Flight Plan Proposal Message (**AFP**) message shall be submitted to the IFPS by an ATC unit where that unit has new or revised information concerning an aircraft operating as IFR/GAT within the IFPZ that is already in flight.

Normally AFP messages shall be automatically generated by the respective ATC Unit system, based upon an ATC input. AFP messages should not be created manually except where it is a standard operating procedure in that unit.

The information received by the IFPS in an AFP shall be distributed in the form of an ATC Flight Plan (**APL**) or an ATC Change (**ACH**) to those affected ATCUs downstream of the reporting unit, with source given as AFP.

The objectives of AFP messages are to:

- Enable the NMOC to provide ATC Units downstream with more accurate flight plan information, improving their traffic situation awareness and reducing the workload and disruption caused by last minute updates or missing flight plans;
- Update the ETFMS with flight plan information in order to reflect as accurately as possible the current and future trajectory of the flight, providing accurate sector load calculations thus improving the ATFCM performance.
- Update CCAMS with flight plan data for missing flight plans such that directional codes can be assigned instead of omni-directional codes.

(2) Requirements

An AFP shall only be sent for airborne flights.

An AFP shall be sent by an ATC unit to IFPS in ADEXP format (see Note), including the IFPLID, when one of the following events occurs:

- For a missing flight plan.
- For a change of route.
- For a change of aircraft type.
- For a change of flight rules (IFR/VFR).
- For a change of flight type (OAT/GAT).
- For diversion.
- For a change of aircraft equipment.

Note 1 **Only an AFP for missing flight plan can be sent to IFPS in ICAO or ADEXP format**.

Note 2 A “time-shift” only, indicated in the Estimate field (ESTDATA) shall not be an event for sending an AFP.

An AFP shall be sent only for flights for which the message originator ATS unit has assumed control of the flight except for AFP messages for a missing flight plan which may be transmitted before assuming control of the flight, under the following conditions:

A flight plan for a flight is considered to be missing when **all** the following conditions are met:

- An estimate for the flight is received by the ATC Unit.
- No flight plan information was received by the ATC Unit from IFPS.
- IFPS does not have a flight plan for the flight.

An ATC unit shall stop transmitting AFP messages from the moment it has transferred control of the flight.

The IFPS shall accept AFPs that communicate more than one event. This is achieved by complying with all the requirements applicable to each event.

Examples

- AFP for a change of aircraft type and for change of aircraft equipment.
- AFP for a change of aircraft type, change of aircraft equipment and a change of route.

Check under **3) Message Format**, for detailed examples.

The IFPS shall accept and process updates via AFP messages for the following Items:

- Item 8a: Flight Rules.
- Item 9b: Type of Aircraft.
- Item 9c: Wake Turbulence Category.
- Item 10: Aircraft equipment.
- Item 14: Estimate Data.
- Item 15: Route.
- Item 16: Aerodrome of destination.
- Item 18: Other Information (limited to the following fields: PBN, COM, DAT, NAV, SUR, ORGN, PER).

AFPs submitted to the IFPS in ADEXP format shall contain only the minimum required fields (see Note below). The minimum required fields are listed in each section under **2) Requirements** and examples of AFPs with these minimum required fields can be found in each section under **3) Message format**.

The field IFPLID shall be included in AFPs submitted to IFPS (for association purposes), except for AFP for a missing flight plan.

Note Except for the field –ARCADDR than may be inserted under certain conditions. See **4) System Processing**.

Flight rules requirements

The flight rules should be included in an AFP message for a missing flight plan. If not provided, IFPS shall assume the following value: I

The flight rules shall be included in an AFP for a change of flight rules and shall reflect the new flight rules of the flight.

In case the flight rules do not change, this field shall be omitted in an AFP message.

Type of aircraft requirements

The type of aircraft shall be included in an AFP message for a missing flight plan.

The type of aircraft shall be included in an AFP for a change of aircraft type and shall reflect the new aircraft type that the flight is operated with.

In case the aircraft type does not change, this field shall be omitted in an AFP message.

Equipment requirements

All available equipment information **shall** be included in an AFP message for a missing flight plan sent in ICAO format.

All available equipment information **should** be included in an AFP message for a missing flight plan sent in ADEXP format within the CEQPT and/or SEQPT fields as well as within the PBN, NAV, COM, SUR and DAT fields if applicable.

All available equipment information shall be included in an AFP for a change of equipment, within the primary field EQCST and/or, where necessary, within the PBN, NAV, COM, SUR and DAT fields.

In the case of an AFP other than for a missing flight plan or change of aircraft equipment, the equipment shall be omitted.

Estimate data requirements

The estimate data field shall be included in all types of AFP messages, except for

- AFP for a change of aircraft type.
- AFP for a change of aircraft equipment.
- AFP for a change of aircraft type and aircraft equipment.

The estimate data field shall contain the estimated or the actual time and level over the estimate point.

The estimate point shall be explicitly or implicitly included in the AFP route field (see Note below).

However, for AFPs for a change of aircraft type and for AFPs for a change of aircraft equipment, there is no AFP route field. For these occurrences, the flight plan route field is considered instead.

In large cross-border Free Route Airspace, it may happen that the flight plan route for that part of the trajectory is described only with a FRA entry point followed by DCT followed by a FRA exit point. In this scenario, the FRA exit point should be used as the Estimate Point (which may be located in one of the downstream ATS units).

Note The AFP estimate point is implicitly included in the route field when it is a point on one of the route segments that are included in the route description but the point is not mentioned in the route field.

The estimate point shall be any point along the AFP route (or flight plan route, see above) with the following exceptions:

a) It shall not be a point located on a SID or STAR procedure included in the AFP route apart from the point where the SID or STAR is connected to the en-route part of the route;

b) It shall not be a point described with geographical coordinates or as bearing and distance from a navigation aid that is considered to be implicitly included in the AFP route as being located along one of the airways in the AFP route.

c) It shall not be a point located in a VFR or OAT portion of the flight.

d) It shall not be a published ICAO aerodrome code.

The estimate point shall be a published ICAO navigation beacon designator or a set of geographical coordinates or a range and bearing from a published ICAO navigation beacon designator.

Route requirements

The ROUTE field shall be included in all types of AFP messages except for:

- AFP for a change of aircraft type.
- AFP for a change of aircraft equipment.
- AFP for a change of aircraft type and aircraft equipment.

The route field of an AFP message shall only contain the route part on which the flight has been cleared or is about to be cleared by the AFP originator ATS unit.

The AFP route shall not contain the upstream part of the route compared to the area of responsibility of the AFP originator ATC unit.

The AFP route shall implicitly or explicitly contain the AFP estimate point.

Note The AFP estimate point is implicitly included in the AFP route when it is a point on one of the route segments that are included in the route description but the point is not mentioned in the route field.

The AFP route description shall comply with the ICAO Doc 4444 specifications regarding the content of the Field Type 15 of a flight plan message.

Note If not provided in the AFP route, IFPS shall automatically insert between two consecutive significant points either an airway that is available at the requested cruising level or in case it does not find an airway, a DCT route. This automatic processing is not applied in case the significant points are described using geographical coordinates or as bearing and distance from a navigation aid.

The AFP route shall be considered as an update to the flight plan, as such the AFP route should be "flight plannable" and compliant with the constraints relevant for the airspaces it crosses.

Requested cruising levels, flight rules changes (IFR/VFR) and flight type changes (GAT/OAT) shall be inserted in the route field at the point(s) from which they become applicable.

The route field shall contain the original requested cruising level(s) within the airspace of the AFP originator ATC Unit as included in the filed flight plan before departure.

The first and last elements of an AFP route shall be:

a) A significant point or

b) A DCT route, in case of a flight that is cleared directly from its aerodrome of departure to the first point of the route / to the aerodrome of destination or from the last point of the route to the aerodrome of destination.

The first and last elements of an AFP route shall not be an airway designator.

An AFP route shall not contain internal, unpublished and non-ICAO point/route designators.

Where route information is required to be included in an AFP message in ADEXP format, the ADEXP primary field ROUTE shall always be included in the message.

IFPS shall consider the AFP route as valid and flown as indicated in the AFP message.

Note IFPS will therefore accept a flight that will penetrate closed airspaces, fly along closed routes and against RAD restrictions on the AFP route.

Note It should be noted that incorrect use of this facility may lead to invalid routes within the airspace of downstream ATC units being accepted and distributed by IFPS having a potential significant impact on the downstream ATC units.

Aerodrome of destination requirements:

The aerodrome of destination field shall be included in all types of AFP messages.

In case of an AFP message for diversion, the aerodrome of destination field shall contain the new destination of the flight.

For all other AFP trigger events, the aerodrome of destination field shall contain the aerodrome of destination included in the filed flight plan.

Old aerodrome of destination requirements:

The old aerodrome of destination field (ADEXP primary field ADESOLD) shall be used to indicate that a flight has diverted from the original aerodrome of destination included in the filed flight plan.

The old aerodrome of destination (ADESOLD) field shall contain the **original** aerodrome of destination as included in the filed flight plan (even in case of multiple diversions. This is for association purposes of the AFP to the correct flight plan).

(3) Message Format

AFP messages shall be submitted in ADEXP format. Only the AFP message for a missing flight plan may be submitted in ICAO format if it cannot be submitted in ADEXP format.

Note It is recommended to use ADEXP format for submission of AFP messages for a missing flight plan as it provides more flexibility and facilities. The format chosen for the submission of messages to the IFPS shall not be dependent upon the format specified for receipt of

messages from the IFPS. A unit requesting to receive all output from the IFPS in ICAO format may still submit AFP messages in ADEXP, should it so wish.

Example of an AFP for a change of route. Each vertical red bar "▌" represents a "one space character" and is only shown in this section

-TITLE▌IAFP
-IFPLID▌AA00228589
-ARCID▌ABC123
-ADEP▌LFPG
-ESTDATA▌–PTID▌OKEKO▌–ETO▌200415122528▌–FL F270
-ROUTE▌N0430F290 OKEKO UL612 MOU UL178 LESPI
-ADES▌LFBO

Example of an AFP having the estimate point expressed by geographical coordinates

-TITLE▌IAFP
-IFPLID▌AA00228589
-ARCID▌ABC123
-ADEP▌LFPG
-ESTDATA▌-PTID▌**GEO01**▌-ETO▌200415122528▌-FL F270
-ROUTE▌N0430F290 DCT **471918N0030812E** MOU UL178 LESPI
-ADES▌LFBO

Example of an AFP having the estimate point expressed by bearing and distance from a point

-TITLE▌IAFP
-IFPLID▌AA00235557
-ARCID▌ABC123
-ADEP▌LFMN
-ESTDATA▌-PTID **REF01**▌-ETO▌200415122528▌-FL F310
-ROUTE▌N0430F310 **BULOL120020** DCT IDAVO
-ADES▌LFPO

Example of an AFP for a change of aircraft type/aircraft equipment and change of route

-TITLE▌IAFP
-IFPLID▌AA00228589
-ARCID▌ABC123
-**ARCTYP▌A35K**
-**BEGIN▌EQCST**
-**EQPT▌E3/NO**
-**END▌EQCST**
-ADEP▌LFPG
-ESTDATA▌–PTID▌OKEKO▌–ETO▌200415122528▌–FL F270
-**ROUTE▌N0430F290 OKEKO UL612 MOU UL178 LESPI**
-ADES▌LFBO
More examples can be found in the corresponding sections.

(4) System Processing

The result of a successful AFP message processing by the IFPS shall be an APL or an ACH.

The IFPS shall distribute an APL or ACH to all ATC Units concerned with the flight that are situated downstream of the estimate point in the AFP, but not to the originator of the AFP message.

- An APL message shall be distributed by the IFPS to those ATC Units to whom the IFPS did not send flight plan data for the flight (the new concerned units).

- An ACH shall be distributed by the IFPS to those ATC Units to whom the IFPS has already sent flight plan data for the flight (the old concerned units).

The ACH/APL format (ADEXP or ICAO) that is distributed to the ATS units is not dependent on the input format. It is based on the setting defined in NM CACD.

Example An AFP sent in ADEXP format (which is the case for most AFPs since only AFPs for a missing flight plan may be sent in ICAO format) can trigger ACH/APL output in ICAO format to some ATC units an in ADEXP format to some other ATC units.

Where the IFPS receives an RQP message for a flight that has been modified by an AFP, the IFPS shall transmit an APL message to the originator of the RQP. In such cases, the IFPS shall add in the sub-field RMK the text APL IS AN FPL UPDATED BY ATC in the output message.

Note RQP messages that relate to flight plans using the EUR/PROTECTED function shall pass for manual processing by the FP staff.

Where an AFP does not associate with an existing flight plan, the IFPS shall automatically build a route to connect to the destination. Where the route generation is successful, that message shall be processed automatically for distribution as an APL; where the route generation fails, that message shall be passed for manual treatment by the IFPS.

Where an AFP associates with an existing flight plan, the IFPS shall check any route details given in the AFP against those of the existing flight plan. Should a difference be identified that cannot be automatically processed, the AFP shall fail automatic processing and be passed for manual treatment by the FP staff with the following warning message:

WARN: ACH BUILT FROM AN IAFP

Plus, any error messages that may be appropriate.

Where an AFP associates with an existing flight plan, the IFPS shall make an automatic association between the routes of the flight plan and AFP wherever possible. The association may result in inserting into the AFP route some designators such as IFR, VFR, GAT, OAT or any change of speed and level, that are present in the flight plan route.

Where necessary, the FP staff shall build a logical route to connect the AFP route as required.

In cases where an AFP is displayed for manual processing by the FP staff, it shall contain the text 'AFPEND' in the route description immediately following the point that was the last given point in the submitted AFP route. All errors associated with the route prior to the indicator 'AFPEND' are not reported. The text 'AFPEND' shall not be included in the version of the message distributed to external users.

The IFPS shall accept and process, for AFP messages, the –ARCADDR field (ADEXP format) in order to enable ATC to:

- Add the 24-bit aircraft address of the airframe when it is missing or
- Amend the 24-bit aircraft address of the airframe when it is incorrect. The change shall be transmitted in ACH/APL messages.

126.1 AFP Association

Where an AFP is submitted to the IFPS in ADEXP format, it is possible to include the IFPLID, and where this is present, the IFPS shall use it to make any necessary message association.

As a safety precaution, the IFPS shall also check that both the AFP and the associated flight in the database have the same aircraft identification (**ARCID**) and departure aerodrome (**ADEP**). If the aircraft identification and departure aerodrome are the same then the association is confirmed.

If the aircraft identification and departure aerodrome are not the same, then the IFPLID shall be dropped for message association purposes and AFP association shall be carried out as if the IFPLID is not present.

Those AFP messages submitted to the IFPS that have no IFPLID, or have an IFPLID but do not fulfil the additional association criteria, shall be associated with all flights that have an EOBT in the past or up to 30 minutes in the future compared to the AFP estimate time, and the same aircraft identification (**ARCID**), departure aerodrome (**ADEP)** and destination aerodrome (**ADES**).

126.2 General Procedures

Whenever an ACH or an APL with source AFP is presented for manual processing, the following warning and error are displayed to the FP staff:

WARN256: ACH BUILT FROM AN IAFP (or APL BUILT FROM AN IAFP)

ROUTE 303: NO VALID ROUTE FOUND TO CONNECT TO FLIGHT ROUTE.

And optionally: ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

The FP staff shall build an IFPS compliant correct route to connect the last point given in the AFP route to the original route or to the destination aerodrome (whatever is the most logical/possible) or to where that flight exits the IFPZ (if applicable).

If an IFPS compliant route is not possible, the FP staff shall force the message by ignoring the relevant error(s) and the corresponding IFP indicator(s) shall be inserted.

The route given in the AFP shall not be modified in any way (i.e. the route before the AFPEND in the ACH message).

Where the message relates to a military flight, regardless of whether the automatic route-building by the IFPS is successful or not, to allow for any necessary confirmation of diplomatic clearances, that message shall be passed to the FP staff with the a warning message attached:

ROUTE305: FLIGHT TYPE IS MILITARY. PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

The FP staff should check the flight plan history for any previously submitted flight plan related to that flight, as historical flight plan data may be used as a guideline to build the ACH/APL route.

INTENTIONALLY BLANK PAGE

127 AFP For a Missing Flight Plan

(1) General

The implementation of the AFP message for a missing flight plan is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP05 – Automatically provide AFP for missing flight plans.

(2) Requirements

An AFP message shall be sent to the IFPS automatically in ADEXP format (exceptionally, it may be in ICAO format if sent manually) by an ATC Unit where a flight plan is found to be missing.

A flight plan for a flight shall be considered to be missing when **all** the following conditions are met:

- An estimate for the flight is received by the ATC Unit.
- No flight plan information was received by that Unit from the IFPS.
- The IFPS does not hold a flight plan for that flight.

Note If the flight plan is available in IFPS, then IFPS has full flight plan information on the flight. It is very unlikely that an ATC Unit, unless it has received the flight plan information from IFPS, will have full information on the flight. Differences between the flight plan information stored in IFPS and the flight plan information sent by the ATC Unit in an AFP message will be treated by IFPS as updates to the flight plan information and processed as such. This may cause for example a possibly incorrect alteration of the flight plan equipment information.

In order to check if a flight plan for the flight is available within the IFPS, an RQP message should be sent by the ATC Unit to the IFPS where possible. Where a flight plan for that flight is held by the IFPS, the flight plan shall be returned to the originator of the RQP message.

If the IFPS does not hold a valid flight plan matching the details given in the submitted RQP, then a reject message shall be returned to the originator of that RQP. This indicates that an AFP for a missing flight plan is required.

Note RQP messages that relate to flight plans using the EUR/PROTECTED function shall pass for manual processing by the FP staff.

(3) Message Format

AFP messages for a missing flight plan may be submitted in ADEXP or ICAO FPL2012 format.

However, it is recommended to use the ADEXP format for AFP messages for a missing flight plan as well as it provides more flexibility in what concerns the content of the message. In addition, transmission of AFP messages in ADEXP format to IFPS is linked to processing of flight plan data in ADEXP format received from IFPS (FCM-ASP03). Moreover, the final aim, set in the ESSIP objectives, is to have all AFP messages transmitted to IFPS in ADEXP format.

An AFP message for a missing flight plan that is submitted to the IFPS for processing shall contain all flight plan information available for that flight with the originator ATC Centre.

The minimum information for such messages shall be:

- Message title.
- Aircraft identification.
- Type of aircraft.
- Equipment (compulsory only in ICAO format).
- Departure aerodrome.
- Estimate data.
- Route.

- Destination aerodrome.
- PBN (if R is present in the Equipment Information).

Please refer to section ATC Flight Plan Proposal Message (AFP), **(2) Requirements** for the specific requirements of each AFP field.

Note Although it is possible for the IFPS to process an AFP message in ADEXP format without the optional equipment information in that format, it is strongly recommended that all available equipment information is included in the AFP message. In particular, RVSM capabilities, 8.33 kHz and UHF equipage status should be confirmed by ATC with the pilot and included in the message.

Although the type of aircraft is normally an optional field of an AFP in ADEXP format, it is compulsory information in an AFP for a missing flight plan. Without the type of aircraft, the profile of a flight cannot be calculated by IFPS.

If not provided in the AFP message, IFPS shall assume the following information:

- Flight Rules = I
- Flight Type = G
- Communication Equipment = S
- Surveillance Equipment = S

Examples of AFP for a missing flight plan

ADEXP format:

-TITLE IAFP
-ARCID ABC123
-ARCTYP A359
-ADEP LFPG
-ESTDATA –PTID ERIXU –ETO 200417094000 –FL F270
-ROUTE N0430F290 ERIXU UN860 ETAMO
-ADES LFBO

ICAO format:

(AFP-ABC123-A359-SDE2E3FGIJ1RWY/H-LFPG-ERIXU/0940F270-N0430F290 ERIXU UN860 ETAMO-LFBO-PBN/A1B1C1D1L1O1S2)

Note In ICAO format, as the Equipment field is compulsory, the presence of R in field 10a requires the PBN information to be present (as shown in the example above).

(4) System Processing

Examples of a message sequence: AFP – APL

AFP in ADEXP format:

-TITLE IAFP
-ARCID ABC123
-ARCTYP A359
-ADEP LFPG
-ESTDATA –PTID ERIXU –ETO 200417094000 –FL F270
-ROUTE N0430F290 ERIXU UN860 ETAMO
-ADES LFBO

APL output by the IFPS in ADEXP format after a route has been constructed (by IFPS or by FP staff) to connect the last point given in the AFP ROUTE field to the destination:

-TITLE IAPL
-BEGIN ADDR
    -FAC CFMUTACT

-FAC EDDAYGCD
-FAC LFFFSTIP
-FAC LFBOZPZX
-FAC LFYNZPZX
-END ADDR
-ADEP LFPG
-ADES LFBO
-ARCID ABC123
-ARCTYP A359
-CEQPT S
-EOBD 200417
-EOBT 0932
-FILTIM 170941
-IFPLID AT00127879
-SEQPT S
-WKTRC H
-IFP 833UNKNOWN RVSMUNKNOWN
-SRC AFP
-TTLEET 0053
-RFL F290
-SPEED N0430
-FLTRUL I
-FLTTYP G
-ROUTE N0430F290 ERIXU **UN860 EVPOK UN859 NARAK**
-ESTDATA -PTID ERIXU -ETO 200417094000 -FL F270
-BEGIN RTEPTS
-PT -PTID LFPG -FL F004 -ETO 200417093205
-PT -PTID ERIXU -FL F270 -ETO 200417094000
-PT -PTID ERTOK -FL F290 -ETO 200417094414
-PT -PTID ETAMO -FL F290 -ETO 200417095025
-PT -PTID GUERE -FL F290 -ETO 200417095604
-PT -PTID ETENU -FL F290 -ETO 200417100102
-PT -PTID EVPOK -FL F290 -ETO 200417100322
-PT -PTID NARAK -FL F135 -ETO 200417101504
-PT -PTID LFBO -FL F005 -ETO 200417102825
-END RTEPTS
-ATSRT UN860 ERIXU EVPOK
-ATSRT UN859 EVPOK NARAK

Note The Equipment information (see fields CEQPT and SEQPT above) states respectively S and S because the AFP was received in ADEXP format and did not contain the equipment information. S and S are inserted by IFPS, being the default values when the equipment is absent in the AFP in ADEXP format.

AFP in ICAO format:

(AFP-ABC123-A359-SDE2E3FGIJ1RWY/H-LFPG-ERIXU/0940F270-N0430F290 ERIXU UN860 ETAMO-LFBO-PBN/A1B1C1D1L1O1S2)

APL output by the IFPS in ICAO format after a route has been constructed (by IFPS or by FP staff) to connect the last point given in the AFP ROUTE field, to the destination:

(APL-ABC123-IG
-A359/H-SDE2E3FGIJ1RWY/H
-LFPG0932
-ERIXU/0940F270
-N0430F290 ERIXU **UN860 EVPOK UN859 NARAK**
-LFBO0053

-PBN/A1B1C1D1L1O1S2 DOF/200417 SRC/AFP)

Upon receipt of an AFP message for a missing flight plan, the IFPS shall build an APL message. Any errors (for example, RAD or CDR errors) related to the cleared route given in the submitted AFP shall be automatically ignored by the IFPS.

Where the equipment information is not included (only possible in AFP in ADEXP format) in the message submitted to the IFPS, then the IFPS shall assume the following information:

- Flight rules = **I**
- Flight type = **G**
- Communications equipment = **S**
- Surveillance equipment = **S**

If the system, using the Propose Route Function, fails to automatically create a route to the destination, then the APL will be presented for manual processing with the warning and error:

WARN259: APL BUILT FROM AN IAFP

ROUTE303: NO VALID ROUTE FOUND TO CONNECT TO FLIGHT ROUTE.

If the system, using the Propose Route Function finds automatically a route to the destination, then the APL will be presented for manual processing with the warning and error:

WARN259: APL BUILT FROM AN IAFP

(Optional) ROUTE41: PLEASE CHECK NAS OF GENERATED ROUTE: <List of NAS>.

128 AFP for a Change of Route

(1) General

The implementation of the AFP message for a change of route is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP06 – Automatically provide AFP message for a change of route.

(2) Requirements

Coordination between ATC units and transfer of flights are handled over COPs (Coordination Points). COPs are either:

- A point on an airway that is "on" or "near" the ATC unit AOR border (fixed COP), commonly used when the conventional ATS route network exists, or
- A point covering an area along the ATC unit AOR border (area COP/floating COP), commonly used in Free Route environment.

An AFP for a change of route shall be sent automatically in ADEXP format by an ATC unit:

When the COP changes (fixed COP or area COP) and the next downstream ATC unit is new when compared to the flight plan route.

In cross border Free Route context, the last point of the AFP route shall not be expressed by geographical coordinates or point/bearing distance if

- This is not allowed in FRA operations (see AIP) or if
- The point is located on the outer border of the Free Route Airspace.

Example 1: conventional ATS route network environment, no AFP required

Flight Plan route is: …A AWY1 E AWY2 F…

Flight Plan has been addressed by IFPS to ATC units: 1,2,3.

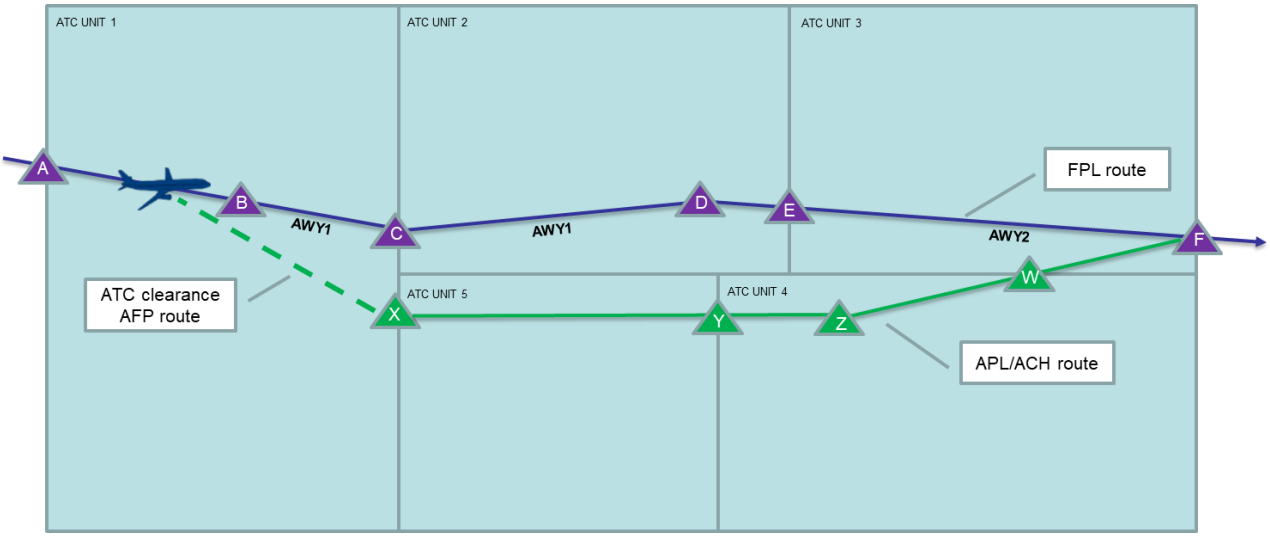
From its current position, the flight receives an ATC clearance to point X.

The fixed COP from ATC unit 1 changes (from C to X), **but** the next downstream ATC unit is not new when compared to the Flight Plan route, therefore **no AFP is required**.

The trajectory change is handled by OLDI messages.

When ATC unit 2 takes control of the flight, the latest Flight Plan data it has received indicates an exit COP at point E. Either the flight path re-connects to the original Flight Plan route within ATC unit 2 or it does not re-connect (and the exit COP changes) in which case the same requirements apply.

Example 2: conventional ATS route network environment, AFP required



Flight Plan route is: …A AWY1 E AWY2 F…

Flight Plan has been addressed by IFPS to ATC units: 1,2,3.

From its current position, the flight receives an ATC clearance to point X.

The fixed COP from ATC unit 1 changes (from C to X), **and** the next downstream ATC unit is **new** when compared to the Flight Plan route, therefore an **AFP is required**.

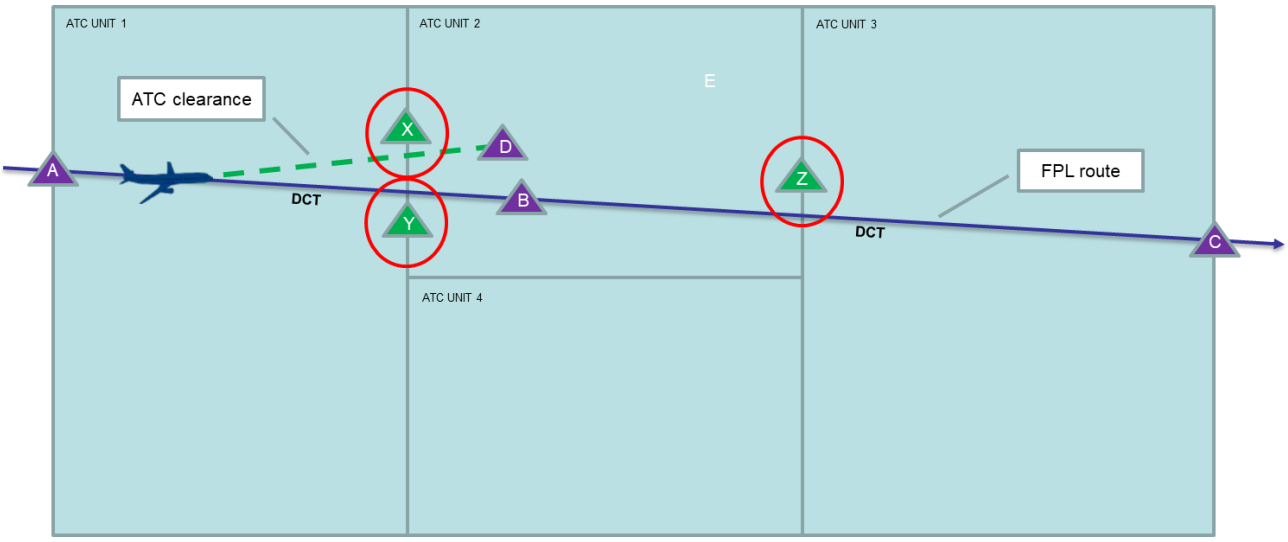
From the end of the clearance limit (last point in the AFP route, in this example point X), IFPS builds a route that either re-connects to the Flight Plan route (as in the above example) or all the way to destination.

IFPS addresses Flight Plan data to ATC units 4 and 5 by means of an APL message.

IFPS addresses update to the Flight Plan data to ATC units 2 and 3 by means of an ACH message.

From the moment the APL/ACH have been received and treated Y and W become the new fixed COP respectively from ATC units 5 and 4 and in case of any further change, the same requirements shall apply.

Example 3: cross-border Free Route airspace environment, no AFP required



Flight Plan route is: …FRA entry point A DCT FRA Intermediate point B DCT FRA EXIT point C…

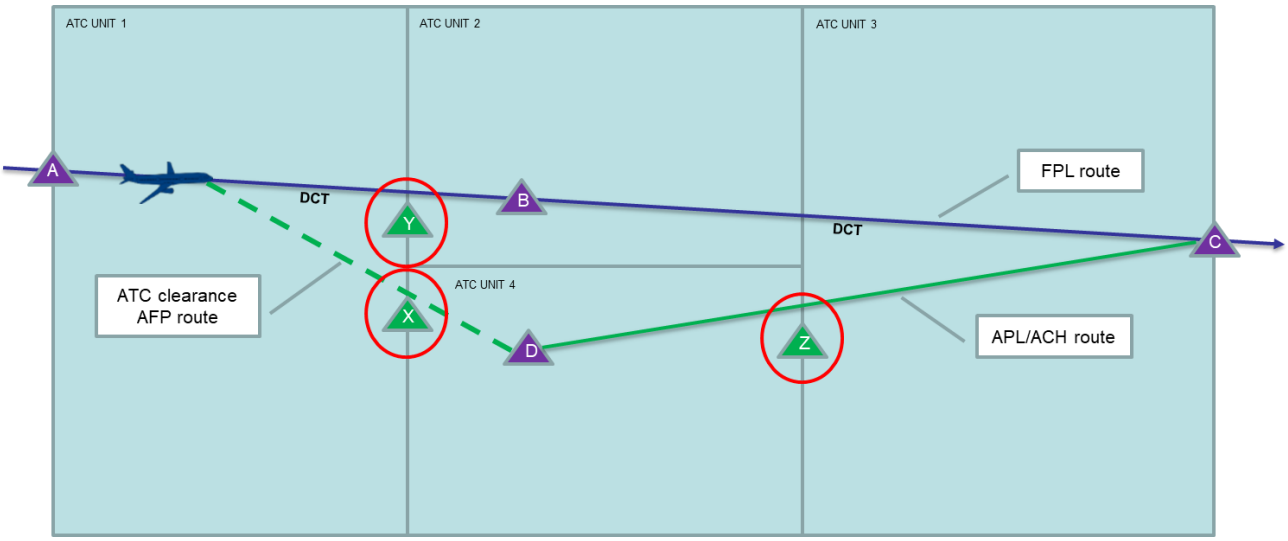
Flight Plan has been addressed by IFPS to ATC units: 1,2,3.

From its current position, the flight receives an ATC clearance to FRA intermediate point D.

The area COP from ATC unit 1 changes (from Y to X), **but** the next downstream ATC unit is **not new** when compared to the Flight Plan route, therefore **no AFP is required**.

When ATC unit 2 takes control of the flight, the latest Flight Plan data it has received implies an exit area COP at point Z. Either the flight path re-connects to the original FPL route within ATC unit 2 or it does not re-connect (and the exit COP may change) in which case the same requirements apply.

Example 4: cross-border Free Route airspace environment, AFP required



Flight Plan route is: …FRA entry point A DCT FRA Intermediate point B DCT FRA EXIT point C…

Flight Plan has been addressed by IFPS to ATC units: 1,2,3.

From its current position, the flight receives an ATC clearance to FRA intermediate point D.

The area COP from ATC unit 1 changes (from Y to X) **and** the next downstream ATC unit is **new** when compared to the Flight Plan route, therefore an **AFP is required**.

From the end of the clearance limit (last point in the AFP route, in this example point D), IFPS builds a route that either re-connects to the Flight Plan route (as in the above example) or all the way to destination.

IFPS addresses Flight Plan data to ATC unit 4 by means of an APL message.

IFPS addresses update to the Flight Plan data to ATC units 2 and 3 by means of an ACH message.

From the moment the APL/ACH have been received and treated, Z becomes the new area COP from ATC unit 4 and in case of any further change, the same requirements shall apply.

(3) Message Format

AFP messages for a change of route may only be submitted in ADEXP format (IAFP).

An IAFP for a change of route that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Departure aerodrome.
- Estimate data.
- Route.
- Destination aerodrome.

Please refer to section ATC Flight Plan Proposal Message (AFP), ***(2) Requirements*** for the specific requirements of each AFP field.

Example of an AFP for a change of route

-TITLE IAFP
-ARCID ABC123
-ADEP LFPG
-ESTDATA –PTID OKEKO –ETO 200415122528 –FL F270
-ROUTE N0430F290 OKEKO UL612 MOU UL178 LESPI
-ADES LFBO

(4) System Processing

Example of a message sequence: FPL – AFP – ACH/APL

Original flight plan:

(FPL-ABC123-IS
-A359/M-SDE2E3FGIJ1RWY/H
-LFPG0545
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK
-LFBO0058
-PBN/A1B1C1D1L1O1S2 DOF/200424 REG/FGFVA)

AFP submitted to the IFPS for processing:

-TITLE IAFP
-ARCID ABC123
-ADEP LFPG
-ESTDATA -PTID OKEKO -ETO 200424061015 -FL F270
-ROUTE N0430F290 OKEKO UL612 MOU UL178 LESPI
-ADES LFBO

ACH output by the IFPS in ICAO format:

(ACH-ABC123-LFPG0545-LFBO-DOF/200424-14/OKEKO/0610F270
-15/N0430F290 OKEKO UL612 MOU UL178 LESPI DCT LERGA UN869 NARAK
-18/PBN/A1B1C1D1L1O1S2 DOF/200424 REG/FGFVA IFP/ERROUTE MODESASP
SRC/AFP)

Note In the above example, IFPS was not able to find automatically a route from LESPI either to reconnect to the original nor to the destination. Therefore, the ACH went for manual processing. As it was not possible to find an IFPS compliant route, the FP staff force the message through (error on DCT segment LESPI-LERGA) and inserted the relevant IFP indicator [see section General Procedures].

ACH output by the IFPS in ADEXP format:

-TITLE IACH
-BEGIN ADDR
  -FAC CFMUTACT
  -FAC EDDAYGCD
  -FAC LSASZQZG
  -FAC LFFFZGZX
  -FAC LFFFSTIP
  -FAC LFMMZGZX
  -FAC LFBOZPZX
  -FAC LFYNZPZX
-END ADDR
-ADEP LFPG
-ADES LFBO
-ARCID ABC123
-ARCTYP A359
-CEQPT SDE2E3FGIJ1RWY

-EOBD 200424
-EOBT 0545
-FILTIM 240611
-IFPLID AT00208564
-SEQPT H
-WKTRC H
-IFP ERROUTE MODESASP
-PBN A1B1C1D1L1O1S2
-REG FGFVA
-SRC AFP
-TTLEET 0058
-RFL F290
-SPEED N0430
-FLTRUL I
-FLTTYP S
-ROUTE N0430F290 OKEKO UL612 MOU UL178 LESPI DCT LERGA UN869 NARAK
-ESTDATA -PTID OKEKO -ETO 200424061000 -FL F270
-BEGIN RTEPTS
    -PT -PTID LFPG -FL F004 -ETO 200424055717
    -PT -PTID OKEKO -FL F270 -ETO 200424061000
    -PT -PTID OKEPI -FL F290 -ETO 200424061333
    -PT -PTID OKIRA -FL F290 -ETO 200424061441
    -PT -PTID MOU -FL F290 -ETO 200424061733
    -PT -PTID OMANI -FL F290 -ETO 200424061949
    -PT -PTID LESPI -FL F290 -ETO 200424062254
    -PT -PTID LERGA -FL F290 -ETO 200424063008
    -PT -PTID MOKDI -FL F290 -ETO 200424063426
    -PT -PTID MINSO -FL F290 -ETO 200424063605
    -PT -PTID ROMAK -FL F234 -ETO 200424063937
    -PT -PTID NASEP -FL F200 -ETO 200424064143
    -PT -PTID NARAK -FL F133 -ETO 200424064609
    -PT -PTID LFBO -FL F005 -ETO 200424065932
-END RTEPTS
-ATSRT UL612 OKEKO MOU
-ATSRT UL178 MOU LESPI
-DCT LESPI LERGA
-ATSRT UN869 LERGA NARAK

APL output by the IFPS in ADEXP format (to the new ATS units following the re-connection from the end of the clearance limit i.e. LESPI to the first point of the STAR i.e. NARAK):

-TITLE IAPL
-BEGIN ADDR
    -FAC CFMUTACT
    -FAC EDDAYGCD
    -FAC **LSASZQZG**
    -FAC LFFFZGZX
    -FAC LFFFSTIP
    -FAC **LFMMZGZX**
    -FAC LFBOZPZX
    -FAC LFYNZPZX
-END ADDR
-ADEP LFPG
-ADES LFBO
-ARCID ABC123
-ARCTYP A359

-CEQPT SDE2E3FGIJ1RWY
-EOBD 200424
-EOBT 0545
-FILTIM 240611
-IFPLID AT00208564
-SEQPT H
-WKTRC H
-IFP ERROUTE MODESASP
-PBN A1B1C1D1L1O1S2
-REG FGFVA
-SRC AFP
-TTLEET 0058
-RFL F290
-SPEED N0430
-FLTRUL I
-FLTTYP S
-ROUTE N0430F290 OKEKO UL612 MOU UL178 LESPI DCT LERGA UN869 NARAK
-ESTDATA -PTID OKEKO -ETO 200424061000 -FL F270
-BEGIN RTEPTS
    -PT -PTID LFPG -FL F004 -ETO 200424055717
    -PT -PTID OKEKO -FL F270 -ETO 200424061000
    -PT -PTID OKEPI -FL F290 -ETO 200424061333
    -PT -PTID OKIRA -FL F290 -ETO 200424061441
    -PT -PTID MOU -FL F290 -ETO 200424061733
    -PT -PTID OMANI -FL F290 -ETO 200424061949
    -PT -PTID LESPI -FL F290 -ETO 200424062254
    -PT -PTID LERGA -FL F290 -ETO 200424063008
    -PT -PTID MOKDI -FL F290 -ETO 200424063426
    -PT -PTID MINSO -FL F290 -ETO 200424063605
    -PT -PTID ROMAK -FL F234 -ETO 200424063937
    -PT -PTID NASEP -FL F200 -ETO 200424064143
    -PT -PTID NARAK -FL F133 -ETO 200424064609
    -PT -PTID LFBO -FL F005 -ETO 200424065932
-END RTEPTS
-ATSRT UL612 OKEKO MOU
-ATSRT UL178 MOU LESPI
-DCT LESPI LERGA
-ATSRT UN869 LERGA NARAK

129 AFP for a Change of Aircraft Type

(1) General

The implementation of the AFP message for a change of aircraft type is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP13 – Automatically provide AFP messages for a change of aircraft type.

(2) Requirements

An AFP message shall be sent to IFPS automatically in ADEXP format by an ATC Centre when that centre has identified that a flight is operated with another aircraft type when compared to the one indicated in the last flight plan data received from the IFPS.

(3) Message Format

AFP messages for a change of aircraft type may only be submitted in ADEXP format (IAFP).

An IAFP message for a change of aircraft type that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Type of aircraft.
- Departure aerodrome.
- Destination aerodrome.

Please refer to section ATC Flight Plan Proposal Message (AFP), ***(2) Requirements*** for the specific requirements of each AFP field.

Normally, the aircraft equipment should also change together with the aircraft type. It is required that when a change of aircraft type is noted, the aircraft equipment is also confirmed by the originating ATC unit, and is included in the AFP message. At least the following equipment and capabilities should be confirmed where possible:

- 8.33 kHz equipment status.
- UHF equipment status.
- RVSM approval status.
- PBN if CEQPT contains the letter 'R'.

Example of an AFP with a change of aircraft type where the equipment does not change

-TITLE IAFP
-ARCID ABC123
-**ARCTYP A35K**
-ADEP LFPG
-ADES LFBO

Example of an AFP with a change of aircraft type and change of aircraft equipment as well as an update to the PBN field:

-TITLE IAFP
-ARCID ABC123
-**ARCTYP A35K**
-BEGIN EQCST
-EQPT **E3/NO**
-END EQCST
-ADEP LFPG

-**PBN** A1B1C1**D1**L1O1S2
-ADES LFBO

(4) System Processing

Example of a message sequence: FPL – AFP – ACH

Original flight plan:

(FPL-ABC123-IS
-A359/M-SDE2E3FGIJ1RWY/H
-LFPG1200
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK
-LFBO0058
-PBN/A1B1C1D2L1O1S2 DOF/200415 REG/FGFVA)

AFP submitted to the IFPS for processing (for a change of aircraft type without change of equipment):

-TITLE IAFP
-ARCID ABC123
-**ARCTYP A35K**
-ADEP LFPG
-ADES LFBO

ACH output by the IFPS in ICAO format:

(ACH-ABC123-LFPG1200-LFBO-DOF/200415-9/**A35K**/H-14/ETAMO/1247F290
-16/LFBO0101-18/PBN/A1B1C1D2L1O1S2 DOF/200420 REG/FGFVA SRC/AFP)

AFP submitted to the IFPS for processing for a change of aircraft type and a change of equipment well as an update to the PBN field:

-TITLE IAFP
-ARCID ABC123
-**ARCTYP A35K**
-BEGIN EQCST
-EQPT **E3/NO**
-END EQCST
-ADEP LFPG
-**PBN** A1B1C1**D1**L1O1S2
-ADES LFBO

ACH output by the IFPS in ICAO format:

(ACH-ABC123-LFPG1200-LFBO-DOF/200415-9/**A35K**/H-10/SD**E2F**GIJ1RWY/H-
14/ETAMO/1247F290
-18/PBN/A1B1C1**D1**L1O1S2 DOF/200415 REG/FGFVA SRC/AFP)

Where the AFP does not contain the Estimate field, IFPS shall calculate and output an Estimate based on the current time by taking the next point in the profile with its ETO and FL.

Where an aircraft type is updated by an AFP message, the IFPS shall recalculate the profile of that flight using the performance characteristics of that new aircraft type. Should the revised profile contain errors such as RAD or route availability, the FP staff shall force that message through manual processing and attach the appropriate IFP indicators.

Where an aircraft type is updated by an AFP message, but no update to the aircraft equipment is included, the IFPS shall retain the equipment information in the existing flight plan.

130 AFP for a Change of Flight Rules (IFR/VFR)

(1) General

The implementation of the AFP message for a change of flight rules or flight type is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP08 – Automatically provide AFP message for a change of flight rules or flight type.

(2) Requirements

An AFP message shall be sent to the IFPS automatically in ADEXP format by an ATC Centre when the flight rules of a flight for part or the whole route are changed when compared with the flight rules indicated in the last flight plan data information received from the IFPS.

The AFP message shall contain the new flight rules of that flight.

(3) Message Format

AFP messages for a change of flight rules may only be submitted in ADEXP format (IAFP).

An IAFP message for a change of flight rules that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Flight rules.
- Departure aerodrome.
- Estimate data.
- Route.
- Destination aerodrome.

Please refer to section ATC Flight Plan Proposal Message (AFP), ***(2) Requirements*** for the specific requirements of each AFP field.

The route information shall include the appropriate flight rules indicators (**IFR/VFR**) and any necessary associated speed or level information inserted at the point at which the change is planned to take place.

Multiple possible scenarios may be covered by an AFP for a change of flight rules. Examples:

- Insertion of a VFR portion inside a fully IFR flight plan.
- A change to VFR for the remainder of the flight (see Note) as in the example below.

Note IFPS shall consider the AFP route as valid and flown as indicated in the AFP message. IFPS will therefore accept a flight that will penetrate closed airspaces, fly along closed routes and against RAD restrictions on the AFP route.

That is the reason why it is expected that the change of flight rules takes place within the same ATC unit as the AFP originator ATC unit or the ATC unit directly downstream of the AFP originator ATC unit (in which there was a coordination between these two ATC units).

Example of an AFP with a change of flight rules

-TITLE IAFP
-ARCID ABC456
-FLTRUL Y
-ADEP LFSB
-ESTDATA –PTID LUL –ETO 200420091134 –FL F180
-ROUTE N0220F180 TORPA V40 LUL G4 **RLP VFR**
-ADES LFJL

The ROUTE field may also contain an **RFL** information at the point where the change of flight rules takes place. All the possible formats are covered in section Visual Flight Rules (VFR) under **(3) Message Format**.

(4) System Processing

Example of a message sequence: FPL – AFP – ACH

Original flight plan:

(FPL-ABC456-IS
-BE20/H-SDGRWY/C
-LFSB0845
-N0220F180 TORPA V40 LUL G4 RLP G21 MONCE
-LFJL0040
-PBN/B2D2 REG/FGFAF DOF/200420)

AFP submitted to the IFPS for processing (indicating a change to VFR at the end of the flight):

-TITLE IAFP
-ARCID ABC456
-**FLTRUL Y**
-ADEP LFSB
-ESTDATA –PTID LUL –ETO 200420091134 –FL F180
-ROUTE N0220F180 TORPA V40 LUL G4 **RLP VFR**
-ADES LFJL

ACH output by the IFPS in ICAO format:

(ACH-ABC456-LFSB0845-LFJL-DOF/200420-8/YS-14/LUL/0911F180
-15/N0220F180 TORPA V40 LUL G4 **RLP VFR**-18/PBN/B2D2 DOF/200420 REG/FGFAF SRC/AFP)
Upon successful processing of an ACH for a change of flight rules, IFPS shall distribute an ACH to all ATC Units concerned with the flight that are situated downstream of the estimate point in the AFP, but not to the originator of the AFP message.

131 AFP for a Change of Flight Type

1) General

The implementation of the AFP message for a change of flight rules or flight type is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP08 – Automatically provide AFP message for a change of flight rules or flight type.

(2) Requirements

An AFP message shall be sent to IFPS automatically in ADEXP by an ATC Centre when the flight type of a flight for a part or the whole route are changed when compared with the flight type indicated in the last flight plan data information received from the IFPS.

Note This requirement does not refer to a change to the type of flight information held in Item 8: Flight Rules and Type of Flight of a flight plan, but to a change of the type of flight that may be indicated in the route field with the designators OAT and/or GAT.

(3) Message Format

AFP messages for a change of flight type may only be submitted in ADEXP format (IAFP).

An IAFP message for a change of flight type that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Departure aerodrome.
- Estimate data.
- Route.
- Destination aerodrome.

Please refer to section ATC Flight Plan Proposal Message (AFP), **(2) Requirements** for the specific requirements of each AFP field.

The route information shall include the appropriate flight type change indicators (OAT/GAT) and any necessary associated speed or level information inserted at the point at which the change is planned to take place.

Multiple possible scenarios may be covered by an AFP for a change of flight type. Examples:

- Insertion of an OAT portion inside a fully GAT flight plan (as in the example below).
- A change to OAT for the remainder of the flight (see Note below).

Note IFPS shall consider the AFP route as valid and flown as indicated in the AFP message. IFPS will therefore accept a flight that will penetrate closed airspaces, fly along closed routes and against RAD restrictions on the AFP route.

That is the reason why it is expected that the change of flight type takes place within the same ATC unit as the AFP originator ATC unit or the ATC unit directly downstream of the AFP originator ATC unit (in which there was a coordination between these two ATC units).

Example of an AFP with a change of flight type

-TITLE IAFP
-ARCID AF123
-ADEP ETAR
-ESTDATA –PTID GTQ –ETO 200420121800 –FL F070

-ROUTE TOLEY2W TOMPI **OAT** Z818 MAKOT/N0320F180 G21 GTQ/N0320F230 **GAT**
-ADES LICZ

(4) System Processing

Example of a message sequence: FPL – AFP – ACH

Original flight plan:

(FPL-AF123-IM
-C30J/M-SDFGHIRTUWXY/H
-ETAR1200
-N0320F070 TOLEY2W TOMPI Z818 MAKOT/N0320F180 G21 GTQ/N0320F230 UN852 GILIR/N0320F250 DCT MILPA UN852 GIRKU Z532 VANAS UM730 ATMAD M730 TOP L50 ELB M729 PNZ Q789 VAKOR N982 LIBRO
-LICZ0312
-STS/STATE PBN/A1B2B5C2C4D2D4 DOF/200420)

AFP submitted to the IFPS for processing (inserting an OAT portion):

-TITLE IAFP
-ARCID AF123
-ADEP ETAR
-ESTDATA –PTID GTQ –ETO 200420121800 –FL F070
-ROUTE TOLEY2W TOMPI **OAT** Z818 MAKOT/N0320F180 G21 GTQ/N0320F230 **GAT**
-ADES LICZ

ACH output by the IFPS in ICAO format:

(ACH-AF123-ETAR1200-LICZ-DOF/200420-14/GTQ/1216F070
-15/N0320F070 TOLEY2W SARRI **OAT** Z818 MAKOT/N0320F180 G21 GTQ/N0320F230 **GAT** UN852 GILIR/N0320F250 DCT MILPA UN852 GIRKU Z532 VANAS UM730 ATMAD M730 TOP L50 ELB M729 PNZ Q789 VAKOR N982 LIBRO
-18/STS/STATE PBN/A1B2B5C2C4D2D4 DOF/200420 ORGN/…….. SRC/AFP)
Upon successful processing of an ACH for a change of flight rules, IFPS shall distribute an ACH to all ATC Units concerned with the flight that are situated downstream of the estimate point in the AFP, but not to the originator of the AFP message.

132 AFP for Diversion

1) General

The implementation of the AFP message for a diversion is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP07 – Automatically provide AFP message for a diversion.

(2) Requirements

An AFP message shall be sent to IFPS automatically in ADEXP format by an ATC Centre when there is a change to the destination aerodrome indicated in the last message received from the IFPS.

(3) Message Format

AFP messages for a change of destination may only be submitted in ADEXP format (IAFP).

An IAFP for a change of destination that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Departure aerodrome.
- Estimate data.
- Route.
- Original destination aerodrome.
- New destination aerodrome.

Please refer to section ATC Flight Plan Proposal Message (AFP), ***(2) Requirements*** for the specific requirements of each AFP field.

The new destination aerodrome shall be included in the ADEXP primary field ADES.

The original destination aerodrome shall be included in the ADEXP primary field ADESOLD.

In case a flight is subject to multiple diversions, all related diversion AFP messages shall contain in the ADESOLD field the original destination aerodrome, as provided in the original filed flight plan, for message association purposes.

If used, the DESTZ ADEXP field shall contain the name of the new destination aerodrome.

The route field shall contain the route segment planned to be flown inside the airspace of the originating ATC Unit towards the new destination aerodrome.

Example of an IAFP for diversion

-TITLE IAFP
-ARCID ABC123
-ADEP LFPG
-ESTDATA -PTID TOU -ETO 200421095000 -FL F120
-ROUTE N0398F290 NARAK DCT TOU
-**ADES LFBT**
-**ADESOLD LFBO**

(4) System Processing

Example of a message sequence: FPL – AFP – ACH/APL – AFP – ACH/APL

Original flight plan:

(FPL-ABC123-IS
-A359/M-SDE2E3FGIJ1RWY/H
-LFPG0900
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK
-**LFB**O0058
-PBN/A1B1C1D1L1O1S2 DOF/200421 REG/FGFVA)

AFP submitted to the IFPS for processing:

-TITLE IAFP
-ARCID ABC123
-ADEP LFPG
-ESTDATA -PTID TOU -ETO 200421095000 -FL F120
-ROUTE N0398F290 NARAK DCT TOU
-**ADES LFBT**
-**ADESOLD LFBO**

ACH in ICAO format output by IFPS:

(ACH-ABC123-LFPG0900**-LFBO**-DOF/200421-14/TOU/0950F120
-15/N0398F290 ERIXU UN860 EVPOK UN859 NARAK DCT TOU-**16/LFBT**0107
-18/PBN/A1B1C1D1L1O1S2 DOF/200421 REG/FGFVA IFP/MODESASP SRC/AFP
SRC/DIV LFBO)

APL in ICAO format output by IFPS:

(**APL**-ABC123-IS
-A359/H-SDE2E3FGIJ1RWY/H
-LFPG0900
-TOU/0950F120
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK DCT TOU
-**LFBT**0107
-PBN/A1B1C1D1L1O1S2 DOF/200421 REG/FGFVA IFP/MODESASP SRC/AFP **SRC/DIV LFBO**)

AFP submitted to the IFPS for processing (for a further diversion):

-TITLE IAFP
-ARCID ABC123
-ADEP LFPG
-ESTDATA -PTID TOU -ETO 200421095200 -FL F120
-ROUTE N0398F290 TOU DCT MIRBA
-**ADES LFBD**
-**ADESOLD LFBO**
The ADESOLD shall remain the ADES of the original flight plan. This is for association purposes of the AFP to the correct flight plan.

ACH in ICAO format output by IFPS:

(ACH-ABC123-LFPG0900-LFBO-DOF/200421-14/TOU/0952F120
-15/N0398F290 ERIXU UN860 EVPOK UN859 NARAK DCT TOU DCT MIRBA-**16/LFBD0107**
-18/PBN/A1B1C1D1L1O1S2 DOF/200421 REG/FGFVA IFP/MODESASP SRC/AFP
SRC/DIV LFBO)

APL in ICAO format output by IFPS:

(**APL**-ABC123-IS
-A359/H-SDE2E3FGIJ1RWY/H
-LFPG0900
-TOU/0952F120
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK DCT TOU DCT MIRBA
-**LFBD**0121
-PBN/A1B1C1D1L1O1S2 DOF/200421 REG/FGFVA IFP/MODESASP SRC/AFP **SRC/DIV LFBO**)

133 AFP for a Change of Aircraft Equipment

(1) General

The implementation of the AFP message for a change of aircraft equipment is covered in the European Master Plan Level 3 under the following reference:

FCM03-ASP08 – Automatically provide AFP messages for a change of aircraft equipment.

(2) Requirements

An AFP message shall be sent to the IFPS automatically in ADEXP format by an ATC Centre when the aircraft equipment is different when compared with the one indicated in the last flight plan data received from the IFPS.

Changes to any of the equipment information corresponding to the ICAO Field Type 10a and 10b may be transmitted.

(3) Message Format

AFP messages for a change of aircraft equipment may only be submitted in ADEXP format (IAFP).

An IAFP message for a change of aircraft equipment that is submitted to the IFPS for processing shall contain at least the following information:

- Message title.
- Aircraft identification.
- Revised aircraft equipment.
- Departure aerodrome.
- Destination aerodrome.

Please refer to section ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP), (2) Requirements for the specific requirements of each AFP field.

The revised aircraft equipment shall start by –BEGIN EQCST and finish by –END EQCST and in between, each addition of deletion of equipment when compared to the equipment of the stored flight plan shall be preceded by -EQPT or -SUREQPT.

For a change of equipment corresponding to ICAO Field Type 10a the format is as follows:

-EQPT Equipment Designator/Status

The status can be: NO for NO, EQ for Equipped or UN for Unknown

The communication and navigation equipment can be amended by designator **where the entries shall state only the changes required (addition, deletion of a designator or status unknown).**

Example

-EQPT W/UN -EQPT R/NO -EQPT Y/EQ

For a change of equipment corresponding to ICAO Field Type 10b, the surveillance is classified by class with specific designators in each class as follows:

Class	Designators
A	A, C
S	E, H, I, L, P, S, X
ADSB	B1, B2, U1, U2, V1, V2

ADSC	D1, G1

The surveillance equipment can be amended by class **where the designators specified shall state the desired values and not the changes.** There shall be only one entry by class.

The format is as follows:

-SUREQPT Class/Status/Equipment Designator (if required by the status)

The status can be: NO for NO, EQ for Equipped or UN for Unknown

Examples:

-SUREQPT ADSB/NO (would remove all ADSB values, in this case the flight has no ADSB equipment.)

-SUREQPT S/EQ/EH

-SUREQPT ADSC/EQ/D1

Example of an AFP with a change of equipment corresponding to ICAO Item 10a and 10b

-TITLE IAFP
-ARCID ABC456
-BEGIN EQCST
-EQPT E3/NO
-EQPT E2/EQ
-SUREQPT S/EQ/H
-SUREQPT ADSB/EQ/B1
-END EQCST
-ADEP LFPG
-ADES LFBO

(4) System Processing

Example of a message sequence: FPL – AFP – ACH

Original flight plan:

(FPL-ABC456-IS
-A359/M-SDE3FGIJ1RWY/HG1
-LFPG0900
-N0398F290 ERIXU UN860 EVPOK UN859 NARAK
-LFBO0058
-PBN/A1B1C1D1L1O1S2 DOF/200422 REG/FGFVA)

AFP submitted to the IFPS for processing:

-TITLE IAFP
-ARCID ABC456
-BEGIN EQCST
-EQPT E3/NO
-EQPT E2/EQ
-SUREQPT S/EQ/EH
-SUREQPT ADSB/EQ/B1V1
-SUREQPT ADSC/NO
-END EQCST
-ADEP LFPG
-ADES LFBO

ACH in ICAO format output by the IFPS:

(ACH-ABC456-LFPG0900-LFBO-DOF/200422-10/SD**E2**FGIJ1RWY/**EHB1**-14/ETAMO/0946F290
-16/LFBO0101
-18/PBN/A1B1C1D1L1O1S2 DOF/200422 REG/FGFVA IFP/MODESASP SRC/AFP)

ACH in ADEXP format output by the IFPS:

-TITLE IACH
-BEGIN ADDR
    -FAC CFMUTACT
    -FAC EDDAYGCD
    -FAC LFFFSTIP
    -FAC LFFFZGZX
    -FAC LFBOZPZX
    -FAC LFYNZPZX
-END ADDR
-ADEP LFPG
-ADES LFBO
-ARCID ABC456
-ARCTYP A359
-CEQPT SD**E2**FGIJ1RWY
-EOBD 200422
-EOBT 0900
-FILTIM 220801
-IFPLID AT00147722
-SEQPT **EHB1**
-WKTRC H
-IFP MODESASP
-PBN A1B1C1D1L1O1S2
-REG FGFVA
-SRC AFP
-TTLEET 0101
-RFL F290
-SPEED N0398
-FLTRUL I
-FLTTYP S
-ROUTE N0398F290 ERIXU UN860 EVPOK UN859 NARAK
-ESTDATA -PTID ETAMO -ETO 200422094638 -FL F290
-BEGIN RTEPTS
    -PT -PTID LFPG -FL F004 -ETO 200422092644
    -PT -PTID ERIXU -FL F250 -ETO 200422093517
    -PT -PTID ERTOK -FL F290 -ETO 200422093958
    -PT -PTID ETAMO -FL F290 -ETO 200422094638
    -PT -PTID GUERE -FL F290 -ETO 200422095244
    -PT -PTID ETENU -FL F290 -ETO 200422095807
    -PT -PTID EVPOK -FL F290 -ETO 200422100038
    -PT -PTID NARAK -FL F135 -ETO 200422101317
    -PT -PTID LFBO -FL F005 -ETO 200422102750
-END RTEPTS
-ATSRT UN860 ERIXU EVPOK
-ATSRT UN859 EVPOK NARAK

Where the AFP does not contain the Estimate field, IFPS shall calculate and output an Estimate based on the current time by taking the next point in the profile with its ETO and FL.

Where an IAFP for a change of equipment is submitted to the IFPS for processing, the IFPS shall calculate a new flight profile and compare it with the new equipment. Compliance with RVSM and

8.33 kHz requirements shall be confirmed, with that IAFP failing automatic processing where the requirements are not fully met.

134 Flight Notification Message (FNM)

(1) General

The Flight Notification Message (**FNM**) is an estimate message transmitted by Gander OACC for those flights entering the North Atlantic airspace via Gander. The message is automatically generated at the oceanic entry point where the oceanic clearance is issued for that flight, and gives the complete oceanic routeing, with an estimate for the oceanic exit point.

Where an FNM is received, the IFPS shall associate the message with any existing relevant flight plan. In the event that the route details given in the FNM differ from those given in the original flight plan, or where no associated flight plan exists with the IFPS, the system shall automatically build a route to connect to the destination. Where this fails, the message shall be passed to the FP staff for manual correction.

The IFPS shall not distribute messages with title FNM; information submitted to the IFPS in the form of FNM shall be distributed as APL or ACH only, with source given as FNM.

The Aircraft Operator Control Centre (**AOCC**) shall receive an ACK message (containing a copy of the ACH) whenever an FNM associates with an existing flight plan and the resulting ACH contains a route different from the last filed FPL. The AOCC shall also receive an ACK message (containing a copy of the APL) where the FNM does not have a flight plan in the IFPS with which to associate.

(2) Requirements

The IFPS shall accept flight notification messages submitted by Gander OACC for those eastbound trans-Atlantic flights entering the IFPZ.

For those eastbound trans-Atlantic flights entering the IFPZ, the IFPS shall confirm compliance with the traffic flow restrictions present in the RAD.

Where the oceanic exit point or landfall point given in the FNM differs from that given in the flight plan for such flights, the IFPS shall ensure that the revised route is compliant with the traffic flow restrictions present in the RAD. Where a route must be constructed by the IFPS to connect the clearance limit given in the FNM to either the destination or to make a logical and coherent connection with the existing flight plan route, that route shall, wherever possible, be made compliant with all relevant RVSM, 8.33 kHz, RAD and route availabilities.

(3) Message Format

Item	ADEXP	FNM
3	TITLE	Compulsory
7a	ARCID	Compulsory
7b	SSRMODE	Optional
7c	SSRCODE	Optional
8a	FLTRUL	Not Allowed
8b	FLTTYP	Not Allowed
9a	NBARC	Optional
9b	ARCTYP	Compulsory
9c	WKTRC	Optional
10a	CEQPT	Not Allowed

10b	SEQPT	Not Allowed
13a	ADEP	Compulsory
13b	EOBT	Optional
14a,b,c	ESTDATA	Compulsory
14d,e	ESTDATA	Not Allowed
15a,b	SPEED & RFL	Optional
15c	ROUTE	Compulsory
16a	ADES	Compulsory
16b	TTLEET	Not Allowed
18	various elements	Restricted to EET, TYP, IFP, RVR, DOF, DEP & DEST

Example of an FNM with no associated flight plan

Submitted message:

(FNM-ABC234-A342/H-KORD-M080F360 LOGSU 49N050W 49N040W 49N030W 50N020W SOMAX ATSUR T-LFPG-EST/ATSUR0601)

Message distributed by the IFPS after processing:

(APL-ABC234-IG
-A342/H-S/C
-KORD0844
-ATSUR/1500F360
-M080F360 LOGSU 49N050W 49N040W 49N030W 50N020W SOMAX DCT ATSUR DCT
RATKA UN502 JSY UY111 INGOR UM25 DVL
-LFPG0750
-DOF/130114 IFP/833UNKNOWN RVSMUNKNOWN ORGN/CZQXZQZX SRC/FNM)

Example of an FNM with an associated flight plan:

Existing flight plan:

(FPL-ABC225-IS
-B772/H-SDE2E3FGHIJ3J4J5M1RWXY/LB1D1
-KDEN0240
-N0479F330 YELLO3 HANKI J148 ONL J114 GEP J21 DLH J533 YQT DCT YMO DCT YKL DCT HO/M080F370 DCT LOACH DCT 55N050W 55N040W 55N030W 55N020W DCT VENER/N0458F370 DCT KOKIB DCT LIFFY UL975 WAL UY53 NUGRA BNN1B
-EGLL0850 EGKK
-PBN/A1B1C1D1L1O1S1S2 EET/CZWG0139 CZYZ0154 CZUL0229 50N050W0431 50N040W0511 EGGX0549 51N020W0627 MASIT0659 EISN0700 EGTT0728 REG/GCHGS SEL/EHJK OPR/ABC DOF/130113 RALT/CYQX LPLA EGFF RMK/TCAS)

Submitted FNM:

(FNM-ABC225-B772/H-KDEN-M080F380 LOACH 55N050W 55N040W 55N030W 55N020W RESNO NETKI T-EGLL-EST/NETKI1007)

ACH presented to the FP staff, with warning:

(ACH-ABC225-KDEN0240-EGLL-14/NIBOG/1007F380-15/M080F380 LOACH 55N050W 55N040W 55N030W 55N020W NIBOG DCT NETKI DCT LIFFY UL975 WAL UY53 NUGRA BNN1B -18/ PBN/A1B1C1D1L1O1S1S2 EET/CZWG0139 CZYZ0154 CZUL0229 50N050W0431 50N040W0511

EGGX0549 51N020W0627 MASIT0659 EISN0700 EGTT0728 REG/GCHGS SEL/EHJK OPR/ABC DOF/130113 RALT/CYQX LPLA EGFF RMK/TCAS SRC/FNM ORGN/CZQXZQZX)

WARN256: ACH built from an IFNM

(Optional) ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

ACH distributed by the IFPS after manual correction/check of the route by the FP staff:

(ACH-ABC225-KDEN0600-EGLL-14/NETKI/1440F380

-15/M080F380 LOACH 55N050W 55N040W 55N030W 55N020W RESNO DCT NETKI

DCT LIFFY UL975 WAL UY53 NUGRA-18/PBN/A1B1C1D1L1O1S1S2 EET/CZWG0139 CZYZ0154 CZUL0229 50N050W0431 50N040W0511 EGGX0549 51N020W0627 MASIT0659 EISN0700 EGTT0728 REG/GCHGS SEL/EHJK OPR/ABC DOF/130113 RALT/CYQX LPLA EGFF RMK/TCAS SRC/FNM ORGN/CZQXZQZX)

(4) System Processing

On receipt of an FNM, the IFPS shall check for any existing associated flight plan. Where such is found, the IFPS shall treat that FNM as an amendment message; where no such flight plan exists, the IFPS shall process that FNM as an APL.

Where a submitted FNM does not include all optional items, the IFPS shall assume no change from those items as specified in the original flight plan where such exists. If no associated flight plan has been received by the IFPS, default values shall be inserted into those optional items that have not been completed.

When processed by the IFPS, flight notification messages shall be distributed as ACH or APL, with source FNM.

134.1 General Procedures

When processing flight notification messages, the FP staff shall not be required to co-ordinate any necessary route modifications with the message originator.

Those FNM that are passed for manual treatment by the FP staff shall only have those modifications made to the route that are entirely necessary. See section ATC FLIGHT PLAN CHANGE (ACH): General Procedures for ACH with source FNM or MFS.

Where a route must be constructed by the IFPS to connect the clearance limit given in the FNM to either the destination (or where that flight exits the IFPZ) or to make a logical and coherent connection with the existing flight plan route. That route shall, wherever possible, be made compliant with all relevant RVSM, 8.33 kHz, RAD and route availability restrictions.

When errors are raised on the route portion right after the landfall point, the FP staff shall ensure that a re-routing does not take place on the route portion upstream of the landfall point.

INTENTIONALLY BLANK PAGE

135 Message from SHANWICK/SANTA MARIA (MFS)

(1) General

The Message from Shanwick/Santa Maria (**MFS**) is an estimate message transmitted by Shanwick OACC or Santa Maria OACC for those eastbound flights entering the Shanwick or Santa Maria airspaces. The message is automatically generated when the aircraft is 45 minutes before its oceanic exit point, and gives the estimate time for the oceanic exit point.

Where an MFS is received, the IFPS shall associate the message with any existing relevant flight plan. In the event that the route details given in the MFS differ from those given in the original flight plan, or where no associated flight plan exists with the IFPS, the system shall automatically build a route to connect to the destination. Where this fails, the message shall be passed to the FP staff for manual correction.

The IFPS shall not distribute messages with title MFS; information submitted to the IFPS in the form of MFS shall be distributed as APL or ACH only, and indicating that the source is an MFS.

The Aircraft Operator Control Centre (**AOCC**) shall receive an ACK message (containing a copy of the ACH) whenever an MFS associates with an existing flight plan and the resulting ACH contains a route different from the last filed FPL. The AOCC shall also receive an ACK message (containing a copy of the APL) where the MFS does not have a flight plan in the IFPS with which to associate.

(2) Requirements

The IFPS shall accept MFS submitted by Shanwick or Santa Maria for those eastbound trans-Atlantic flights entering the IFPZ.

For those eastbound trans-Atlantic flights entering the London, Scottish, Irish and Brest airspaces, those airspaces are defined in the RAD and relevant national AIPs as having mandatory oceanic exit routes and the IFPS shall confirm compliance with such. Where the oceanic exit point given in the MFS differs from that given in the flight plan for such flights, the IFPS shall ensure that the revised route is compliant with the appropriate mandatory routes. Where a route must be constructed by the IFPS to connect the clearance limit given in the landfall point in the MFS to either the destination (or where that flight exits the IFPZ) or to make a logical and coherent connection with the existing flight plan route, that route shall, wherever possible, be made compliant with all relevant RVSM, 8.33 kHz, RAD and route availability restrictions.

(3) Message Format

Item	ADEXP	MFS
3	TITLE	Compulsory
7a	ARCID	Compulsory
7b	SSRMODE	Optional
7c	SSRCODE	Optional
8a	FLTRUL	Not Allowed
8b	FLTTYP	Not Allowed
9a	NBARC	Optional
9b	ARCTYP	Compulsory

9c	WKTRC	Optional
10a	CEQPT	Not Allowed
10b	SEQPT	Not Allowed
13a	ADEP	Compulsory
13b	EOBT	Optional
14a,b,c	ESTDATA	Compulsory
14d,e	ESTDATA	Optional
15a,b	SPEED & RFL	Not Allowed
15c	ROUTE	Not Allowed
16a	ADES	Compulsory
16b	TTLEET	Not Allowed
18	various elements	Not Allowed

Example of an MFS with no associated flight plan

Submitted message: (MFS-ABC907-B763-KSEA-SUNOT/0601F370-LFPG-KESIX)

Message distributed by the IFPS after processing:

(APL-ABC907-IG
-B763/H-LOV/C
-KSEA0113
-SUNOT/0601F370
-N0459F370 SUNOT DCT KESIX DCT LEDGO UN160 NAKID UM25 DVL
-LFPG0952
-DOF/130115 IFP/833UNKNOWN RVSMUNKNOWN SRC/MFS ORGN/EGGXZOZX)

Example of an MFS with an associated flight plan

Existing flight plan:

(FPL-ABC225-IS
-B772/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-KDEN0040
-M083F380 PORGY 58N050W 59N040W 59N030W 58N020W SUNOT/N0482F380 DCT KESIX DCT MIMKU/N0427F350 UL10 WAL UY53 NUGRA
-EGLL0831 EGKK
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/130115 REG/GYMNN EET/KZDV0007 KZMP0040 CZWG0138 CZYZ0153 CZUL0228 CZQX0333 58N050W0429 BGGL0446 CZQX0456 59N040W0506 EGGX0542 58N020W0620 SUNOT0641 KESIX0645 EGPX0702 EISN0711 EGPX0715 EGTT0724 SEL/BKAE CODE/4007F0 RVR/075 ORGN/EGLLZPZX RALT/CYYR EINN)

Submitted **MFS** presented to the FP staff, with warning:

(MFS-ABC225-B772-KDEN-BILTO/0620F380-EGLL-BEGID)

ACH presented to the FP staff, with warning and error:

(ACH-ABC225-KDEN0040-EGLL-DOF/130115-14/BILTO/0620F380

-15/N0482F380 BILTO DCT BEGID DCT MIMKU/N0427F350 UL10 WAL UY53 NUGRA BNN1B-18/ PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/130115 REG/GYMNN EET/KZDV0007 KZMP0040 CZWG0138 CZYZ0153 CZUL0228 CZQX0333

58N050W0429 BGGL0446 CZQX0456 59N040W0506 EGGX0542 58N020W0620
SUNOT0641 KESIX0645 EGPX0702 EISN0711 EGPX0715 EGTT0724 SEL/BKAE
CODE/4007F0 RVR/075 RALT/CYYR EINN ORGN/EGGXZQZX SRC/MFS)

WARN256: ACH built from an IMFS

(Optional) ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

ACH distributed by the IFPS after manual correction/check of the route by the FP staff:

(ACH-ABC225-KDEN0040-EGLL-DOF/130115-14/BILTO/0620F380
-15/N0482F380 BILTO DCT BEGID DCT MIMKU/N0427F350 UL10 WAL UY53
NUGRA-18/PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/130115 REG/GYMNN
EET/KZDV0007 KZMP0040 CZWG0138 CZYZ0153 CZUL0228 CZQX0333
58N050W0429 BGGL0446 CZQX0456 59N040W0506 EGGX0542 58N020W0620
SUNOT0641 KESIX0645 EGPX0702 EISN0711 EGPX0715 EGTT0724 SEL/BKAE
CODE/4007F0 RVR/075 RALT/CYYR EINN ORGN/EGGXZQZX SRC/MFS)

(4) System Processing

On receipt of an MFS, the IFPS shall check for any existing associated flight plan. Where such is found, the IFPS shall treat that MFS as an amendment message; where no such flight plan exists, the IFPS shall process that MFS as an APL.

Where a submitted MFS does not include all optional items, the IFPS shall assume no change from those items as specified in the original flight plan where such exists. If no associated flight plan has been received by the IFPS, default values shall be inserted into those optional items that have not been completed.

When processed by the IFPS, messages from Shanwick shall be distributed as ACH or APL, with source MFS.

135.1 General Procedures

When processing MFS, the FP staff shall not be required to co-ordinate any necessary route modifications with the message originator.

Those MFS that are passed for manual treatment by the FP staff shall only have those modifications made to the route that are entirely necessary. See section ATC FLIGHT PLAN CHANGE (ACH): General Procedures for ACH with source FNM or MFS.

Where a route must be constructed by the IFPS to connect the clearance limit given in the landfall point in the MFS to either the destination (or where that flight exits the IFPZ) or to make a logical and coherent connection with the existing flight plan route. That route shall, wherever possible, be made compliant with all relevant RVSM, 8.33 kHz, RAD and route availability restrictions.

When errors are raised on the route portion right after the landfall point, the FP staff shall ensure that a re-routing does not take place on the route portion upstream of the landfall point.

INTENTIONALLY BLANK PAGE

136 ATC Flight Plan (APL)

(1) General

The ATC flight plan (**APL**) is that flight plan message type distributed by the IFPS upon receipt and successful processing of an FNM, MFS, and AFP for which no valid associated flight plan exists in the IFPS or upon successful processing of an AFP for a change of requested flight level or change of route which results in a new ATC unit being concerned by the amended flight trajectory.

The APL message distributed by the IFPS shall represent information relevant to a flight as submitted to the IFPS by an ATC unit.

APL messages created as a result of missing flight plan or diversion should be accepted and processes by all downstream ATS units as they contain useful information which was not previously available, even in the case that the first downstream unit already received notification for the missing flight plan (by OLDI message).

On receipt of AFP, FNM and MFS messages, the IFPS shall check for any associated flight plan. Where such is found, the IFPS shall output any changes from the original flight plan as a modification message with title ACH. Where it is necessary to transmit the full flight details to a previously un-addressed ATCU due to a change in the trajectory of that flight caused by the new information that flight plan information shall be sent as a message with title APL.

Where no associated flight plan is found, the IFPS shall distribute the details of the AFP, FNM or MFS messages in the form of an APL message to the relevant ATCU.

(2) Requirements

The IFPS shall accept those messages with title AFP, FNM or MFS relating to IFR/GAT flights or parts thereof operating wholly or partly within the IFPZ that result in the creation of APL messages.

(3) Message Format

The APL is generated within the IFPS from AFP, FNM and MFS messages.

(4) System Processing

Where a submitted AFP, FNM or MFS does not include all optional items, the IFPS shall assume no change from those items as specified in the original flight plan where such exists.

Certain default values are used by the IFPS when processing AFP, FNM or MFS that have no associated flight plan from which to extract those values, and the submitted messages do not contain that information.

The default values assumed by the IFPS when creating an APL for a missing flight plan shall be:

- Flight rules – **I**
- Flight type – **G**
- Communications equipment – **S**
- Surveillance equipment – **S**

136.1 General Procedures for APL due to no Valid Association

Before to be presented for manual processing to an FP staff, the propose route function will attempt to build a route from the end of the clearance limit (from FNM, MFS or AFP) to the aerodrome of destination.

Whenever the Propose Route Function was unable to find a valid route, the APL is presented for manual processing with the following error:

ROUTE303: NO VALID ROUTE FOUND TO CONNECT TO FLIGHT ROUTE.

Whenever the propose route function was able to find a valid route and the flight type is not military, the APL is presented for manual processing with the following error:

ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List>.

Whenever the propose route function was able to find a valid route and the flight type is military, the APL is presented for manual processing with the following error:

ROUTE305: FLIGHT TYPE IS MILITARY. PLEASE CHECK NAS OF GENERATED PORTION: <List>.

In all cases, the FP staff shall check the Flight Plan History to see whether or not the flight plan was previously filed and rejected. If such is found, the FP staff shall use this information. For more details please refer to the corresponding error.

136.2 APL Additional Addressing

The AOCC (see Note below) shall receive a copy of the ACK message of the APL or ACH whenever an FNM or MFS associates with an existing flight plan and the route is different than the route present in the original flight plan).

The AOCC (see Note below) shall also receive a copy of the ACK message of the APL where the FNM or MFS does not have a flight plan in the IFPS with which to associate.

Note This only occurs when the system is able to determine the aircraft operator from the ARCID [Section DETERMINATION OF THE AIRCRAFT OPERATOR BY THE IFPS]

137 ATC Flight Plan Change (ACH)

(1) General

The ATC flight plan change (**ACH**) is that modification message type distributed by the IFPS upon receipt and successful processing of an FNM, MFS, and AFP for which a valid associated flight plan exists in the IFPS.

The ACH distributed by the IFPS shall represent information relevant to a flight as submitted to the IFPS by an ATCU.

On receipt of AFP, FNM and MFS messages, the IFPS shall check for any associated flight plan. Where such is found, the IFPS shall output any changes from the original flight plan as a modification message with title ACH.

ACH messages should not be considered for updating of system flight plan (local FDPS) by the first downstream ATC unit, as the notification messages from the upstream units contain the most recent flight plan information. These messages arrived in most of the cases before the IFPS messages due to the different procedures and communication mechanism applied.

ACH messages should be accepted and processed by all downstream ATS units except the first one, as they are supposed to arrive before the OLDI message and thus improving the traffic predictability and awareness with the concerned ATS units.

(2) Requirements

The IFPS shall accept those messages with title AFP, FNM or MFS relating to IFR/GAT flights or parts thereof operating wholly or partly within the IFPZ that result in the creation of ACHs.

Where the message submitted to the IFPS contains incomplete route details, the FP staff shall construct a route to connect the last point given in the submitted message either to a logical connecting point on the existing route given in the flight plan or to the aerodrome of destination (or where that flight exits the IFPZ).

Any such constructed route shall, wherever possible, take into account all routeing restrictions of RAD, RVSM, 8.33 kHz and route availability.

(3) Message Format

The ACH is generated within the IFPS from AFP, FNM and MFS messages.

(4) System Processing

Where AFP, FNM and MFS messages submitted to the IFPS for processing associate with existing flight plans held by the IFPS, the IFPS shall produce an ACH to distribute those changes to the relevant ATCU downstream of the ATCU submitting the AFP, FNM or MFS message.

137.1 General Procedure for ACH with source FNM or MFS

Whenever an ACH with source FNM or MFS is presented for manual processing with errors downstream of the landfall point **the FP staff shall first ensure that the RFL at the landfall point** is consistent with the RFL from the flight plan.

System Processing: Whenever the flight plan contains **an explicit** RFL at the landfall point and it is the same landfall in ACH, then the system automatically re-inserts the RFL from the flight plan into the ACH.

In all other cases, the FP staff shall retrieve from the flight plan the RFL at the landfall point or if not present, the previous upstream RFL from the landfall point and insert it manually into the ACH route (F15), after the landfall point and only if it is higher than the RFL in the FNM/MFS.

137.2 ACH Additional Addressing

The AOCC (see Note below) shall receive a copy of the ACK message of the APL or ACH whenever an FNM or MFS associates with an existing flight plan and the route is different than the route present in the original flight plan.

Note This only occurs when the system is able to determine the aircraft operator from the ARCID [Section Determination of Aircraft Operator by IFPS]

138 Voice Communications System (VCS)

(1) General

The Voice Communications System (**VCS**) is a device used for voice communications within the NMOC. It is a digitised telephone system that contains up to a maximum of 15000 stored telephone contact numbers for AOs, handling agencies, ATSUs and FMPs. As the total number of contact details is limited, not all message originators may be contacted by telephone when necessary. The majority of contacts that are held in the system are located within the IFPZ, but several of the more regular contacts world-wide are also stored.

Within the IFPS, a large part of the coordination to correct flight plans and associated messages in addition to the handling of general queries is carried out using the VCS. As such coordination is considered to be an official part of the processing procedures of IFPS. Therefore, all calls, both incoming and outgoing, using this system are recorded. Such recordings are made for investigative purposes and are retained for a period of 15 months.

(2) Requirements

All telephone contact, both from and to the IFPS, related to flight plans and associated messages shall be made using the VCS.

All operational calls to the IFPS shall only use those contact numbers indicated in [see SECTION NETWORK MANAGER OPERATIONAL CONTACTS].

All verbal arrangements for the correction of flight plans and associated messages made between the FP staff and message originators using the VCS shall be considered an official contract between the two parties.

Co-ordination between the FP staff and message originators for the correction of flight plans and associated messages shall be made via the VCS only, and this method shall not be substituted by the use of the Transmit function.

(4) System Processing

The VCS contains telephone contact numbers for a variety of organisations. In order to refine the search when an organisation's ICAO code is entered, each contact number has been grouped under one of several titles:

- FMP (Flow Management Position)
- ARO (ATS Reporting Office)
- FMU (Flow Management Unit)
- AO (Aircraft Operator)
- TWR (Aerodrome Tower)
- ACC (Area Control Centre)

138.1 General Procedure for Contingency Diversion of Voice Communications System (VCS)

It is possible to divert all incoming calls to an IFPS unit to the other unit either by the diverting IFPS unit or by means of an intervention by the VCS Support Team in the ENG Division. During extended outages (planned or unplanned) at an IFPS unit, the IFPS unit supervisors shall give consideration to arranging for all incoming calls at the unserviceable unit to be diverted to the other unit.

The explicit approval of the Operational Division management is required before requesting such an intervention.

INTENTIONALLY BLANK PAGE

139 The Transmit Function

(1) General

The Transmit function is a tool that enables the FP staff to construct and send plain text messages to IATA Type-B and AFTN addresses directly from the IFPS workstations. The purpose of this function is to enhance the service offered by the IFPS, but it shall not be used to replace any part of that service.

(2) Requirements

The Transmit function shall not be used to replace verbal co-ordination between the FP staff and the message originator where such co-ordination is required to correct any message.

The use of the Transmit function in any situation shall be dependent upon the workload of the FP staff at the time and shall also be dependent upon the quality of submitted messages program.

(3) Message Format

The following pre-formatted texts are available for use by the FP staff:

PLEASE DO NOT SEND MESSAGES INTENDED FOR FLOW MANAGEMENT TO IFPS.

INCORRECTLY ADDRESSED MESSAGES COULD CAUSE DELAYS FOR THE FLIGHTS CONCERNED.

BEST REGARDS NMOC BRUSSELS - IFPS

ORIGINATOR +++XXXXXXXX+++ HAS ADVISED THAT THE ADDITIONAL ADDRESS +++XXXXXXXX+++ IS UNKNOWN. THE MESSAGE HAS NOT BEEN RECEIVED BY THIS ADDRESS.

PLEASE CHECK AND REPEAT YOUR MESSAGE DIRECTLY TO THE CORRECT ADDRESS.

PLEASE DO NOT REPEAT THE MESSAGE TO IFPS.

BEST REGARDS NMOC BRUSSELS - IFPS

ON BEHALF OF <XXXXX> ATSU, XXXXZQZX, THE FOLLOWING FPL <KEYFIELDS> CONTAINS ROUTE INCONSISTENCIES FOR XXXX AIRSPACE.

XXXX ATSU, IN LINE WITH COMMISSION REGULATION (EC) NO 1033/2006 HAS INFORMED IFPS AND REQUESTS A

CHG TO BE SENT IN ORDER TO CORRECT THE ROUTE AS FOLLOWS

(*****AMOD MSG GOES HERE*****)

A CHG OR CNL+ REFILE SHOULD BE SENT AS SOON AS POSSIBLE.

BEST REGARDS EUROCONTROL NMOC – IFPS

YOUR FLIGHT PLAN MESSAGE WAS NOT VALID AND WE WERE NOT ABLE TO CONTACT YOU.

YOUR MESSAGE HAS BEEN REJECTED, PLEASE REFILE.

ONE POSSIBLE SOLUTION IS:

BEST REGARDS EUROCONTROL NMOC - IFPS

BEST REGARDS EUROCONTROL NMOC – IFPS

(SPL-ARCID/SSR MODE+CODE-ADEP+TIME-ADES+EET+ALTERNATE-
REG/XXXX RMK/XXXX E/XXXX P/XXX R/X S/X J/X D/XX XXX C XXX A/XXXX N/XXXX C/XXXX)

FPL FOR ARCID-ADEP-ADES AVAILABLE, BUT NO ITEM 19 INFORMATION
RECEIVED BY THE IFPS.
MESSAGE SENT TO THE IFPS FROM [**IATA Type-B/**AFTN] ADDRESS <XXXXX>
NO FPL ARCID-ADEP-ADES HELD BY IFPS

YOUR DLA/CNL/CHG/DEP/ARR MESSAGE WAS TREATED MANUALLY BECAUSE OF INCORRECT ICAO 2012 FORMAT.
THE CORRECT FORMAT SHOULD READ:
(DLA-ARCID-ADEPEOBT-ADES-DOF/++++++)
(CNL-ARCID-ADEP-ADES-DOF/++++++)
(CHG-ARCID-ADEP-ADES-DOF/++++++-FIELD CHANGE)
(DEP-ARCID-ADEPATD-ADES-DOF/++++++)
(ARR-ARCID-ADEP-ADESATA-DOF/++++++)

In all these template messages, the text surrounded by +++ shall be manually replaced by the relevant details of the message involved by the FP staff preparing the message for transmission.

Where messages other than these pre-formatted texts are required, the information may be typed in manually or copied from other sources as necessary.

139.1 General Procedures

The Transmit function shall not be used to replace verbal co-ordination between the FP staff and the message originator where such co-ordination is required to correct any message.

The FP staff may use the Transmit function in the following situations:

- All the situations matching the pre-formatted texts listed above.
- When the FP staff consider further explanation or information than is contained in a reject message would be of benefit to a message originator.
- To transmit a SPL upon receipt of an RQS message.
- To request information from a message originator, for example, a contact telephone number.
- To provide the correct contact details for ATFCM upon receipt of a message to do with flow regulation.
- To indicate the procedure necessary to bring forward the departure time of a flight.
- To relay /forward rerouting requests received from individual States (see 149.6).

The FP staff shall not use the Transmit Function in the following situation:

To provide a relay service for messages related to overflight permits, diplomatic clearances or messages of a political nature regarding flight plans distributed by the IFPS. The message originator

address is included (in Item 18 under ORGN/) in all flight plans and associated messages sent out by the IFPS in order that any such messages may be sent directly to the message originator.

INTENTIONALLY BLANK PAGE

140 Service and Other Non-Standard Messages

(1) General

On occasion, the IFPS receives plain text messages from a variety of different sources. Such messages may include:

- Internal aircraft operator company messages that may not be relevant for the IFPS.
- Overflight permission refusals from individual States.
- Requests from individual States that a particular flight alters its flight planned route.

And various other types of messages.

Service messages are also received from communications centres indicating that they have received from the IFPS a message with an unknown local address or requesting re-transmission of a particular message.

(4) System Processing

All non-standard messages shall either be discarded or automatically rejected or be passed to the FP staff for manual processing.

140.1 Rerouting Requests from Individual States

Explanation:	A national authority may send the IFPS a message indicating the filed route a particular flight is not acceptable and indicate an alternative routeing.
Instruction:	If the re-routeing request is related to overflight permits, diplomatic clearance or of a political nature the FP staff shall not transmit/forward the message. In all other cases, on receipt of such a message, the FP staff shall open a Transmit window, insert the following text: 'IFPS has received the following message from <originator address> <original message text> IFPS is taking no action on this matter and leaves all further action to yourselves' and send the message to the originator address of the flight plan. The FP staff shall raise an Ops Incident in Remedy CCMS, so that the originator of the message can be advised to send service messages in future directly to the originator of the flight plan and not to the IFPS.

140.2 Service Messages Requesting Re-transmission of a Particular Message

Explanation:	Communications service centres occasionally receive corrupted or incomplete messages and may send a request for the re-transmission of such messages.
Instruction:	On receipt of such a message, the FP staff shall retrieve the relevant message from the IFPS Output log files.

	On locating the message in the valid flight plan log, the FP staff shall make a manual Transmit of the requested message to the service message originator's address.

140.3 Service Messages Indicating an Unknown Local Address

Explanation:	Where the IFPS transmits a message to an unknown address, the communications centre dealing with that address may return a service message (SVC) or a free text message to the IFPS indicating the incorrect address and the date/time group of the transmitted message. No details of the callsign are included in such messages.
Instruction:	On receipt of such a message, the FP staff shall retrieve the relevant message from the IFPS Output log files. Where the address has been generated automatically by the IFPS, an Ops Incident shall be raised in Remedy CCMS. Where the incorrect address originates from the re-addressing function (AD line), then the FP staff shall send a message to the originator of that message informing them of the error. The service message shall be deleted by the FP staff.

140.4 Other Free text Messages and TAF/METAR messages

Explanation:	A free text message or a TAF/METAR message has been addressed to the IFPS.
Instruction:	The message shall be deleted by the FP staff.

141 IFPS Unserviceabilities

141.1 General

The IFPS consists of two identical systems (IFPS 1 in Haren and IFPS 2 in Brétigny). The IFPS 1 processes all messages while the IFPS 2 is the back-up.

Under normal operating conditions, each IFPS has a certain role; that role may be:

141.2 Responsible (default setting for IFPS 1 Haren)

Where that IFPS shall be responsible for processing all messages.

141.3 Backup (default setting for IFPS 2 Bretigny)

Where that IFPS shall not be responsible for processing messages. Messages shall be stored in the backup file of that IFPS.

141.4 None

Where one IFPS does not have either the role of Responsible or Backup for processing messages. Under the current organisation of IFPS, this role only occurs during the full shutdown of an IFPS, normally for maintenance.

Should the Responsible IFPS suffer a critical failure, and the repair time is so long that message processing may start to suffer a significant effect, then the IFPS Contingency Plan requires that the Backup IFPS be able to take over responsibility for the failed IFPS. In this plan, the Backup IFPS is set by the CSO to take over responsibility for the failed IFPS units until that IFPS unit can be returned to service.

The decision to take over the responsibility will only be taken after an assessment of all factors, as a take-over, whether partial or whole, will have a significant impact on the operation of both IFPS.

An IFPS having taken over responsibility for processing traffic following the failure of the other IFPS may experience some delay in processing new messages while the IFPS reprocesses existing flight plan data from Back-up to Responsible before processing new data.

141.5 General Procedures for IFPS Remote Login

Under normal conditions, all FP staff are working with their IFPS workstations logged to IFPS 1 Haren. In the event of a failure of that system, all IFPS workstations can be logged to IFPS 2 Bretigny. This facility is called “Remote Login” whereby FP staff (all located in Haren) can connect remotely to IFPS 2 Bretigny.

The FP supervisor shall advise the FP staff on the optimum processing strategy to be used based on experience and advice from technical staff and the Operational Division management.

The FP supervisor shall request CSO to advise whether the remote login can be used in the event of any serious technical problem affecting either IFPS.

The FP supervisor shall inform the OM and Operational Division management each time the remote login facility is activated.

Close coordination between the FP supervisor and CSO shall be maintained during any utilisation of the remote login facility.

142 System Maintenance and Interventions

142.1 System Maintenance

Maintenance windows shall normally be scheduled for every second week in each IFPS unit, with alternate units undergoing the maintenance each week. The times of the maintenance windows in each unit are as indicated below (all times in UTC):

Location	Maintenance Window	Summer	Winter
IFPS 2 (Brétigny)	Monday night/Tuesday morning	2300-0000	0000-0100
IFPS 1 (Haren)	Tuesday morning	0000-0100	0100-0200

Before the IFPS is stopped, CSO shall make a co-ordination with the FP duty supervisor. Authorisation for the withdrawal of the IFPS may, in very exceptional circumstances, be delayed by the FP supervisor where an unusually high number of invalid messages are awaiting manual processing by the FP staff.

142.2 General Procedure for Planned Interventions

A list of planned interventions, as scheduled by the Operational Change Control Board (OCCB), is published each Thursday and sent to the FP supervisor via e-mail. Where required, urgent interventions may also be approved outside the normal OCCB schedule. Details of such interventions shall be sent to the FP supervisor via e-mail.

Planned intervention details are not normally distributed outside the NM, however, where such an intervention shall keep one IFPS out of service for longer than normal, the details may be published via an AIM.

142.3 General Procedure for Additional Interventions

Where a decision to approve the withdrawal of the IFPS for additional interventions is required, that decision shall be made by the Operational Division management.

Should the FP duty supervisor receive a request to stop the IFPS during or outside office hours, that request shall be referred to the Operational Division management unless previously approved.

INTENTIONALLY BLANK PAGE

143 Manual Creation of Messages

(1) General

Occasionally the IFPS may receive flight plan messages and associated messages via non-standard means such as emails. As a rule, this should be discouraged, as it is time-consuming and liable to errors in the input of the message, but where a message originator has no other option (see Note), it may be accommodated.

Note The message originator has his mean(s) of message submission unavailable (e.g. ATFN or IATA Type_B network down) **and** he cannot use an ARO to relay the message **and** he doesn't have access to the NOP Protected **and** it relates to a flight with a close EOBT (see General Procedures).

(2) Requirements

The message originator must provide an IATA Type-B or AFTN address for the FP staff to enter in the message originator window in any manually-created message. This address shall receive subsequent appropriate operational reply messages.

(4) System Processing

When manually creating messages, the FP staff shall always take any AFTN or IATA Type-B address given by the message originator and include it in the message originator window of the flight plan editor in order to facilitate the addressing of any relevant operational reply and flow regulation messages from the NMOC.

Where a message is created manually by the FP staff, and no information is entered into this window, the aircraft operator is unlikely to receive any of the flow regulation messages that may relate to that flight.

143.1 General Procedures

Where the FP staff are contacted by an aircraft operator, via any means other than AFTN or IATA Type-B, who reports difficulties in submitting messages via AFTN or IATA type-B, that aircraft operator should be encouraged to try all means of message submission (like using an ARO to relay the message or using the NOP Protected if he has access) before resorting to an email.

Where no other option is available, the FP staff may approve the submission of messages via email, but the aircraft operator shall be instructed to include an appropriate AFTN or IATA Type-B address that may be used for the originator address in the manually-created message.

Note Before approving such actions, the FP staff should establish the urgency of the message: if it relates to a flight taking part several hours in the future, then the aircraft operator should be encouraged to continue to try all other means of message submission. Only where the message relates to a flight that is relatively close to its EOBT should the FP staff accept messages from sources other than AFTN or IATA Type-B.

The FP staff have the following option available for the manual creation of messages:

Directly via an IFPS workstation, using the Create facility. The FP staff shall ensure that where an originator address is given with the submitted message, it is copied to the originator window in the Create facility, also an appropriate date of flight shall be included by the FP staff in all messages.

Note An IFPS address shall **not** be used as an originator address in any messages created manually by the FP staff.

The FP staff shall note the details of any message created manually in the OPSD Console, and the original email received shall be retained, as it represents an instruction received from an external user of the IFPS.

144 Message Rejected by Partner

(1) General

The IFPS may receive an alert message 'MSG_REJECTED_BY_PARTNER', indicating that the ETFMS or the ANg1 has been unable to accept a message it has received from the IFPS.

(2) Requirements

The alert message 'MSG_REJECTED_BY_PARTNER' may be caused by a variety of different problems, and must always be investigated by the FP supervisor to establish the cause of the rejection. The alert message shall be sent to all logged on workstations.

144.1 General Procedures

On receipt of the alert message 'MSG_REJECTED_BY_PARTNER', one of the FP supervisors at either unit (coordination shall take place to ensure that the alert message is dealt with and only once) shall retrieve the relevant message from the Activity Logs as follows:

- In the CHMI select 'Application', then 'IFPS', then 'Activity Logs'.
- From the 'Log Type', select 'Msg Rejected by Partner'.
- Modify the date and time as necessary.
- Select 'Execute' from the command menu.

A list of any messages rejected by the ETFMS or ANg1 shall appear. The entry in the column 'Program Name' identifies which system has rejected the message:

- vn_tactout = ETFMS
- vn_an1out = ANg1

Depending on the contents of the message, the appropriate action should be taken by the FP supervisor, and all details noted in the IFPS operational log. The task may be delegated by an FP supervisor to an FP staff.

144.2 Message Rejected by ETFMS

Program Name ref.	vn_tactout
Explanation:	The error is generated when the message sent from IFPS to ETFMS is in a format that cannot be processed by the ETFMS.
Instruction:	The FP supervisor shall notify the Flow Management operations staff of the details of the rejection, and of any actions taken by the IFPUS supervisor as a result of that rejection. If the reason for the rejection of the message has not previously been recorded via an incident, a new incident shall be created via CSO. Note Due to the variety of possible causes of a message being rejected by the ETFMS, the IFPU supervisor shall have to carry out an analysis to determine the cause of the rejection, and the appropriate action in response. Where appropriate, it may be necessary to enlist the assistance of

	departments within the NM to assist in determining the cause of the problem.

144.3 Message Rejected by the ANg1

Program Name ref.	vn_an1out
Explanation:	The error is generated when a message planned for distribution in ADEXP format exceeds the maximum number of characters possible for a message to be transmitted via AFTN (10240 characters maximum). Such messages are causing a rejection at ANg1 level. The flight plan generating the error is valid in IFPS, and has been processed by TACT, but cannot be distributed in ADEXP because it exceeds the maximum characters limit. This should only occur whenever the flight plan covers an extensive distance and/or a long field 15 generating a large number of addresses, and numerous EETs; frequently military flights. The consequence is the non-distribution of the flight plan message to all addresses requesting a distribution in ADEXP format.
Instruction:	Whenever the FP supervisor receives a message regarding a message rejected by remote system such as 'A message was rejected by the Remote System. Cause: P015: Error on data field. Greater than network maximum length! Rejected Message is: 010429IFA**AN1**090622001216DAT704537 01AFTN00000408EDDAYGLZ08EDDXYIYT08EDYYZQZA08E GZYTT AD<-TITLE IFPL -BEGIN ADDR -FAC CZQXZOZX' Note **AN1** indicates the system that has rejected the message. The FP staff shall: • Check in the FPL history if any associated messages have been processed since the date/time stamp of the message rejected by the remote system. (YYMMDDHHMMSS format as underlined in the example above). If the same or an updated version of the rejected message has been processed, then do not action the rejected message and log the occurrence. Otherwise: The message needs to be reduced to a number of characters less than 10240. Note that MS Word character count is not

	accurate in that case as it does not count control characters (i.e. non-printing character such as carriage-return). Therefore, if using MS Word, an amount below 10240 characters might still be above that figure. Realistic character count may be obtained with an advanced text editor such as Notepad++.
	• Copy-paste the message into a Word document. Go to Review>Word count. It will open a window displaying the character count. (Note that the Word feature does not count the full size of the message sent by IFPS, so the procedure will reduce the message size to 9000 according to the Word character count (including spaces)).
	• Apply as many of the following steps as necessary to reach a number of characters (including spaces) below 9000:
	  ○ Step 1: Remove the lines appearing after: –END RTEPTS
	  ○ Step 2: Remove the RTEPTS for all points outside the IFPZ, but do not remove the IFPZ boundary points, ADEP or ADES.
	  ○ Step 3: Remove the –FAC addressing lines that will not be manually transmitted the ADEXP FPL. At this stage, care should be taken not to remove the first line of the message which is –TITLE as it is essential for units receiving messages in ADEXP, and do not add a signature before the –TITLE as some ATC system expect the -TITLE as the first line.
	  ○ Step 4: if present, remove the lines where the field names are –GEO and –RENAME (located after –EETFIR).
	• Use the Message Sender icon to open a free text transmit window and copy/paste the message from the word doc to the transmit window. Do not use the function “transmit this FPL” from the FPL history to transmit ADEXP format messages. This is to avoid some ADEXP fields from being dropped.
	• Transmit the messages to all requesting ADEXP addresses by checking in the history who should have received it in ADEXP format (not including the ETFMS).
	• Log/communicate the action to team members in case further transmit events are needed.

INTENTIONALLY BLANK PAGE

145 Dictionary of Abbreviations

ABBREVIATION	DEFINITION
AA	Aircraft Address
ACH	ATC Flight Plan Change (message)
ACK	IFPS Acknowledgement (message)
AD	AeroDrome (role for a trajectory point)
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
ADOU	Airspace Data Operations Unit
AFP	ATC Flight Plan Proposal (Message)
AFTN	Aeronautical Fixed Telecommunication Network
AFIL	Airborne Filed Flight Plan
AIC	Aeronautical Information Circular
AIM	ATFCM Information Message
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information, Regulation and Control
ALTN	Alternate aerodrome(s) indicator
ALTRV	Altitude reservation
AME	ATM Msg Exchange
AMOD	ATC Modification (sort of abbreviation in order that a particular message type always fails automatic processing in the IFPS)
ANSP	Air Navigation Service Provider
ANU	Air Navigation Unit
AO	Aircraft Operator
AOA	Aircraft Operator Agency
AOFPV	Aircraft Operator Flight Plan Version
AOWIR	Aircraft Operator WHAT-IF Reroute
APL	ATC Flight Plan (message)
ARCID	Aircraft Identification

ABBREVIATION	DEFINITION
ARINC	Aeronautical Radio Incorporated
ARO	Air Traffic Services Reporting Office
ARR	Arrival
ASP	ATM Service Provider
ATC	Air Traffic Control
ATCU	Air Traffic Control Unit
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
ATFMX	ATFM measures exemption
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSU	ATS Unit
AU	Airspace User
AUA	ATC Unit Airspace
AUP	Airspace Use Plan
B2B	Business to Business
B2C	Business to Consumer
BOC	Bottom Of Climb
BOD	Bottom Of Descend
CACD	Central Airspace and Capacity Database
CCMS	Central Claim Management System
CDR	Conditional Route
CFSP	Computerised Flight Plan Service Provider
CHG	Modification (message)
CHMI	Collaboration Human Machine Interface
CNL	Cancellation (message)
CODE	Aircraft address
COM	Communications applications or capabilities

ABBREVIATION	DEFINITION
CPDLC	Controller Pilot Data Link Communications
CPDLCX	CPDLC Exempted
CSO	Customer technical Service desk and Operations
CTA	Calculated Time of Arrival
CTOT	Calculated Take-Off Time
DAT	Data applications or capabilities
DCT	Direct
DEP	Departure aerodrome
DES	De-suspension message
DEST	Destination aerodrome
DLA	Delay (message)
DLE	En-route delay or holding (ICAO 2012)
DMR	Data Modification Request
DOF	Date of flight
DPI	Departure Planning Information
eASP	An ASP that is capable of providing the mandatory FF-ICE services
eAU	An AU that is capable of using the mandatory FF-ICE services
eATCU	An ATCU that is capable of consuming eFPLs
EET	Estimated Elapse Time
eFPL	**Flight Plan exchanged using FF-ICE services**
EFPM	Extended Flight Plan Message
EM	Error Message
EMER	Emergency
EOBD	Estimated Off-Block Date
EOBT	Estimated Off-Block Time
ERR	Error (message)
ETFMS	Enhanced Tactical Flow Management System
ETOPS	Extended-range Twin-engine Operational Performance Standard

ABBREVIATION	DEFINITION
ETOT	Estimated Take-Off Time
EUR	Europe
EUROCONTROL	European Organisation for the Safety of Air Navigation
FDI	FAA Departure Information
FF-ICE	Flight and Flow In a Collaborative Environment
FFR	Fire Fighting
FIR	Flight Information Region
FLS	Flight Suspension (message)
FLTCK	Flight check (for calibration of navaids)
FMP	Flow Management Position
FNM	Flight Notification Message
FPL	Flight Plan message (ICAO format)
FRA	Free Route Airspace
FUA	Flexible Use of Airspace
GAT	General Air Traffic
GNSS	Global Navigation Satellite System
GUFI	Global Unique Flight Identifier
HAZMAT	Hazardous material
HEAD	Head of State
HOSP	Hospital flight
HUM	Humanitarian mission
IACH	Individual ATC Flight Plan Change
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IDLA	Individual Delay message
IFP	Keyword from IFPS used in Field18 to provide a warning
IFPL	Individual Flight Plan (message)
IFPS	Integrated Initial Flight Plan Processing System

ABBREVIATION	DEFINITION
IFPU	IFPS Unit
IFPUV	IFPS Unit for Validation
IFPZ	IFPS Zone
IFR	Instrument Flight Rules
IS	IFR Scheduled flight
ISL	Initial Speed and Level
IOBD	Initial Estimated Off-Block Date
IOBT	Initial Estimated Off-Block Time
kHz	KiloHertz
LL	Lat Long (role for a trajectory point)
LVL	Level
MAN	Manual (message)
MARSA	Military Assumes Responsibility for Separation of Aircraft
MAX	Maximum
MEDEVAC	Medical evacuation
MFS	Message from Shanwick/Santa Maria
MIL	Military
MNPS	Minimum Navigation Performance Specification
MSG	Message
NAS	National AirSpace
NAT	North Atlantic Region (ICAO)
NAV	Navigation
NEWCTOT	New Calculated Take-Off Time
NLST	New List
NM	Network Manager
NMD	Network Management Division
NMIC	Network Manager Incident Coordination Cell
NMOC	Network Manager Operations Centre

ABBREVIATION	DEFINITION
NMP	Network Manager Portal
NONRVSM	Non-RVSM capable flight
NOO	Network Operations Officer
NOP	Network Operations Plan/Network Operations Portal
NOSP	Network Operations SPecialist
NOSU	Network Operations SUpervisor
NOTAM	Notice to Airmen
OACC	Scottish Oceanic Area Control Centre
OAT	Operational Air Traffic
OBT	Off-Block Time
OPR	Operator
OPR	Operational Problem Report
ORM	Operational Reply Message
OTS	Organized Track System
PBN	Performance Based Navigation
PER	Aircraft Performance
PT	Point (role for a trajectory point)
RAD	Route Availability Document
RALT	En-route alternate(s)
REG	Registration
REG	Regulation
REJ	Reject (message)
RFL	Requested Flight Level
RFP	Replacement Flight Plan Procedure
RIF	Reclearance In Flight
RLST	Revised List
RMK	Remark
RNAV	Area Navigation

ABBREVIATION	DEFINITION
RNAVX	Non- RNAV
RNP	Required Navigation Performance
RRP	Rerouteing Proposal Message
RQP	Request Flight Plan (message)
RRTEREF	Route Reference
RSA	Restricted Airspace
RSI	Regulated Slot Issued
RSL	Requested Speed and Level
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum (in Europe)
SAFA	Safety Assessment of Foreign Aircraft (Programme)
SAM	Slot Allocation Message
SAR	Search and rescue
SCP1	Standard Correction Procedure 1
SCP2	Standard Correction Procedure 2
SEL	SELCAL
SEQ	Sequence
SITA	Société Internationale de Télécommunications Aéronautiques
SNOS	Senior Network Operations Supervisor
SOTA	Shannon Oceanic Transition Area
SP	Significant Point
SRC	Source Indicator
SRD	Standard Route Document
SCC	Single CDR Category
SSR	Secondary Surveillance Radar
STA	Scheduled Time of Arrival
STATE	State flight
STS	Status Indicator

ABBREVIATION	DEFINITION
SUR	Surveillance
TALT	Take-off alternate
TCV	TCP-V (in IFPS error message)
TCP-V	Trajectory Change Point - Vertical
TMA	Terminal Manoeuvring Area
TO	Time Over
TOC	Top Of Climb (role for a trajectory point)
TOD	Top Of Descend (role for a trajectory point)
TOT	Take-Off Time
TP	Terminal Procedure
TWR	Tower
TYP	Type
UFN	Until Further Notice
UHF	Ultra-High Frequency
UIR	User Identification
UNT	Until
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VHF	Very High Frequency
VOR	VHF Omni-Directional Radio-Range
WEF	With Effect From
WIR	WHAT-IF Reroute

146 EUROCONTROL Specification for the Initial Flight Plan

Traceability between Edition 2.0 of the EUROCONTROL Specification for IFPL and this edition of the IFPS User Manual.

IFPSpec Requirement Identifier	Applicable IFPS User Manual Section	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
IFP-APP-001	**1.1, 1.4, 23, A.5, A.6**	Applicability Definitions
IFP-RRS-001	**1.1, 1.4**	Definitions for roles & responsibilities
IFP-DEF-001	**1.4,** 144, **A.5, A6**	Defined Terms and abbreviations
IFP-FMS-001	**2,** 3, 4(1), 4.1, 4.2, 4.3, 5, 6**, F**	Message submission to the IFPS
IFP-FMS-002	**2,** 3, 4(1), 4.1, 4.2, 4.3, 8, 9, 10, 11, 12.	ARO Message submission to the IFPS ARO coordination with AO
IFP-FCK-001	3, 23, 24, 25, 64-102, 115-120**, B.2, B.3, C.2.2**	Checking of Flight Plan Flight Plans and associated messages
IFP-FFT-001	64-102, 115-118**, B.3, C2-C8.**	AO compliance with Format and data conventions for FPL, CHG, DLA, CNL
IFP-FFT-002	9, 10, 11, 12**, B.3**	IFPS compliance with format and data conventions for ACK, MAN, REJ
IFP-AFT-003	122-134	ATC compliance with formats and data conventions
IFP-FAS-001	23, 24	IFPS Flight Plan association checks
IFP-FAS-002	23, 24	IFPS Flight Plan association checks
IFP-FAS-003	23, 24	IFPS Flight Plan association process
IFP-FBK-001	**9, 10, 11, 12, B.2, B.3, B.4, B5**	**Feedback messages from IFPS**
IFP-FBK-002	**12**	**Copies of Operational Reply Messages from the IFPS**
IFP-FBK-003	**8, 9, 10, 11**	**IFPS Feedback for validation of originator identification**
IFP-FBKA-001	**8, 9, 10**	**AO action needed on receipt of IFPS feedback**
IFP-FBKA-002	**12**	**Copies of ORMS**
IFP-FBKA-003	**11**	**AO actions & corrections to rejected flight plans**
IFP-FBKA-004	**9**	**Message originator making agreed flight plan available to AO/Pilot**
IFP-FBKA-005	**8, 9, 10, 11**	**No IFPS Feedback returned**

IFPSpec Requirement Identifier	Applicable IFPS User Manual Section	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
IFP-REF-001	10, 11	Referral or rejection of Flight Plans by the IFPS
IFP-SCP-001	17, 18, 19	Standard correction procedures
IFP-SCP-002	17, 18, 19	Manual correction of errors in messages
IFP-4DPC-001	**3,** 25**, C.1, C.2, C.3, C.4**	Four-Dimensional Profile Calculation
IFP-IDIS-001	5, 126, 135, 136**, E**	Distribution to ATS Units
IFP-EDIS-001	6**, F**	Distributions Using the IFPS Re-Addressing Function
IFP-FPLSUB-001	**3, 4,** 115	Submission of Flight Plan messages
IFP-FPLSUB-002	**3, 4,** 115	Submission of Flight Plan messages
IFP-FPLSUB-003	**3, 4,** , 65-76, 80, 82**, 115**	Submission of Flight Plan messages
IFP-FPLREF-001	23, 24, 65, 69, 76, 117	Re-filing of Flight Plans
IFP-FPLCHK-001	65-76, 80, 82, 9**4, C.5, C.6**	Checks to ensure Key IFP data provided in Flight Plans
IFP-FPLCHK-002	24, 115**, C.5, C.6**	Checking of FPLs that are treated as changes to an existing Flight Plan.
IFP-CHGSUB-001	23, 24, 115**, B.3.2, C.5, C.6**	Submission of Flight Plan Changes
IFP-CHGSUB-002	116**, 117**	Submission of Flight Plan Changes **(DLA/CHG)**
IFP-CHGSUB-003	116, 117	Submission of Flight Plan Changes
IFP-CHGSUB-004	**116, 117**	Flight Plan Changes
IFP-CHGCHK-001	116, 65-76, 80, 9**4, C.5, C.6**	Checks to ensure Key IFP data provided for changes
IFP-CHGCHK-002	116, 117**, B.3.2**	Delays provided in CHGs
IFP-DLASUB-001	116, 117**, B.3.2**	Submission of **delay information**
IFP-DLASUB-002	117	Submission of **delay information**
IFP-DLATFM-001	**116,** 117**, B.3.2** + ATFCM User Manual	Compliance with ATFCM Slot Management Procedures
IFP-DLAPRO-001	**116,** 117**, B.3.2**	IFPS Processing of **delay information**
IFP-DLAPRO-002	**116,** 117**, B.3.2**	IFPS Processing of **delay information**
IFP-CNLSUB-001	**24,** 118**, B.3.3, C.5**	Filing of Flight Cancellations
IFP-CNLSUB-00**2**	24, 118**, B.3.3, C.5 + ATFCM User Manual**	Filing of Flight Cancellations
IFP-RQSUB-001	121, 126**, B.4**	Submission of Flight Plan Data Requests

IFPSpec Requirement Identifier	Applicable IFPS User Manual Section	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
IFP-RQPRO-002	98, 121, 135	IFPS Processing of Flight Plan Data Requests
IFP-AFPSUB-001	126	Missing Flight Plans - AFP Submission
IFP-AFPSUB-002	126	Missing Flight Plans - AFP Submission
IFP-AFPPRO-001	125, 135, 136	Missing Flight Plans - IFPS **Distribution following a**n AFP Message
IFP-AFPPRO-003	125**, 135, 136**	Missing Flight Plans - IFPS Processing of an AFP Message
IFP-REVAL-001	20**, D + ATFCM Users Manual**	Pre-Flight Updates & Revalidation - flight Suspension
IFP-REVAL-002	20**, D + ATFCM Users Manual**	Pre-Flight Updates & Revalidation - flight Suspension
IFP-REVAL-006	20**, D + ATFCM Users Manual**	Pre-Flight Updates & Revalidation - flight Suspension to ATC Units
IFP-REVAL-003	20**, D, 12, 14.2, + ATFCM Users Manual**	**AO A**ctions Following Suspensions Triggered by Environment Data Changes
IFP-REVAL-004	20**, D** + ATFCM User Manual	**IFPS** Actions Following Suspensions Triggered by Environment Data Changes
IFP-REVAL-005	20**, D**	Actions Following Suspensions Triggered by Environment Data Changes
IFP-ACFT-001	9	Communication of Flight Plan Conditions of Acceptance to Aircraft
IFP-ATCCOO-001	127	**ATC** Coordination with IFPS
IFP-ATCCOO-002	127, 135, 136	**Communication to AO and other ATC units after ATC coordination with** IFPS
IFP-AOOPI-001	**4**	Aircraft Operator Responsibility for Proceeding With the Flight
IFP-ACID-001	65	Aircraft Identification
IFP-GUFI-001	**23, 24, 115, 116, C.5**	**AO inclusion of GUFI**
IFP-GUFI-002	**23, 24, 115, 116, C.5**	**IFPS checking of GUFI**
IFP-GUFI-003	**23, 24, 115, 116, B.3, C.5**	**IFPS inclusion of GUFI in its feedback**
IFP-FPVER-001	**4, C.6**	**AO Inclusion of Operator Flight Plan Version in eFPLs & updates**

IFPSpec Requirement Identifier	Applicable IFPS User Manual Section	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
IFP-FPVER-002	**4, C.6**	**IFPS checking of Operator Flight Plan Version inclusion in eFPLs & updates**
IFP-FPVER-003	**4, C.6**	**IFPS checking of Operator Flight Plan Version inclusion & incrementing in eFPLs & updates**
IFP-FPVER-004	**C.6**	**IFPS Inclusion of Operator Flight Plan Version in Filing status feedback**
IFP-FR&TYP-001	66	Flight Rules and Type of Flight
IFP-FR&TYP-002	66	IFPS processing of Flight Rules and Type of Flight
IFP-ACT&WC-001	67	Aircraft Type & Wake Turbulence Category
IFP-ACT&WC-002	67	IFPS processing of Aircraft Type & Wake Turbulence Category
IFP-ACEQPT-001	68	Aircraft Equipment & its related capabilities
IFP-ACEQPT-002	68	IFPS processing of Aircraft Equipment & its related capabilities
IFP-ACEQPT-003	68	IFPS processing of defaults for Aircraft Equipment & its related capabilities
IFP-ADEP&T-001	69	ADEP & EOBT fields
IFP-ADEP&T-002	69	IFPS processing of ADEP & EOBT fields
IFP-ROUTE-001	70-75, **C.2**	**AO submission of** Route **Data**
IFP-ROUTE-002	70-75, **C.2, C.7**	IFPS processing of the Route **Data**
IFP-ADES-001	76-90	**AO submission of** ADES field
IFP-ADES-002	76-90	IFPS processing of the ADES field
IFP-EOBD-001	94	**AO submission EOBD (DOF) field**
IFP-EOBD-002	94	**IFPS processing of EOBD (DOF) field**
IFP-AIPPUB-001	37	Submission of AIP
IFP-RADPUB-001	37	Publishing of the RAD

147 IFPS Error Messages

147.1 Error Class/Error Id: SYN33

Error Message(s)

SYN33: (Indicator Name) NOT ALLOWED IN ROUTE

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- Indicator Name: various possibilities.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The specified indicator is invalid for IFPS.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

If this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.2 Error Class/Error Id: SYN60

Error Message(s)

SYN60: INVALID WAKE TURBULENCE CATEGORY AT ROW= x, COL= y (WKTRC)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- WKTRC: WaKe TuRbulence Category.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The aircraft type is filed ZZZZ, and the wake turbulence category specified is neither L, M, H nor J.

Requirements

Where an aircraft type is filed as ZZZZ, the correct wake turbulence category shall be specified.

IFPS Procedures

The FP staff shall attempt to contact the message originator **and**

- **If** contact is achieved, the FP staff shall insert the wake turbulence category given or
- **If** no contact is achieved, the FP staff shall insert the most appropriate wake turbulence category based on the flight plan elements.

Related Sections

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

147.3 Error Class/Error Id: SYN62

Error Message(s)

SYN62: UNKNOWN OR UNEXPECTED FIELD AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: large number or values.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message has an incorrect syntax which causes the IFPS to be unable to distinguish between the expected fields.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Various. Refer to the section corresponding to the field name specified in the error message.

147.4 Error Class/Error Id: SYN64

Error Message(s)

SYN64: MISSING OR INVALID AIRCRAFT ID

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ICAO FPL2012 format only. The first character specified in the aircraft identification field (ARCID) is neither a number nor a letter.

Requirements

The aircraft identification field (ARCID) shall contain only numbers/letters with a minimum of 2 and a maximum of 7 characters.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

147.5 Error Class/Error Id: SYN65

Error Message(s)

SYN65: UNEXPECTED SEPARATOR AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A field separator (e.g '/') is incorrectly placed in the route field of the message, after an airway for example.

Requirements

In the route field, the separator '/' shall only be present after a point then followed by speed and level.

IFPS Procedures

The FP staff shall remove the separator identified as causing the error to be raised.

Related Sections

ITEM 15: Route

Initial Speed and Level

En-Route Change of Speed and Level

147.6 Error Class/Error Id: SYN66

Error Message(s)

SYN66: ADDITIONAL DATA FOLLOWS TRUNCATION INDICATOR

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A remote letter 'T' has been identified in the route field, indicating the truncation point of that route, but further route data has been identified after that designator.

Requirements

Where a route is truncated using the individual letter 'T', no further route items should be inserted.

IFPS Procedures

The FP staff shall analyze the route field **and**

- **If** the letter ‘T’ appears in the route field because of an extra space (for example: ABBO T or T AKAT), then the FP staff shall delete the space **or**
- **If** the letter ‘T’ indicates a truncated route, the FP staff shall remove it and proceed with the manual treatment.

Related Sections

NA

147.7 Error Class/Error Id: SYN68

Error Message(s)

SYN68: TOO MANY ADDRESSES ON LINE AT ROW= x, COL= y

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The maximum number of 7 AD line addresses has been exceeded in the indicated line, or a following line has not been prefixed by the AD indicator.

Requirements

Each line in the re-addressing function shall contain a maximum of 7 addresses and should be prefixed by the letters ‘AD’; any more addresses should be carried on to a new ‘AD’ line.

IFPS Procedures

The FP staff shall apply SCP2.

Related Sections

RE-ADDRESSING

Standard Correction Procedure 2 (SCP2)

147.8 Error Class/Error Id: SYN69

Error Message(s)

SYN69: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EOBT, TTL_EET, SPL_E, ATD, ATA, ETO/ATO.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The time designator is missing or IFPS is not able to identify it: EOBT, EET etc

Requirements

Where a time designator is required, it shall be included and specified in the correct format.

IFPS Procedures

For field type SPL_E: The FP staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

For field type ATD, ATA, EOBT, TTL_EET: The FP staff shall apply SCP1.

For field type ETO/ATO: (concerns AFIL messages):

- When the ATO/ETO is missing from the message; the FP staff shall contact the message originator to obtain the ATO/ETO **and**
- Where no contact with the message originator is possible, the FP staff shall insert the filing time of the message, in association with the appropriate date of flight.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 13: Departure Aerodrome and Time

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

Total Fuel Endurance: E/

Departure (DEP)

Arrival (ARR)

Air-Filed Flight Plans (AFIL)

147.9 Error Class/Error Id: SYN70

Error Message(s)

SYN70: FIELD TEXT TOO SHORT AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as ARCTYP, RVR, ORGN, ARCID, SSRCODE, SEQPT, EOBT, REG, SEL, TYP, COM, DAT, NAV, DEP, DEST, ADEP, ADES, ALTNZ, ALTRNT, RALT, RFP, SUR, TALT, ATD, ATA, DLE.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The syntax for the field that is identified in the error message is not correct.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall apply SCP2 when the error is related to the re-addressing function (i.e. AD line), departure, arrival or alternate aerodrome.

The FP staff shall apply SCP1, unless there is no doubt about the intended content of the field in error.

Related Sections

Standard Correction Procedure 1 (SCP1)

Standard Correction Procedure 2 (SCP2)

Runway Visual Range (RVR)

Originator (ORGN) Indicator

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

ITEM 10: Equipment & Capabilities

ITEM 13: Departure Aerodrome and Time

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

Aircraft Registration (REG)

SELCAL (SEL)

Aircraft Type (TYP)

Communications Equipment (COM)

Data Link Capability (DAT)

Navigation Equipment (NAV)

Departure Aerodrome (DEP)

Destination Aerodrome (DEST)

Destination Alternate Aerodrome (ALTN)

En-Route Alternate Aerodrome (RALT)

Replacement Flight Plan (RFP)

PBN (Performance Based Navigation)

Surveillance (SUR)

Take-off Alternate (TALT)

En-Route Delay or Holding (DLE)

Pilot in Command: C/

Departure (DEP)

Arrival (ARR)

147.10 Error Class/Error Id: SYN71

Error Message(s)

SYN71: FIELD TEXT TOO LONG AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as FLTTYP, ADEP, ADES,RVR, ORGN, ARCID, SSRCODE, SEQPT, EOBT, REG, SEL, TYP, COM, DAT, NAV, DEP, ALTNZ, ALTRNT, RALT, RFP, SUR, TALT, DLE.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The syntax for the field that is identified in the error message is not correct.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall apply SCP2 when the error is related to the re-addressing function (i.e. AD line), departure, arrival or alternate aerodrome.

The FP staff shall apply SCP1, unless there is no doubt about the intended content of the field in error.

Related Sections

Standard Correction Procedure 1 (SCP1)

Standard Correction Procedure 2 (SCP2)

Runway Visual Range (RVR)

Originator (ORGN) Indicator

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

ITEM 8: Flight Rules and Type of Flight

ITEM 10: Equipment & Capabilities

ITEM 13: Departure Aerodrome and Time

Aircraft Registration (REG)

SELCAL (SEL)

Aircraft Type (TYP)

Communications Equipment (COM)

Data Link Capability (DAT)

Navigation Equipment (NAV)

Departure Aerodrome (DEP)

Destination Aerodrome (DEST)

Destination Alternate Aerodrome (ALTN)

En-Route Alternate Aerodrome (RALT)

Replacement Flight Plan (RFP)

PBN (Performance Based Navigation)

Surveillance (SUR)

Take-off Alternate (TALT)

En-Route Delay or Holding (DLE)

Pilot in Command: C/

Departure (DEP)

Arrival (ARR)

147.11 Error Class/Error Id: SYN72

Error Message(s)

SYN72: SUSPECT TEXT TOO LONG AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The syntax for the field that is identified in the error message is not correct.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall identify the field where the error is located and amend the message to obtain a correct syntax. When such action would affect important elements of the message, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Various. Refer to the section corresponding to the field name specified in the error message.

147.12 Error Class/Error Id: SYN73

Error Message(s)

1) SYN73: SUSPECT INVALID FIELD AT ROW= x,COL= y (F18 <Sub-field Name> AFTER F19 <Sub-field Name> (x,y))
2) SYN73: SUSPECT INVALID FIELD AT ROW= x, COL= y (ICAO EQPT/ in RMK DATA)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Sub-Field Name: any subfield from item 18 and any subfield from item 19.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Either an item 18 sub-field indicator has been detected inside item 19 **or**

In Item 18 sub-field texts, where '/' is used with an Item 19 sub-field indicator before it, the system may misinterpret that piece of data as an Item 19 entry. Where the text following the '/' is appropriate for that heading, the system may automatically extract that information string as Item 19 data. If the text following the '/' is incorrect for the sub-field heading, then the system shall raise an error, based on the assumption that it is an Item 19 sub-field.

Requirements

Item 18 sub-fields shall not be indicated after item 19 indicators.

IFPS Procedures

In the first case (see above, Reason), the FP staff shall remove the item 18 sub-field found after an item 19 sub-field and shall insert it in the item 18 **or,**

In the second case (see above, Reason), where the system suspects that an item 18 information string is an item 19 sub-field, that information must be disguised by the FP staff; normally, replacing the '/' with a space is sufficient.

Related Sections

ITEM 18: Other Information

ITEM 19: Supplementary Information

147.13 Error Class/Error Id: SYN74

Error Message(s)

SYN74: EXPECTED SSR EQUIPMENT DESIGNATOR AT ROW= x,COL=Y (SEQPT)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- SEQPT: Surveillance Equipment.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The surveillance equipment designator(s) is/are missing from the submitted message.

Requirements

The surveillance equipment shall be indicated by either N or one or more of the equipment designators approved by ICAO.

IFPS Procedures

- If the SSR equipment is present but not read due to a syntax error, then the IFPS shall amend the message to the correct syntax **or**
- If the SSR equipment is missing, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 10: Equipment & Capabilities

147.14 Error Class/Error Id: SYN76

Error Message(s)

SYN76: NO PARALLEL ALLOWED IN FIELD AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The syntax for the field that is identified in the error message is not correct.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall identify the field where the error is located and amend the message to obtain a correct syntax. When such action would affect important elements of the message, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Various. Refer to the section corresponding to the field name specified in the error message.

147.15 Error Class/Error Id: SYN77

Error Message(s)

SYN77: EXPECTED NUMERIC ROW= x,COL=y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as SPL_P (Supplementary Information Persons on Board).

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The syntax for the field that is identified in the error message is not correct.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall identify the field where the error is located and amend the message to obtain a correct syntax.

For example, when it concerns Supplementary Information (Item 19), the FP staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

When such action would affect important elements of that message, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Total Number of Persons on Board: P/

147.16 Error Class/Error Id: SYN78

Error Message(s)

SYN78: NO CHANGES ALLOWED IN KEY FIELD AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ARCID, ADEP, ADES, DOF.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

It is not possible to make changes to the indicated key field. The key fields are: Aircraft Identification, Aerodrome of Departure, Aerodrome of Destination and Date of Flight.

Requirements

Key fields shall only be changed by cancelling the existing flight plan and re-filing with the new key field data.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Key Fields

147.17 Error Class/Error Id: SYN80

Error Message(s)

SYN80: MULTIPLE MATCHING LONGITUDE FOUND IN ROUTE, CANNOT EXPAND MERIDIAN

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In Item 18, an EET using only a longitude as a referent point has more than one route point indicating the same longitude.

Requirements

Where a route contains more than one geographical coordinate on the same longitude, any associated EET must contain the full geographical coordinates for that estimate.

IFPS Procedures

The FP staff shall insert the full geographical coordinates in the sub field EET in Item 18 for the concerned entry.

Related Sections

Points

Estimated Elapsed Time (EET)

147.18 Error Class/Error Id: SYN81

Error Message(s)

SYN81: MULTIPLE MATCHING LATITUDE FOUND IN ROUTE, CANNOT EXPAND PARALLEL

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In Item 18, an EET using only latitude as a reference point has more than one route point indicating the same latitude.

Requirements

Where a route contains more than one geographical coordinate on the same latitude, any associated EET must contain the full geographical coordinates for that estimate.

IFPS Procedures

The FP staff shall insert the full geographical coordinates in the sub field EET in Item 18 for the concerned entry.

Related Sections

Points

Estimated Elapsed Time (EET)

147.19 Error Class/Error Id: SYN84

Error Message(s)

SYN84: MISSING OR INVALID LEVEL

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The expected level information in the message cannot be identified.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall apply SCP1 unless there is no ambiguity with the intended level.

Related Sections

Standard Correction Procedure 1 (SCP1)

Initial Speed and Level

En-Route Change of Speed and Level

147.20 Error Class/Error Id: SYN85

Error Message(s)

SYN85: MISSING FIELD ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ARCID, FIELD 18.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The field specified is missing or cannot be found due to another syntax error.

Requirements

The correct syntax shall be used. In associated messages, a correctly formatted Item 18 shall be present in the following message types: CNL, DLA, CHG, DEP, RQS, and RQP.

IFPS Procedures

When the message is an RQP, the FP staff shall reject that message.

In all other cases the FP staff shall insert ‘0’ as Item 18, **and** in case the message matches multiples flight plans, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

Modification

Delay

Cancellation

Departure (DEP)

Request Flight Plan (RQP)

Request Supplementary Flight Plan (RQS)

147.21 Error Class/Error Id: SYN87

Error Message(s)

SYN87: MISSING OR INVALID ETO

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only. The Estimated Time Over (ETO) is missing or cannot be found due to another syntax error or is invalid.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

If this is not possible (missing ETO or ETO cannot be identified) then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

Air-Filed Flight Plans (AFIL)

ATC Flight Plan Proposal Message (AFP)

147.22 Error Class/Error Id: SYN88

Error Message(s)

SYN88: MISSING OR INVALID END KEYWORD

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only. The END KEYWORD is missing or cannot be found due to another syntax error or is invalid.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

If this is not possible, then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

147.23 Error Class/Error Id: SYN90

Error Message(s)

SYN90: NO MERIDIAN ALLOWED IN FIELD AT ROW= x,COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: various possibilities.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A geographical coordinate is not allowed in the field specified.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.24 Error Class/Error Id: SYN91

Error Message(s)

SYN91: DUPLICATE DATA

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only and when a duplicate data is found in sets e.g. a duplicate REF, GEO, REN etc.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error (be deleting one of the duplicate entry) and proceed with any subsequent error(s) raised if any.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Related Document(s):

IFPS and RPL Dictionary of Messages

147.25 Error Class/Error Id: SYN92

Error Message(s)

SYN92: MISSING OR INVALID TITLE

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only. The message title contains invalid characters **or** is incomplete **or** is not an allowed title for input to IFPS.

Requirements

All messages submitted to IFPS in ADEXP format shall contain one of the defined message titles that are recognised by IFPS.

IFPS Procedures

If the message is in the correct ACH/APL format, then the FP staff shall reject that message.

In all other cases, the FP staff shall apply SCP1 unless there is no ambiguity about the correct message title.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 3: Message Title

Related Document(s):

IFPS and RPL Dictionary of Messages

147.26 Error Class/Error Id: SYN93

Error Message(s)

SYN93: INVALID TIME DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT Estimated Elapsed Time at Point (EET sub field in Item 18)

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated time designator in the EET sub-field in Item 18 does not conform to the standard 24-hour format.

Requirements

The correct syntax shall be used: HHMM.

IFPS Procedures

The IFPS shall try to identify the intended time. **If** this is not possible **or** in case of any doubt, then the IFPS shall try to contact the message originator.

If no contact can be achieved, then the FP staff shall ‘cut’ and ‘paste’ the point or FIR/estimated elapsed time group to the RMK sub-field in Item 18.

Related Sections

Estimated Elapsed Time (EET)

147.27 Error Class/Error Id: SYN95

Error Message(s)

SYN95: INVALID SPEED DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: SPEED.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

An incorrect syntax for the speed has been used. For example: M for 'Mach' followed by 4 digits (should be 3).

Requirements

The speed indication shall be specified with one the allowed manner and in the correct format.

IFPS Procedures

The FP staff shall try to identify the intended speed. **If** this is not possible **or** in case of any doubt, then the IFPS shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Initial Speed and Level

En-Route Change of Speed and Level

147.28 Error Class/Error Id: SYN96

Error Message(s)

SYN96: INVALID SOURCE

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The SRC sub-field in Item 18 is present in a message submission.

Requirements

SRC sub-field shall never be present in a message sent to the IFPS. This is a field which is added automatically by the IFPS after successful processing and may be found in messages output.

IFPS Procedures

The FP staff shall delete the SRC sub-field from the incoming message and proceed with any subsequent error(s) raised if any.

Related Sections

Source (SRC) Indicator

147.29 Error Class/Error Id: SYN97

Error Message(s)

SYN97: INVALID SEPARATOR AT ROW= x, COL= y

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message has errors that cause the IFPS to be unable to distinguish between the expected fields.

Requirements

The correct format shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Related Sections

NA

147.30 Error Class/Error Id: SYN98

Error Message(s)

SYN98: INVALID POINT

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only where there is/are problem(s) with points in fields. Example: missing PTID in a REF point.

Requirements

The correct format shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

Related Document(s):

IFPS and RPL Dictionary of Messages

147.31 Error Class/Error Id: SYN99

Error Message(s)

SYN99: INVALID LONGITUDE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT: Estimated Elapsed Time Point, for the Item 18 EET sub-field.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated longitude value does not contain 3 or 5 numbers.

Requirements

The IFPS can only accept longitude values given as 3 or 5 numbers in the EET sub-field in Item 18.

IFPS Procedures

The IFPS shall try to identify the intended longitude. **If** this is not possible **or** in case of any doubt, then the FP staff shall try to contact the message originator.

If no contact can be achieved, then the IFPS shall 'cut' and 'paste' the geographical coordinates/estimated elapsed time group to the RMK sub-field in Item 18.

Related Sections

Estimated Elapsed Time (EET)

147.32 Error Class/Error Id: SYN100

Error Message(s)

SYN100: INVALID LIST

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only where there is the field -BEGIN followed by an unexpected keyword (i.e. one that isn't ADDR, RTE_PTS, EQCST).

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

Related Document(s):

IFPS and RPL Dictionary of Messages

147.33 Error Class/Error Id: SYN101

Error Message(s)

1) SYN101: INVALID LEVEL DESIGNATOR AT ROW= x, COL= y (RFL)
2) SYN101: INVALID LEVEL DESIGNATOR (ROUTE)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: RFL Requested Flight Level.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) An incorrect syntax for the RFL has been used.
2) An RFL above F195 in visible portion (GAT, IFR, IFPSTART) does not end with a zero.

Requirements

1) The RFL indication shall be specified with one the allowed manner and in the correct format.
2) The RFL indication above F195 for a visible portion (GAT, IFR, IFPSTART) shall always end with a zero.

IFPS Procedures

The FP staff shall try to identify the intended RFL.

If this is not possible **or** in case of any doubt, then the IFPS shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Initial Speed and Level

En-Route Change of Speed and Level

147.34 Error Class/Error Id: SYN102

Error Message(s)

SYN102: INVALID LATITUDE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT: Estimated Elapsed Time Point, for the Item 18 EET sub-field.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated latitude value does not contain 2 or 4 numbers.

Requirements

The IFPS can only accept latitude values given as 2 or 4 numbers in the EET sub-field in Item 18.

IFPS Procedures

The IFPS shall try to identify the intended latitude. **If** this is not possible **or** in case of any doubt, then the FP staff shall try to contact the message originator.

If no contact can be achieved, then the IFPS shall 'cut' and 'paste' the geographical coordinates/estimated elapsed time group to the RMK sub-field in Item 18.

Related Sections

Estimated Elapsed Time (EET)

147.35 Error Class/Error Id: SYN103

Error Message(s)

SYN103: INVALID ID USED IN FIELD AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: STAY.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Multiple STAY indicators with the same sequence number have been used in the route field.

Requirements

Where more than one STAY indicator is used in the route, each indicator must have a separate and consecutive sequence number, to a maximum value of 9.

IFPS Procedures

The FP staff shall correct the STAY indicators numbering in order to have a separate and consecutive sequence number.

In case of any doubt (the flight path appears illogical when compared to ADES and ADES) then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Stay Indicator

147.36 Error Class/Error Id: SYN104

Error Message(s)

SYN104: INVALID FIELD AT ROW=x, COL=y (Field Name)
SYN104: INVALID FIELD AT ROW=x, COL=y

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: various possibilities such as TITLE, RFL, ROUTE.

Note The Field Name is only present where the IFPS was able to identify in which field is located the error.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

One or more invalid characters are used in the specified field.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Various. Refer to the section corresponding to the field name specified in the error message.

147.37 Error Class/Error Id: SYN105

Error Message(s)

SYN105: INVALID DISTANCE DESIGNATOR

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only when there is badly formed distance field in a reference (REF) point.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

Air-Filed Flight Plans (AFIL)

ATC Flight Plan Proposal Message (AFP)

AFP For a Missing Flight Plan

AFP for a Change of Route

AFP for Diversion

147.38 Error Class/Error Id: SYN106

Error Message(s)

SYN106: WRONG POINT FOR GEO <Point **Id**>

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- **Point Id: Point designator**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A point expressed with geographical coordinates is linked with a point **designator**, but the coordinates do not match with the specified point. The error is only raised when a specific IFPS internal format is used. Therefore, this error is not visible to external IFPS clients and to IFPUV users.

Requirements

The correct syntax shall be used.

IFPS Procedures

NA

Related Sections

Points

147.39 Error Class/Error Id: SYN108

Error Message(s)

SYN108: INVALID DATE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EOBD Estimated Off Block Date

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message contains an invalid date, for example an alphabetic character in the DOF.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall try to identify the intended DOF. If this is not possible or in case of any doubt, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Date of Flight (DOF)

147.40 Error Class/Error Id: SYN109

Error Message(s)

SYN109: FIELD CONTAINS INVALID CHARACTER(S) AT ROW = x, COL = y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: STS, ORGN, SSRCODE, SEQPT, SEL, RMK, PBN, SUR, TALT, SPL_R, SPL_S, SPL_J,

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

STS: One on the STS descriptor is not recognized. Only the STS descriptors published in ICAO doc.4444 are allowed and shall be filed with an exact character match.

ORGN: Special characters such as '!', '@' are present. The ORGN sub-field shall not contain any special characters.

SSRCODE: The SSR code contains a letter other than the permitted letter A. Only the letter A may be used to indicate the SSR mode.

SEQPT: The surveillance equipment contains invalid characters or N is present together with other descriptors. The character(s) used in the equipment designators may only be those indicators approved by ICAO and shall be compatible.

SEL: An invalid character has been used. The characters used to specify the SELCAL shall include letters (without I, N ,O) or numbers [1-9].

RMK: One or more invalid characters have been used in the text. Ensure only valid characters are used in the text.

PBN: One of more PBN descriptors does not match any of the valid descriptors. Only the published PBN descriptors are allowed.

SUR: Characters other than alphanumeric are present in the sub-field SUR. The characters in the sub-field SUR shall be only alphanumeric characters.

TALT: Special characters such as '!', '@' are present. The TALT sub-field shall not contain any special characters.

SPL_R: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the emergency radio subfield may only be U, V and/or E.

SPL_S: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the survival equipment sub-field may only be P, D, M and/or J.

SPL_J: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the life jackets sub-field may only be L, F, U and/or V.

COMMENT (only in ADEXP): an ACH (SRC/AFP) with a successful route merge results in an invalid message. The ADEXP field – COMMENT is added as last field in the message in order to inform the FP staff of the original flight plan route.

Requirements

The correct syntax shall be used.

IFPS Procedures

STS: Where the STS descriptor can be identified without any doubt, the FP staff shall correct that descriptor in order to have an exact character match with the published descriptor; in all other cases the FP staff shall apply SCP1.

Example: STS/AZMAT may be corrected to STS/HAZMAT

ORGN: The FP staff shall remove any special character(s) from the content of the ORGN sub-field.

SSRCODE: In all cases where a C is submitted as an SSR designator, the FP staff shall change that designator to A.

SEQPT, SEL, PBN: The FP staff shall apply SCP1.

RMK: Where contact with the message originator is possible, the FP staff shall agree the most suitable correction. If no contact with the message originator is possible, the FP staff shall delete the invalid character(s) and replace them with a character space.

SUR: The FP staff shall remove any special character(s) from the content of the SUR sub-field.

TALT: The FP staff shall remove any special character(s) from the content of the TALT sub-field.

SPL_R, **SPL_S, SPL_J**: The FP staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

COMMENT (only in ADEXP): The FP staff shall delete the entire COMMENT field from the ACH.

Related Sections

Standard Correction Procedure 1 (SCP1)

Special Status Flights (STS)

STS/SAR Indicator

STS/HEAD Indicator

STS/ATFMX Indicator

STS/HOSP Indicator

STS/HUM Indicator

STS/STATE Indicator

STS/NONRVSM Indicator

STS/FFR Indicator

STS/FLTCK Indicator

STS/HAZMAT Indicator

STS/MARSA Indicator

STS/MEDEVAC Indicator

STS/ALTRV Indicator

Originator (ORGN) Indicator

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

ITEM 10: Equipment & Capabilities

PBN (Performance Based Navigation)

Surveillance (SUR)

Take-off Alternate (TALT)

ITEM 19: Supplementary Information

Survival Equipment: S/

147.41 Error Class/Error Id: SYN110

Error Message(s)

SYN110: INVALID BEARING DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE or DLE.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated bearing designator is outside the range 000 to 360.

Requirements

Any bearing indication must reflect to a maximum value of 360º.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Change of Speed and Level

Points

En-Route Delay or Holding (DLE)

147.42 Error Class/Error Id: SYN111

Error Message(s)

SYN111: MISPLACED INDICATOR. MUST BE AFTER A POINT AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

An indicator (VFR, IFR, GAT, OAT, STAY etc.) in the route field does not follow a point.

Requirements

A change of rules, flight type, etc shall be put in the route field after a point designator.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

General Air Traffic/Operational Air Traffic (GAT/OAT)

Visual Flight Rules (VFR)

En-Route Stay Indicator

ITEM 15: Route

147.43 Error Class/Error Id: SYN112

Error Message(s)

SYN112: INCORRECT USAGE OF BRACKETS '(' AND ')'

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The submitted message contains more brackets than just the opening and closing bracket.

Requirements

The opening and closing indicators of any message are '(' and ')' respectively, thus they cannot be used within a message in any other way.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.44 Error Class/Error Id: SYN114

Error Message(s)

SYN114: EXPECTED '/' AT ROW= x, COL= y

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A '/' is expected for correct formatting but is missing.

Requirements

Where a '/' is necessary in the format of an item, it must be present in the submitted message.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.45 Error Class/Error Id: SYN115

Error Message(s)

SYN115: EXPECTED FLIGHT TYPE AND RULES AT ROW= x, COL= y (FLTTYP)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- FLTTYP: Flight Type.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight type and flight rules are either missing or using an invalid designator.

For a military flight, it may be that the designator OAT (Operational Air Traffic) is inserted in Item 8: Flight Rules and Flight Type.

Requirements

The flight type and flight rules shall be present and shall use approved designator(s).

IFPS Procedures

- If Item 8 has been filed as IOM for a military flight and if OAT/GAT changes are clearly indicated in either the route or other information, then the FP staff shall correct by inserting OAT/GAT as appropriate, and changing IOM to IM; otherwise the FP staff shall apply SCP1 **or**
- The FP staff shall try to identify the flight type and rules. **If** this is not possible **or** in case of any doubt, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 8: Flight Rules and Type of Flight

147.46 Error Class/Error Id: SYN116

Error Message(s)

SYN116: EXPECTED OR INVALID FLIGHT TYPE AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: FLTTYP: Flight Type.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight type is either missing or using an invalid designator. Can be S, N, G, M, X.

Requirements

The flight type shall be present and shall use an approved indicator.

IFPS Procedures

The FP staff shall try to identify the flight rules. **If** this is not possible **or** in case of any doubt, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 8: Flight Rules and Type of Flight

147.47 Error Class/Error Id: SYN117

Error Message(s)

SYN117: EXPECTED OR INVALID FLIGHT RULES AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: FLTRUL: Flight Rules.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rules are either missing or using an invalid designator. Can be I, Z or Y.

Requirements

The flight rules shall be present and shall use an approved indicator.

IFPS Procedures

The FP staff shall try to identify the flight rules.

If this is not possible **or** in case of any doubt, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 8: Flight Rules and Type of Flight

147.48 Error Class/Error Id: SYN118

Error Message(s)

SYN118: EXPECTED END OF MESSAGE

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A syntax error is causing IFPS to be unable to find the end of the submitted message.

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.49 Error Class/Error Id: SYN120

Error Message(s)

SYN120: INTERNAL ERROR

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Internal IFPS error.

Requirements

NA

IFPS Procedures

NA

Related Sections

NA

147.50 Error Class/Error Id: SYN121

Error Message(s)

SYN121: DUPLICATE ERROR AT ROW=x, COL=y (Sub-Field name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Sub-Field Name: DEP, DEST, EOBD (DOF), OPR, RVR, SEL, REG, PBN, CODE, ORGN, PER, RFP.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

There is a duplicate for the specified sub-field (in Item 18), which is not permitted.

Requirements

Some sub-fields in Item 18 shall be specified only once.

IFPS Procedures

RVR:

If the duplicate entry is identical, the FP staff shall delete one of the entries.

In all other cases, the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the FP staff shall delete the entry with the lowest RVR value.

ORGN:

If the duplicate entry is identical, the FP staff shall delete one of the entries.

In all other cases, the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the FP staff shall move one entry under the RMK without '/'.

REG:

Where the flight concerned is a single aircraft and the duplicate entry is identical, the FP staff shall delete one of the entries.

Where the flight concerned is a formation flight, then the FP staff shall copy all the registrations into a single entry, and separate each entry by a space.

In all other cases, the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the FP staff shall move one entry under RMK without '/'.

SEL:

If the duplicate entry is identical, the FP staff shall delete one of the entries.

In all other cases, the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall delete the SEL entries.

OPR:

If the duplicate entry is identical or the content is equivalent, then the FP staff shall delete one of the entries.

In all other cases, the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall move one entry under RMK without '/'.

PER:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the IFPS shall apply SCP1.

If no contact is possible except and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or

STS/MEDEVAC, then the FP staff shall delete the entry with the highest performance data.

DEP:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall try to identify if possible the closest departure location to the first point on the route and move the other entry under RMK without the '/' preceded by the comment: 'second filed DEP'.

DEST:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall try to identify if possible the closest destination location to the last point on the route and move the other entry under RMK without the '/' preceded by the comment: 'second filed DEST'.

EOBD (DOF):

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall delete both DOF entries.

RFP:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall delete the entry with the lowest value after 'Q'.

CODE:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall delete the both CODE entries.

PBN:

If the duplicate entry is identical the FP staff shall delete one of the entries.

In all other cases the FP staff shall apply SCP1.

If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the FP staff shall combine the content of both entries into one.

If the maximum amount of characters is exceeded, then the FP staff shall apply the Guidance for the Provision of NAV/COM/SUR information accessible from the CHMI>TEM>ICAO2012 (internally) or via the EUROCONTROL website (internally and externally) at:

Guidance for the provision of NAV/COM/SUR information in the New ICAO 2012 Flight Plan

Related Sections

Standard Correction Procedure 1 (SCP1)

Runway Visual Range (RVR)

Originator (ORGN) Indicator

ITEM 18: Other Information

Aircraft Registration (REG)

SELCAL (SEL)

Aircraft Operator (OPR)

Aircraft Performance (PER)

Departure Aerodrome (DEP)

Destination Aerodrome (DEST)

Date of Flight (DOF)

Replacement Flight Plan (RFP)

CODE

PBN (Performance Based Navigation)

147.51 Error Class/Error Id: SYN122

Error Message(s)

SYN122: EXPECTED DATE DESIGNATOR NOT FOUND

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The format of the DOF field is not correct.

Requirements

The DOF field shall be specified in the correct format YYMMDD and only one '/' separator shall be used.

IFPS Procedures

The FP staff shall try to identify the intended DOF. **If** this is not possible **or** in case of any doubt, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Date of Flight (DOF)

147.52 Error Class/Error Id: SYN123

Error Message(s)

SYN123: EXPECTED CNA EQUIPMENT DESIGNATOR AT ROW= x, COL= y (Field Name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message, the row and column where the error is located.
- Field Name: CEQPT: Communication Equipment which includes radio communication, navigation and approach aid equipment.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The radio communication, navigation and approach aid equipment designators are missing from the submitted message or cannot be identified due to another syntax error.

Requirements

The radio communication, navigation and approach aid equipment shall be indicated by either N or S and/or the equipment designators approved by ICAO.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 10: Equipment & Capabilities

147.53 Error Class/Error Id: SYN124

Error Message(s)

SYN124: MISSING OR INVALID CHANGE RULES

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages filed in ADEXP format only (like ICHG, IAFP) when the CHGRUL field has been incorrectly defined. The CHGRUL field is used to indicate change of flight rules (VFR/IFR) or the type of flight (OAT/GAT).

Requirements

The correct syntax shall be used.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

ATS DATA EXCHANGE PRESENTATION (ADEXP)

Standard Correction Procedure 1 (SCP1)

General Air Traffic/Operational Air Traffic (GAT/OAT)

Visual Flight Rules (VFR)

Related Document(s):

IFPS and RPL Dictionary of Messages

147.54 Error Class/Error Id: SYN153

Error Message(s)

SYN153: INVALID COMBINATION OF MODE S CAPABILITY AT ROW=x, COL=y

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The Mode S indication is not unique or ADS-B & ADS-C is notified without any transponder mode indicated (A, C or S).

Requirements

When the aircraft is equipped with Mode S surveillance, being 'I','P','X', only one descriptor is allowed as they mutually exclude each other. Also, when either I, P or X is present, E, H, L and S cannot be present. ADS-B/ADS-C descriptors are optional and cannot be present without any indication of transponder modes.

IFPS Procedures

The FP staff shall apply SCP1.

If the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC **and** contact with the message originator is not possible then the FP staff shall identify the conflicting surveillance designators and shall delete the highest designator.

If the error is raised because only ADS-B and/or ADS-C designator(s) are filed but no transponder mode is present (being A, C or S), then the FP staff shall insert C in item 10b.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 10: Equipment & Capabilities

147.55 Error Class/Error Id: EFPM31

Error Message(s)

EFPM31: FLIGHT PLAN ALREADY LOCKED BY ANOTHER USER

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error. An FP staff is selecting an invalid message which is already edited by another FP staff.

Requirements

A message shall only be editable once at the same time.

IFPS Procedures

NA

Related Sections

NA

147.56 Error Class/Error Id: EFPM34

Error Message(s)

EFPM34: AIRAC DATA NOT AVAILABLE (Field Name)

Possible values in Error Message

- Field Name: EOBD Estimated Off Block Date

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

While using IFPS or IFPUV, the flight plan message as a date of flight in the future (usually 5 days or more) and that date falls into the next AIRC and the AIRAC data is not available yet.

Requirements

A flight plan message can be submitted with a maximum of 5 days in advance and when the AIRAC data is available.

IFPS Procedures

NA

Related Sections

Standard Correction Procedure 1 (SCP1)

Date of Flight (DOF)

147.57 Error Class/Error Id: EFPM35

Error Message(s)

EFPM35: MFS ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to MFS messages only. The estimate provided in the MFS (ETO) is outside the acceptable range. The acceptable range is 420 minutes in the future and 10 minutes in the past when compared to IFPS time at the time of processing.

Requirements

The ETO provided in the message shall be within the acceptable range.

IFPS Procedures

The FP staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the FP staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

Related Sections

Standard Correction Procedure 1 (SCP1)

Airborne Message Types

Message from SHANWICK/SANTA MARIA (MFS)

147.58 Error Class/Error Id: EFPM36

Error Message(s)

EFPM36: FNM ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to FNM messages only. The estimate provided in the FNM (ETO) is outside the acceptable range. The acceptable range is 420 minutes in the future and 10 minutes in the past when compared to IFPS time at the time of processing.

Requirements

The ETO provided in the message shall be within the acceptable range.

IFPS Procedures

The FP staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the FP staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

Related Sections

Standard Correction Procedure 1 (SCP1)

Airborne Message Types

Flight Notification Message (FNM)

147.59 Error Class/Error Id: EFPM37

Error Message(s)

EFPM37: AFP ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to AFP messages only. The estimate provided in the AFP (ETO) is outside the acceptable range. The acceptable range is +/- 2 hours compared to IFPS time at the time of processing.

Requirements

The ETO provided in the message shall be within the acceptable range.

IFPS Procedures

The FP staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the FP staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

Related Sections

Standard Correction Procedure 1 (SCP1)

Airborne Message Types

ATC Flight Plan Proposal Message (AFP)

147.60 Error Class/Error Id: EFPM38

Error Message(s)

EFPM38: AFIL ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to AFIL messages only. The estimate provided in the AFIL (ETO) is outside the acceptable range. The acceptable range is +/- 2 hours compared to IFPS time at the time of processing.

Requirements

The ETO provided in the message shall be within the acceptable range.

IFPS Procedures

The FP staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the FP staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

Related Sections

Standard Correction Procedure 1 (SCP1)

Airborne Message Types

Air-Filed Flight Plans (AFIL)

147.61 Error Class/Error Id: EFPM39

Error Message(s)

EFPM39: ACTUAL DATE AND TIME OF DEPARTURE IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM. (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time of departure that can be accepted while the second group defines the latest time of departure that can be accepted.
- Field name: ATD Actual Time of Departure.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to DEP messages only which are expected to provide an ATD within a given time window around the EOBT of the associated flight. The time window shall be set by default to minus 60 minutes to plus 240 minutes around the EOBT.

Requirements

The ATD must be within the acceptable range.

IFPS Procedures

Where association of the DEP message with an existing FPL data can be identified **and** the departure time is correct (for example, a previous DLA that is time compatible with the DEP message was rejected) the FP staff shall ignore the error.

In all other cases, the FP staff shall apply **SCP1**.

Related Sections

Standard Correction Procedure 1 (SCP1)

Departure (DEP)

147.62 Error Class/Error Id: EFPM40

Error Message(s)

EFPM40: ACTUAL DATE AND TIME OF ARRIVAL IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM. (Field Name)

Possible values in Error Message

- HH:MM: first group defines the earliest time of arrival that can be accepted while the second group defines the latest time of arrival that can be accepted.
- Field name: ATA Actual Time of Arrival.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to ARR messages only which are expected to provide an ATA within a time window defined by a given time parameter before the EOBT and the IFPS 'close' time of the associated flight. The time parameter shall be set by default to 0 (zero).

Requirements

The ATA must be within the acceptable range.

IFPS Procedures

Where association of the ARR message with an existing FPL data can be identified **and** the arrival time is correct (for example, a previous DLA that is time compatible with the ARR message was rejected) the FP staff shall ignore the error.

In all other cases, the FP staff shall apply **SCP1**.

Related Sections

Standard Correction Procedure 1 (SCP1)

Arrival (ARR)

147.63 Error Class/Error Id: EFPM51

Error Message(s)

EFPM51: FPL PROCESSED AFTER ESTIMATED TIME OF ARRIVAL

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Under certain circumstances, the DOF calculated by the IFPS may be such that the Estimated Time of Arrival (derived from the EOBT + calculated profile of the FPD) of the flight is in the past when compared to the message processing time in IFPS.

Requirements

NA

IFPS Procedures

The FP staff shall apply SCP1 to confirm the correctness of the date and time information, with the exception that where contact with the message originator is not possible and the message is an airborne message or an FPL with an associated DEP message, the EOBT of the message shall be corrected by the FP staff to be the same as the estimate/DEP time given by the message originator.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 13: Departure Aerodrome and Time

Date of Flight (DOF)

147.64 Error Class/Error Id: EFPM166

Error Message(s)

1) EFPM166: Z PRESENT BUT COM/DAT/NAV ABSENT (Field Name)
2) EFPM166: PBN PRESENT BUT R ABSENT (Field Name)
3) EFPM166: R PRESENT BUT PBN ABSENT (Field Name)

Possible values in Error Message

- Field Name: CEQPT communication equipment of the aircraft (corresponding to Item 10a of the ICAO flight plan message) which includes navigation and approach aid equipment.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The equipment specified in Item 10a contains Z and no explanation is given in Item 18 as neither COM, DAT nor NAV is present.
2) The Item 18 subfield PBN is present and the item 10a does not contain the letter R.
3) The equipment specified in Item 10a contains R and the subfield PBN is not present in item 18.

Requirements

1) When Z is specified in the equipment of a flight plan, it is necessary to include the relevant data in the corresponding item 18 subfields, being COM and/or DAT and/or NAV.
2) When PBN is specified in the item 18 of a flight plan, it indicates the Performance Based Navigation (PBN) levels and/or the Required Navigation Performance (RNP) levels that can be met. It can only be present if the aircraft is PBN approved which shall be notified by the letter R in the equipment of that flight plan.
3) When R is specified in the equipment of a flight plan, it is necessary to include the Performance Based Navigation (PBN) levels and/or the Required Navigation Performance (RNP) levels that can be met by inserting in item 18 PBN/ followed by the relevant descriptors.

IFPS Procedures

1) The FP staff shall contact the message originator and correct as agreed **or**

- **If** no contact with the message originator is possible and a clear indication of the equipment is present (under RMK/ for example), the FP staff shall add NAV/ or COM/ or DAT/ in front of that indication **or**
- **If** no clear indication of the equipment is present or in case of any doubt, as not contact could be achieved, the FP staff shall reject the message.

Exception: if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the FP staff shall delete 'Z' from item 10a **and insert the IFP indicator ERREQPT.**

2) The FP staff shall insert the letter 'R' in item 10a and insert the IFP indicator ERREQPT.
3) Messages raising that error shall be automatically rejected. However, there are some exemptions when one of the following STS is present in the message: FFR, SAR, HOSP or MEDEVAC. If a message is presented for manual processing with that error, it means that the message matches the criteria set for an exemption. Therefore the following procedure shall be applied by FP staff:

The FP staff shall apply SCP1 **and**

- **If** contact with the message originator is not possible then the FP staff shall delete 'R' from item 10a, **insert the IFP indicator ERREQPT**, **and**

- **If** subsequently a RAD error is raised due to Flight Property Restriction on TP (SID, STAR for R-NAV equipped A/C), then the FP staff shall ignore that error and insert IFP/ERROUTRAD.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 10: Equipment & Capabilities

Communications Equipment (COM)

Data Link Capability (DAT)

Navigation Equipment (NAV)

PBN (Performance Based Navigation)

147.65 Error Class/Error Id: EFPM167

Error Message(s)

EFPM167: FILED PBN REQUIRES CEQPT <Equipment Descriptor>

Possible values in Error Message

- Equipment Descriptor: One or a combination of the following equipment descriptors depending on the filed PBN: D, G, I, O, S

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The content of the equipment field (Item 10a of the ICAO flight plan or CEQPT field in ADEXP) is not consistent with the filed PBN.

Requirements

Some PBN descriptors are only valid if the corresponding equipment is specified. The message filer shall ensure consistency between the equipment field and the PBN sub-field.

IFPS Procedures

The FP staff shall apply SCP1 **and if** contact with the message originator is not possible then the FP staff shall insert the missing equipment descriptor(s) stated in the error message into the equipment field order to be consistent with the filed PBN. In the case a descriptor is added the FP staff shall also insert the IFP indicator ERREQPT.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 10: Equipment & Capabilities

PBN (Performance Based Navigation)

147.66 Error Class/Error Id: EFPM209

Error Message(s)

EFPM209: STS/NONRVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/RVSMVIOLATION to be inserted automatically in the message output.

Reason

In the submitted message, the equipment field contains 'W' and STS/NONRVSM is present in the message.

Requirements

Within the EUR RVSM airspace, where a flight indicates 'W' in the equipment field, then STS/NONRVSM shall not be present in the message.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

IFP Indicators

147.67 Error Class/Error Id: EFPM210

Error Message(s)

EFPM210: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE AND STS/NONRVSM IS NOT EXPECTED FOR A CIVIL AIRCRAFT

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason

In the submitted message, the flight type is not given as M, the equipment does not contain W, and STS/NONRVSM is present in item 18.

Requirements

Within the EUR RVSM airspace, civil flights shall not be given STS/NONRVSM.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

IFP Indicators

147.68 Error Class/Error Id: EFPM211

Error Message(s)

EFPM211: STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output if the flight has one part outside the RVSM area.

Reason

In the submitted message, the flight type is given as M; the equipment does not contain W, and STS/NONRVSM is not found in the message.

Requirements

Within the EUR RVSM airspace, an approved State flight (flight type 'M') that is non-RVSM equipped is required to indicate that state approval by including STS/NONRVSM in item 18.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

IFP Indicators

147.69 Error Class/Error Id: EFPM212

Error Message(s)

EFPM212: FIELDS 10 AND/OR 18 INCORRECT FOR STATE FORMATION FLIGHT IN EUR RVSM AIRSPACE

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason

In the submitted message, the flight type is given as M; the number of aircraft indicated is more than 1, **and**:

W is included in the equipment field **or**

STS/NONRVSM is not included in the message **or**

Both W and STS/NONRVSM are included.

Requirements

Within the EUR RVSM airspace, State formation flights shall not include W in the equipment field but must include STS/NONRVSM in the message.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

IFP Indicators

147.70 Error Class/Error Id: EFPM213

Error Message(s)

EFPM213: UNEXPECTED ROUTE DATA

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The route field is found in an unexpected message (e.g. MFS message).

Requirements

Each message submitted to the IFPS shall consist of fields allowed for that type of message.

IFPS Procedures

The FP staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

Whenever this is not possible, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.71 Error Class/Error Id: EFPM214

Error Message(s)

EFPM214: MISSING ROUTE DATA

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message contains Initial Speed and Flight Level (item 15a and 15b in ICAO FPL2012 format messages or in the ROUTE field in ADEXP format messages), but no route elements are present.

Requirements

It is mandatory to fill in as much relevant detail as possible in the route field of a flight plan. The minimum possible element in the route field is 'DCT'.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 15: Route

147.72 Error Class/Error Id: EFPM215

Error Message(s)

EFPM215: FLIGHT PLAN DATA HAS RESTRICTED ACCESS

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to RQP messages only and can only be seen internally. The requested flight plan is not available for unauthorised access as it was submitted with EUR/PROTECTED.

Requirements

The requested flight plan has been classified as sensitive and shall not be available for unauthorised access.

IFPS Procedures

NA

Related Sections

European Designator (EUR)

Request Flight Plan (RQP)

147.73 Error Class/Error Id: EFPM216

Error Message(s)

EFPM216: POSSIBLE DOF SUBFIELD WITH WRONG SYNTAX DETECTED IN FIELD18. (Field Name)

Possible values in Error Message

- Field Name: EOBD Estimated Off Block Date.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A possible incorrectly formatted DOF has been identified in Item 18 of the message.

Requirements

The IFPS shall check for a DOF in the correct format of DOF/YYMMDD. The IFPS shall also check for any sequence of the letters D, O and F, even when other characters may separate those letters, and raise the error as a warning where this is found.

IFPS Procedures

The FP staff shall check the Item 18 of the message and:

- **If** the date of flight information is present, but is incorrectly formatted, e.g. RMK/DOF090608, then the FP staff shall correct the syntax **or**
- **If** the date of flight information (DOF) is not present (which means that the letters D,O and F have been found across the Item 18), then the FP staff shall ignore the error.

Related Sections

Date of Flight (DOF)

147.74 Error Class/Error Id: EFPM217

Error Message(s)

EFPM217: FPL WITH SAME ARCID AND OVERLAPPING FLYING PERIOD EXISTS: <Flight Details>

Possible values in Error Message

- Flight Details: ARCID ADEP/EOBT ADES/EET DOF

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A valid flight plan exists in the IFPS with a given total flying time that overlaps with that given in the submitted message.

Requirements

The IFPS cannot accept a flight plan that has the same callsign and a flying time, based on the EOBT and total estimated elapsed flying time that overlaps with an existing valid flight.

IFPS Procedures

The IFPS shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.75 Error Class/Error Id: EFPM219

Error Message(s)

EFPM219: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason

In the submitted message, the flight rules are not M, the equipment does not contain W, and STS/NONRVSM is not found in the message.

Requirements

Flights within the EUR RVSM airspace are required to be suitably equipped (equipment includes 'W') or to be a military flight (flight type is 'M') and the exemption STS/NONRVSM.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

IFP Indicators

147.76 Error Class/Error Id: EFPM220

Error Message(s)

EFPM220: NO EXISTING FILED FLIGHT PLAN MATCHING THIS MESSAGE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages with title DLA, CHG, DEP, ARR, RQP, CNL messages or to their equivalent in ADEXP format, respectively IDLA, ICH, IDEP, IARR, IRQP and ICNL. The referent flight plan may or may not have been filed; the referent flight plan may or may not have been accepted by IFPS; it may have been cancelled or closed by another party, or the key fields in the submitted message do not match.

Requirements

An associated message shall only be submitted to the IFPS when it can refer/associate to a valid flight plan.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Message Association

Modification

Delay

Cancellation

Departure (DEP)

Arrival (ARR)

Request Flight Plan (RQP)

147.77 Error Class/Error Id: EFPM223

Error Message(s)

EFPM223: EOBT IN THE PAST COMPARED TO IFPS SYSTEM TIME: <IFPS System Time>

Possible values in Error Message

- IFPS System Time: HH:MM hours and minutes.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to delay messages or modification messages that modify the EOBT. At the time of processing (IFPS time), the message indicates an EOBT in the past.

Requirements

A delay (via a delay or a modification message) shall only be for the future when compared to IFPS time at the time of processing of that message.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Modification

Delay

147.78 Error Class/Error Id: EFPM224

Error Message(s)

EFPM224: MESSAGE MATCHES MULTIPLE FLIGHT PLANS

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The submitted message matches more than one existing flight plan.

Requirements

Where there is more than one matching flight plan held in the IFPS, the correct message association may be increased in accuracy by adding the EOBT (except for DEP) and DOF of the relevant flight plan in that associated message.

IFPS Procedures

The FP staff shall apply SCP1 unless there is no doubt about the flight plan that associated message refers to.

Related Sections

Standard Correction Procedure 1 (SCP1)

Message Association

Modification

Delay

Cancellation

Departure (DEP)

Arrival (ARR)

147.79 Error Class/Error Id: EFPM225

Error Message(s)

EFPM225: MISSING OR ERRONEOUS FIELD (Field Name)

Possible values in Error Message

- Field Name: FLTTYP, ROUTE.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

FLTTYP: The message does not contain an indication of the type of flight.

ROUTE: The ROUTE field is present but cannot be used to create a profile.

Requirements

FLTTYP: The type of flight shall be indicated in the message.

ROUTE: The ROUTE field shall be present and semantically correct.

IFPS Procedures

FLTTYP:

- Where the message originator can be contacted, the FP staff shall correct accordingly **or**
- Where the message originator cannot be contacted, the FP staff shall change the type of flight to G if the aircraft identification is a registration and to N if the aircraft identification is an alphanumeric company callsign.

ROUTE: The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

ITEM 8: Flight Rules and Type of Flight

ITEM 13: Departure Aerodrome and Time

ITEM 15: Route

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

147.80 Error Class/Error Id: EFPM226

Error Message(s)

EFPM226: THIS <Message Title> MESSAGE ASSOCIATES WITH THE FPD: <Flight Plan Key Fields>

Possible values in Error Message

- Message Title: can be FNM, MFS or AFP.
- Flight Plan Key fields: ARCID, EOBT, ADEP, ADES, DOF.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error raised when an APL message created from FNM/MFS/AFP partially associates with an existing FPD.

Requirements

NA

IFPS Procedures

The aim of this error when raised is to inform about the message association. The FP staff shall proceed with normal manual processing.

Related Sections

ATC Flight Plan Proposal Message (AFP)

Flight Notification Message (FNM)

Message from SHANWICK/SANTA MARIA (MFS)

147.81 Error Class/Error Id: EFPM227

Error Message(s)

EFPM227: MANUAL ADDRESSING REQUIRED. PRESS APPLY TO CONTINUE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal error to inform the FP staff to add any ATS units' addresses following the use of IFPSTO/IFPSTART.

Requirements

NA

IFPS Procedures

The IFPS shall add manually if needed any ATS units addressee to cover the part of the flight which is in inside the IFPSTOP/IFPSTART portion.

Related Sections

IFPSTOP/IFPSTART

147.82 Error Class/Error Id: EFPM228

Error Message(s)

EFPM228: INVALID VALUE (…)
EFPM228: INVALID VALUE AT ROW=XX, COL=YY (…)

Possible values in Error Message

- …: The invalid value if possible or the field name or else. The "AT ROW=XX, COL=YY" is displayed when the error is detected during parsing of the text version of the message.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A value in a message field is invalid.

Requirements

Values in message fields shall be valid.

IFPS Procedures

ARCTYP:

- **If** a valid ICAO designator may be clearly identified, the FP staff shall correct that designator **or**
- **If** a valid ICAO designator **cannot be** identified, the FP staff shall contact the message originator **and**
  - If contact with the message originator is made, the FP staff should obtain the correct aircraft type value and if that is not possible, shall coordinate the correction (see below for the options) with the message originator **or**
  - If no contact with the message originator is possible, the FP staff shall either:
    - Change aircraft type to ZZZZ and insert TYP/ <original type> in item 18 and then select the appropriate ZZZZ performance from the performance table (see **Note** below) **or**
    - If the error appears to be caused by an NM **CACD** deficiency, change the aircraft type to ZZZZ and insert TYP/<original type> in item 18 and select then the appropriate ZZZZ performance from the performance table (see **Note** below). Raise an Ops Incident in Remedy CCMS, and in Service Affected, select Airspace Data and GIC (Group In Charge), select OPSD_AD.

Note ZZZZ generic aircraft performances:

SEEE (SINGLE ENGINE)

MEEE (MULTI-ENGINE)

TPPP (TURBO-PROP)

TJJJ (TURBO-JET)

These aircraft performance categories are applied internally by the FP staff and are required in order that the IFPS may build a more accurate profile for that flight.

ADEP, ADES, ALTRNT1/ALTRNT2 and ADARR: the FP staff shall apply SCP2

EOBT, EOBD: the FP staff shall apply SCP1.

ESTDATA: The FP staff shall check the flight plan history for existing flight plan data **and**

- If there is no existing flight plan data for the associated airborne message, the FP staff shall contact the originator of the airborne message to obtain correct/processable data **and**

- If it is not possible to obtain the correct data or if there is existing flight plan data, the message shall be rejected.

STS: The FP staff shall delete any descriptor that is not one of the standardised descriptors. The FP staff shall correct the descriptor if the descriptor can be identified as one of the standardised descriptors. Example: STS/STATES can be changed to STS/STATE.

IFPSTART/IFPSTOP: The FP staff shall delete any occurrence of IFPSTART/IFPSTOP and proceed with the manual processing.

Related Sections

Standard Correction Procedure 1 (SCP1)

Standard Correction Procedure 2 (SCP2)

Numerous possible sections. Refer to the section corresponding to the field where the value is invalid. For example, EFPM228; INVALID VALUE (ADEP), refer to section Aerodrome of Departure (ADEP).

147.83 Error Class/Error Id: EFPM229

Error Message(s)

EFPM229: INVALID FORMAT

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to messages in ADEXP format and with title AFIL only. The ETO in an AFIL message is in an incorrect format.

Requirements

The correct format shall be used. Example: -AFIL_DATA –PTID POINT-FL FXXX –ETO YYMMDDHHMMSS

IFPS Procedures

The FP staff shall contact the message originator in order to obtain the correct ETO. If no contact is possible, then the FP staff shall insert the filling time of the message, in association with the appropriate date of flight.

Related Sections

Air-Filed Flight Plans (AFIL)

147.84 Error Class/Error Id: EFPM230

Error Message(s)

EFPM230: ASSOCIATION NO LONGER VALID THE FPD IS CLOSED

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Whilst processing an associated message, a FPD became ‘closed’.

Requirements

An associated message shall only be submitted to the IFPS when it can refer/associate to a valid flight plan.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.85 Error Class/Error Id: EFPM231

Error Message(s)

EFPM231: CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In the submitted message, the flight type is not given as M, and the number of aircraft indicated is more than 1.

Requirements

Within the EUR RVSM airspace, formation flights are only allowed for military flights.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

147.86 Error Class/Error Id: EFPM232

Error Message(s)

EFPM232: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <Address>

Possible values in Error Message

- Address: AFTN or IATA Type-B address.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A FPL with the same details has already been received and processed by IFPS.

Requirements

The IFPS shall not accept a duplicate FPL from an address different than the address of the original, stored FPL.

IFPS Procedures

The FP staff shall reject the FPL.

Related Sections

Message Association

147.87 Error Class/Error Id: EFPM234

Error Message(s)

EFPM234: ESTIMATED OFF BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME. (EOBD)

Possible values in Error Message

- EOBD: Estimated Off Block Date.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message title is an FPL (and is not an AFIL) and it does contain a Date Of Flight (DOF). The EOBDT is earlier than the filing time minus 30 minutes.

Requirements

For a flight plan that contains a DOF, the EOBDT shall be later than the filing time minus 30 minutes.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 13: Departure Aerodrome and Time

Date of Flight (DOF)

Delay

Modification

147.88 Error Class/Error Id: EFPM235

Error Message(s)

EFPM235: FIELD FORBIDDEN IN THIS TYPE OF MESSAGE (Field Name)

Possible values in Error Message

- Field Name: various values such as ESTDATA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The field that is specified in the error message is not expected for the type of message submitted. Example: EST DATA field in a FPL received in ADEXP format.

Requirements

Submitted messages shall only contain field that are permitted for that message type.

IFPS Procedures

The FP staff shall check that the message title is coherent with the message content **and**

- **If** the title is correct, the FP staff shall remove the offending field **or**
- **If** the title is incorrect, the FP staff shall change the title to the correct one **or**
- **In** case of any doubt, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Related Document(s):

IFPS and RPL Dictionary of Messages

147.89 Error Class/Error Id: EFPM236

Error Message(s)

EFPM236: ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE: DDHHMM TO DDHHMM

Possible values in Error Message

- DDHHMM: Day number (01 to 31), Hours and Minutes. The two values define the window in which IFPS would accept the message.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

For a flight plan, the filed EOBDT is more than 12 hours in the past, or more than 120 hours (5 days) in the future, when compared to current system time at the time of processing of that message.

For a DLA or a CHG (in the FPL related cases) or for a flight Plan Update (in the eFPL related cases) updating the EOBT, the filed EOBT is more than 0 minutes in the past when compared to the current system time, or more than 20 hours in the future compared to the EOBT of the flight at the time of processing of that message.

Requirements

For flight plans containing a DOF, the IFPS may accept these messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the system time at the time of processing, but those flights plans with an EOBT of more than 30 minutes in the past shall fail automatic processing in the IFPS.

For a DLA or a CHG or for a Flight Plan Update updating the EOBT, the filed EOBT shall be in the future when compared to the current system time at the same of processing and shall not delay that flight for an EOBT more than 20 hours in the future compared to the current EOBT of that flight.

Note Those FPL messages not containing a DOF shall be processed automatically but shall be considered to take place in the 24-hour period that starts 30 minutes in the past when compared to the system at the time of processing, with the DOF being inserted automatically by the IFPS in message output.

IFPS Procedures

For flight plans, the FP staff shall apply SCP1.

For delay and modification messages, the FP staff shall reject the message.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 13: Departure Aerodrome and Time

Delay

147.90 Error Class/Error Id: EFPM237

Error Message(s)

EFPM237: MESSAGE MATCHES EXISTING INVALID MESSAGES

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message associates with another message that has failed automatic processing and is awaiting or undergoing manual treatment by the FP staff.

Requirements

Where any message fails automatic processing and is moved to the manual treatment queue, all subsequent associated messages with matching ARCID, ADEP and ADES, shall be linked to that invalid message and shall not be treated until that invalid message has been treated by the FP staff. This is a safety check to ensure that messages are treated in the correct sequence.

IFPS Procedures

The FP staff shall press “Validate & Try” and continue with the manual processing. This error is a warning and does not require any specific action.

Related Sections

NA

147.91 Error Class/Error Id: EFPM238

Error Message(s)

EFPM238: MESSAGE FILED BEFORE MATCHING FILED FLIGHT PLAN

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message has a filing time earlier than that of an existing flight plan.

Requirements

The IFPS shall treat all associated messages in order of filing time.

IFPS Procedures

NA

Related Sections

NA

147.92 Error Class/Error Id: EFPM239

Error Message(s)

EFPM239: DATE AND TIME GIVEN ARE INCONSISTENT WITH <ESTDATA>

Possible values in Error Message

- ESTDATA: Estimated Data.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The AFP associates to a flight plan that is too far in the past.

Requirements

The error is related to messages type AFP only. AFP messages submitted to the IFPS are associated with all flights that have an EOBT in the past or up to 30 minutes in the future compared to the AFP estimate time.

IFPS Procedures

If the flight is for the previous day and has been suspended by ETFMS because it was not activated, the FP staff shall delete the flight and process the AFP.

Related Sections

ATC Flight Plan Proposal Message (AFP)

147.93 Error Class/Error Id: EFPM241

Error Message(s)

EFPM241: MESSAGE ASSOCIATES TO <FLTSTATE> FLIGHT

Possible values in Error Message

- FLTSTATE: OFF BLOCKS, ACTIVATED, TERMINATED, TACT DELETED

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

OFF BLOCKS and ACTIVATED: The submitted message associates to a stored flight plan that has been activated. The OFF BLOCKS flight state can only be triggered whenever the departure aerodrome has a status of 'Full CDM' or 'Advanced ATC Tower'.

TERMINATED: The submitted message associates to a stored flight plan that has been terminated in the ETFMS.

DELETED: The submitted message associates to a stored flight plan that has been cancelled manually in the ETFMS.

Requirements

It is not permitted to update a stored flight plan when the flight has been activated, terminated or deleted.

IFPS Procedures

DELETED:

- For FNM/MFS, the messages are automatically rejected. If the message originator or the aircraft operator contacts IFPS, then the FP staff shall inform the FM DOM that airborne messages are received for a flight that has been manually cancelled in the ETFMS.
- For AFP, the FP staff shall ignore the error and shall inform the FM DOM (see Note) that airborne messages are received for a flight that has been manually cancelled in the ETFMS.
- For RQP, the FP staff shall ignore the error and shall inform the FM DOM (see Note) that the flight details are requested by ATC but the flight has been manually cancelled in the ETFMS.

Note When informing the FM DOM, the FP staff shall refer to a flight **cancelled** in the ETFMS and not to a flight **deleted** as stated in the IFPS error message. This is to avoid confusion as the manual action performed in the ETFMS was 'Cancel' and not 'Delete'.

OFF-BLOCKS:

This state is only applicable to cancellation, delay and modification (route or EOBT) messages. These messages are automatically rejected.

If the message originator or the aircraft operator contacts IFPS, they should be asked to contact the tower of the aerodrome of departure or their CDM Partner.

ACTIVATED:

This state is only applicable to cancellation, delay and modification (route or EOBT) messages. These messages are automatically rejected.

If the message originator has contacted the IFPS and indicated that the flight has been incorrectly activated, the FP staff shall check the information available in the ETFMS.

If the information available in the ETFMS indicates that the flight has been correctly activated, the FP staff shall inform the message originator of the evidence of the activation and reject the message.

If the information available in the ETFMS supports that the flight has been incorrectly activated **and**

- **If** the activation was caused by an incorrect DEP/ AFP/ MFS/ FNM, the flight plan must be cancelled and refiled (to ensure ATC are correctly notified) so the FP staff shall:
  - request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS
  - for cancellation, process the message after the FUM
  - for delay/modification, reject the message and ask the message originator to cancel the flight plan and re-file with the new details.
- **Or** if the activation was caused by an incorrect message in the ETFMS (FSA, etc), the flight shall be de-activated in the ETFMS and after the status has been updated in the IFPS the message may be processed.

TERMINATED:

Departure/cancellation/modification/delay/FNM/MFS messages are automatically rejected.

For RQP messages, the FP staff shall **ignore** the error.

For an AFP indicating that the flight is diverting, the ETFMS may have assumed that the flight has landed at its destination and the flight will have been terminated. In this case the FP staff shall request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS and after the status has been updated in the IFPS the AFP (ACH) message can be processed in IFPS.

For AFP others than for diversion **or** if the message originator has contacted the IFPS for a rejected Departure/cancellation/modification/delay message and indicates that the flight has been incorrectly terminated, the FP staff shall check the information available in the ETFMS.

- **If** the information available in the ETFMS indicates that the flight has been correctly terminated, the FP staff shall inform the message originator of the evidence of the termination and delete the message **or**
- **If** the information available in the ETFMS supports that the flight has been incorrectly terminated **and**
  - **If** the activation was caused by an incorrect DEP/ AFP/ MFS/ FNM, the flight plan must be cancelled and refiled (to ensure ATC are correctly notified) so the FP staff shall:
    - request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS
    - for cancellation, process the message after the FUM
    - for delay/modification, reject the message and ask the message originator to cancel the flight plan and re-file with the new details.
  - **Or, if** the termination was caused by ETFMS (no FSA/CPR received for more than 3 hours), the FP staff shall request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS and after the status has been updated in the IFPS the message can be processed.
  - **And**, if the de-activation (done via the 'undo activation' button) is not possible (flight has been terminated for more than 3 hours), then the FP staff shall ignore the error and process the message.

When there is any doubt about the correct "terminated" status of the flight plan to which the AFP/FNM/MFS messages apply, then the FP staff shall ignore the error.

Related Sections

IFPS Monitoring Flight Evolution

147.94 Error Class/Error Id: EFPM243

Error Message(s)

EFPM243: AIRCRAFT TYPE IS ZZZZ BUT TYP Z IS NOT PRESENT (ARCTYP)

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The aircraft type is filed a ZZZZ, and the subfield TYP is not present in Item 18.

Requirements

Where ZZZZ is filed as an aircraft type designator in item 9, the sub-field TYP shall be present item 18 giving the details of the aircraft.

IFPS Procedures

- **If** a valid ICAO designator may be clearly identified from within the item 18, the FP staff shall insert that designator in Item 9 **or**
- **If** an aircraft type information may be found in item 18 (under RMK/ for example), the FP staff shall insert TYP/ in front of that information **or**
- **In** all other cases, the FP staff shall contact the message originator to co-ordinate a correction.
    - If no contact with the message originator is possible, the FP staff shall insert TYP/UNKNOWN in Item 18 and when the window Aircraft ZZZZ Dialog appears, the FP staff shall select the appropriate ZZZZ performance.

Related Sections

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

Aircraft Type (TYP)

147.95 Error Class/Error Id: EFPM245

Error Message(s)

EFPM245: AIRCRAFT TYPE AND TYPZ PRESENT (TYPZ)

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Item 9 contains an aircraft type designator other than ZZZZ and the subfield TYP is present in item 18.

Requirements

When item 9 contains an aircraft type designator, the subfield TYP shall not be present in item 18.

IFPS Procedures

- **If** the aircraft type given in item 9 is a valid ICAO designator, the FP staff shall delete the subfield TYP in item 18 **or**
- **If** the aircraft type given in item 9 is not a valid ICAO designator or cannot be clearly identified, then the FP staff shall replace the type in item 9 by ZZZZ**.**

Related Sections

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

Aircraft Type (TYP)

147.96 Error Class/Error Id: EFPM247

Error Message(s)

EFPM247: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT (ALTRNT1 or ALTRNT2)

Possible values in Error Message

- ALTRNT 1 or 2: 1 or 2 indicates if it concerns the first or the second alternate aerodrome specified in Item 16c.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The first (ALTRNT1) and/or the second (ALTRNT2) alternate aerodrome is/are given as ZZZZ but no ALTN sub-field is present in Item 18.

Requirements

Where an alternate destination aerodrome is indicated as ZZZZ, it is necessary to include the sub-field ALTN in item 18 with relevant details of that aerodrome.

IFPS Procedures

The FP staff shall check the Item 18 for possible ALTN information incorrectly formatted (Example: ALT/EBAW) **and**

- **If** Item 18 does contain any indication about an alternate aerodrome; the FP staff shall make any appropriate correction to ensure that the sub-field is recognized by the IFPS **or**
- **If** Item 18 does not contain any indication about an alternate aerodrome, then the FP staff shall delete the ZZZZ indication present as alternate aerodrome.

Related Sections

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

Destination Alternate Aerodrome (ALTN)

147.97 Error Class/Error Id: EFPM248

Error Message(s)

1) EFPM248: AERODROME IS ZZZZ BUT DEP Z IS NOT PRESENT (ADEP)
2) EFPM248: AERODROME IS ZZZZ BUT DEST Z IS NOT PRESENT (ADES)

Possible values in Error Message

- ADEP/ADES: Aerodrome of Departure/Aerodrome of Destination.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The departure aerodrome is given as ZZZZ and the sub-field DEP is not present in Item 18.
2) The destination aerodrome is given as ZZZZ and the sub-field DEST is not present in Item 18.

Requirements

1) Where a departure aerodrome is given as ZZZZ, it is necessary to include the sub-field DEP in Item 18 with relevant details of the aerodrome.
2) Where a destination aerodrome is given as ZZZZ, it is necessary to include the sub-field DEST in Item 18 with relevant details of the aerodrome.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Departure Aerodrome (DEP)

Destination Aerodrome (DEST)

147.98 Error Class/Error Id: EFPM249

Error Message(s)

EFPM249: ACTUAL DATE AND TIME OF DEPARTURE IS NOT WITHIN ACCEPTABLE RANGE, AFTER RECEPTION TIME. (ATD)

Possible values in Error Message

- ATD: Actual Time of Departure.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to departure messages only. The filed departure time is more than 10 minutes in the future, when compared to the current system time.

Requirements

When a departure message is received, the departure time should not be in the future.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Departure Aerodrome (DEP)

147.99 Error Class/Error Id: EFPM250

Error Message(s)

EFPM250: ACTUAL DATE AND TIME OF ARRIVAL IS NOT WITHIN ACCEPTABLE RANGE, AFTER RECEPTION TIME. (ATA)

Possible values in Error Message

- ATA: Actual Time of Arrival.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to arrival messages only. The filed arrival time is more than 10 minutes in the future, when compared to the current system time.

Requirements

When an arrival message is received, the arrival time should not be in the future.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Arrival (ARR)

147.100 Error Class/Error Id: EFPM321

Error Message(s)

EFPM321: FPL WITH SAME REG MARKINGS AND OVERLAPPING FLYING PERIOD EXISTS: <Flight Details>

Possible values in Error Message

- Flight Details: ARCID ADEP/EOBT ADES/EET DOF

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A valid flight plan exists in the IFPS with the same registration markings (REG/), ADEP, ADES and overlapping flying time.

Requirements

The IFPS shall raise an error when a new flight plan submission matches (same registration markings, departure and destination aerodrome) a valid flight plan and when the flying time periods of the two flight plans overlap.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.101 Error Class/Error Id: EFPM324 FF-ICE

Error Message(s)

EFPM324: ACTIVE FPL WITH SAME GUFI EXISTS: (ARCID) (ADEP) (ADES) (EOBT)

Possible values in Error Message

- ARCID: Aircraft Identification.
- ADEP: Aerodrome of Departure.
- ADES: Aerodrome of Destination.
- EOBT: Estimated Off Block Time.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The presence of GUFI determines that the flight plan is an eFPL. An eFPL with the same GUFI already exits.

Requirements

GUFI (Global Unique Flight Plan Identifier) shall be unique at any time within the IFPS flight plan data.

IFPS Procedures

GUFI is system generated and therefore manual action to correct the error is not possible. The FP staff shall reject the message.

Related Sections

C.5 GUFI

147.102 Error Class/Error Id: EFPM330

Error Message(s)

EFPM330: ROUTE CROSSES TOO MANY AIRSPACES <Value> MORE THAN <Maximum value>

Possible values in Error Message

- Value: amount of airspaces crossed by the flight trajectory
- Maximum value: threshold value set for triggering the error

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The amount of airspaces crossed by the flight trajectory exceeds the set maximum value.

Requirements

NA

IFPS Procedures

The FP staff shall plot and analyse the route field in order to identify the airway or point triggering the error as such occurrence may happen when the trajectory has some DCT back and forth across the IFPZ (may be caused by homonym(s) issue).

In all cases the FP staff shall apply SCP1 unless there is no ambiguity about the intended flight trajectory (i.e. homonym issue solved).

Related Sections

Standard Correction Procedure 1 (SCP1)

147.103 Error Class/Error Id: EFPM334 FF-ICE

Error Message(s)

EFPM334: AIRCRAFT OPERATOR FLIGHT PLAN VERSION NOT INCREMENTING BY 1 CURRENT <Version Number> NEW <Version Number>

Possible values in Error Message

- Version Number: Digit(s).

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight plan version number in the eFPL update is not incrementing by 1 when compared to the version held in IFPS.

Requirements

Each eFPL update shall contain a version number that increments by 1 the previous number.

IFPS Procedures

AOFPV is system generated and therefore manual action to correct the error is not possible. The FP staff shall reject the message.

Related Sections

C.6 Operator Flight Plan Version

147.104 Error Class/Error Id: EFPM335 FF-ICE

Error Message(s)

1) EFPM335: INCONSISTENT DATA (**TOTAL NUMBER OF AIRCRAFT <Aircraft Count> AND FORMATION COUNT <Formation Count> ARE DIFFERENT**)
2) **EFPM335: INCONSISTENT DATA (<Aircraft Type> WAS SUBMITTED AS A NON_ICAO AIRCRAFT TYPE DESIGNATOR)**

Possible values in Error Message

- **<Aircraft Count>**: **number**
- **<Formation Count>**: **number**
- <Aircraft Type>**: ICAO aircraft type designator**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The sum of the number of aircraft of each aircraft type in the formation (Aircraft Count) doesn't match the total number of aircraft in the formation (Formation Count).
2) The ICAO aircraft type designator (Aircraft Type) was provided as a non-ICAO aircraft type designator.

Requirements

1) The sum of the number of each aircraft type in a formation flight shall match the total number of aircraft in the formation.
2) A valid ICAO aircraft type designator shall not be submitted in the field for non-ICAO aircraft type designator.

IFPS Procedures

The FP staff shall reject the message.

Related Sections

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

Aircraft Type (TYP)

147.105 Error Class/Error Id: EFPM402 FF-ICE

Error Message(s)

EFPM402: CLOSED FPL WITH SAME GUFI EXISTS: (ARCID) (ADEP) (ADES) (EOBT)

Possible values in Error Message

- ARCID: Aircraft Identification.
- ADEP: Aerodrome of Departure.
- ADES: Aerodrome of Destination.
- EOBT: Estimated Off Block Time.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The presence of GUFI determines that the flight plan is an eFPL. An eFPL with the same GUFI already exists.

Requirements

GUFI (Global Unique Flight Plan Identifier) shall be unique at any time within the IFPS flight plan data and it includes ‘closed” flight plans.

IFPS Procedures

GUFI is system generated and therefore manual action to correct the error is not possible. The FP staff shall reject the message.

Related Sections

C.5 GUFI

147.106 Error Class/Error Id: EFPM405

Error Message(s)

EFPM405: NOT ALLOWED TO USE A FPL TO UPDATE THE EOBT OF EXISTING FPL: <ARCID> <ADEP> <ADES> <EOBT> <EOBD>. DLA OR CHG IS REQUIRED.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A second FPL (from the same originator as the original flight plan) is filed in order to modify the first one, where the EOBT is different.

Requirements

In the FPL related cases, the update of the EOBT with a second flight plan is not permitted. It is only possible via a delay or a modification message.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan

Modification

Delay

147.107 Error Class/Error Id: EFPM406

Error Message(s)

EFPM406: EUR OAT ONLY ALLOWED FOR MIL FLIGHTS

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight plan contains EUR/OAT and the flight type is not military.

Requirements

Only military flights (determined by the flight type with the value M) shall be able to use the European designator with value OAT (i.e. **EUR/OAT**) **in their flight plans.**

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

iOAT (Improved Operational Air Traffic) Flight Planning

European Designator (EUR)

147.108 Error Class/Error Id: ROUTE29

Error Message(s)

ROUTE29: FORBIDDEN TO CROSS THE BORDER BETWEEN < Airspace **Id**> AND < Airspace **Id**> on DCT <Point **Id**> .. <Point **Id**>. [<Restriction I**d**>]

Possible values in Error Message

- Airspace **Id**: **Airspace designator** of the airspaces in between which the cross border if forbidden
- Point **Id**: **Point designator (that defines** the DCT segment from the route which crosses the border in between the two airspaces**)**
- Restriction I**d**: Reference of the restriction

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

It is not allowed to cross the border in between the two airspaces **on** that specific segment.

Requirements

When filing a route in Free Route Airspace (FRA), the route shall comply with all the requirements associated to the FRA: DCT limit, forbidden segment, levels, times, cross border allowed or not, etc

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

Airways

147.109 Error Class/Error Id: ROUTE30

Error Message(s)

ROUTE30: INVALID DCT <Point Id>..<Point Id>: (<DCT Length> NM). DCT LONGER THAN (<Max Restriction Distance> NM) ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN < Airspace Name> AND < Airspace Id>. [<Restriction ID>]

Possible values in Error Message

- Point Id: Point designator (that defines the DCT segment from the route which crosses the border in between the two airspaces)
- DCT Length in NM of the distance between the two points
- Max Restriction Distance in NM specifying the maximum distance permitted
- Airspace Name: specifies the name of the airspaces in between which the cross border if forbidden
- Restriction Id: Reference of the restriction

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The length of this DCT segment is greater than the Cross-border DCT limit defined for those adjacent airspaces.

Requirements

When filing a route in Free Route Airspace (FRA), the route shall comply with all the requirements associated to the FRA: DCT limit, forbidden segment, levels, times, cross border allowed or not, etc

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

Airways

147.110 Error Class/Error Id: ROUTE41

Error Message(s)

ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

Possible values in Error Message

- <List of NAS>: first two letters of the country code, for example EI for Ireland.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is used as a warning for ACH/APL messages. The applicable mode for airborne message processing is set to manual. In the manual mode, the IFPS shall try to build a route using the Propose Route Function from the end of the clearance limit given in the airborne message (FNM/MFS/AFP) to the flight plan route or to the aerodrome of destination. When the Propose Route Function finds a valid route, then the error is raised and contains the list of NAS corresponding to the "system generated portion".

Requirements

Whenever the Propose Route Function is able to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination and the generated route portion penetrates new NAS when compared to the flight plan route, then the IFPS shall invalidate that message in order for an FP staff to be able to verify the system generated portion.

IFPS Procedures

For ACH messages:

The FP staff shall note the NAS listed in the error and then press on "Validate & Try". As a result the error will disappear. The FP staff shall plot the route on the CHMI map and analyse the overall trajectory **and**

- When the generated portion to re-connect to the flight plan route is logical, then the message can be processed without any further changes to the route **or**
- When the generated portion to re-connect to the flight plan is not logical, then the FP staff shall manually build a route for this portion of the trajectory.

Additionally:

When the error has listed NAS which are downstream of the re-connection to the flight plan route, **then the IFPS shall ensure that the route remains identical to the flight plan for this portion of the trajectory.**

For APL messages:

The FP staff shall first check the Flight Plan History to see whether the flight plan was previously filed and rejected and then the FP staff shall plot the route on the CHMI map and analyse the generated portion.

- If Flight Plan History data exists:
  - And it is possible to have a logical route by using the route present in the Flight Plan History, then the FP staff shall use that data **or**
  - It is not logical to use the route present in the Flight Plan History:
    - And the route of the generated portion is logical, then the FP staff shall process the message **or**
    - The route of the generated portion is not logical, then the FP staff shall manually modify/built a route.

- If Flight Plan History data does not exist:
  - And the route of the generated portion is logical, then the FP staff process the message **or**
  - The route of the generated portion is not logical, then the FP staff shall manually modify/built a route.

Related Sections

Airborne Message Types

147.111 Error Class/Error Id: ROUTE42

Error Message(s)

ROUTE42: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE RUNWAY IN USE.

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the runway in use and no valid terminal procedures exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.112 Error Class/Error Id: ROUTE43

Error Message(s)

ROUTE43: The <SID or STAR> <TP ID> IS NOT VALID BECAUSE THE RFL IS BELOW MIN LEVEL ON <LAST OR FIRST> SEGMENT OF <SID or STAR>.

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.
- First segment if it is a STAR and last segment if it is a SID.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the RFL for that portion of the flight (Example: FPL has an RFL of 080 and the SID specified has for the last segment a minimum level of 090) and no valid terminal procedure exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.113 Error Class/Error Id: ROUTE44

Error Message(s)

ROUTE44: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE IT IS CLOSED.

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the requirement because of a terminal procedure closure and no valid terminal procedures exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.114 Error Class/Error Id: ROUTE45

Error Message(s)

ROUTE45: The <SID or STAR> <TP ID> is not valid because of the aircraft equipment. [<Restriction ID>].

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of an aircraft equipment condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1 (primarily to determine if the required equipment has been omitted and secondly to agree on a rerouting if the equipment has not been omitted).

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

ITEM 10: Equipment & Capabilities

PBN (Performance Based Navigation)

147.115 Error Class/Error Id: ROUTE46

Error Message(s)

ROUTE46: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT TYPE. [<Restriction ID>].

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of an aircraft type condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

Aircraft Type (TYP)

147.116 Error Class/Error Id: ROUTE47

Error Message(s)

ROUTE47: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT TYPE. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: Reference of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of a flight type condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

ITEM 8: Flight Rules and Type of Flight

147.117 Error Class/Error Id: ROUTE48

Error Message(s)

ROUTE48: THE <SID or STAR> <TP ID> IS NOT VALID. <TP ID> IS SUGGESTED.

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFPS using the TP that is suggested.

Reason

The flight does not comply with the parameters of the terminal procedure indicated in the message. One terminal procedure is suggested by the system.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the route to determine why the filed TP is not valid.

- **If** the TP is not valid because of aircraft equipment, it may have been omitted. In this case the FP staff shall contact the message originator **and/or**
- **If** no contact with the message originator can be achieved or the error is not due to aircraft equipment, then the FP staff shall replace the SID or STAR by the one suggested by the system providing that the suggested TP has the same designator and only a different sequence number or
- **If** the suggested TP has a different designator, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.118 Error Class/Error Id: ROUTE49

Error Message(s)

ROUTE49: THE POINT <Point **Id**> IS UNKNOWN IN THE CONTEXT OF THE ROUTE

Possible values in Error Message

- Point **Id**: **Point designator**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A point is present in the given route that is regarded as being illogical.

Requirements

NA

IFPS Procedures

The FP staff shall analyse the route together with the point given in the error message and also considering the homonyms. The FP staff shall then replace the point by either the correct point **designator** or the geo coordinates of the given point.

Related Sections

ITEM 15: Route

Points

147.119 Error Class/Error Id: ROUTE52

Error Message(s)

ROUTE52: THE DCT SEGMENT <Point **Id**>..<Point **Id**> IS FORBIDDEN. RESTRICTION: <Restriction **Id**>
ROUTE52: THE DCT SEGMENT <Point **Id**> <Point Error>..<Point **Id**> <Point Error> IS FORBIDDEN: <Restriction **Id**> (Free Route Airspace)

Possible values in Error Message

- Point **Id**: **Point designator (that defines** the DCT segment from the route which is forbidden. For FRA errors: specifies the points of the segment which are not compliant with the FRA en-route and/or cross-border conditions.
- Point Error: specifies the missing point roles (can be present after **first point** and/or after **second p**oint). Can be empty (when there are no issues for this point) or [NOT AN ALLOWED <Point Role> FRA POINT <Matching Error><Border Restriction ID>]
  - Point Role: can be empty (when no roles exist for this point) or ENTRY, EXIT or INTERMEDIATE (the role that come closest to matching)
  - Matching Error:
    - Can be empty (when no role exists for any time, level or distance to a border) or
    - AT TIME <YYMMDDHHMMSS> (when the role is not allowed at the calculated time at the border) or
    - AT LEVEL <Fddd> (when the role is not allowed at the calculated level in hundreds of feet at the point) or
    - AT DISTANCE <NNN> (when the role is not allowed at the calculated distance in nautical miles between the point and the border)
  - Border Restriction ID:
    - Can be empty (when no active border restriction is crossed at the calculated time at the border and at the calculated level at the point or
    - A colon followed by the Reference of the FRA cross-border restriction (always present when <Matching Error> is AT DISTANCE <NM>). Note: when a border is not crossed by the segment the error does not refer to the cross-border restriction that provided an Entry/Exit role.
- Restriction ID: Reference of the restriction. For Free Route Airspace errors, it refers to the en-route restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The specified DCT routeing is not allowed.

For FRA: the point used is not compliant with the FRA conditions. A point shall be used with its correct role/attribute (entry, exit, both entry/exit, intermediate, within the correct level band, within the allowed distance to the border).

Requirements

The specified direct route in the submitted flight plan is defined as being not allowed. An alternative routeing is required.

For FRA: routings in FRA shall be compliant with all the FRA conditions.

IFPS Procedures

The FP staff shall analyse the route to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**

- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

Airways

147.120 Error Class/Error Id: ROUTE125

Error Message(s)

ROUTE125: FLIGHT RULES Z WITH NO IFR PART.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rule is indicated as Z (VFR followed by IFR) and there is no IFR indication in the route.

Requirements

The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures

The FP staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly.

In case of any doubt, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.121 Error Class/Error Id: ROUTE126

Error Message(s)

ROUTE126: FLIGHT RULES Y WITH NO VFR PART.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rule is indicated as Y (IFR followed by VFR), and there is no VFR indication in the route.

Requirements

The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures

The FP staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly.

In case of any doubt, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.122 Error Class/Error Id: ROUTE127

Error Message(s)

ROUTE127: FLIGHT RULES V WITH IFR PART.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rule is indicated as V (VFR), and there is an IFR indication in the route.

Requirements

The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures

The FP staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly.

In case of any doubt, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.123 Error Class/Error Id: ROUTE129

Error Message(s)

ROUTE129: INSUFFICIENT DATA TO RESOLVE HOMONYM AT <Point **Id**>

Possible values in Error Message

- Point **Id**: **Point designator** of the point for which there is an homonym.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The specified point exists in more than one location and IFPS is unable to determine which of those points is the intended one, given the information in the message.

Requirements

NIL

IFPS Procedures

Once the correct point has been identified, the FP staff shall replace the point by its geographical coordinates.

Related Sections

Points

147.124 Error Class/Error Id: ROUTE130

Error Message(s)

ROUTE130: UNKNOWN DESIGNATOR <Designator ID>

Possible values in Error Message

- Designator ID: name of the designator which is unknown.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The mentioned designator does not exist in the NM CACD or it may be a military designator and the OAT indication had been omitted in the message submission.

Requirements

Designators in the route field of flight plan messages shall be correct, published designators.

This error is subject to an auto-correction attempt by the IFPS:

When the unknown designator is the first or last item of the flight plan route, the IFPS shall attempt the following auto-correction before to present the message for manual processing:

- IFPS shall correct the designator when only one possible TP (Terminal Procedure) exists with the same name. Example: ALIVO2 corrected to ALIVO2A.
- IFPS shall remove the unknown designator when it is followed (for a SID) or preceded (for a STAR) by a designator with the same name. Example for a STAR: ABIRI ABIRI2

IFPS shall correct the designator when a TP matches the first 4 characters of the unknown designator. Example for s SID: GRON1G GRONY and SID GRONY1G exist. Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK ORM shall be sent. In all the other cases (for example the message raises ROUTE130 error and another error for which there is no auto-correction performed by IFPS), then the message is presented for manual processing in its original state.

IFPS Procedures

If the unknown designator is a TP, then the FP staff shall apply manually the corrective actions that are described under Requirements.

Else:

The IFPS shall apply SCP1 unless the correct intended designator has been identified without any doubt. Example: ABIKI for AKIBI.

Related Sections

Acknowledgement (ACK)

Standard Correction Procedure 1 (SCP1)

General Air Traffic/Operational Air Traffic (GAT/OAT)

SID/STAR

Points

Airways

147.125 Error Class/Error Id: ROUTE131

Error Message(s)

ROUTE131: TRUNCATED ROUTE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The route as filed has been truncated and is therefore incomplete.

Requirements

The message should be submitted with the complete route.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

General Air Traffic/Operational Air Traffic (GAT/OAT)

Military Points and Routes

SID/STAR

Points

Airways

147.126 Error Class/Error Id: ROUTE132

Error Message(s)

ROUTE132: THE <SID or STAR> IS NOT VALID. <SID or STAR> IS SUGGESTED. OTHER POSSIBLE TPS VIA <List Of Connecting Points> ARE <List of TPs>

Possible values in Error Message

- SID or STAR: SID or STAR followed by the full designator of the SID or STAR that is not valid and that is suggested.
- List of Connecting Points: connecting points of the other TPs suggested by the IFPS.
- List of TPs (Terminal Procedures): full designator of the TP suggested by the IFPS.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFPS using the SID/STAR that is suggested.

Reason

There are several terminal procedures available at this aerodrome and the flight does not comply with the parameters of the terminal procedure indicated in the message. The first compliant terminal procedure is assumed by the system. Other possibilities are presented to the FP staff.

Requirements

A valid TP shall be used.

IFPS Procedures

Whenever the suggested SID STAR ends or starts at the same point as the one originally filed (only the sequence number is different, DKB6E for DKB7F for example) then the FP staff shall insert manually the suggested SID/STAR.

In all other case the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.127 Error Class/Error Id: ROUTE133

Error Message(s)

ROUTE133: THE STAY PORTION AT POINT <Point **Id**> IS NOT PERMITTED FOR A FLIGHT GOING OUT OF THE IFPZ

Possible values in Error Message

- Point **Id**: **Point designator** of the point where the STAY portion is specified.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A STAY indicator has been used for a flight that intends to operate outside the IFPZ as well as inside.

Requirements

The STAY indicator is only permitted for use with those flights that remain entirely within the IFPZ.

IFPS Procedures

The FP staff shall apply SCP1, as all STAY indicators must be removed from the route or the entire route must remain within the boundaries of the IFPZ.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Stay Indicator

147.128 Error Class/Error Id: ROUTE134

Error Message(s)

ROUTE134: THE STAR LIMIT IS EXCEEDED FOR AERODROME <Aerodrome **Id**> CONNECTING TO <Point **Id**>

Possible values in Error Message

- Aerodrome **Id**: ICAO Location indicator of the aerodrome of destination
- Point **Id**: **Point designator** of the last point on the route

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

No existing/valid arrival procedure or exists between the aerodrome and the specified last point of the route, and/or the direct distance exceeds the maximum allowed for arrivals at that aerodrome and the last point of the route is not defined as a connecting point for that aerodrome.

Requirements

Where an arrival procedure exists and is valid, a connecting point from a valid TP should be used to link the aerodrome with the route field. Where no arrival procedure exists or are valid nor connecting points exist, the distance from the arrival aerodrome to the last point of the route must be within the limits for that aerodrome.

For flights in the Paris TMA using POGO routings, the filer shall not use the IFPSRA feature.

IFPS Procedures

POGO Flights in the Paris TMA:

Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the FP staff shall ignore any DCT limit errors.

Else:

The FP staff shall check that the filed destination aerodrome is correct based on the route and that there is no semantic error in the filed aerodrome; Example: LFBP submitted instead of LFPB.

In case of any doubt and in all other cases, then the FP staff shall apply SCP1.

Related Sections

IFPS Re-Route Accepted (IFPSRA)

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

SID/STAR

147.129 Error Class/Error Id: ROUTE135

Error Message(s)

ROUTE135: THE SID LIMIT IS EXCEEDED FOR AERODROME <Aerodrome **Id**> CONNECTING TO <Point **Id**>

Possible values in Error Message

- Aerodrome **Id**: ICAO Location indicator of the aerodrome of departure
- Point **Id**: **Point designator** of the first point on the route

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

No existing/valid departure procedure or exists between the aerodrome and the specified first point of the route, and/or the direct distance exceeds the maximum allowed for departures at that aerodrome and the first point of the route is not defined as a connecting point for that aerodrome.

Requirements

Where a departure procedure exists and is valid, a connecting point from a valid TP should be used to link the aerodrome with the route field. Where no departure procedure exists or are valid nor connecting points exist, the distance from the departure aerodrome to the first point of the route must be within the limits for that aerodrome.

For flights in the Paris TMA using POGO routings, the filer shall not use the IFPSRA feature.

IFPS Procedures

POGO Flights in the Paris TMA:

Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the FP staff shall ignore any DCT limit errors.

Else:

The FP staff shall check that the filed departure aerodrome is correct based on the route and that there is no semantic error in the filed aerodrome; Example: LFBP submitted instead of LFPB.

In case of any doubt and in all other cases, then the FP staff shall apply SCP1.

Related Sections

IFPS Re-Route Accepted (IFPSRA)

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

SID/STAR

147.130 Error Class/Error Id: ROUTE138

Error Message(s)

ROUTE138: CANNOT HAVE A ROUTE BETWEEN THE SAME POINT; ROUTE: <**Route Id**>, POINT: <Point **Id**>

Possible values in Error Message

- **Route Id**: **Route designator** of the **route** present in between the two identical points.
- Point **Id**: **Point designator** of the point repeated twice apart of a route **designator**.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A **route** has been filed in between the same point.

Requirements

The filed route must ensure that the point - **route** - point sequence is correct and progressive.

IFPS Procedures

If the route can be corrected without change of trajectory or doubt, then the FP staff shall amend the route to have a correct sequence of **route** - point - **route**.

In all other cases, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.131 Error Class/Error Id: ROUTE139

Error Message(s)

ROUTE139: <**Route Id**> IS PRECEDED BY <Point **Id**> WHICH IS NOT ONE OF ITS POINTS

Possible values in Error Message

- **Route Id**: **Route** designator
- Point **Id**: **P**oint designator

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated point **designator** is not published as a part of the given **route**.

Requirements

Any point filed as part of a **route** must be recognised as being associated with that **route**.

IFPS Procedures

If this error is raised due to an NM CACD deficiency, the FP staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.

In all other cases, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.132 Error Class/Error Id: ROUTE140

Error Message(s)

ROUTE140: <**Route Id**> IS FOLLOWED BY <Point **Id**> WHICH IS NOT ONE OF ITS POINTS

Possible values in Error Message

- **Route Id**: **Route** designator
- Point **Id**: **P**oint designator

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated point **designator** is not published as a part of the given **route**.

Requirements

Any point filed as part of a **route** must be recognised as being associated with that **route**.

IFPS Procedures

If this error is raised due to an NM CACD deficiency, the FP staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.

In all other cases, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.133 Error Class/Error Id: ROUTE142

Error Message(s)

ROUTE142: POINT AMBIGUOUS <Geographical Coordinates>, POSSIBLE CHOICES ARE <Point **Ids**>

Possible values in Error Message

- Geographical Coordinates: expressed in LAT/LONG.
- Point **Ids**: **Point designator** of **the** points matching the geographical coordinate.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The route contains a point expressed with geographical coordinates which matches with several co-located points and IFPS is unable to identify which point that shall be used for the profile calculation.

Requirements

Points shall be identifiable for IFPS profile calculation.

IFPS Procedures

NA

Related Sections

Points

147.134 Error Class/Error Id: ROUTE143

Error Message(s)

ROUTE143: A POINT DESIGNATOR IS EXPECTED BEFORE <**Route Id**>

Possible values in Error Message

- **Route Id**: **Route** designator

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to AFIL messages only. The first item mentioned in the route is an airway or DCT or an unknown designator, instead of a known navigation beacon indicator.

Requirements

The route must not start with an unknown navigation beacon, an airway, a DCT or any designator other than a known ICAO designator for a navigation beacon, a navigation beacon with bearing/range, or a set of geographical coordinates.

IFPS Procedures

The FP staff shall attempt to contact the message originator to agree a correction. If contact is not possible:

- Where DCT is the first point in the route, the FP staff shall delete the DCT **or**
- Where the first point in the route is an unknown designator, the FP staff shall insert IFPSTART after the first recognised point in the route, then plot the route and check for any necessary manual addressing **or**
- Where the first point in the route is an airway, the FP staff shall insert the first point on that airway in the airspace of the originating ATC Unit.

Related Sections

Air-Filed Flight Plans (AFIL)

147.135 Error Class/Error Id: ROUTE144

Error Message(s)

ROUTE144: NO ROUTE BETWEEN <Point **Id**> and <Point **Id**>

Possible values in Error Message

- Point **Id**: **Point designator**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The IFPS cannot identify a route segment between the two points.

Requirements

In between two points a **route** or 'DCT' shall be indicated.

The error is subject to an auto-correction attempt by the IFPS.

The IFPS shall attempt to insert DCT between the two points before to present the message for manual processing.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises ROUTE144 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures

The FP staff shall insert DCT in between the two points. If error(s) is/are still raised then the FP staff shall apply SCP1.

Related Sections

Acknowledgement (ACK)

Standard Correction Procedure 1 (SCP1)

Airways

147.136 Error Class/Error Id: ROUTE145

Error Message(s)

ROUTE145: A POINT IS EXPECTED AFTER A STAY INDICATOR

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A STAY indicator has been filed without the required point after the indicator.

Requirements

The STAY indicator shall be preceded by the point at which the STAY starts and shall be followed by the point at which the flight resumes the flight planned route.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Stay Indicator

147.137 Error Class/Error Id: ROUTE146

Error Message(s)

ROUTE146: JUNCTIONS EXIST BETWEEN <**Route Id**> and <**Route Id**> BUT CANNOT BE USED. JUNCTIONS ARE <List of Points>

Possible values in Error Message

- **Route Id**: **Route designator**
- List of Points: names of navaids and waypoints which are common to both **routes** and which can be used as intersection point.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In the route field of the message, there are two consecutive **routes** without a point specified in between them and the system needs a usable point at the intersection of the two **routes**.

Requirements

In between two **routes**, a valid intersection point shall be specified.

IFPS Procedures

The FP staff shall use the first proposed point and plot the route on the CHMI map. If the route is illogical or in case of any doubt (where it is thought that a change of trajectory would be induced by manual correction) then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.138 Error Class/Error Id: ROUTE147

Error Message(s)

ROUTE147: THE NAT TRACK <NAT Track ID> IS NOT ACTIVE.

Possible values in Error Message

- NAT Track ID: identifier of the concerned NAT track. Example: NAT V.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The North Atlantic track indicated is not valid in the IFPS at the time the flight is intending to use it.

Requirements

The North Atlantic tracks for that period must be valid in the IFPS. The NAT eastbound tracks are valid from 0100 until 0800. The NAT westbound tracks are valid from 1130 until 1900. All times UTC.

IFPS Procedures

The FP staff shall apply SCP1. Where the message has to be forced into the IFPS as a result of SCP1, the FP staff shall insert DCT and ignore DCT limit errors, should those arise.

Related Sections

Standard Correction Procedure 1 (SCP1)

North Atlantic (NAT) Traffic

147.139 Error Class/Error Id: ROUTE148

Error Message(s)

ROUTE148: NO JUNCTION BETWEEN <**Route Id**> AND <**Route Id**>

Possible values in Error Message

- **Route Id**: **Route designator**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

No known junction exists between the indicated **routes**.

Requirements

In the route field, in between two **routes** should be a valid navaid or waypoint which belong to both routes.

IFPS Procedures

Where a correct junction point can be positively identified to connect the two routes without changing the trajectory, the FP staff shall correct.

In all other cases, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.140 Error Class/Error Id: ROUTE149

Error Message(s)

ROUTE149: MISSING DESIGNATOR

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

There is a missing point in an EET or DLE field.

Requirements

All required and complete fields shall be present in submitted messages.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

En-Route Delay or Holding (DLE)

147.141 Error Class/Error Id: ROUTE150

Error Message(s)

ROUTE150: MISSING CRUISING FLIGHT LEVEL

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

No flight level has been filed in the route or that filed flight level is unrecognisable.

Requirements

The cruising flight level must be indicated in the route.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

Initial Speed and Level

147.142 Error Class/Error Id: ROUTE151

Error Message(s)

ROUTE151: THE POINT <Point Id> CANNOT BE USED TO LEAVE OR JOIN THE TP <TP Id>

Possible values in Error Message

- Point Id: **Point designator** of the point used to leave a SID or join a STAR.
- TP Id: **TP (Terminal Procedure)** designator of the TP for which it is not allowed to leave or join at the point specified.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The filed route is leaving or joining a SID or a STAR at an intermediate point which is not allowed.

Requirements

It shall not be possible to leave or to join a SID **or a STAR** at a point which is not defined at a connecting point.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.143 Error Class/Error Id: ROUTE152

Error Message(s)

ROUTE152: FLIGHT NOT APPLICABLE TO IFPS

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.

Requirements

Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

IFPS Procedures

- Where the error is raised as a result of Y flight rules with no IFR indicator in the route, the FP staff shall apply SCP1 or
- Where the error is raised as a result of no GAT indicator in the route, the FP staff shall reject the message **or**
- Where, after plotting the route, it is clear that the flight does not enter the IFPZ at any time; the FP staff shall reject the message.

Note For those flights indicating mixed flight rules, or mixed OAT/GAT conditions, the FP staff should first check for any other information in the message that may assist in identifying IFR or GAT points in the route.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

General Air Traffic/Operational Air Traffic (GAT/OAT)

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.144 Error Class/Error Id: ROUTE155

Error Message(s)

ROUTE155: MULTIPLE JUNCTIONS BETWEEN <**Route Id**> AND <**Route Id**>. <Point **Id>** IS SUGGESTED.

Possible values in Error Message

- **Route Id**: **Route designators** of the **routes** in between which there are multiple junctions
- Point **Id**: **Point designator** of the point suggested by the system for the **j**unction in between the **routes**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

More than one possible junction point exists between the indicated **routes**.

Requirements

A specific point must be given at the junction between two **routes**.

IFPS Procedures

Where a correct junction point can be positively identified to connect the two routes without changing the trajectory, the FP staff shall correct.

In all other cases the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Points

Airways

147.145 Error Class/Error Id: ROUTE157

Error Message(s)

ROUTE157: FLIGHT RULES I WITH VFR PART.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rule is indicated as I (IFR), and there is a VFR indication in the route.

Requirements

The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures

The FP staff shall change the flight rules to Y or Z (whichever is relevant for that flight).

Related Sections

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.146 Error Class/Error Id: ROUTE161

Error Message(s)

ROUTE161: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES. (RFL)

Possible values in Error Message

- RFL: Requested Flight Level.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight rules are I or Y and the route field indicates an initial requested flight level as VFR.

Requirements

The flight rules and any changes thereto in the route field must correspond.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

ITEM 8: Flight Rules and Type of Flight

147.147 Error Class/Error Id: ROUTE162

Error Message(s)

ROUTE162: THE POINT <Point **Id**> FROM DLE DATA IS NOT IN THE FLIGHT ROUTE
ROUTE162: THE POINT <Point **Id**> FROM ESTIMATE DATA IS NOT IN THE FLIGHT ROUTE

Possible values in Error Message

- Point **Id**: **Point designator** of the point which is specified as a DLE point or as **an** ESTIMATE point.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Flight plan messages: The point specified in the DLE indicator is not in the route or the point is expressed as geographical coordinates **and** is located outside the IFPZ and IFPS considers that the point is not on the route.

Airborne Message Types:

AFIL: the first point in the route is an unknown designator.

FNM, MFS, AFP and AFIL messages: the point for which an estimate is given in the airborne message is not present in the flight route.

Requirements

Flight plan messages: A point specified in the DLE indicator shall be explicitly or implicitly present in the flight route.

Airborne Message Types:

AFIL: The route shall not start with an unknown navigation beacon, a DCT, a **route**, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical coordinates.

FNM, MFS, AFP: The point specified in the estimate field shall be present on the route.

IFPS Procedures

Flight plan messages:

- **If** the DLE point indicated as geographical coordinates is located outside the IFPZ **or**
- **If** the flight contains a special handling indicator such as FFR, SAR, HOSP or MEDEVAC and no contact with the originator is possible, then that DLE sub-field shall be moved under RMK with '/' removed between DLE and the point.

In all other cases the FP staff shall apply SCP1.

Airborne Message Types:

AFIL**:** The FP staff should contact the message originator to agree a correction. If contact is not possible:

- Where DCT is the first point in the route, the FP staff shall delete the DCT **or**
- Where the first point in the route is an unknown designator, the FP staff shall insert IFPSTART after the first recognised point in the route, then plot the route and check for any necessary manual addressing **or**
- Where the first point in the route is a **route**, the FP staff shall insert the first point on that **route** in the airspace of the originating ATC Unit.

FNM, MFS, AFP: The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Delay or Holding (DLE)

Airborne Message Types

Air-Filed Flight Plans (AFIL)

147.148 Error Class/Error Id: ROUTE165

Error Message(s)

ROUTE165: THE DCT SEGMENT <Point Id>..<Point Id>: (XX NM) IS TOO LONG FOR <AUA Id> : <FL>:<FL>. MAXIMUM IS : <XX NUM> [<Restriction Id>]

ROUTE165: THE DCT SEGMENT <Point Id>..<Point Id>: (XX NM) IS TOO LONG FOR <AUA Id>. MAXIMUM IS : <XX NUM> [<Restriction Id>]

Possible values in Error Message

- Point Id: Point designator (that defines the segment raising the error)
- XX NM: expresses the distance in nautical miles between the two points, second group specifies the maximum distance allowed in the airspace
- AUA Id: ATC unit airspace reference, i.e the ATC center where the DCT limit is set for
- FL: two values to define the level band when applicable where the restriction applies
- Restriction ID: Reference of the restriction

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The entire DCT segment is within one AUA and exceeds the authorized DCT limit **or**

The entire DCT segment crosses two airspaces (AUA) horizontally or vertically and exceeds one or both authorized DCT limits **or**

The DCT is allowed (see RAD Annex 3B) within that AUA but restricted to specific traffic.

Note Due to software limitations, some of the DCT conditions mentioned in the RAD document Annex 3B are not implemented in the NM CACD.

Requirements

Filed DCTs shall be allowed.

IFPS Procedures

POGO flights:

Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the FP staff shall ignore any DCT limit errors.

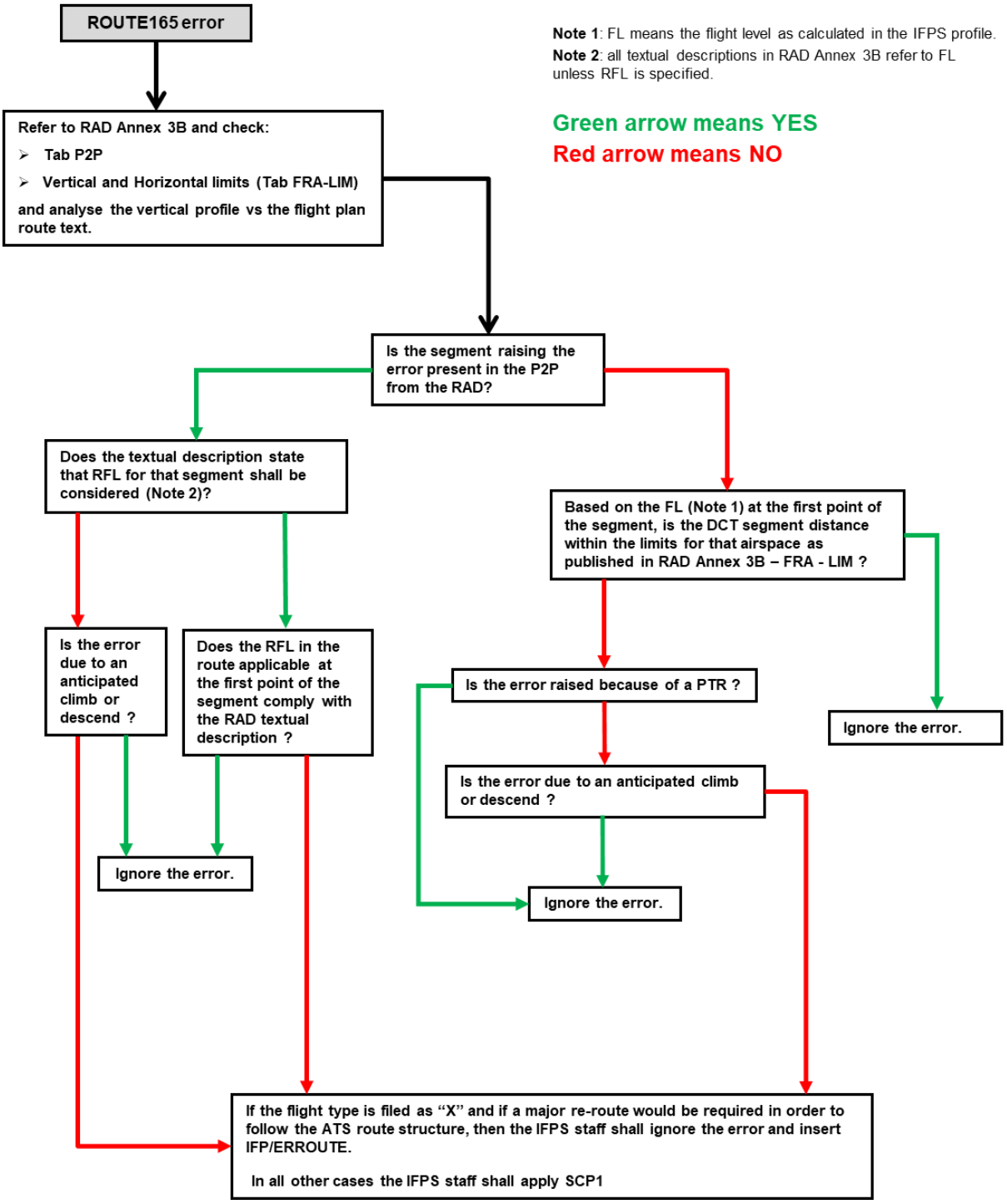
MARPOL flights:

Flight plans with the callsign MARPOL, followed by one letter or numeric, are exempted from DCT errors.

The FP staff shall verify that the message contains the information OPR/DOUANES and RMK/DETECT POLLU and if so shall ignore the error.

In all other cases, the FP staff shall follow the flow chart here below:

En-route DCT Limit Exceeded



Related Sections

Flight Plan Cross-AIRAC Checking

ITEM 15: Route

Airways

147.149 Error Class/Error Id: ROUTE168

Error Message(s)

ROUTE168: INVALID DCT <Point Id .. Point Id>. DCT ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN <AUA Id> AND <AUA Id>. [<Restriction Id>]

Possible values in Error Message

- Point Id: Point designator (that defines the segment raising the error)
- AUA Id: ATC unit airspace reference, i.e the ATC centers in between which a DCT is not allowed
- Restriction Id: Reference of the restriction

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

DCT segments are not allowed to cross the border of the two adjacent AUA (ATC Unit Airspaces).

Requirements

Each AUA may specify whether or not it will allow DCT routeings across its border, so the specified DCT routeing is not allowed as it crosses the indicated AUA border.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

ITEM 15: Route

Airways

147.150 Error Class/Error Id: ROUTE169

Error Message(s)

ROUTE169: CONSECUTIVE STAY INDICATORS NOT ALLOWED

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Consecutive STAY indicators have been found associated with the same point.

Requirements

Each STAY indicator must have a point before and after that STAY information. It is not possible to have consecutive STAY indicators at the same point.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Stay Indicator

147.151 Error Class/Error Id: ROUTE171

Error Message(s)

ROUTE171: CANNOT EXPAND THE ROUTE <Route **Id**>

Possible values in Error Message

- Route **Id**: **Route designator** of the route that the system cannot expand

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight has been calculated to transit an artificial route segment (GAP).

Requirements

Such a route segment cannot be used; an alternative route must be used instead.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Airways

147.152 Error Class/Error Id: ROUTE172

Error Message(s)

ROUTE172: MULTIPLE ROUTES BETWEEN <Point **Id** A> AND <Point **Id** B>. <Route **Id**> IS SUGGESTED. OTHER CANDIDATES ARE: <Route **Id List**>

Possible values in Error Message

- Point **Id**: **Point designator**
- Route **Id**: **Route designator**
- Route **Id List**: **Route designators** of the route(s) which are also possible

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In the route field two points have been specified without any route in between and more than one available route exists between the indicated points.

Requirements

The route field shall be constructed as Point Route Point etc…unless there is not **route** in between two points in which case DCT shall be explicitly inserted.

The error is subject to an auto-correction attempt by the IFPS.

The IFPS shall insert the route that is suggested before to present the message for manual processing.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK ORM shall be sent. In all the other cases (for example the message raises ROUTE172 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures

The FP staff shall insert the route that is suggested.

Related Sections

Acknowledgement (ACK)

Airways

147.153 Error Class/Error Id: ROUTE174

Error Message(s)

ROUTE174: INVALID TIME GIVEN FOR <Point> (EET PT)
ROUTE174: INVALID TIME GIVEN FOR <FIR> (EET FIR)

Possible values in Error Message

- Point: Navaid or Waypoint designator.
- FIR: Flight Information Region ICAO 4 letter code.
- EET PT: Estimated Elapsed Time Point.
- EET FIR: Estimated Elapsed Time to Flight Information Region.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The time given at a point or at a boundary in the sub-field EET is greater than 23 hours and 59 minutes.

Requirements

The time given for an EET point or EET FIR shall not be more than 23 hours and 59 minutes.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Estimated Elapsed Time (EET)

147.154 Error Class/Error Id: ROUTE175

Error Message(s)

ROUTE175: SPEED AT <Point **Id**> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message

- Point **Id**: **Point designator** of the point as stated in the route field where the specified speed is causing the error to be raised.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The speed filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.

Requirements

The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures

The FP staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 **or due to a NM CACD deficiency**), the FP staff shall:

- Change the aircraft type to ZZZZ.
- Insert TYP/<*original type*> and IFP/ERRTYPE in Item18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An Ops incident in Remedy CCMS shall be filed in order to consider a possible amendment of the NM CACD.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Change of Speed and Level

147.155]Error Class/Error Id: ROUTE176

Error Message(s)

ROUTE176: FLIGHT LEVEL AT <Point **Id**> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message

- Point **Id**: **Point designator** of the point as stated in the route field where the specified flight level is causing the error to be raised.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight level filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.

Requirements

The IFPS holds a performance table for each aircraft type that includes the maximum known flight level attainable for that type. Where the filed flight level is either incorrect or beyond the known performance of the filed aircraft, an error is generated.

IFPS Procedures

The FP staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 **or due to a NM CACD deficiency**), the FP staff shall:

- Change the aircraft type to ZZZZ.
- Insert TYP/<*original type*> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An Ops Incident in Remedy CCMS shall be filed in order to consider a possible amendment of the NM CACD.

Related Sections

Standard Correction Procedure 1 (SCP1)

En-Route Change of Speed and Level

147.156 Error Class/Error Id: ROUTE178

Error Message(s)

ROUTE178: CRUISING SPEED IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type.

Requirements

The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures

The FP staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 **or due to a NM CACD deficiency**), the FP staff shall:

- Change the aircraft type to ZZZZ.
- Insert TYP/<*original type*> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An OPS incident shall be filed in order to consider a possible amendment of the NM CACD.

Related Sections

Standard Correction Procedure 1 (SCP1)

Initial Speed and Level

147.157 Error Class/Error Id: ROUTE179

Error Message(s)

ROUTE179: CRUISING FLIGHT LEVEL IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type.

Requirements

The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures

The FP staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 **or due to a NM CACD deficiency**), the FP staff shall:

- Change the aircraft type to ZZZZ.
- Insert TYP/<*original type*> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An OPS incident shall be filed in order to consider a possible amendment of the NM CACD.

Related Sections

Standard Correction Procedure 1 (SCP1)

Initial Speed and Level

147.158 Error Class/Error Id: ROUTE180

Error Message(s)

ROUTE180: ROUTE ANALYSIS HAS ABORTED

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and therefore is not visible to external IFPS users. Where the error 'Route Analysis Has Aborted' is given, no route plot function is available. It might be possible to identify in which part of the route the problem is, by using temporarily the IFPSTOP function, in order to force the IFPS to give a different error. A detailed analysis is required in order to identify the cause for this message (i.e. NM CACD deficiency or system deficiency).

Requirements

NA

IFPS Procedures

NA

Related Sections

Profile Calculation/Route Analysis

147.159 Error Class/Error Id: ROUTE301

Error Message(s)

ROUTE301: NO VALID CONNECTION POINT FOUND ON FLIGHT PLAN ROUTE.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the FP staff that the Propose Route Function has not found a valid connection point.

Requirements

NA

IFPS Procedures

NA

Related Sections

NA

147.160 Error Class/Error Id: ROUTE302

Error Message(s)

ROUTE302: CANNOT AUTOMATICALLY GENERATE ROUTE WITH IFPSTOP PORTION

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the FP staff that the Propose Route Function cannot function when IFPSTOP is present in the route field.

Requirements

NA

IFPS Procedures

NA

Related Sections

NA

147.161 Error Class/Error Id: ROUTE303

Error Message(s)

ROUTE303: NO VALID ROUTE FOUND TO CONNECT TO FLIGHT ROUTE.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is used as a warning for ACH/APL messages to inform the FP staff that the Propose Route Function has failed to find a route from the end of the clearance limit given in the airborne message (FNM/MFS/AFP) to the flight plan route or to the aerodrome of destination.

Requirements

Before to be presented for manual processing to an FP staff, the Propose Route Function shall attempt to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination. Whenever the Propose Route Function was unable to find a valid route, the message (ACH or APL) shall be presented for manual processing.

IFPS Procedures

For ACH messages:

The FP staff shall build a logical route from the end of the clearance limit to the flight plan route or to the aerodrome of destination. In the case it is not possible to find an IFPS compliant route then the FP staff shall ignore the error(s) and insert the relevant IFP indicators.

For APL messages:

The FP staff check the Flight Plan History to see whether or not the flight plan was previously filed and rejected.

If such is found, the FP staff shall use this information in the most appropriate way in order to build a route to the destination.

If no previous Flight Plan History data is available then the FP staff shall build a logical route from the end of the clearance limit to the aerodrome of destination.

In the case it is not possible to find an IFPS compliant route then the FP staff shall ignore the error(s) and insert the relevant IFP indicators.

Related Sections

ATC Flight Plan Proposal Message (AFP)

AFP For a Missing Flight Plan

AFP for a Change of Route

Flight Notification Message (FNM)

Message from SHANWICK/SANTA MARIA (MFS)

ATC Flight Plan (APL)

147.162 Error Class/Error Id: ROUTE304

Error Message(s)

ROUTE304: CANNOT AUTOMATICALLY GENERATE ROUTE WITH VFR OR OAT PORTION

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the FP staff that the Propose Route Function cannot function when an OAT or VFR portion is present in the route field.

Requirements

NA

IFPS Procedures

NA

Related Sections

IFP Indicators

147.163 Error Class/Error Id: ROUTE305

Error Message(s)

ROUTE305: FLIGHT TYPE IS MILITARY. PLEASE CHECK NAS OF GENERATED PORTION: <List **of NAS**>

Possible values in Error Message

- <List of NAS>: **F**irst two letters of the country code, for example EI for Ireland **with each NAS separated by a space.**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is used as a warning for ACH/APL messages. The applicable mode for airborne message processing is set to manual. In the manual mode, the IFPS shall try to build a route using the Propose Route Function from the end of the clearance limit given in the airborne message (FNM/MFS/AFP) to the flight plan route or to the aerodrome of destination. When the Propose Route Function finds a valid route and the flight type is military, then the error is raised and contains the list of NAS corresponding to the "system generated portion".

Requirements

Whenever the Propose Route Function is able to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination **and** the generated route portion penetrates new NAS when compared to the flight plan route **and** where the message relates to a military flight (flight type 'M'), then the IFPS shall invalidate that message in order for an FP staff to be able to verify the system generated portion vs the diplomatic clearances or other constraints linked to the flight type being "Military".

IFPS Procedures

The FP staff shall note the NAS listed in the error and then press on "Validate & Try". As a result the error will disappear. For an APL message, the error will list all the NAS along the route.

The FP staff shall attempt to coordinate with the flight plan originator to agree on the best way to proceed with processing the airborne message **and**

<u>For ACH messages:</u>

If the flight plan originator cannot be reached, then the FP staff shall ensure that the ACH route does not penetrate NAS which were previously untouched and shall (if necessary) ignore the corresponding errors and insert the relevant IFP indicator(s).

<u>For APL messages:</u>

If the flight plan originator cannot be reached, then the FP staff shall check the Flight Plan History to see whether or not the flight plan was previously filed and rejected.

If such is found, the FP staff shall use this information in the most appropriate way in order to build a route to the destination ensuring that the APL route does not penetrate NAS which were previously untouched and shall (if necessary) ignore the corresponding errors and insert the relevant IFP indicator(s).

If no previous Flight Plan History data is available then the FP staff shall process the APL as such unless the generated portion is not logical is which case the FP staff built a logical route.

Related Sections

IFP Indicators

Airborne Message Types

AFP For a Missing Flight Plan

AFP for a Change of Route

AFP for Diversion

Flight Notification Message (FNM)

Message from SHANWICK/SANTA MARIA (MFS)

ATC Flight Plan (APL)

147.164 Error Class/Error Id: ROUTE308

Error Message(s)

ROUTE308: THE <SID or STAR><TP ID> IS NOT VALID BECAUSE THERE IS NO CONNECTING POINT WITH ROUTE.

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TPD ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

There is no connection between the SID or STAR and the route.

Requirements

SID and STAR specified in the route field shall be connected to the route.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

147.165 Error Class/Error Id: ROUTE310

Error Message(s)

ROUTE310: IFPSRA NO ROUTE FOUND

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and is used as a warning for the FP staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an FP staff for manual processing the Propose Route Function has been run and the result is displayed in the error message. This error message is used as a warning message for the FP staff.

Requirements

NA

IFPS Procedures

The FP staff attempt to find a valid route using the tools available. Where no route can be found by the FP staff then the flight plan shall be rejected.

Related Sections

IFPS Re-Route Accepted (IFPSRA)

147.166 Error Class/Error Id: ROUTE311

Error Message(s)

ROUTE311: IFPSRA NO ACK

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and is used as a warning for the FP staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an FP staff for manual processing the Propose Route Function has been run and a valid route has been found but IFPS identified that the message originator will not receive an ACK ORM and therefore will not be made aware of the route found by IFPS.

Requirements

Those message originators who wish to use the IFPSRA automatic functionality shall ensure that the setting for their entity in the NM CACD is set to ACK receive 'YES' and long ACK ORM.

IFPS Procedures

NA

Related Sections

IFPS Re-Route Accepted (IFPSRA)

147.167 Error Class/Error Id: ROUTE312

Error Message(s)

ROUTE312: ROUTE AUTOMATICALLY BUILT. PLEASE CHECK.

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and is used as a warning for the FP staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an FP staff for manual processing the Propose Route Function has been run and a valid route has been found which needs to be validated by an FP staff.

Requirements

NA

IFPS Procedures

NA

Related Sections

Standard Correction Procedure 1 (SCP1)

IFP Indicators

147.168 Error Class/Error Id: ROUTE314

Error Message(s)

ROUTE314: INVALID RFL IN VFR PORTION

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The RFL for a VFR portion is above F195.

Requirements

It is not allowed to fly VFR above FL195.

IFPS Procedures

The FP staff shall apply SCP1 except if the message is an AFP and the VFR indication is before the AFPEND, in which case the FP staff shall ignore the error and insert the IFP/ERROUTE indicator.

Related Sections

Standard Correction Procedure 1 (SCP1)

Visual Flight Rules (VFR)

147.169 Error Class/Error Id: ROUTE315

Error Message(s)

ROUTE315: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT OPERATOR CODE. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of an aircraft operator code condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Determination of Aircraft Operator by IFPS

Standard Correction Procedure 1 (SCP1)

ITEM 7: Aircraft Identification and SSR Mode/SSR Code

SID/STAR

Aircraft Operator (OPR)

147.170 Error Class/Error Id: ROUTE316

Error Message(s)

ROUTE316: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT REGISTRATION. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of an aircraft registration condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Reduced Vertical Separation Minima (RVSM)

SID/STAR

Aircraft Registration (REG)

147.171 Error Class/Error Id: ROUTE317

Error Message(s)

ROUTE317: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE 24 BIT AIRCRAFT ADDRESS. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of a 24 BIT aircraft address condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

SID/STAR

CODE

147.172 Error Class/Error Id: ROUTE318

Error Message(s)

ROUTE318: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT PLAN SOURCE. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of a flight plan source condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Source (SRC) Indicator

SID/STAR

147.173 Error Class/Error Id: ROUTE319

Error Message(s)

ROUTE319: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT PLAN STATUS. [<Restriction ID>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of a flight plan status condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Special Status Flights (STS)

SID/STAR

147.174 Error Class/Error Id: ROUTE322

Error Message(s)

ROUTE322: INVALID POINT USAGE. THE POINT <Point Id> IS NOT ALLOWED IN THE <…> PART OF THE ROUTE

Possible values in Error Message

- **Point Id: Point Designator**
- (…): Can be either: ENROUTE, GAT or IFR.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A point stated in the route field is used in a role for which it is not defined. Point usage can be:

- TER (Terminal Point)
- OAT (Military)
- VFR (VFR)

A point may have more than one role.

Requirements

Points shall only be used in one of the role they are defined.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

147.175 Error Class/Error Id: ROUTE329

Error Message(s)

ROUTE329: THE <SID or STAR> <TP Id> IS NOT VALID BECAUSE OF THE REMARK FIELD. [<Restriction Id>]

Possible values in Error Message

- SID/STAR: Standard Instrumental Departure, Standard Instrumental Arrival.
- TP Id: Terminal Procedure full designator. Example: DKB6F.
- Restriction Id: number of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of the remark field condition in the restriction and no valid terminal procedure exists to replace it.

Requirements

Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures

The FP staff shall analyse the error to determine whether or not the error is correctly raised **and**

- **If** the error is incorrectly raised, then the FP staff shall ignore that error **or**
- **If** the error is correctly raised, then the FP staff shall apply SCP1.

Related Sections

Remarks (RMK)

147.176 Error Class/Error Id: PROF50

Error Message(s)

PROF50: CLIMBING/DESCENDING OUTSIDE THE VERTICAL LIMITS OF SEGMENT <Point **Id** ><Route **Id**><Point **Id**>

Possible values in Error Message

- Point **Id**: **Point designator (**specifies the route segment in which the climb or descent is calculated outside the vertical limit of the **route)**
- Route **Id**: **Route designator** of the route for which the profile does enter its vertical limits.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The profile of a flight has been calculated by the system to climb or descend on a route segment, mentioned in the route field, outside the defined vertical limits of the airway.

Requirements

The route field shall reflect the intended route horizontally and vertically.

The error is subject to an auto-correction attempt by the IFPS.

The IFPS shall attempt to insert/remove the prefix U for the concerned route or DCT where the layout is just one segment before to present the message for manual processing.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises PROF50 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures

The FP staff shall:

- Replace the route by the lower/upper corresponding route whenever it is available and co-located (no change of trajectory) and if the error remains,
- Replace the route with DCT (providing that there is no change of trajectory) and if an error remains then the FP staff shall apply SCP1.

Exceptions:

Where a **P**rofile **T**uning **R**estriction **(PTR)** forces the route profile outside the vertical limits of the airway and the lower/upper corresponding route does not exist or is not available, the FP staff shall ignore the error and raise an OPS incident in CCMS.

Where a change of flight level appropriate for the availability over the route portion is made, but the error is raised because the profile does not reach the requested level within that route portion, the FP staff shall ignore the error.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

IFP Indicators

Initial Speed and Level

En-Route Change of Speed and Level

147.177 Error Class/Error Id: PROF53

Error Message(s)

PROF53: THE DCT SEGMENT <Point **Id**> .. <Point **Id**> IS NOT ALLOWED: <Distance> ALONG AIRSPACE BORDER BETWEEN <Airspace **Id**> and <Airspace **Id**>

Possible values in Error Message

- Point **Id**: **Point designator (that defines** the segment which is not allowed**)**
- Distance: expresses the distance in nautical miles in between **the two points**
- Airspace **Id**: **Reference** of the airspace **(**on each side of the border**)**.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A trajectory between two points filed as DCT is within 0.5 NM of an AUA border for at least 15 NM.

Exceptions: the error is not reported by IFPS when the 2 AUAs belong to the same State or both of them are of type OCA (Oceanic) or one is of type OCA the other one is of type non IFPZ.

Requirements

It shall not be possible to file a DCT segment aligned with the operational airspace border of an ACC if it is too close for a considerable distance. 'Too close' parameter: within 0.5 NM from the AUA border. 'Considerable distance' parameter: 15 NM or more.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.178 Error Class/Error Id: PROF173

Error Message(s)

PROF173: RS:<Ref Loc ID> IS CLOSED FOR DCT REF:[<Restriction Id>] <Description>

Possible values in Error Message

- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- Description: more information.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight trajectory penetrates an airspace using a DCT segment and the airspace penetration is not permitted for “DCT”.

Requirements

It is not allowed to penetrate an airspace restricted for DCT using a “DCT”.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Flight Plan Cross-AIRAC Checking

147.179 Error Class/Error Id: PROF188

Error Message(s)

PROF188: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFP/NON833 to be automatically inserted in the message output.

Reason

The flight does not comply with those mandatory conditions associated with 8.33 kHz airspace.

Requirements

The flight must be compliant with all 8.33 kHz conditions in Items 10, 15 & 18 when the flight is planned to enter 8.33 kHz airspace.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

8.33 kHz Channel Spacing

147.180 Error Class/Error Id: PROF189

Error Message(s)

PROF189: NON 8.33 BUT UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE NOT HANDLING UHF

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The indicated equipment contains U (UHF), but the flight is calculated to enter a sector(s) that require(s) Y (8.33 kHz) equipment.

Requirements

Some sectors require that all flights shall carry the full 8.33 kHz equipment (Y in item 10a); UHF (U in Item 10a together with COM/EXM833 in Item 18 for state flights) alone as indicated in the submitted message is not sufficient.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

8.33 kHz Channel Spacing

147.181 Error Class/Error Id: PROF190

Error Message(s)

PROF190: NON 8.33 AND NON UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE

Possible values in Error Message

NA

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFP/NON833 to be automatically inserted in the message output.

Reason

An unequipped flight penetrates an IFPZ 8.33 kHz airspace in which both 8.33 kHz equipped, and UHF-only equipped state flights are allowed.

Requirements

Some sector(s) require(s) that all flights shall carry either the full 8.33 kHz equipment (Y in Item 10); or UHF (U in item 10a together with COM/EXM833 for state flights) in the submitted message.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

8.33 kHz Channel Spacing

147.182 Error Class/Error Id: PROF191

Error Message(s)

PROF191: TTL_EET DIFFERENCE > (value) %, CALCULATED TTL_EET FROM <ADEP> TO <ADES>= <Time> (HHMM).

Possible values in Error Message

- Value: 40, 120 or 200% (40% for long flights >299 minutes, 120% for medium flights >59 minutes and <299 minutes, 200% for short flights <59 minutes).
- ADEP-ADES: ICAO location indicator of the aerodrome of departure and arrival.
- Time: as calculated by IFPS in format HHMM (hours, minutes).

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

There are two cases in which the filed total EET differs from the calculated total EET:

The filed total EET is greater than the calculated total EET: using the ignore function results in the filed total EET being used to calculate the flight profile.

The filed total EET is less than the calculated total EET: using the ignore function results in the calculated total EET being used to calculate the flight profile.

In both cases, the use of the ignore function results in the filed total EET being used in the IFPS output.

Reason

The total EET given is greater or lesser than the time calculated by the IFPS for this trajectory.

Requirements

The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is outside the accepted percentage error based on this figure.

IFPS Procedures

The FP staff shall plot the route **and**

- If the error is raised for a mixed flight VFR/IFR flight and the error is raised because of the VFR portion, the FP staff shall ignore the error **or**
- If the error is raised for a STAY incorrectly formatted, then the FP staff shall correct the format and continue with the normal message processing **or**
- If the error is raised for a STAY portion indicated at a point expressed with bearing/distance (in which case IFPS disregards the STAY time), then the FP staff shall change that point into geographical coordinates and continue with the normal message processing **or**
- If the route plot reveals a homonym problem, the FP staff shall insert IFPSTOP/IFPSTART around the homonym then plot the route to check the flight trajectory. If the error is cleared, the FP staff shall check the addressing and continue with the normal message processing **or**
- If the error is raised when the flight type is not indicated as 'X' and **one** or more of the following conditions are encountered:
    - Training flights
    - Round robin flights
    - OAT/GAT flights
    - IFPSTOP/START
    - Replacement of an invalid TP for a valid TP in the profile calculation for short flights (where the TP designator is not output).

The FP staff shall check the aircraft speeds and where they are in accordance with the performance table, then the FP staff shall ignore the error **or**

- In all other cases (example: inaccurate aircraft speed, **inconsistency between the Total Estimated Elapsed Time and the Estimated Elapsed Time in Item 18**), the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Visual Flight Rules (VFR)

En-Route Stay Indicator

ITEM 16: Destination Aerodrome and Total Estimated Elapsed Time, Destination Alternate Aerodrome(s)

147.183 Error Class/Error Id: PROF192

Error Message(s)

PROF192: TOTAL STAY/DLE TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The submitted message contains en-route STAY indicator(s) and/or DLE and the total time of the STAY portion(s) and/or DLE is greater than the total estimated elapsed time indicated in Item 16b (ICAO) or TTLEET field (ADEXP).

Requirements

The IFPS shall check the given EET for a submitted flight plan, and where STAY indicator(s) and/or DLE is/are used, the associated time is also checked. Where the STAY/DLE time is incompatible with the calculated total EET (including its accepted percentage error), an error is generated.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

En-Route Stay Indicator

En-Route Delay or Holding (DLE)

147.184 Error Class/Error Id: PROF193

Error Message(s)

PROF193: IFR OPERATIONS AT AERODROME <Aerodrome ID> ARE NOT PERMITTED [<Restriction Id>]

Possible values in Error Message

- Aerodrome Id: ICAO location indicator of the aerodrome.
- Restriction Id: reference of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The specified aerodrome is not accessible under IFR flight rules.

Requirements

The flight shall operate to/from the aerodrome under VFR flight rules. The flight rules in the flight plan shall be Y or Z.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Route Availability Document (RAD)

147.185 Error Class/Error Id: PROF194

Error Message(s)

PROF194: <Point **Id**> <Route **Id**> <Point **Id**> IS NOT AVAILABLE IN FL RANGE <FL Range>

Possible values in Error Message

- Point **Id**: **Point designator (that defines** the points in between which the route is not available in the specified level range**)**
- Route **Id**: **Route designator** of the route not available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the unavailability is taking place.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given route is classified as unavailable at the requested flight level between the indicated points.

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

IFPS Procedures

If an alternative route is available and does not require a change of trajectory, then the FP staff shall insert the alternative route **or**

If any change of trajectory is required, then the FP staff shall apply **SCP1**.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Airways

147.186 Error Class/Error Id: PROF195

Error Message(s)

1) PROF195: <Point **Id**> <Route **Id**> <Point **Id**> DOES NOT EXIST IN FL RANGE <FL Range>
2) PROF195: <Point **Id**> <Route **Id**> <Point **Id**> DOES NOT EXIST IN FL RANGE

Possible values in Error Message

- Point **Id:**: **Point designator** of the points in between which the route does not exist in the specified level range.
- Route **Id**: **Route designator** of the route which does not exist available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route does not exist.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The profile of a flight has been calculated by the system to transit a route segment, above or below the defined vertical limit of the airway.
2) The profile of a flight has been calculated by the system to transit a route segment in the defined vertical limits of the airway during a time the airway is undefined (i.e. does not exist).

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

The error is subject to an auto-correction attempt by the IFPS.

The IFPS shall attempt to replace the route portion with a valid alternative co-located or DCT where the route layout is just one segment before to present the message for manual processing.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK ORM shall be sent. In all the other cases (for example the message raises PROF195 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures

1) The FP staff shall replace the route by the corresponding lower/upper route whenever it is available and co-located. Should there be no such corresponding route then the FP staff replace the route with DCT (see note below) providing that there is no change of trajectory. Where neither of these options is possible, the FP staff shall apply SCP1.
2) The FP staff shall replace the route with DCT (see note below) providing that there is no change of trajectory. Should this be not possible then the FP staff shall apply SCP1.

Exceptions for both (1 and 2):

- Where the error refers to those flights planning to operate above airways that are defined only up to FL460. In such cases the FP staff shall check the vertical view and **ignore** the error where the route is only defined up to FL460 and is available at that level.
- Where the error is raised because the profile is pushed into airspace where no route is defined, by a Profile Tuning Restriction, in which case the FP staff shall **ignore** the error and report the PTR for further investigation.

Note The FP staff shall **not** replace a route with DCT if the error is raised because the flight profile is going **below** the minimum level of a route (such a minimum level might be due to terrain).

Related Sections

Acknowledgement (ACK) ORM

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Airways

147.187 Error Class/Error Id: PROF197

Error Message(s)

PROF197: RS: <Ref Loc Id>:FXXX..FXXX IS CLOSED FOR CRUISING REF:[<Restriction Id>] <Description>

Possible values in Error Message

- Ref Loc Id: Code of the airspace where the restriction is located
- Restriction Id: Reference of the restriction
- Description: More information

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The RFL stated in the message is forbidden for cruising in the airspace listed in the error message.

Requirements

The filed route must comply with all relevant RAD restrictions.

IFPS Procedures

The FP staff shall verify the correctness of the raised error **and**

- If the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error **or**
- If the error has been raised correctly, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Route Availability Document (RAD)

147.188 Error Class/Error Id: PROF198

Error Message(s)

PROF198: <Point **Id**> <Route **Id**> <Point **Id**> IS A CDR 3 IN FL RANGE <FL Range>

Possible values in Error Message

- Point **Id**: **Point** designator of the points in between which the route is a closed CDR3 in the specified level range.
- Route **Id**: **Route designator** of the route which is CDR3 in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route is CDR3.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given route segment is classified as unavailable CDR3 at the calculated time of use by this flight.

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Flexible Use of Airspace (FUA)/Conditional Routes (CDR)

Airways

147.189 Error Class/Error Id: PROF200

Error Message(s)

PROF200: <Point **Id**> <Route **Id**> <Point **Id**> IS A CLOSED CDR 1 IN FL RANGE <FL Range>

Possible values in Error Message

- Point **Id**: **Point designator** of the points in between which the route is a closed CDR1 in the specified level range.
- Route **Id**: **Route designator** of the route which is CDR1 in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route is CDR1.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The given route segment is classified as unavailable CDR1 at the calculated time of use by this flight.

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

IFPS Procedures

If an alternative route is available and does not require a change of trajectory (a change of RFL is to be considered as a change in trajectory), the FP staff shall correct **or**

If an alternative available route requires a change of trajectory, then the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Flexible Use of Airspace (FUA)/Conditional Routes (CDR)

Airways

147.190 Error Class/Error Id: PROF201

Error Message(s)

1) PROF201: CANNOT CLIMB OR DESCEND ON <Point **Id**> <Route **Id**> <Point **Id**> IN FL RANGE <FL Range> BECAUSE OF UNAVAILABLE LEVELS ON <Route **Id** List>

2) PROF201: CANNOT CLIMB OR DESCEND ON <Point **Id**> <Route **Id**> <Point **Id**> BECAUSE OF UNAVAILABLE LEVELS ON <FL Range> ON <Route **Id** List>

Possible values in Error Message

- Point **Id: Point designator (defines** the points in between which the route has unavailable levels or is closed**)**.
- Route **Id**: **Route designator of** the route with unavailable levels or closed.
- FL Range: Fxxx..Fxxx lower and higher levels or blank (in some cases when route is undefined).
- Route **Id** List: **Route designator(s)s of** one or more routes co-located which have unavailable levels.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level.

2) The profile of a flight has been calculated by the system to transit a route segment in climb or descent during a time period in which that segment is undefined (i.e. when it does not exist).

Requirements

When building a flight profile, the IFPS must find at least one available level between the previous and current flight level on the route segment in which the climb or descent takes place.

IFPS Procedures

1) The FP staff shall apply SCP1.

2) The FP staff shall replace the route segment with DCT (see note below) providing that there is no change of trajectory; Should this be not possible, then the FP staff shall apply SCP1.

Note In the en-route phase, the FP staff shall **not** replace a route with DCT if the error is raised because the flight profile is going **below** the minimum level of a route (such a minimum level might be due to terrain

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Initial Speed and Level

En-Route Change of Speed and Level

Airways

147.191 Error Class/Error Id: PROF202

Error Message(s)

PROF202: <Point **Id**> <Route **Id**> <Point **Id**> IS NOT AVAILABLE IN FL RANGE <FL Range>

Possible values in Error Message

- Point **Id**: **Point designator** of the points in between which the route is not unavailable at the specified level range.
- Route **Id**: **Route designator** of the route not available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher levels.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight has been calculated to fly on a closed CDR-0.

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

IFPS Procedures

The FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

147.192 Error Class/Error Id: PROF203

Error Message(s)

PROF203: PROFILE ANALYSIS STOPPED

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

This is an internal IFPS error and therefore is not visible to external IFPS users. This is due to a software deficiency. Where the error 'PROFILE ANALYSIS STOPPED' is given, no route plot function is available. It might be possible to identify in which part of the route the problem is, by using temporarily the IFPSTOP function, in order to force the IFPS to give a different error. A detailed analysis is required in order to identify the cause for this message (i.e. NM **CACD** deficiency or system deficiency).

Requirements

NA

IFPS Procedures

NA

Related Sections

Profile Calculation/Route Analysis

147.193 Error Class/Error Id: PROF204

Error Message(s)

PROF204: RS: TRAFFIC VIA <Ref Loc Id> IS ON FORBIDDEN ROUTE REF:[<Restriction Id>] <Textual Description>
PROF204: RS: TRAFFIC VIA <Ref Loc Id>:<FL Range>[<DDHHMM..DDHHMM>] IS ON FORBIDDEN ROUTE REF:[<Restriction Id>] <Textual Description>

Possible values in Error Message

- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- FL Range indicates the level in which the restriction is active.
- Textual Description: more information.
- DDHHMM: Days Hours and Minutes defining the time window in which the restriction applies.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The route detailed in the submitted message follows the listed forbidden RAD route.

Requirements

The filed route must comply with all relevant RAD restrictions.

IFPS Procedures

The FP staff shall verify the correctness of the raised error **and**

- **If** the error is covered by the procedure RAD errors for profile then it shall be treated as per procedure **or**
- **If** the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error **or**
- **If** the error has been raised correctly, but an exemption (see Note) is granted by the relevant FMP/ATC, the FP staff shall **ignore** the error and make an entry in the logbook **or**
- If the error is for EUIFPS001A (aircraft registration is invalid) or EUIFPS002A (aircraft registration is required), which applies only to flights that contain either STS/SAR, FFR, HOSP, MEDEVAC (Error Management Auto-reject for other flights) then the FP staff shall:
    - If the error is for EUIFPS002A and if present in Item 7, copy/paste the aircraft registration under REG/ in item 18. If not present in item 7, ignore the error or
    - If error the error is for EUIFPS001A, contact the originator. If the aircraft registration can be obtained, insert it under REG/ in item 18. If the aircraft registration cannot be obtained, ignore the error.

Or

In all other cases, the FP staff shall apply SCP1.

Note If the exemption is the result of a coordination initiated by the FP staff, then the IFPS shall insert the IFP indicator ERRTECOORD.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

RAD for Military Flights

Route Availability Document (RAD)

147.194 Error Class/Error Id: PROF205

Error Message(s)

PROF205: RS: TRAFFIC VIA <Ref Loc Id> IS OFF MANDATORY ROUTE REF:[<Restriction Id>] <Textual Description>

Possible values in Error Message

- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- Textual Description: more information.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The route detailed in the submitted message does not comply with the specified mandatory route.

Requirements

The filed route must comply with all relevant RAD restrictions.

IFPS Procedures

The FP staff shall verify the correctness of the raised error **and**

- **If** the error is covered by the procedure RAD errors for profile (45.4) then it shall be treated has per procedure **or**
- **If** the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error **or**
- **If** the error has been raised correctly, but an exemption (see Note 1) is granted by the relevant FMP/ATC, the FP staff shall **ignore** the error and make an entry in the logbook **or**

In all other cases, the FP staff shall apply SCP1.

Note 1 If the exemption is the result of a coordination initiated by the FP staff, then the IFPS shall insert the IFP indicator ERRTECOORD.

Note 2 Check if mandatory routeing is a DCT segment co-located with a closed airway [see Mandatory DCT Route co-located with a Closed Airway].

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

RAD for Military Flights

Route Availability Document (RAD)

Airways

147.195 Error Class/Error Id: PROF206

Error Message(s)

PROF206: THE DCT SEGMENT <Point Id> .. <Point Id> IS NOT AVAILABLE IN FL RANGE <FL Range> (UNAVAILABLE ROUTE <Route Id>)

Possible values in Error Message

- Point Id: Point designator (that defines the segment raising the error)
- FL Range: Fxxx..Fxxx lower and higher in which the unavailability is taking place
- Route Id: Route designator of the unavailable route co-located with the DCT segment

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

In the route field of the message, a DCT between two points is co-located with an airway which is not available at the requested flight level.

Requirements

Between two points, an available airway or an available direct route (DCT) shall be filed.

IFPS Procedures

The FP staff shall verify the correctness of the raised error **and**

- **If** the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error **or**
- **If** the error has been raised correctly, but an exemption is granted by the relevant FMP, the FP staff shall **ignore** the error and make an entry in the logbook **or**

In all other cases, the FP staff shall apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Route Availability Document (RAD)

147.196 Error Class/Error Id: PROF323 FF-ICE

Error Message(s)

1) PROF323: TRAJECTORY INFO ERROR (**MORE THAN ONE TOD**)
2) **PROF323: TRAJECTORY INFO ERROR (NUMBER OF TOC AND REQUESTED CRUISING LEVELS DO NOT MATCH)**
3) **PROF323: TRAJECTORY INFO ERROR (DERIVED TAXI TIME <Value> IS NOT IN RANGE <1> TO <90>)**
4) **PROF323: TRAJECTORY INFO ERROR (FIRST ELEMENT DOES NOT CONTAIN THE DEPARTURE AERODROME)**
5) **PROF323: TRAJECTORY INFO ERROR (LAST ELEMENT DOES NOT CONTAIN THE DESTINATION AERODROME)**
6) **PROF323: TRAJECTORY INFO ERROR (ALONG ROUTE DISTANCE INCONSISTENCY BETWEEN <Point> and <Point>)**
7) **PROF323: TRAJECTORY INFO ERROR (RSL WITHOUT ISL)**
8) **PROF323: TRAJECTORY INFO ERROR (TCV WITHOUT ISL)**
9) **PROF323: TRAJECTORY INFO ERROR (POINT <Point Id> NOT ON ROUTE <Route Id>)**
10) **PROF323: TRAJECTORY INFO ERROR (UNKNOWN DESIGNATOR <Point Id>)**
11) **PROF323: TRAJECTORY INFO ERROR (POINT <Point Id> NOT AT <Position>)**
12) **PROF323: TRAJECTORY INFO ERROR (ROUTE <Route Id> CANNOT FOLLOW AFTER POINT <Point Id>)**

Possible values in Error Message

- Value**: number**
- Point **Id: Point designator**
- Route **Id: Route designator**
- Position**:** Geographical coordinates

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The trajectory contains more than one TOD.
2) The trajectory contains a number of TOC and a number of requested cruising levels that do not match.
3) The derived taxi time is the difference between the EOBT and the ETOT. The value determined is outside the minimum and maximum value.
4) The trajectory first element does not contain the departure aerodrome.
5) The trajectory last element does not contain the arrival aerodrome.
6) The distance supplied within the trajectory is too far outside of tolerance when compared to the NM calculated distance for the indicated segment. All trajectory information was discarded. Only the route information was used for the processing of the flight plan.
7) RSL (Requested Speed/Level) is only permitted when an ISL (Initial Speed/Level) is present.
8) TCV (=TCP-V: Trajectory Change Point-Vertical) is only permitted when an ISL (Initial Speed/Level) is present.
9) A point is described as being on a route. The point is known in CACD but not as being part of that route.
10) A point is described as being on the enroute part of the flight. The point is unknown in CACD.
11) A point has its geographical coordinates not matching the coordinates obtained from CACD.
12) A point is not according to the route description in CACD (i.e. the point is the last point of the route and therefore after that point the trajectory cannot continue on that route).

Requirements

1) An eFPL trajectory shall not contain more than one TOD.

2) An eFPL trajectory shall contain one TOC for each requested cruising level in climb.
3) The derived taxi time (expressed in minutes) shall have minimum value of 1 and a maximum value of 90.
4) The first trajectory element shall correspond to the departure aerodrome.
5) The last trajectory element shall correspond be the destination aerodrome.
6) The distance supplied within the trajectory shall be with within the acceptable tolerance.
7) ISL shall be present with RSL.
8) ISL shall be present with TCV.
9) Data shall be consistent with CACD.
10) Data shall be consistent with CACD
11) Data shall be consistent with CACD.
12) Data shall be consistent with CACD.

IFPS Procedures

The FP staff shall reject the message.

Related Sections

C.2 Route and Trajectory

147.197 Error Class/Error Id: PROF326

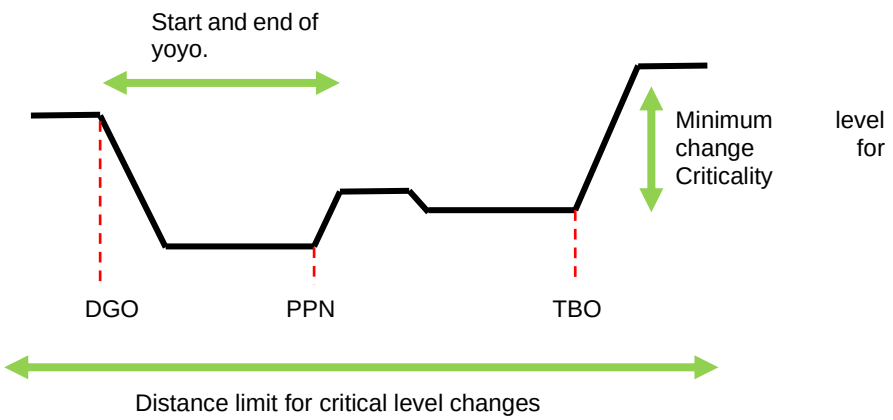
Error Message(s)

PROF326: CRITICAL YOYO DETECTED ON <Point **Id** A> .. <Point **Id** B> DUE TO <THE or ADJACENT> DESCENT AT <Point **Id C**> .. <THE or ADJACENT> CLIMB AT <Point **Id** D>

Possible values in Error Message

- **Point Id: Point designator. The error message lists 4 points denominated A,B,C and D:**
    - Point A and B define the start and end of the yoyo detection portion (yoyo candidate).
    - Point C and D define the **points** where **significant** level changes render the yoyo portion critical. C may be the same as point A, a point within A-B or a different upstream point. D may be the same as point B, a point within A-B or a different downstream point.
- THE or ADJACENT **(for C and D only)**: the value is determined by whether the point to which it refers is adjacent to the yoyo or within it:
    - In case **C** = **A or C is between A-B** "THE" will be used
    - In case **C is upstream of A (outside A-B)**, "ADJACENT" will be used
    - In case **D** = **B or D is between A-B** "THE" will be used
    - In case **D is downstream of B (outside A-B)**, "ADJACENT" will be used

Example: PROF326: CRITICAL YOYO DETECTED ON DGO .. PPN DUE TO THE DESCENT AT DGO .. ADJACENT CLIMB AT TBO



Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Based on the sequence of requested flight levels and the subsequent profile calculation, a significant drop in altitude is followed by a significant re-climb (i.e. "yoyo").

Requirements

It shall not be permitted to file a route that contain a succession of RFL changes resulting in a yoyo profile unless it is needed operationally and indicated as such. The indication shall be notified by adding PROFYYINT in the remark field of the flight plan. This will prevent IFPS rejection.

The above requirement is not applicable when:

- Flight Type is M or X
- Flight is operated by a helicopter

- Flight is a round-robin (ADEP=ADES)

IFPS Procedures

The FP staff apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

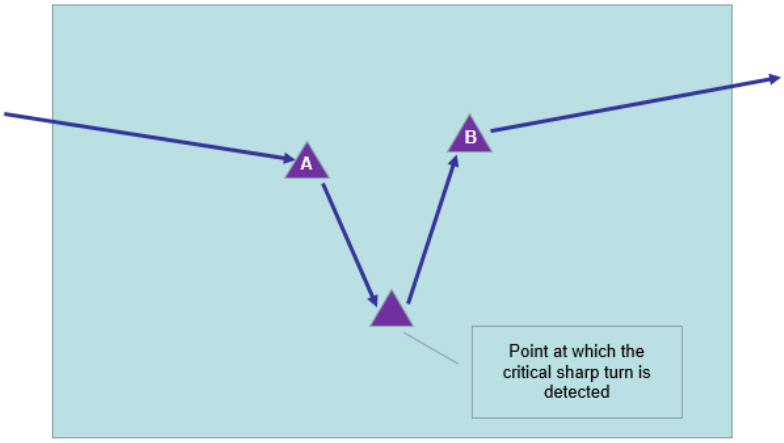
147.198 Error Class/Error Id: PROF340

Error Message(s)

PROF340: CRITICAL SHARP TURN DETECTED AT POINT <Point **Id**> ON <Point **Id**> .. <Point **Id**>

Possible values in Error Message

- Point **Id**: **Point designator. The error lists three points: The sharp-turn** is located in between **the second and the third points (corresponds to p**oint A and B **in the picture below)**.



Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

A critical sharp turn has been detected in the flight profile.

Requirements

It shall not be permitted to file a route with a sharp turn in the en-route phase unless it is needed operationally and indicated as such. The indication shall be notified by adding PROFTURNINT in item 18 of the flight plan under RMK/. This will prevent IFPS rejection.

The above requirement is not applicable when:

- Flight Type is M or X
- Flight is operated by a helicopter
- Flight is a round-robin (ADEP=ADES)

IFPS Procedures

The FP staff apply SCP1.

Related Sections

Standard Correction Procedure 1 (SCP1)

147.199 Error Class/Error Id: GEN207

Error Message(s)

GEN207: UNABLE TO GENERATE A COMPLETE REPLY

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

NA

Requirements

NA

IFPS Procedures

NA

Related Sections

NA

147.200 Error Class/Error Id: RA281

Error Message(s)

RA281: NUMBER OF CONSTRAINTS FOR ROUTE GENERATION EXCEEDS </NUMBER>

Possible values in Error Message

- Number: indicates the maximum number of constraints that the system can handle.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The user has specified too many constraints for the Route Generation.

Requirements

Route Generation can only work up to a maximum number of constraints.

IFPS Procedures

NA

Related Sections

NA

147.201 Error Class/Error Id: WARN257

Error Message(s)

WARN257: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

Possible values in Error Message

- CODE: 24-bit aircraft address (CPDLC).

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The aircraft address is present in a message submitted to the IFPS for processing and does not contain 6 alphanumeric in the correct format and the IFPS does not hold an aircraft address from a previously processed associated message.

Requirements

Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include the 24-bit aircraft address in their flight plans.

IFPS Procedures

When this warning message is presented in an invalid message, no action shall be taken by the FP staff to validate the message against that warning message.

Should the warning message be presented at the same time as any other error messages, only those other errors shall be corrected.

Related Sections

CODE

147.202 Error Class/Error Id: WARN258

Error Message(s)

WARN257: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED. PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

Possible values in Error Message

- CODE: 24-bit aircraft address (CPDLC).

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

Whenever the aircraft address is present in a message submitted to the IFPS for processing that does not contain 6 alphanumeric in the correct format, and the IFPS does hold an aircraft address from a previously processed associated message, then the aircraft address shall be automatically removed from that message and from the previously processed associated message.

Requirements

Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include the 24-bit aircraft address in their flight plans.

IFPS Procedures

When this warning message is presented in an invalid message, no action shall be taken by the FP staff to validate the message against that warning message.

Should the warning message be presented at the same time as any other error messages, only those other errors shall be corrected.

Related Sections

CODE

147.203 Error Class/Error Id: WARN262

Error Message(s)

WARN262: WHAT-IF-REROUTE MESSAGE

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message is the result of an action in NOP, NMP or CHMI where an aircraft operator chose an alternative routeing and let NOP, NMP or CHMI create and send a modification message or a cancel to IFPS. The AWR/Rn qualifier present in the message prioritizes the invalid message to the top of the invalid queue.

Requirements

NA

IFPS Procedures

The message created as a result of the AOWIR functionality shall be treated in IFPS the same way as any other message.

Therefore, on receipt of such a message, the IFPS stall shall apply SCP1.

Note Messages as a result of AOWIR have been checked against IFPS; therefore they should, only in rare cases, come for manual processing.

When the message is an FPL, this means that the originator has used the “Apply” feature in which ETFMS sends a CNL message to IFPS.

Subsequently ETFMS sends an RRN message containing the new route description. In some cases, the re-filing is linked to a slot booking.

The originator is expected to refile a flight plan in a specific time window, with the route received in the RRN message and it should be an exact character match between the RRN route and the route field of the new flight plan.

A reason for which the flight plan is coming for manual processing in IFPS might be due to the fact that the originator has modified part of the route (thus raising an error in IFPS) resulting in the refiling not matching exactly the RRN routeing and subsequently not matching the slot which had been booked for that flight.

Related Sections

Standard Correction Procedure 1 (SCP1)

Aircraft Operator What-if Re-Route (AOWIR)

147.204 Error Class/Error Id: WARN265

Error Message(s)

WARN265: EQCST FIELD CONTAINS CONFLICTING EQUIPMENT CHANGES FOR <Equipment or Class>

Possible values in Error Message

- Equipment: corresponds to the sub-field EQPT (AFP ADEXP). Can be any designators that are defined for ICAO flight plan item 10a.
- Class: corresponds to the sub-field SUREQPT (AFP ADEXP). Can be for any class of surveillance equipment: A, S, ADSB, ADSC.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

For an AFP message for a change of aircraft equipment the field EQCST contains conflicting entries for the same equipment type/class. In this case, the warning is raised and the message will be processed but the equipment type/class is ignored.

Requirements

For AFPs for a change of aircraft equipment, the field equipment shall not contain conflicting data. Conflicting data is:

- Indication of being equipped and not being equipped (EQPT) or
- More than one entry per class (SUREQPT).

IFPS Procedures

NA

Related Sections

AFP for a Change of Aircraft Equipment

147.205 Error Class/Error Id: WARN313

Error Message(s)

1) WARN313: TRAJECTORY INFO DISCARDED (**NO CORRESPONDING REQUESTED CRUISING LEVEL FOR LEVEL AT <Item><Role> Item states the point and role can be BOC,BOD,TOC,TOD**)
2) **WARN313: TRAJECTORY INFO DISCARDED (DISTANCE DOES NOT INCREASE WITH TIME: <Point><Role> : <Point><Role>)**
3) **WARN313: TRAJECTORY INFO DISCARDED (TRAJECTORY PROCESSING PROVIDED ONLY FOR FLIGHTS THAT ARE ENTIRELY IFR/GAT)**
4) **WARN313: TRAJECTORY INFO DISCARDED (NOT ON ROUTE ; <Location> <Role> - NOT IN ROUTE SEQUENCE: <POINT Id>)**
5) **WARN313: TRAJECTORY INFO DISCARDED (EXACT DUPLICATE ; <Distance> <Role>)**
6) **WARN313: TRAJECTORY INFO DISCARDED (<Point Id> NOT IMPLEMENTED ; <Point location> <Point Id>)**
7) **WARN313: TRAJECTORY INFO DISCARDED (NO AERODROME ; ALL INFO DISCARDED or FIRST NOT ADEP ; ALL INFO DISCARDED or LAST NOT ADES ; ALL INFO DISCARDED)**
8) **WARN313: TRAJECTORY INFO DISCARDED (INVALID DATA <Item>)**
9) **WARN313: TRAJECTORY INFO DISCARDED (POINT <Point Id> NOT ON SEGMENT <Point Id> <Route Id> <Point Id>)**
10) **WARN313: TRAJECTORY INFO DISCARDED (ALONG ROUTE DISTANCE INCONSISTENCY BETWEEN <Point Id> and <Point Id>. ALL TRAJECTORY INFO WAS DISCARDED)**
11) **WARN313: TRAJECTORY INFO DISCARDED TP DCT DOES NOT MATCH <TP Id> : <Point Id> TOD**
12) **WARN313: TRAJECTORY INFO DISCARDED (SID LENGTH INCONSISTENCY BETWEEN < Aerodrome Id> AND <Point Id> : ALL TRAJECTORY INFO WAS DISCARDED)**
13) **WARN313: TRAJECTORY INFO DISCARDED (STAR LENGTH INCONSISTENCY BETWEEN <Point Id> AND < Aerodrome Id> : ALL TRAJECTORY INFO WAS DISCARDED)**
14) **WARN313: TRAJECTORY INFO DISCARDED (CANNOT MAINTAIN MINIMUM DISTANCE BETWEEN <Point Id or Aerodrome Id> AND <Point Id or Aerodrome Id> : ALL TRAJECTORY INFO WAS DISCARDED)**
15) **WARN313: TRAJECTORY INFO DISCARDED (NO AERODROME : ALL TRAJECTORY INFO WAS DISCARDED)**
16) **WARN313: TRAJECTORY INFO DISCARDED 9 CONFLICTING TYPES: FOUND BOTH PROFILE TUNING AND 4D POINTS : ALL TRAJECTORY INFO WAS DISCARDED)**
17) **WARN313: TRAJECTORY INFO DISCARDED (THE ROUTE WAS MANUALLY UPDATED)**

Possible values in Error Message

- **Item: states the data**
- **Role:** BOC,BOD,TOC,TOD
- **Point Id: Point designator**
- **Distance: number for the distance (in NM)**
- **Point location: Lat/Long or bearing/distance**
- **Route Id: Route designator**
- **TP Id: Terminal Procedure full designator. Example: DKB6F**
- **Aerodrome Id: ICAO location indicator of the aerodrome**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The point <Point Id> is the beginning/end of a level flight segment has no corresponding requested cruising level in the route (route-trajectory flight level consistency check).
2) In between two consecutive points, the distance does not increase while the time does increase. Point role can be: BOC, BOD, TOC, TOD, TCV, LL, PT, AD.
3) The flight plan contains a VFR or OAT portion. Trajectory processing is currently only provided possible for flights that are entirely IFR/GAT.
4) In the trajectory a point is listed as BOC,BOD,TOC,TOD and that point is not found on the route. There is an ordering issue in the trajectory points.
5) The trajectory point is a duplicate.
6) The point is not supported by the software because it is expressed by LAT/LONG or bearing/distance.
7) There is missing information such as the aerodrome of departure and/or aerodrome of arrival.
8) For a trajectory point, some data is missing such as distance or time or level.
9) The trajectory point has a significant lateral deviation relative to the route when compared to the segment.
10) The distance supplied within the trajectory is too far outside of tolerance when compared to the NM calculated distance for the indicated segment. All trajectory information was discarded. Only the route information was used for the processing of the flight plan.
11) The terminal procedure DCT does not match with the terminal procedure indicated.
12) The distance provided between departure aerodrome and the point mentioned in the warning is significantly different when compared to the equivalent distance calculated by the IFPS.
13) The distance provided between the point mentioned in the warning and the destination aerodrome is significantly different when compared to the equivalent distance calculated by IFPS.
14) The distance in between the entities mentioned cannot be maintained.
15) No aerodrome information provided.
16) Redundant trajectory (profile tuning) information provided within remarks.
17) During manual processing, the FP staff modified the route.

Requirements

Trajectory or trajectory elements, when provided shall be syntactically and semantically correct and be coherent, otherwise it is discarded by IFPS.

IFPS Procedures

When this warning message is presented in an invalid message, no action shall be taken by the FP staff to validate the message against that warning message except to select “Apply.”

This will result in the warning(s) to disappear.

Related Sections

C.2.2 Processing of the trajectory

147.206 Error Class/Error Id: WARN320

Error Message(s)

WARN320: AIRCRAFT TYPE ZZZZ, CALCULATED DEFAULT CATEGORY <**Aircraft** Category>

Possible values in Error Message

- Aircraft Category: Can be SEEE: Single Engine, MEEE: Multi Engine, TPPP: Turbo-prop **or** TJJJ: Turbo-jet

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The message was submitted with the value ZZZZ as aircraft type and based on the speed and RFL specified in the route field, IFPS has automatically allocated an aircraft category in order to able to calculate a profile.

Requirements

Where the aircraft type is filed with the value ZZZZ, and TYP/ does not contain a known aircraft type from CACD, IFPS shall automatically allocate one of the 4 aircraft category (based on the specified speed and RFL) in order to be able to calculate a profile.

IFPS Procedures

If the message contains ROUTE/PROFILE error(s), the FP staff shall check the allocated generic aircraft performance which can be found in the WARN320 error text and

- If the aircraft category is incorrect, the FP staff shall overwrite manually to the correct one and continue with normal processing (i.e. error(s) may disappear but if they remain, the FP staff shall apply the procedure related to this/these error(s)) **or**
- If the aircraft category is correct, then the FP staff shall continue with normal processing.

When this warning message is presented in a valid or invalid message while using IFPUV via CHMI, no action shall be taken by the user.

Related Sections

ITEM 9: Number and Type of Aircraft and Wake Turbulence Category

Aircraft Type (TYP)

147.207 Error Class/Error Id: WARN328

Error Message(s)

WARN328: ERROR SUPPRESSED (…)

Possible values in Error Message

- (…): Error text

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

The warning is reported for APL or ACH messages where the source is an AFP. IFPS attempts to connect the AFP route to the original route or to destination. Where it is not possible, IFPS may use a 'generated' route that has an error within the same ATC unit Airspace (AUA) as the AUA where the last point of the AFP route belongs. When the last point of the AFP route is at the border between 2 AUAs, the next downstream AUA is considered.

The warning is visible internally and externally when consulting the IFPS history of a flight in NMP or NOP.

Requirements

Where an error is suppressed, a warning shall be triggered.

IFPS Procedures

NA

Related Sections

ATC Flight Plan Proposal Message (AFP)

ATC Flight Plan (APL)

ATC Flight Plan Change (ACH)

147.208 Error Class/Error Id: WARN333 FF-ICE

Error Message(s)

1) WARN333: INFORMATION (**CLIMB/DESCENT PERFORMANCE PROFILE MUST CONSIST OF AT LEAST TWO ITEMS: PERFORMANCE PROFILE DISCARDED**)
2) **WARN333: INFORMATION (DCT BETWEEN <Point Id> AND <Point Id> REPLACED BY <Route Id> IN FIELD 15)**
3) **INFORMATION (CLIMB/DESCENT PERFORMANCE PROFILE CONTAINS SUCCESSIVE POINTS WITH NOT INCREASING <Item>: PERFORMANCE PROFILE DISCARDED)**
4) **INFORMATION (EDIT OF <ADEXP Field> IGNORED)**
5) **INFORMATION (POINT <Point Id> NOT ON ROUTE <Route Id>)**
6) **INFORMATION (UNKNOWN DESIGNATOR <Point** Id**>)**

Possible values in Error Message

- **Point Id: Point designator**
- **Route Id: Route designator**
- **Item: States the profile item/element that is discarded**
- **ADEXP Field: Name of the ADEXP field**

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an FP staff for reasons such as an anomaly or the results of a procedure).

Reason

1) The CLIMB or DESCENT performance profile data contains less than two items.
2) A 'DCT' has been replaced with an available route in the Field 15. The Field 15 is included both in the reply to the eFPL originator and in the corresponding ICAO format flight plan distributed to ATS units.
3) The CLIMB or DESCENT performance profile data contain level, distance or time information that do not increase between two consecutive records.
4) During manual processing an ADEXP field has been edited.
5) A point is described as being on a SID or a STAR. The point is known in CACD but not as being part of that SID or STAR.
6) A point is described as being on a SID or a STAR. The point is unknown in CACD.

Requirements

Data in the route/trajectory should be correct otherwise it is discarded.

IFPS Procedures

When this warning message is presented in an invalid message, no action shall be taken by the FP staff to validate the message against that warning message except to select "Apply."

This will result in the warning(s) to disappear.

Related Sections

Profile Calculation/Route Analysis

C.2.2 Processing of the trajectory

INTENTIONALLY BLANK PAGE

Appendix – FF-ICE

A. Introduction

A.1 FF-ICE Concept

FF-ICE stands for Flight & Flow Information for a Collaborative Environment. It is a concept to support future ATM Operations. The FF-ICE concept is ICAO-driven and is therefore applicable world-wide with the following principles:

FF-ICE is guided by the requirement to eliminate or reduce the limitations of the present flight plan and to accommodate the future environment detailed in the Global Air Traffic Management Operational Concept (ICAO Doc 9854).

The principles of FF-ICE can be summarised as follows to:

- Provide a flexible concept that allows new technologies and procedures to be incorporated as necessary in a planned manner. This flexibility should also consider the effects of evolving information and communications standards.
- Allow aircraft to indicate their detailed performance capabilities, such as the required navigation performance (RNP) level;
- Allow for an early indication of intent;
- Incorporate information for increased and more automated CDM;
- Avoid unnecessary limitations on information;
- Support 4D management by trajectory;
- Avoid the filing of unnecessary and ambiguous derivable information; adopt a “file-by-exception” philosophy when information cannot be standardized;
- Allow for the provision of information security requirements;
- Consider the cost impact on providers and consumers of flight information;
- Incorporate requirements enabling a broad set of flight mission profiles;
- Ensure information is machine-readable and limit the need for free-text information; and
- Ensure that definitions of information elements for FF-ICE are globally standardised.

A.2 Network and Communication

The NM implementation of FF-ICE is within an environment compatible with the guidance in ICAO Doc. 10039, Manual of System Wide Information Environment; more specifically making use of the NM B2B Services.

A.3 Format

The format used for the exchange of FF-ICE information is the Flight Information Exchange Model (FIXM). It relies on the FIXM core and FIXM extensions.

While the IFPS Users Manual details the format in each section under **(3) Message Format**, FIXM format is not described within the manual. For more details the NM B2B Reference Manual should be consulted (see Ref. [1]) where the format, fields and content of the NM extension are documented.

A.4 Scope and Audience

This appendix to the IFPS Users Manual is for all users, both internal NM and external. It is aligned with the IFPS Users Manual (publication, updates, etc.).

The external target audience is (but not limited to) anyone involved in flight planning and/or exchanging flight plan data and having implemented FF-ICE.

This appendix reflects the NM FF-ICE/R1 implementation through the NM B2B Services. It is not intended and shall not be used for implementing FF-ICE as it is not a technical document.

A.5 FF-ICE and the IFPS

FF-ICE brings an additional format for the exchange of flight data (i.e. FIXM). The other formats used/handled by the IFPS are ICAO FPL2012 (ICAO Doc. 4444), ADEXP (ATS Data Exchange Presentation) and NM B2B format.

Within this manual, the term 'flight plan' encompasses three formats (unless specified otherwise) in the following way:

FPL indicates ICAO FPL2012 format.
IFPL indicates ADEXP format.
eFPL indicates FIXM format.

In most cases:

- The checks performed by the IFPS on incoming messages
- The system processing
- The procedures to be applied for manual correction by FP staff

are the same regardless of the message format.

In the eFPL related cases, when differences exist when compared to FPL and IFPL related cases, those differences are either documented in this appendix or in the IFPS Users Manual.

Some errors are specific to eFPLs and clearly identifiable as such. All errors remain part of the IFPS Users Manual, section 146, IFPS Error Messages.

The FIXM format is designed for the exchange of a large amount of data from computer to computer (i.e. B2B) and therefore is not human readable. For that reason, FP staff, in case of manual correction or consultation of historical flight data when the source is FIXM format, will see the message/data in ADEXP format.

A.6 Message equivalence FPL/IFPL related cases vs eFPL related cases

Action	FPL/IFPL cases	eFPL cases
Submit a flight plan	FPL/IFPL	Filed Flight Plan (eFPL)
Change a flight plan	CHG/ICHG	Flight Plan Update
Delay a flight	DLA/IDLA	Flight Plan Update
Cancel a flight	CNL/ICNL	Flight Cancelation
Indicate departure of a flight	DEP/IDEP	Flight Departure

Indicate arrival of a flight	ARR/IARR	Flight Arrival
Request Flight Plan Information	RQP/IRQP	Flight Data Request
Request Supplementary Information	RQS/IRQS	Flight Data Request
ATC Flight Proposal	AFP/IAFP	-
Flow Notification Message	FNM/IFNM	-
Message From Shanwick	MFS/IMFS	-

Table 1 - Message equivalence FPL vs eFPL

INTENTIONALLY BLANK PAGE

B. FF-ICE Services

B.1 General

The initial FF-ICE/R1 services implemented in the IFPS are part of a phased deployment. The current services depicted in this section are similar to the capabilities that encompass flight plan filing and distribution and concerns mainly exchanges between upstream IFPS clients (AOs, CFSPs, ANSPs) and the IFPS.

The FF-ICE/R1 services are part of the NM B2B services specific to FF-ICE.

The FF-ICE Services supported by NM are the following:

- Trial Service
- Filing Service
- Flight Data Request Service
- Notification Service

B.2 Trial Service

B.2.1 General

The Trial Service is initiated through the submission of a Trial Request and enables users to:

- Evaluate an eFPL before submission
- Evaluate an alternative to an existing filed eFPL
- Perform 'what-if' type of investigations

The Trial Service has no influence on the data available in the IFPS for that flight.

B.2.2 Route/Trajectory Feedback

Upon processing a Trial Request, the feedback provided includes:

- The Submission Response and
- The Trial Response. The Trial Response contains a Planning Status.

The combination of the Submission Response and the Trial Response indicates the operational acceptability of the route/trajectory as follows:

- For a Trial Request containing a route/trajectory that is operationally acceptable without any change, the feedback contains a Submission Response of ACK and a Trial Response that contains a Planning Status of CONCUR;
- For a Trial Request containing a route/trajectory that is different when compared to the resulting IFPS route/trajectory but without impact upon operational acceptability (use of additional constraints (e.g. PTRs)), the feedback contains a Submission Response of ACK and a Trial Response that contains a Planning Status of NEGOTIATE and a negotiating trajectory; The negotiating trajectory contains the resulting IFPS route/trajectory taking into account the additional constraints.
- For a Trial Request containing a route/trajectory that is operationally not acceptable, the feedback contains a Submission Response of ACK and a Planning Status of NON-CONCUR and the corresponding error(s) and warning(s). The IFPS route/trajectory is also provided.

- For a Trial Request containing errors that do not allow IFPS to calculate a trajectory, the feedback contains a Submission Response of REJ and the corresponding error(s) and warning(s).

B.3 Filing Service

B.3.1 General

The Filing Service enables users to:

- File an eFPL
- Update an eFPL
- Cancel an eFPL

B.3.2 File or Update an eFPL and Feedback

Upon processing of an eFPL or update, the feedback provided includes:

- A Submission response (ACK, MAN, REJ) **and**
- A Filing Status

The possible combinations are (Submission Response + Filing Status):

1. ACK + ACCEPTABLE (and the agreed trajectory)
2. MAN. MAN will be followed by either an ACK or a REJ. See Notes below.
3. REJ + Errors and Warnings

Notes Upon manual modification/intervention completion, the filing status changes to either 'operationally acceptable' or 'operationally not acceptable'.

When manual modification is applied, it is performed by the FP staff at the level of the route (and not the trajectory) and shall result in the filed trajectory being discarded.

B.3.3 Cancel an eFPL and Feedback

Upon processing of a cancel, the feedback provided includes a Submission Response of either ACK or REJECT.

B.3.4 Feedback via Operational Reply Message (ORM)

For the filing service (eFPL submission, update and cancellation), additionally to the feedback described above, submitters may also receive ORMs (ACK, MAN, REJ) as if the submission was done for an FPL using AFTN or IATA type-B.

B.4 Flight Data Request Service

B.4.1 General

The NM implementation of the FF-ICE Flight Data Request Service replicates the FPL function of the RQP and RQS messages for eFPLs however it also allows queries related to the status of an

individual flight. Note that this capability is meant for use with single flights and not as a general publication service.

The Flight Data Request Service enables users to:

- Request a copy of the eFPL as accepted
- Request a copy of the supplementary flight plan data
- Request a copy of the latest Filing status for the flight (i.e. ACCEPTABLE/NOT ACCEPTABLE)
- Request the Submission Response status (e.g. should the previous Submission Response be MANUAL).

B.4.2 Request and Feedback

In order to obtain the flight plan data that the NM systems stored for one of their flights, users shall send a request appropriate to the type of flight data they intend to obtain (see above).

In the case of association failure, the Submission response shall be REJ.

In the case of successful association, the Submission Response shall be ACK and the content of the feedback shall correspond to nature of the request as follows:

- For a flight plan request: the complete eFPL including the agreed trajectory if the filed eFPL contained a trajectory.
- For a supplementary flight plan request: the complete eFPL data and Supplementary information (if any) but without the Agreed route/trajectory group or the explanation that there is no supplementary flight data for the flight.
- For a flight status request: the corresponding filing status, including any possible change to its value (ACCEPTABLE, NOT ACCEPTABLE).

B.5 Notification Service

The NM implementation of the Notification Service allows users to pass departure and arrival information to the NM. It replicates for eFPLs the FPL function of the DEP and ARR messages.

B.6 FF-ICE Data Publication Service

The NM implementation of the FF-ICE Data Publication Service allows subscribers to obtain information about flights relevant to their operations.

INTENTIONALLY BLANK PAGE

C. eFPL Composition

C.1 Introduction

With the exception of the data structure and format, the main differences between eFPL and FPL/IFPL are the provision of the:

- Globally Unique Flight Identifier → mandatory
- Aircraft Operator Flight Plan version → mandatory
- Route/Trajectory with or without specific aircraft performance → route is mandatory, trajectory and performance data are optional

An eFPL shall contain the minimum mandatory required data as described in Ref. [1].

C.2 Route and Trajectory

C.2.1 Requirements

When filing an eFPL with the IFPS, the 'route' description may be expressed as:

1. A **route text** (equivalent to FPL Item 15c). **Route text is to be used only for mixed IFR/VFR and GAT/OAT flights that contain within the route free text location names, such as city, road or river names.**
2. A **route** (**equivalent to FPL Item 15 as well as the departure and destination aerodromes**). **It is represented as an ordered list of Route Trajectory Elements. Each Route Trajectory Element corresponds to a significant point that would be present in an FPL Field 15c. The Route Trajectory Elements are sequenced in the order in which they will be flown from departure to destination. Additional optional data items (for example a planned delay) may be provided for each Route Trajectory Element.**
3. A **trajectory**. **In a trajectory, each ATS route of a route, as defined above, is expanded into its constituent significant points, explicitly indicating each published point along that ATS route, as a new Route Trajectory Element. Each Route Trajectory Element of the resulting expanded Route is supplemented with a four-dimensional point as well as other optional data items (for example Trajectory Point Property). Additional trajectory points that correspond to a predefined list of Trajectory Point Properties shall also be added in between points in the expanded route, as new Route Trajectory Elements, to reflect the expected location of the flight more precisely.**

It is recommended to provide a trajectory when filing an eFPL to take full advantage of the expected benefit for ATM. Filing a **route text** or **route** is recommended to be used only for certain types of operations (OAT, VFR).

C.2.2 Processing of the trajectory

When the trajectory is provided in an eFPL, the IFPS shall perform checks such has syntax, semantic and the overall coherence of the submitted data in order to calculate a profile for that flight plan.

When the submitted trajectory passes these checks, then it is **used** by the IFPS when calculating a profile for that flight. In that case, any translated FPL or IFPL contains '**AO4DT**' in the remark field.

Therefore, when AO4DT is present in an FPL/IFPL, this means that the source was an eFPL **with** a trajectory **and** that IFPS **used** the trajectory for the profile calculation.

Examples FPL: RMK/TCAS PAX FLIGHT **AO4DT**

IFPL: -RMK TCAS PAX FLIGHT **AO4DT**

When the submitted trajectory does not pass these checks, then it is discarded and the IFPS shall calculate a profile for that flight based on the route elements.

The IFPS may introduce some differences in the profile when compared to the **submitted** trajectory. Such differences may be caused when airspace users use a different set of airspace data when compared to NM (e.g. flight level constraints such as SID/STAR or PTRs).

Where a Profile Tuning Restriction (PTR) causes a "level-off" in the en-route phase (i.e. the route with the exclusion of the SID and the STAR) then the agreed trajectory (that is part of the filing status/B2B feedback) will contain the PTR reference.

Example

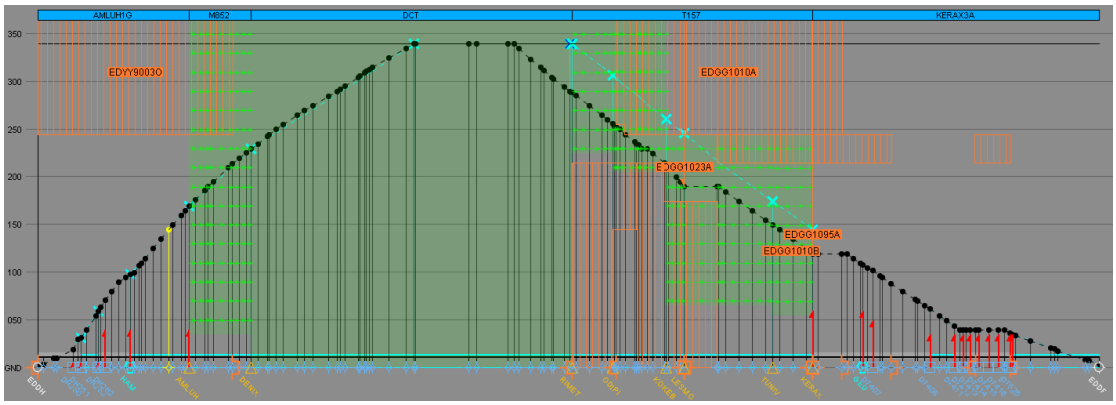


Figure 10 - IFPS profile with trajectory elements

The figure above shows the trajectory (blue line) joining the 4D points (blue points marked with a cross) provided and used by the IFPS. While the IFPS profile (black line joining the black dots) is similar for the climb and cruise phases, it is different for the descent phase because of constraints (PTRs, in orange).

C.3 Trajectory requirements

The trajectory requirements are the basis for the calculation of the trajectory of a flight.

C.3.1 Minimum vertical changes required

The minimum vertical changes information required in a trajectory (point4D) are:

- One Top of Climb (TOC) point for the initial cruising level and every subsequent requested cruising level change after a climb. There will be one top-of-climb for each cruising level (step climbs).
- One Top of Descent (TOD) point where the trajectory begins a descent from the final cruising level.
- Trajectory Change Point – Vertical (TCP-V) points where a level segment (intermediate or cruise) is initiated or terminated, and
- For each trajectory point (point4D): level, time, position and Along Route Distance (ARD). For more details see Ref [1].

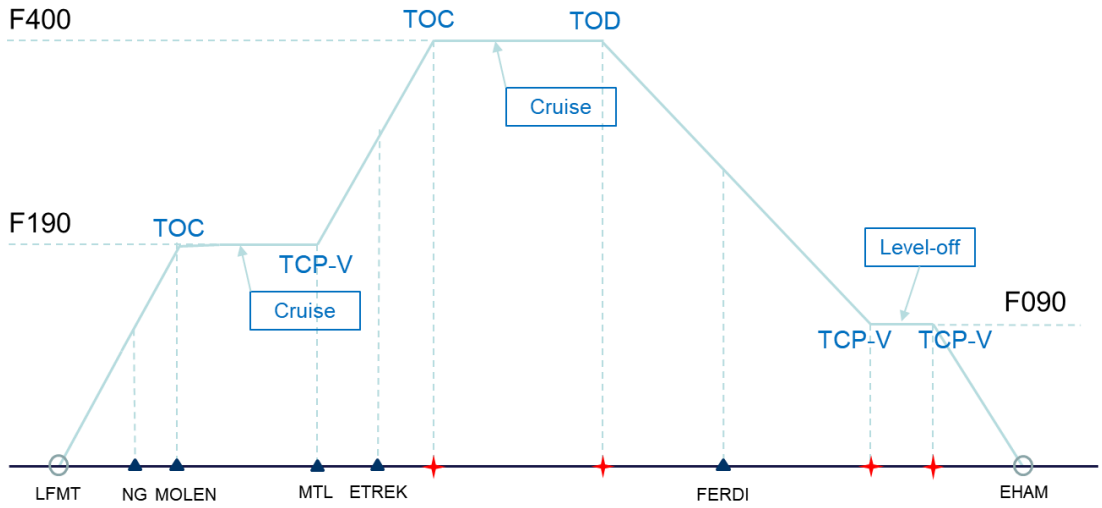


Figure 11 - Vertical profile with 4D elements

The figure above depicts the vertical profile as described under 3.3.1. It adds to the (2D) route information the minimum required elements for the 4D trajectory information provision i.e., TOC, TOD and TCP-V.

C.3.2 Use of TOC, TOD and TCP-V

Trajectory points at the end of each climb that is followed by a cruise shall be marked as a Top-of-climb (TOC).

Each cruising level indicated in the route for a climb shall have an associated TOC within the trajectory.

The trajectory point where the descent for arrival from the final (last) cruising level starts shall be marked as a Top-of-Descent (TOD).

Except for the first and the last trajectory points, any points that are either the beginning or the end of a climb, or a descent, and are not a TOC or TOD as described above, shall be marked as a Trajectory Change Point-Vertical (TCP-V).

C.3.3 Initial and end prediction point

The first point in the trajectory elements list shall be the departure aerodrome reference location.

The last point in the trajectory elements list shall be the destination aerodrome reference location.

C.3.4 Time information and taxi time

The time for the first 4D point in the trajectory elements list shall be expressed as an absolute time. The time for the rest of the elements in the list shall be provided as relative time information. The times associated with the first and the last points in the trajectory represent respectively the Take-Off Time (TOT) and touchdown time. It should be noted that in an eFPL the taxi time is not an individual data element as it is calculated from the difference between the EOBT and the ETOT.

The maximum value for the calculated time is 90 minutes. The IFPS shall only accept a calculated taxi time with value 0 (zero) for military flights or flights operated by a helicopter.

C.3.5 Summary

An example to illustrate these items of information is a flight with departure aerodrome LFMT and destination aerodrome EHAM. The flight has an EOBT of 14:40, and the route (2D) is as follows (Item 15 of the FPL):

N0344F190 NG6N NG DCT MOLEN DCT MTL/N0454F400 UN854 FERDI

Route Item	Route Element Start Point	Route to Next Element	Trajectory Point Property	Geographical Position	Level (*FL/m*)	Time (*hhmm*)
1	LFMT	NG6N	Airport Reference Location	433500N 0035741E	17	**1447 (a)**
2	NG	Direct		435126N 0042423E	161	0015(r)
3	MOLEN	Direct	TOP OF CLIMB	440319N 0043046E	190	0018(r)
4	MTL	UN854	TCP_Vertical	443318N 0044647E	190	0023(r)
5	ETREK	UN854		451116N 0043819E	283	0028(r)
6		UN854	TOP OF CLIMB	465254N 0041254E	400	0041(r)
7		UN854	TOP OF DESCENT	500312N 0025841E	400	0108(r)
8	FERDI	Direct		505445N 0033813E	210	0115(r)
9		Direct	TCP_Vertical	515446N 0040757E	90	0125(r)
10		Direct	TCP_Vertical	520047N 0041641E	90	0127(r)
11	EHAM		Airport Reference Location	521829N 0044551E	-11	0135(r)

Table 2 - Route/Trajectory elements

The above table provides the route/trajectory elements of the flight: highlighted in yellow are the route elements ('structured route') while the non-highlighted elements are the trajectory elements.

C.4 Requested cruising levels

C.4.1 General

To ensure backwards compatibility with the existing ICAO FPL2012 during the transition period and to avoid disrupting flight plan filing to ANSPs, eFPL submitters shall continue to file requested cruising levels as per ICAO Doc 4444.

FF-ICE introduces the means to indicate whether a change to a requested cruising level is planned to commence or planned to be attained at the associated point, however, this information should not be provided to the IFPS and will be discarded by the IFPS if it is provided. Therefore, changes of requested cruising levels in an eFPL are equivalent to changes in an ICAO FPL2012.

A change of requested cruising level that is not expected to start at a published point (see Figure 3 below) shall be indicated either:

- At the previous published point (A) compared to the trajectory point where the climb/descent is expected to start (B), or

- At the next published point (C) compared to the trajectory point where the climb/descent is expected to start (B), provided the next published point (C) is before the trajectory point where the climb/descent is expected to end (D).

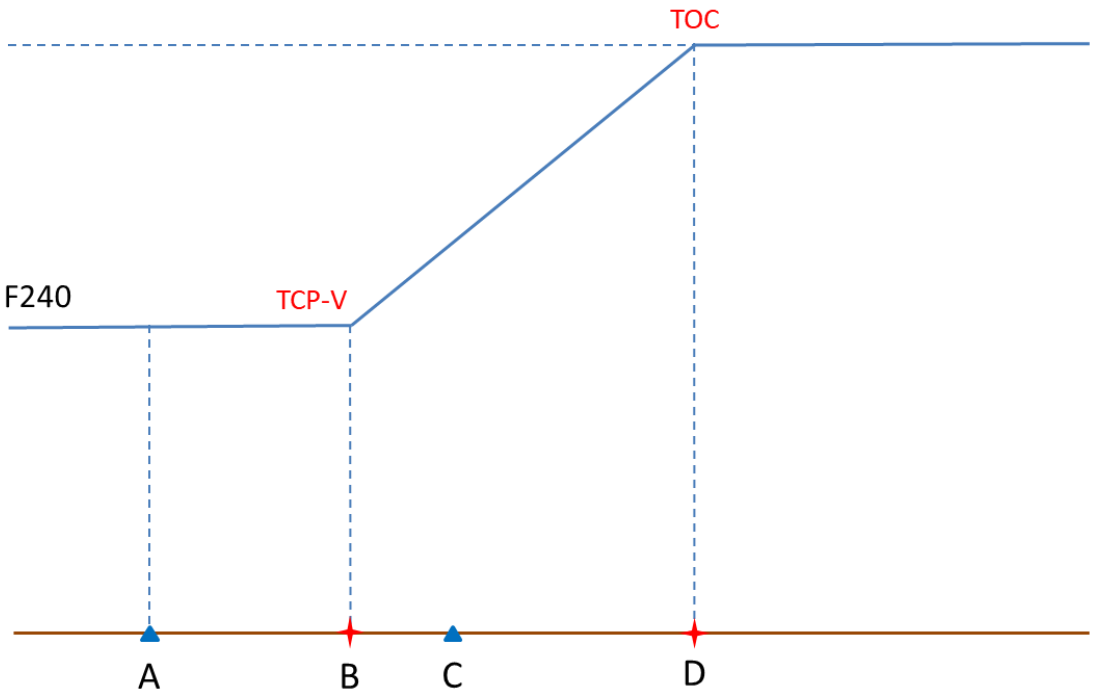


Figure 12 - Change of requested cruising levels not starting at a published point

C.4.2 Requested cruising levels to indicate compliance with restrictions

Changes to cruising levels that are required to comply with a restriction (RAD, closed CDR) shall continue to be included as requested cruising level within the eFPL route information as per the ICAO FPL2012.

C.5 GUFI

The Globally Unique Flight Identifier (GUFI) guarantees uniqueness across space and time.

It shall be unique to a flight. In this context 'a flight' is defined as a single leg and is disconnected from the aircraft identification.

The purpose of the GUFI is to provide a unique reference that is used to unambiguously associate any subsequent flight data transaction (e.g. update, cancellation, delay) to the correct flight. The provision of the GUFI is mandatory when using the filing service and the notification service.

The IFPS shall check the uniqueness of the GUFI. If an identical GUFI is detected to be used by more than one flight, then the submission shall be invalidated.

The GUFI and Aircraft Identification, Departure Aerodrome and Destination Aerodrome information in a message received is cross-checked upon reception of an eFPL associated message (Update, Cancel or Notification). If the GUFI and the eFPL associated message information do not match, an error is raised (at the level of B2B).

In the translation & delivery process [see Translation & Delivery] and in the IFPS flight data distribution, the GUFI shall not appear in the FPL or IFPL when the source is an eFPL.

The GUFI may be used for retrieving an eFPL (see B.4 Flight Data Request Service).

Example of GUFI in FIXM 4.2/NM 26

<gufi>23e12463-2334-4296-a851-857f81617369</gufi>

Example of GUFI in FIXM 4.3/NM 27

<gufi creationTime="2022-12-01T12:18:36Z"
namespaceDomain="OPERATING_AGENCY_DESIGNATOR"
namespaceIdentifier="AIB">
dd056de9-0ba9-4d55-82cf-7b976b0b6d29</gufi>

C.6 Operator Flight Plan Version

The Operator Flight Plan Version is an element that is mandatory when submitting eFPLs and any subsequent updates. It is an information element that provides a reference to a particular flight plan version and an indication of the sequence in which versions have been created.

The version number would allow ATC and the crew to verify that they are using the same version of a flight plan.

Each eFPL update shall contain a version number that increments by 1 the version number of the existing flight plan. Failure to comply with this requirement results in the IFPS invalidating the submission.

In the translation & delivery process [see Translation & Delivery] and in the IFPS flight data distribution, the Operator Flight Plan Version is not included in the FPL or IFPL when the source is an eFPL.

However, the Operator Flight Plan version is included in eFPLs distributed to eASPs.

C.7 En-Route Delay

The en-route delay in an eFPL is equivalent to the existing DLE and/or STAY for FPL. The IFPS supports the provision of en-route delay at a point or along a route segment. Other en-route delay types foreseen for FF-ICE such as planned airborne holding, operations within an airspace are not yet supported.

If the flight has an en-route delay then the submitter shall provide the route as an ordered list of route elements (structured route) and shall not provide a trajectory.

C.7.1 En-route delay at a point

To indicate an en-route delay at a point in an eFPL the submitter shall include within the route elements the point where the en-route delay commences, indicating the delay value and the delay reason together with the en-route delay type.

C.7.2 En-route delay on a route segment

To indicate an en-route delay along a route segment in an eFPL the submitter shall include that delay within the route elements where the en-route delay commences, indicating the delay value and the delay reason, together with the en-route delay type.

C.7.3 Translation rules of en-route delay information

Translation is when an eFPL is converted into an FPL or IFPL. For more details see Translation & Delivery.

There are 2 main rules that the IFPS uses for the translation:

- **Rule 1:** For eFPLs with both departure and arrival aerodromes inside the IFPZ then the en-route delay (whether at a point or on a segment) shall be translated into a STAY indicator, as follows:

Example for en-route delay at a point

Item 15: …MTC STAY1/0030 MTC
Item 18: STAYINFO1/VOR CALIBRATION

Example for en-route delay on a segment

Item 15: …MTC STAY1/0045 BRE
Item 18: …STAYINFO1/PHOTOGRAPHY

- **Rule 2:** For eFPLs with either the departure or arrival aerodrome outside the IFPZ then the en-route delay shall be translated into a DLE indicator, as follows:

  For en-route delay at a **point**, the DLE/ indicator shall be included in item 18 corresponding to the en-route delay information.

  For en-route delay along a **segment**, the DLE/ indicator shall be included in the item 18 corresponding to the en-route delay information, and 'DCT' in item 15 between the start and end point of the segment.

Example for a delay at a point

Item 18: …DLE/MTC0030

Example for a delay on a segment

Item 15: …UM1 MTC DCT BRE UM2…

Item 18: …DLE/MTC0030

C.7.4 Providing an en-route delay with DLE

For a flight that has OAT portion(s), the route shall be provided as a route text (equivalent to FPL Item 15c). Additionally, if the flight is leaving the IFPZ, indicating an en-route delay is only possible by using DLE.

The en-route delay shall be indicated within the remarks attribute of the Flight data element of FIXM as follows: DLE/… (i.e. in the ICAO FPL2012 format).

C.8 Departure and Arrival Airport slot

To indicate a departure and/or an arrival airport slot identification in an eFPL, the submitter shall make use of the airport slot identification item. The information may be provided either in an eFPL or an eFPL update.

The IFPS shall translate the airport slot information received in an eFPL in the following format:

RMK/ASL<ADEP>D<aircraftidentification><airportSlotIdentification> for an arrival airport slot, and

RMK/ASL<ADES>A<aircraftidentification><airportSlotIdentification> for a departure airport slot.

Example RMK/LFPGADLH12QB7361

D. Re-evaluation

D.1 General

FF-ICE re-evaluation is a process that NM performs to determine whether a flight plan remains in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.

The IFPS ensures the re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs. Therefore, all valid flight plans (eFPL, FPL, IFPL) are subject to the IFPS flight plan revalidation under the same process, same criteria and same possible outcome (i.e. REVAL_SUSPENDED or REVAL_ADVISORY). For more details see Section 20 Flight Plan Revalidation of the IFPS Users Manual.

D.2 Re-evaluation in NM B2B context

The re-evaluation process applies to processed eFPLs (i.e. eFPLs that have received a Filing Reply containing a Submission Status of ACK).

To be aware of re-evaluation results, clients shall make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status.

Subscription to this service has no influence on the output of the Flight Plan Revalidation process: an eFPL that fails a re-evaluation (a revalidation in IFPS terms) shall also receive either an FLS or a REVAL ADVISORY message.

For an eFPL with the Filing Status NOT_ACCEPTABLE due to re-evaluation, NM provides a valid route proposal as a Negotiating trajectory (containing a route expressed as an ordered list of route elements) if one can be found and the corresponding errors.

INTENTIONALLY BLANK PAGE

E. eFPL Distribution

E.1 General

To be provided with eFPLs, an eATCU shall make use of the NM B2B Publish/Subscribe service. In addition, the IFPS continues to distribute flight plan data via AFTN to that receiving unit. In this context, an eATCU is an Air Traffic Control Unit capable of consuming eFPLs and is inside the IFPZ.

E.2 eATCU receiving flight data via AFTN

The figure below shows the process whereby **all** flight data is distributed to an eATCU via the ATFN. The format of distribution (either ICAO FPL2012 or ADEXP) is consistent with the settings stored in the NM CACD. This indicates that IFPS can translate an eFPL into an FPL or IFPL, an FPL into an IFPL.

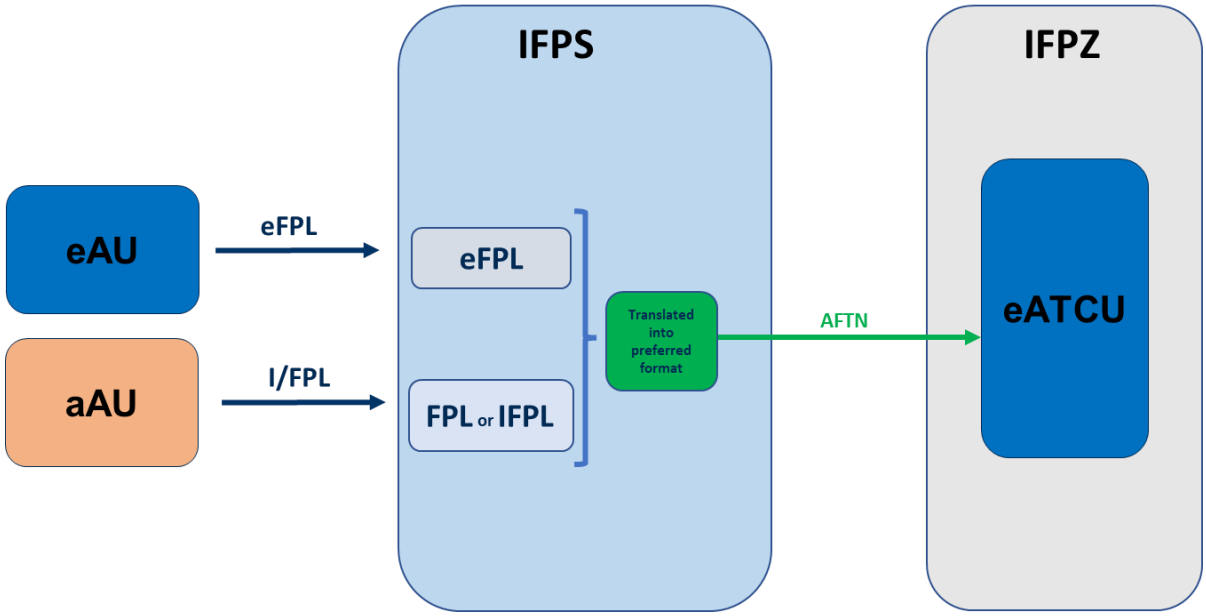


Figure 13 - eATCU and flight plan data received via AFTN

E.3 eATCU receiving flight data via NM B2B

The figure below shows the process whereby **all** flight plan data is distributed to an eATCU via NM B2B. eFPLs are by nature in FIXM format and therefore compatible with NM B2B. FPLs and IFPLs are converted into FIXM to be compatible with NM B2B. It ensures that an eATCU receives all the flight data via B2B and not only eFPLs.

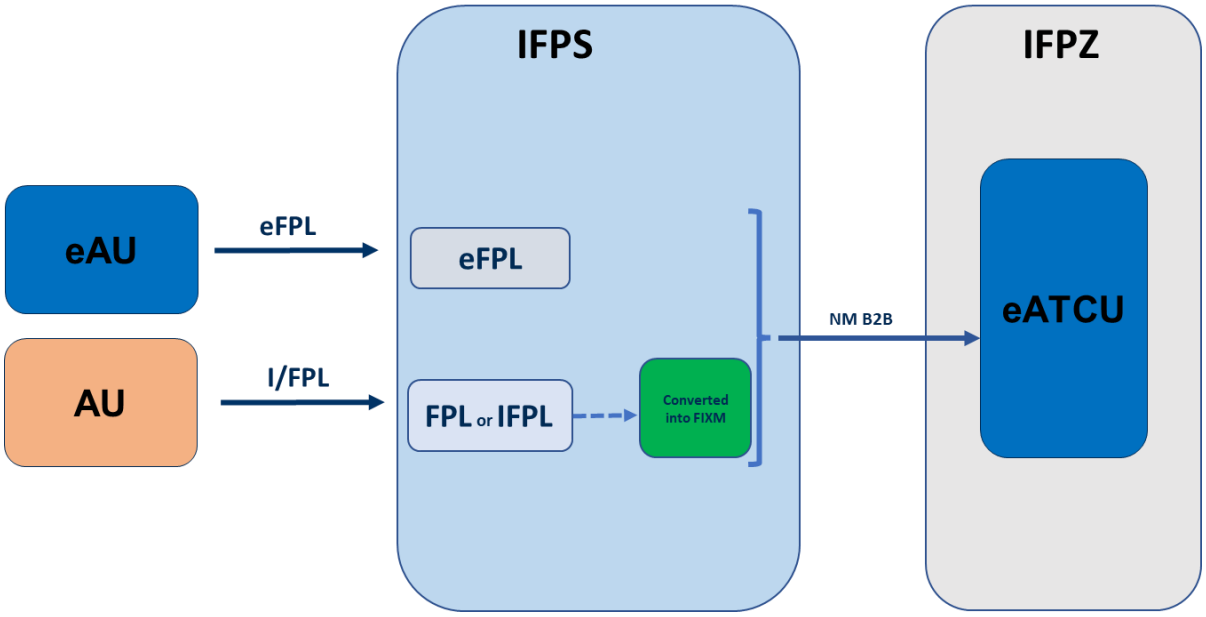


Figure 14 - eATCU and flight plan data received via B2B

F. Translation & Delivery

F.1 General

Translation is the process by which an ATS message (i.e. ICAO FPL2012 or ADEXP format) is constructed from an FF-ICE message (i.e. FIXM format). It is essentially based on mapping of data.

Examples

FIXM	ICAO FPL2012
Filed Flight Plan Message	Item 3 set to FPL
Flight Plan Update	Item 3 set to DLA or CHG (as appropriate)
Aircraft Identification	Item 7
Etc…	

Delivery is the process of distribution of a translated message to units requested in then FF-ICE message that are not FF-ICE capable.

An eFPL submitter has the option to define recipients for whom translation and delivery is needed but would not normally be addressed by the IFPS.

The translation & delivery function is not always equivalent to the re-addressing function:

It is equivalent if the concerned units are ASP **(i.e. not eASP).**

It is not equivalent if the concerned units are eASP in which case they shall be addressed separately.

The Translation & Delivery service is key to the mixed-mode operations.

INTENTIONALLY BLANK PAGE

G. Mixed-Mode Operations

G.1 General

Mixed-mode operations is an environment whereby eFPLs and FPLs coexist.

G.2 Processing of associated messages including mixed FPL/eFPL scenarios

The table below describes the processing of associated messages by the IFPS in a mixed-mode operations when the existing data held in the IFPS for the flight is in FIXM or ICAO FPL2012 format.

The Flight Plan Data (FPD) type indicates the data accepted and stored in the IFPS prior to the reception of an associated message.

FPD type / Input message	FPL	eFPL
FPL	- No change in processing	- Reject FPL
CHG	- No change in processing	- Process message * - Copy GUFI from FPD - The FPD remains FF-ICE
DLA	- No change in processing	- Process message * - Copy GUFI from FPD - The FPD remains FF-ICE
CNL	- No change in processing	- Cancel flight plan
DEP	- No change in processing	- Process message - Copy GUFI from FPD - The FPD remains FF-ICE
ARR	- No change in processing	- Process message - Copy GUFI from FPD - The FPD remains FF-ICE
AFP	- No change in processing	- Process message - Copy GUFI from FPD - The FPD remains FF-ICE
FNM/MFS	- No change in processing	- Process message - Copy GUFI from FPD - The FPD remains FF-ICE
eFPL	- Process, even if from different originator (change compared to current implementation) - Update FPD with eFPL data, including GUFI - The resultant FPD becomes FF-ICE	- Process (change compared to the current FPL implementation) - Update FPD if AO version (when used) is strictly higher than the FPD one - Otherwise automatically reject
eFPL Update	- Update FPD with eFPL data, including GUFI - The resultant FPD becomes FF-ICE	- Process - Update FPD if AO version (when used) is strictly higher than the FPD one

		- Otherwise automatically reject
eFPL Cancellation	- Cancel flight plan	- Cancel flight plan

Table 3 - Mixed-mode operations FPD and associated messages

References

[1] NM B2B Reference Manual

[2] NM B2B reference manual Publish Subscribe

INTENTIONALLY BLANK PAGE

EUROCONTROL

SUPPORTING EUROPEAN AVIATION

© EUROCONTROL - 2023

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.

www.eurocontrol.int