

EUROCONTROL Specification for the Initial Flight Plan

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DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of the present document.

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EXECUTIVE SUMMARY

This EUROCONTROL Specification defines the procedures and requirements applicable to the provision, processing and distribution of flight plans in the pre-flight phase i.e. the period preceding the first delivery of an air traffic control clearance, for flights departing from within the IFPS Zone, or in the period preceding entry into the IFPS Zone for other flights. In particular, it prescribes measures to ensure, via the IFPS, the consistency of flight plan data between Aircraft Operators (AOs), Air Traffic Flow and Capacity Management (ATFCM) and the Air Traffic Services Units (ATSUs). It is intended to serve notably as a means of compliance to the Commission Regulation (EC) No 1033/2006 (as amended by Commission Implementing Regulation (EU) 2018/139) laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky.

1. Introduction

1.1 Purpose & Context

Significant inconsistencies between *Flight Plan* data held by parties concerned with the safe conduct of flights have been highlighted by a number of studies undertaken by EUROCONTROL and the European Commission. Such inconsistencies may have an impact on the efficiency of the European air traffic management system. Furthermore, greater consistency in *Flight Plan* data would contribute to more seamless operation, providing support for new concepts of operations, notably in the field of air traffic flow management, and to enhanced safety.

Regulation (EC) No 1033/2006 details measures aimed at ensuring the interoperability of the European Air Traffic Management Network (EATMN). Commission Implementing Regulation (EU) 2018/139 amends Regulation (EC) No 1033/2006 in order to take into account ICAO PANS-ATM Doc 4444, 16th Edition of 2016 incorporating Amendment No 7-A.

In accordance with Article 139(2) of the EASA Basic Regulation (EU) 2018/1139, this new edition of the EUROCONTROL Specification will be proposed to the European Commission as a Community specification to be used as a means of compliance with Regulation (EC) No 1033/2006, which lays down requirements for flight plans in the Pre-Flight Phase for the single European sky.

This EUROCONTROL Specification provides details of procedures and requirements applicable to the provision and processing of flight plans in the **Pre-Flight Phase**. In particular it prescribes measures to ensure the consistency of flight plan data held and maintained by **Aircraft Operators** (and their nominated representatives), the **IFPS** and **ATS Units**.

For flights departing from within the IFPZ these measures are applicable to the period preceding the first delivery of an ATC clearance. For flights inbound to the IFPZ, these measures are applicable to the ATS Units responsible for providing flight plans to the IFPS prior to entry into the IFPZ (e.g. the ARO at the Departure Aerodrome). In addition, this includes responsibilities for ATC units within the IFPZ to report and resolve any situations where they have received an estimate for an inbound flight but are lacking a corresponding flight plan.

Collectively these measures are referred to in this document as the Single Initial Flight Plan Concept.

1.2 Maintenance of this Document

This EUROCONTROL Specification has been developed under the EUROCONTROL Regulatory and Advisory Framework (ERAF) and is maintained by EUROCONTROL in accordance with this Framework (see Appendix 4).

1.3 Applicability

IFP-APP-001

The IFPS and all Aircraft Operators and agents acting on their behalf, Pilots and agents acting on their behalf, ATS Units providing service to general air traffic flying in accordance with instrument flight

rules **shall** comply with the requirements contained in, or referenced from, this EUROCONTROL Specification subject to the terminology defined in section 3 for the following:

- The applicable flight types (Flight(s))
- The required initial Flight Plan content (Key Initial Flight Plan Fields)
- The applicable airspace (IFPZ)
- The applicable phase of operations (Pre-Flight Phase)

1.4 Relationship with other Applicable Documentation

The services currently provided by the Integrated Initial Flight Plan Processing System (IFPS) are described in the EUROCONTROL IFPS Users Manual. However, the manual contains a large amount of very detailed information, some of which is not applicable to the Single Initial Flight Plan Concept. The IFPS Users Manual evolves on a regular basis in line with the normal and sometimes detailed developments in operational processes and systems. Not all of these amendments will be relevant to the Single Initial Flight Plan Concept. The IFPS Users Manual also does not contain concise indications as to the procedures to be followed by each stakeholder in the elaboration of the Initial Flight Plan. It has historically relied on existing (ICAO) procedures and concentrated on 'how to do it' rather than on 'what to do'.

This EUROCONTROL Specification therefore addresses the specific roles, responsibilities and procedures needed to fulfil the **Single Initial Flight Plan Concept**. It references the **IFPS Users Manual** where necessary to clarify the more detailed aspects of a procedure. In some parts, where flight planning processes are influenced by ATFM related procedures, reference is also made to the **ATFCM Users Manual**. In addition, this Specification also references **ICAO PANS-ATM Doc 4444** and **ICAO Doc 7030**.

Each requirement within this document apportions the associated responsibilities to a single actor and to avoid duplication of material; where more detail is needed, each requirement references the relevant section(s) of the IFPS Users Manual. Appendix 3.2 provides more detailed traceability to the applicable IFPS Users Manual sections for each requirement.

1.5 Structure of this Document

After the introductory material provided in section 1 this document is structured as follows:

- Definition of the specific roles and responsibilities referenced in the requirements
- Definition of terms used in the requirements
- Requirements on the operational procedures needed
- Requirements on the specific Key Initial Flight Plan Fields needed
- Requirements on environment & associated data
- Administrative requirements on aspects such as the provision and maintenance of related documentation
- Appendix 1 provides details of the references used in this specification
- Appendix 2 explains the abbreviations used in this specification
- Appendix 3 provides traceability between the provisions of the implementing rule (Regulation (EC) No 1033/2006 as amended by Implementing Regulation (EU) 2018/139) and the relevant requirements indicated in this specification document.

Traceability is also provided between the requirements contained in this document and the relevant sections of the IFPS Users Manual.

• Appendix 4 describes the document update procedures.

1.6 Requirements Characterisation

The requirements in this specification conform to the following keyword conventions with formatting as indicated:

- Requirements using the operative verb "<u>shall</u>" are mandatory when this document is intended to be used to claim presumption of conformity to regulatory provisions for which the specification has been formally recognised as a means of compliance
- Requirements using the operative verb "should" are recommended
- Requirements using the operative verb "may" are optional

Every requirement in this specification is preceded by a cryptic identifier to allow easy reference from associated products:

IFP-[Fn]-[nnn]

where:

[Fn]: Is 2-6 characters to identify the operational procedure or category to which the requirement applies, e.g. FPLSUB for FPL Submission;

[nnn]: Is a numeric identifier, for a sequence of requirement with the same [Fn] identifier;

Requirements may be followed by a free text note or example to give additional explanation or supplementary information.

Hyperlink font (bold font in printed version) is provided in each requirement for the following:

- The Roles of the parties involved in Initial flight planning during the pre-flight phase (defined with responsibilities in section 2)
- Defined Terms (defined in section 3)
- References to external documentation

The Key Initial Flight Plan Fields required by the Single Initial Flight Plan Concept and the flight planning messages used to communicate it are indicated in 'Special Font Style'. Further details of this data may be found in the references provided in Appendix 1 for the IFPS Users Manual, the ICAO PANS-ATM Doc 4444, ICAO Doc 7030 and the EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) as applicable.

2. Roles and Responsibilities

IFP-RRS-001

All parties listed in the following table **shall** comply with the requirements in this EUROCONTROL Specification in accordance with specific role references included in the requirements:

Ref.	Role	Definition	Responsibility with respect to this EUROCONTROL Specification
2.1	Aircraft Operator (AO)	A person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation. This includes the flight operator or a nominated representative.	Flight planning and submission of related messages. In the cases where a nominated representative performs these duties the responsibility includes any coordination with the actual flight operator.
2.2	Integrated Initial Flight Plan Processing System (IFPS) Management Network through which a centralised flight planning processing and distribution service, dealing with the reception, validation and distribution of flight plans, is provided within the airspace covered by this specification.		This responsibility lies with the Network Management directorate and relates to the processing and distribution of flight plans and associated messages; as covered by 'System Processing' requirements in the IFPS Users Manual.
2.3	IFPS Staff	The staff operating the IFPS that process and correct flight plans.	Responsible for any manual processing of flight plans and associated messages.
2.4	Air Traffic Services Unit (ATS Unit)	A unit, civil or military, responsible for providing air traffic services.	In addition to the ATS responsibility, this includes the provision of flight planning related messages to the IFPS and responding to those received from the IFPS.
2.5	Air Traffic Control Unit (ATC Unit)	An Area Control Centre, Approach Control Unit or Aerodrome Control Tower.	An ATC Unit is a subset of the ATS Unit responsibility as specified in section 2.5
2.6	Pilot/Aircraft	Any system (FMS) or human resource element of an aircraft that is involved in initial flight planning operations	In addition to the actual flight responsibility, this includes communicating with an Aircraft Operator for the purposes of receiving and utilising flight planning data.

Ref.	Role	Definition	Responsibility with respect to this EUROCONTROL Specification
2.7	ATS Reporting Office (ARO)	A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure	Responsible for submission of Flight Plans and associated messages, received from an Aircraft Operator, to the IFPS. Responsibilities may also include acting as a nominated agent, on behalf of the Aircraft Operator, as described in section 2.1.
2.8	States/National Authorities	State level authorities (e.g. CAA)	Responsible for support related procedures, as applicable in the requirements of this specification.
2.9	EUROCONTROL Network Management Directorate (NMD)	Network Operations Management.	Supervisory responsibility of initial flight planning related operations as conducted by the IFPS.
2.10	(Message) Originator	A person or organisation submitting flight plans and any associated update messages to the IFPS, including Pilots, Operators and agents acting on their behalf and ATS Units.	In all cases, the Aircraft Operator as defined in part 2.1 of this table has the responsibility for ensuring that flight plans and associated messages are sent to the IFPS. However in the case where this responsibility is devolved to another party there is a requirement for that party to ensure that the conditions of acceptance are made available to the actual operator responsible for the flight.

3. Defined Terms

IFP-DEF-001

All parties defined in Section 2, **shall** comply with the requirements assigned to them in this EUROCONTROL Specification using the respective terms defined in the following table:

	Term	Explanation
3.1	Flight(s)	The terms 'flight' and 'flights' when used within a requirement in this specification apply to flights that are planned to depart within the IFPZ or are about to enter the IFPZ and are conducted either wholly as IFR/GAT, or include within the IFPZ transitions to and/or from GAT/IFR.

	Term	Explanation
3.2	Associate/Association	The process of uniquely identifying a flight plan already held by IFPS that matches a message received, in accordance with the criteria defined in the IFPS Users Manual.
3.3	Conditional Route (CDR)	ATS routes that are only available for use and flight planning under specified conditions. A Conditional Route may have more than one category, and those categories may change at specified times:
		Category 1 Conditional Route (CDR1)
		CDR1 routes are available for flight planning during times published in the relevant National Airspace Aeronautical Information Publication (AIP). The Airspace Use Plan (AUP) published daily by EUROCONTROL notifies of CDR1 route closures.
		Category 2 Conditional Route (CDR2)
		CDR2 routes may not be available for flight planning. Flights may only be planned on a CDR2 in accordance with conditions published daily in the AUP.
		Category 3 Conditional Route (CDR3)
		CDR3 routes are not available for flight planning at all. Flights must not be planned on these routes but ATC Units may issue tactical clearances on such route segments.
3.4	EOBT Insertion Criteria	Criteria applied by the IFPS, as specified in the IFPS Users Manual, for the acceptance and insertion of updated EOBT values from an Aircraft Operator into a flight plan.
3.5	IFPS Re-addressing Function	A message distribution service provided by the IFPS that allows an Aircraft Operator to specify in flight planning messages additional AFTN addresses that should receive copies of the message. The IFPS automatically includes the addresses provided in the distribution of the processed message and any subsequent messages associated with that flight plan.
3.6	IFPZ	The airspaces, as listed in the IFPS Users Manual, within which service is provided by the IFPS. Known as the IFPS Zone (IFPZ).

	Term	Explanation
3.7	Flight Plan	Specified information provided to ATS Units relative to an intended flight or portion of the flight of an aircraft.
		Note that the 'specified information' relevant to this EUROCONTROL Specification is the Key Initial Flight Plan Fields.
3.8	Individually submitted Flight Plans	Flight plans submitted individually to the IFPS.
3.9	Initial Flight Plan	The flight plan initially submitted by the originator including changes, if any, initiated and accepted by Pilots, Aircraft Operators, an ATS Unit or the centralised service for flight plan processing and distribution of flight plans (IFPS) during the Pre-Flight Phase.
3.10	Key Flight Plan Association Fields	The set of flight plan and related message fields that may be checked for association purposes are as follows:
		 Aircraft Identification (ARCID) Aerodrome of Departure (ADEP) Aerodrome of Destination (ADES) Date of Flight (DOF alias EOBD) Estimated Off-Blocks Time (EOBT) Some of the fields only need to be included where they are required for the particular message type concerned, as specified in the IFPS Users Manual. Notes: Where a message is submitted in ADEXP format,
		the <i>IFPLID</i> may also be used for message association. The <i>Total Estimated Elapsed Time (EET)</i> may also be used.

	Term	Explanation
3.11	Key Initial Flight Plan Fields	The flight plan fields that have to be provided within the Initial Flight Plan and processed in compliance with this EUROCONTROL Specification: • Aircraft Identification (ARCID), including, as required for Individually Submitted Flight Plans: a. The Operator (OPR) of the flight b. The Registration (REG) of the aircraft. These three items are collectively referred to as the Aircraft Identification Elements. • Aerodrome of Departure (ADEP) • Estimated Off-Blocks Time (EOBT) & Date (EOBD) • Aerodrome of Destination (ADES) • Route • Cruising Speed(s) • Requested Flight Level(s)
		 Flight Rules Type Of Flight Aircraft Equipment & Capabilities Wake Turbulence Category Type Of Aircraft
3.12	Operational Reply Message	Messages returned by IFPS to a message originator to indicate the processing status of the submitted message:
		IFPS Acknowledgment (ACK)
		Manual (MAN) - referred for manual processing
		Reject (REJ)
3.13	Pre-Flight Phase	The period from the first submission of a flight plan until the first delivery of an ATC clearance. For flights departing outside the IFPZ: the period prior to the flight's entry into the IFPZ during which flight planning messages may be received by the IFPS or estimates may be received by an ATC Unit within the IFPZ. This includes the special case where an ATC Unit has received an estimate for an inbound flight, but has not received a flight plan from
3.14	Repetitive Flight Plan (RPL)	IFPS. A flight plan related to a series of frequently recurring regularly operated individual flights with identical basic features submitted by an Aircraft Operator for retention and repetitive use by ATS Units.

	Term	Explanation
3.15	Single Initial Flight Plan Concept	The requirement to define and maintain (as specified in this document) a minimum set of flight plan characteristics or Key Initial Flight Plan Fields to serve as the common basis for which flight plan consistency has to be maintained between Aircraft Operators, AROs, the IFPS, Aircraft and ATC Units.
3.16	Terminal Area Procedures	The standard instrument departure and the standard instrument arrival routes as defined in ICAO Procedures for Operational Services (PANS-OPS, Doc 8168). Inclusion of Terminal Procedures in the flight plan is not required by the IFPL regulation but is requested by some States and supported by the Network Manager.
3.17	Validate/Validation	The validation process that performs various checks and attempts to repair received messages, as described in the IFPS Users Manual with regard to the following: Eligible source check Correct format, syntax and data conventions check Sufficient content & accuracy check Check for compliance with specified semantic checks Discrepancy detection, reporting and referral Automatic permissible corrections Manual corrections
3.18	Air Traffic Control (ATC) Clearance	An authorisation for an aircraft to proceed under the conditions specified by an ATC Unit.
3.19	Instrument Flight Rules (IFR)	Instrument Flight Rules as defined in Annex 2 to the Chicago Convention of International Civil Aviation (10 th Edition July 2005 - www.icao.int).
3.20	Aircraft Identification	A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in the air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications. The <i>REG</i> and <i>OPR</i> elements should also be provided, as
		required, for Individually Submitted Flight Plans.
3.21	Estimated Off-Block Date	The estimated date on which the aircraft will commence movement associated with departure.
3.22	Estimated Off-Block Time	The estimated time at which the aircraft will commence movement associated with departure.

4. Message Submission to the IFPS

4.1 Background

The ICAO provisions with respect to the submission of flight plans and related messages are applicable for all flights subject to compliance with this EUROCONTROL Specification. Procedures are included in the IFPS Users Manual for message submission by the Aircraft Operators and ATC Reporting Offices (AROs) and for the IFPS processing needed.

4.2 Flight Plan & Associated Message Submissions

IFP-FMS-001

Aircraft Operators <u>shall</u> ensure that all flight plan and associated messages are provided to the IFPS, as specified in the IFPS Users Manual and National AIPs, with regard to:

- Conformance with submission time constraints
- Addressing of messages to the IFPS
- Submission of messages by the Aircraft Operator (or his representative) either directly to the IFPS or, as may be required, via an ARO
- Submission of messages for flights entering the IFPZ, from a departure aerodrome outside the IFPZ, in accordance with the procedures applicable within the State concerned
- Responsibilities of the Aircraft Operator for addressing of messages to:
 - ATC Units outside of the IFPZ (typically when the flight will depart inside of the IFPZ and proceed outside of it)
 - All concerned units for parts of a flight that will be operated under VFR conditions
 - o All concerned units for parts of a flight that will be operated under OAT conditions
 - o The alternate aerodrome, if applicable
- Use of the IFPS Re-addressing Function for the above addressing of messages
- Use of the AFTN, ARINC/SITA IATA Type B networks or NM B2B and B2C service interfaces.

<u>IFP-FMS-002</u>

AROs <u>shall</u> ensure that all acceptable flight planning information provided to them for submission to IFPS is submitted to the IFPS, as specified in the IFPS Users Manual, with regard to:

- Submission of messages to the IFPS as specified for requirement IFP-FMS-001
- Making the information available to the Aircraft Operator/Pilot, where necessary, for the
 messages submitted and the responses received; so that they are able to execute their
 responsibility for the flight

4.3 RPL Submissions

<u>IFP-RMS-001</u>

Aircraft Operators and AROs shall not submit RPLs to the IFPS.

Note: These will have to be submitted via third-parties or as individual flight plans.

5. Message Checking Procedures

5.1 Background

When flight plans or associated messages are received by the IFPS the following checks are required as part of the message validation processing:

- Reception of duplicate flight plans from the same or different originators
- Correct format, syntax and data conventions
- Sufficient content and accuracy
- Compliance with specified semantic checks

Messages that pass these checks will normally be processed automatically. Where inconsistencies are found those messages will normally fail automatic processing and may be rejected or referred for manual treatment.

More specific validation checks are performed for each of the **Key Initial Flight Plan Fields** as described in section 20.

5.2 Checking of Flight Plans and Associated Messages

IFP-FCK-001

The IFPS <u>shall</u> check all flight plans and associated messages received, as specified in the IFPS Users Manual, with regard to:

- Reception of duplicate flight plans from the same or different originators
- Message submission times relative to the EOBT and Date of Flight (DOF) or EOBD
- Correct syntax
- Compliance with allowed lexical content and formats, as specified in section 6 of this document
- Association checks between each message received and flight plans already held by the IFPS, as specified in section 7 of this document
- Specific checks as specified for some of the Key Initial Flight Plan Fields in section 20of this document
- Route checking to confirm that the described route exists as available route elements within the NM Centralised Airspace and Capacity Database (CACD), taking into account the Route Availability Document (RAD) restrictions
- Use of 4D profile calculations for validation of the route

6. Message Formats & Content

6.1 Background

When the IFPS receives a flight plan or an associated message, checks are needed to ensure compliance with the format and data conventions. The formats and data conventions permitted are those prescribed by ICAO in PANS-ATM Doc 4444 and in some cases the EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) where this is used.

The IFPS Users Manual includes requirements that concern the various insertion rules for including data in messages sent to and from the IFPS for initial flight planning purposes. Further requirements specify the formats needed with references that pull in ADEXP and/or the ICAO PANS-ATM Doc 4444 requirements, as applicable, for each of the messages concerned. Compliance with these requirements is needed within the detailed operational circumstances and variations as prescribed by the IFPS Users Manual.

6.2 Flight Plan Related Formats & Content

IFP-FFT-001

Aircraft Operators <u>shall</u> ensure that all flight planning related messages are supplied to the IFPS using content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described for the following:

- Flight Plan Message (FPL)
- Modification Message (CHG)
- Delay Message (DLA)
- Cancellation Message (CNL)

IFP-FFT-002

The IFPS <u>shall</u> ensure that all **Operational Reply Message** responses to flight planning related messages are supplied using content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described for the following:

- Acknowledgement (ACK): when the submitted message has been successfully processed either automatically or following manual intervention
- Manual (MAN): when discrepancies have been detected in the submitted message and it has been referred for manual processing
- Reject (REJ): when the submitted message could not be successfully processed, either
 automatically or manually, and consequently has not been accepted or processed by the
 IFPS

6.3 ATC Message Formats & Content

IFP-AFT-003

ATC Units <u>shall</u> ensure that all flight plans and related messages sent to the IFPS are supplied using insertion criteria with content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described.

7. Message Association

7.1 Background

Message association checks are needed by the IFPS, using the Key Flight Plan Association Fields, to determine whether or not a received message refers to an existing flight plan and to ensure that messages submitted, subsequent to the first *Flight Plan* message, are linked to the correct flight plan. It is necessary to ensure that no two flight plans with the same aircraft identification exist within the IFPZ for flights where the calculated profiles overlap in time within given parameters.

7.2 Flight Plan Association

IFP-FAS-001

Aircraft Operators <u>shall</u> ensure that all messages sent to the IFPS, after the first provision of a flight plan, include the Key Flight Plan Association Fields, as required for the particular message type to facilitate unambiguous association with the correct flight plan held by the IFPS.

IFP-FAS-002

The IFPS <u>shall</u> check all messages received for a flight, after the first provision of a flight plan, to ensure that the Key Flight Plan Association Fields, as required for the particular message type, are included.

IFP-FAS-003

The IFPS <u>shall</u> process all messages received, as specified in the IFPS Users Manual, with regard to the criteria and reactions needed for the various <u>association</u> circumstances:

- Association with a single flight plan
- Associations with more than one flight plan
- No association
- Associations with another message that has failed automatic processing and is awaiting or undergoing manual treatment
- Full and partial message association
- Duplicate message reception
- Single association in situations where a flight plan associates with an existing flight plan but has other data differences and is therefore processed as an update
- Timing parameters used in the association with respect to EOBT and EOBD
- Prohibition of changes to some of the Key Flight Plan Association Fields

8. Operational Reply Messages (ORM) & Acknowledgements

8.1 Background

The **Single Initial Flight Plan Concept** requires that all participants have the same understanding of flight planning agreements. Acceptance or changes to the flight plan by the IFPS have to be indicated back to the originator.

When the originator of a flight plan is an intermediary (i.e. not the Aircraft Operator or the Aircraft, e.g. the flight plan may be submitted via an ARO) the conditions of acceptance and any changes to these conditions, as notified by the IFPS, have to be made available to the Aircraft Operator, who also has the responsibility of ensuring that the Aircraft has consistent data that reflects the agreement. In all situations Aircraft Operators have the responsibility of ensuring that procedures are in place to inform them of changes introduced by the IFPS and that rejected flight plans are corrected and resubmitted to the IFPS to ensure that ATC Units receive appropriate distributions.

The Operational Reply Messages (ORMs) allow the IFPS to acknowledge messages received and to advise of unconditional acceptance, acceptance with changes either by automatic amendment or referral for manual treatment, or rejection.

8.2 Provision of Operational Reply Messages by the IFPS

IFP-ORM-001

The IFPS <u>shall</u> provide appropriate ORMs in response to flight plans and associated messages received, as described in the IFPS Users Manual with regard to:

- Returning an *Acknowledge (ACK)* when the submitted message has been successfully processed either automatically or following manual intervention
- Returning a Manual (MAN) when discrepancies have been detected in the submitted message and it has been referred for manual processing
- Returning a Reject (REJ) with a list of discrepancies detected; when the submitted
 message could not be successfully processed, either automatically or manually, and
 consequently has not been accepted and distributed to ATS Units concerned by the IFPS

IFP-ORM-002

The IFPS <u>shall</u> provide a copy of the ORMs to the address specified by the Aircraft Operator, when a prior request has been made to NM to receive copies of ORMs, according to criteria specified in the IFPS Users Manual:

- The IFPS is able to determine the Aircraft Operator from the original message fields supplied
- The Aircraft Operators address is known, i.e. stored in the NM Centralised Airspace and Capacity Database and is not the same as the address of the originator of the original message submitted

IFP-ORM-004

The IFPS <u>shall</u> respond to received flight plans and associated messages, as specified in the IFPS Users Manual, with particular ORMs selected according to whether the originator address is known to the IFPS, whether it is an AFTN or IATA Type B address, and whether the address is inside or outside the IFPZ.

IFP-ACK-001

As specified in the IFPS Users Manual the IFPS shall distinguish, in the Acknowledgement (ACK) messages that it returns, between the two different forms of automatic processing that it has performed on a message received:

- Automatic processing without amendment by the IFPS: Short ACK format
- Automatic processing with amendment by the IFPS: Long ACK format with details of the changes made. (For example the IFPS will automatically insert the name of a suitable route between two points if none has been indicated in the received message)

Note: The **Aircraft Operator** may elect to receive *Acknowledge* messages in the *Long ACK* format regardless of what processing has been performed by the **IFPS**.

IFP-REJ-001

When the IFPS receives a flight plan and a flight plan for the same flight has already been accepted from another originating source, the IFPS <u>shall</u> reject the new flight plan received and attach a copy of the previously accepted flight plan to the *REJ* message returned, as specified in the IFPS Users Manual.

8.3 Message Originator Actions for Operational Reply Messages

IFP-ORMA-001

As specified in the IFPS Users Manual, Aircraft Operators <u>shall</u> take any subsequent action needed on receipt of ORMs returned by the IFPS.

IFP-ORMA-002

As specified in the IFPS Users Manual, Aircraft Operators <u>may</u> submit a request to NM for copies of ORMs to be sent to an address specified in the request.

IFP-REJA-001

If a flight with a flight plan rejected via a Reject (REJ) message is still to be operated the **Aircraft**Operator <u>shall</u> amend and re-submit the corresponding message as specified in the IFPS Users Manual; in order to correct the reported discrepancies and to ensure successful distribution of a flight plan.

IFP-ORMD-001

The **Message Originator**, when not being the operator or the pilot, **should** ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions, as notified by the **IFPS**, are made available to the **Aircraft Operator/Pilot** so that they can execute their responsibility for the flight.

IFP-ORMF-001

In exceptional situations where an Aircraft Operator does not receive an Operational Reply Message in response to a submitted message, the Aircraft Operator shall consider the original message submission to have failed and shall verify its status with NM.

9. Manual Processing & Standard Correction Procedures

9.1 Background

When the IFPS receives a flight plan or associated changes, depending on the discrepancies found by the various checking performed, manual action may be needed to make it acceptable for use by Air Traffic Services. The IFPS Users Manual specifies manual processing and standard correction procedures that may be used for this purpose

9.2 Referral for Manual Treatment

IFP-REF-001

When messages submitted to the IFPS are found to be invalid the IFPS <u>shall</u> either refer them for manual correction or provide a rejection back to the originator of the message with an indication of the discrepancies that have caused the failure.

9.3 Manual Treatment

IFP-SCP-001

When making manual corrections the IFPS Staff shall apply standard correction procedures as specified in the IFPS Users Manual with regard to:

- Confirmation of the validity of the discrepancies reported through the relevant documentation, such as the RAD
- Reporting and promulgation of any inadequacies in the discrepancies reported by the IFPS
- Forcing of data with discrepancies through the IFPS and insertion of an IFP indicator
- Promptness of the corrections

IFP-SCP-002

The IFPS <u>shall</u> support the manual correction of discrepancies in messages as specified in the IFPS <u>Users Manual</u> with regard to:

- System support for the corrections
- Recording of manual corrections made to a message in the Flight Plan History, indicating the user identification of the IFPS Staff member and the result of the action carried out

10. Flight Plan Distribution Procedures

10.1 Background

The Single Initial Flight Plan Concept requires communication of the accepted flight plan and any accepted pre-flight changes to the Key Initial Flight Plan Fields to all affected ATS units. The IFPS Users Manual includes procedures for the distribution of flight data that satisfy this requirement.

The IFPS also provides a Re-Addressing Function to Aircraft Operators that allows them to have the flight plan and associated messages sent to addresses that are not automatically generated by the IFPS. This capability is also available for addressing of messages to units within the IFPZ for flights that have mixed GAT/OAT and/or IFR/VFR segments or any other address needed. The IFPS automatically includes the addresses provided in the distribution of the processed message and any subsequent messages associated with that flight plan.

Aircraft Operators filing directly to the IFPS but not using the IFPS Re-Addressing Function of the IFPS have the responsibility of ensuring that all flight plans and associated messages, as acknowledged by the IFPS, are communicated to all concerned addresses outside the IFPZ and inside the IFPZ for any VFR or OAT part of the flight.

Note that distributions are also provided to the Enhanced Tactical Flow Management System (ETFMS), but they are outside the scope of this specification.

10.2 Four-Dimensional Profile Calculation

IFP-4DPC-001

The IFPS <u>shall</u> build and maintain a four-dimensional profile throughout the <u>Pre-Flight Phase</u> for all flights, based on the filed *Route, Flight Level(s), Speed(s), EOBT, Aircraft Performance* and Letters of Agreement that have an impact on the profile and have been notified to <u>NM</u>, as specified in the IFPS <u>Users Manual</u>; to facilitate correct distribution of flight plans and associated messages.

Note: It is acknowledged that the accuracy of the 4D profile created and maintained by the IFPS is evolving and may take into account additional informational information when provided within the flight plan. In addition, feedback of information is required from ATC units to improve the consistency of calculated profiles; as described in section 18.

10.3 Distributions to ATS Units in the IFPZ

IFP-IDIS-001

The IFPS <u>shall</u> use its calculated four-dimensional profile for each <u>flight</u> to distribute data as specified in the IFPS Users Manual with regard to the following:

- Determination of the airspaces that the flight will penetrate, and the ATS Units requiring a copy of the flight plan and associated messages
- Determination of the time, prior to the arrival of the flight into each ATS Unit's airspace, that flight data has to be distributed to that unit

Note: The time parameter in this calculated distribution of messages is a time specified by each ATS Unit, and is held in the NM Centralised Airspace and Capacity Database

- Redistribution of data when the flight plan is changed during the pre-flight phase (as described in section 16)
- Distributions in the case of late submission of flight plans
- Redistribution of flight plans and changes when IFPS is notified of a re-routing
- Distribution of flight data for airborne flights entering or already in the IFPZ when a
 missing flight plan has been provided by an ATC Unit

10.4 Distributions Using the IFPS Re-Addressing Function

IFP-EDIS-001

The IFPS <u>shall</u> transmit a copy of messages received to any AFTN addresses supplied by the message originator in the Re-Addressing Function of the message, as specified in the IFPS Users Manual with regard to:

- Service restriction to AFTN addresses (IATA Type B addresses will be rejected)
- No semantic validation of the addresses provided is performed (i.e. syntactically correct AFTN addresses are used exactly as provided by the message originator regardless of whether or not they are consistent with the route to be flown)
- Retention of addresses provided and inclusion of them in the distribution of subsequent messages received for the flight
- Acknowledgement of the number of addresses in the Re-Addressing Function that have been successfully processed
- Invalidation of messages when addresses in the Re-Addressing Function are incomplete
- Coordination and rejections needed for addresses with incorrect syntax: inside and outside the IFPZ

11. Flight Plan Filing

11.1 Background

The first submission of a *Flight Plan (FPL)* initiates the **Pre-Flight Phase** for a flight and needs to supply the **Key Initial Flight Plan Fields** required by **the Single Initial Flight Plan Concept**.

Various operational procedures may require the cancellation and re-submission of a flight plan.

11.2 Submission of Flight Plan (FPL) Messages

IFP-FPLSUB-001

Aircraft Operators and ATS Units <u>shall</u> ensure that flight plan messages are addressed to the IFPS, as specified in the IFPS Users Manual, for all flights intending to operate in the IFPZ.

IFP-FPLSUB-002

For **flights** departing from aerodromes in the **IFPZ**, **Aircraft Operators shall** ensure that flight plans and associated messages are submitted either directly to the **IFPS** (as specified in **ICAO Doc 7030**) or via an **ARO** (as specified in **ICAO PANS-ATM Doc 4444**).

IFP-FPLSUB-003

Aircraft Operators <u>shall</u> ensure that all *Flight Plan (FPL)* messages submitted are compliant, as specified in the IFPS Users Manual, with regard to:

- Submission times, where operationally possible
- Inclusion of the Key Initial Flight Plan Fields required by the Single Initial Flight Plan Concept

11.3 Re-filing of Flight Plans

IFP-FPLREF-001

The Aircraft Operator <u>shall</u> cancel and re-file a *Flight Plan (FPL)*, under the following operational circumstances:

- Whenever one of the following fields needs to be changed:
 - Aircraft Identification (ARCID)
 - Aerodrome of Departure (ADEP)
 - Aerodrome of Destination (ADES)
- When the **EOBT** of a flight is to be changed to an earlier time
- In accordance with ATFCM procedures as described in the ATFCM Users Manual

11.4 Checking of FPLs

IFP-FPLCHK-001

The IFPS <u>shall</u> automatically check *Flight Plan (FPL)* messages to ensure that the **Key Initial Flight Plan Fields** are included and consistent, as specified in the IFPS Users Manual.

Note that the requirements provided in sections 6 and 20 are also applicable.

IFP-FPLCHK-002

The IFPS <u>shall</u> process *Flight Plan (FPL)* messages that successfully <u>associate</u> with an existing flight plan as changes to that flight plan, with the exception that any new *EOBT* supplied will generate a rejection.

Note that such *Flight Plan (FPL)* messages will be processed if they are submitted by the same originator; otherwise they will be rejected (see section 5.1 and IFP-REJ-001). The *Modification (CHG)* message is to be used to submit flight plan changes.

12. Flight Plan Changes

12.1 Background

Aircraft Operators are required to notify the **IFPS** of changes to the flight plan data. The *Modification* (*CHG*) message may be used for this purpose. Alternatively it is possible to cancel the flight plan and issue a new flight plan. Note that delays to the flight should normally be notified to the **IFPS** via a *Delay* (*DLA*) message rather than a *CHG*.

12.2 Submission of Flight Plan Changes

IFP-CHGSUB-001

Within the parameters specified in ICAO PANS-ATM Doc 4444 Appendix 2, National AIP's and ICAO Doc 7030, the Aircraft Operator <u>shall</u> submit any changes to the Key Initial Flight Plan Fields previously submitted in a flight plan excluding *ARCID*, *ADEP*, *ADES*, as a *Modification (CHG)* message or a new flight plan to the IFPS.

Note: that changes to the *ARCID*, *ADEP*, *ADES* require a cancellation and re-filing of the flight plan, as described in requirement <u>IFP-FPLREF-001</u> section 11.3.

IFP-CHGSUB-002

Aircraft Operators <u>may</u> send a *Modification (CHG)* message, in preference to the *Delay (DLA)* message, to the IFPS to notify of flight delays where a simultaneous change of route is also necessitated by the delay.

IFP-CHGSUB-003

When using a *Modification (CHG)* message to notify the IFPS of delays the Aircraft Operator <u>shall</u> apply the same *EOBT* Insertion Criteria as described in the IFPS Users Manual for a *Delay (DLA)* message.

IFP-CHGSUB-004

Whenever *Modification (CHG)* messages are sent to the IFPS the Aircraft Operator <u>shall</u> ensure that all fields in the resulting flight plan remain consistent with each other and, if necessary, extra items will be changed in the message.

Example: where an *Aircraft Type* and as a consequence the *Requested Cruising Flight Level* are updated, the *Equipment* of that new aircraft, the *Registration*, and any *Route* amendments resulting from the revised *Cruising Flight Level* have to be included.

12.3 CHG Message Specific Checking

IFP-CHGCHK-001

The IFPS <u>shall</u> automatically check *Modification (CHG)* messages to ensure that the **Key Initial Flight** Plan Fields are included and are consistent in accordance the IFPS Users Manual.

Note that the requirements provided in sections 6 and 20 are also applicable.

IFP-CHGCHK-002

Where a *Modification (CHG)* message is used for filing a delay to a flight the IFPS <u>shall</u> check the delay provided against the same *EOBT* Insertion Criteria specified in the IFPS Users Manual as for a *Delay (DLA)* message.

13. Flight Delays

13.1 Background

Aircraft Operators are required to notify the **IFPS** of flight delays within specified parameters. An updated *EOBT* is provided to express the **Aircraft Operators** latest intentions and should not be modified as a result of other factors such as the issue of a slot.

13.2 Submission of Delay (DLA) Messages

IFP-DLASUB-001

The Aircraft Operator <u>shall</u> notify the IFPS of delays to <u>flights</u> as specified in the IFPS Users Manual with regard to:

- Sending a **DLA** message in accordance with the specified parameters, or,
- Sending a *CHG* message, where a simultaneous change of route is also necessitated by the delay, as described in section 12.2.

IFP-DLASUB-002

Aircraft Operators <u>shall</u> ensure that *Delay (DLA)* messages sent to the IFPS are in compliance with requirements provided in the IFPS Users Manual with regard to permitted values of the new *EOBT* relative to the existing *EOBT* in the flight plan and the current system time.

13.3 Compliance with ATFCM Slot Management Procedures

IFP-DLATFM-001

The Aircraft Operator <u>shall</u> send a *Delay (DLA)* message to the IFPS, as specified in the various procedures provided in the ATFCM Users Manual associated with delays with respect to slot management. For example:

- When the slot cannot be complied with and a new EOBT can be determined
- Following a Slot Missed procedure when the new *EOBT* intention is known

13.4 IFPS Processing of DLA Messages

IFP-DLAPRO-001

The IFPS <u>shall</u> check and accept or reject *Delay (DLA)* messages as specified in the IFPS Users Manual with regard to permitted values of the new *EOBT* relative to the existing *EOBT* in the flight plan and the current system time.

IFP-DLAPRO-002

The IFPS <u>shall</u> re-calculate the flight profile using the revised *EOBT* provided in the *Delay (DLA)* messages, applying route and airspace availability checks relevant to the flight.

14. Flight Cancellations

14.1 Background

The flight cancellation procedure requires a rigorous association of the data in the cancellation message to ensure that the correct existing flight plan is identified.

14.2 Filing of Flight Cancellations

IFP-CNLSUB-001

When the Aircraft Operator no longer intends to operate a flight, a previously filed flight plan <u>shall</u> be cancelled by sending a *Cancellation (CNL)* message to the IFPS, with the Key Flight Plan Association Fields and other data as described in the IFPS Users Manual; to ensure unique identification of the flight plan to be cancelled.

IFP-CNLSUB-002

The Aircraft Operator <u>shall</u> send a *Cancellation (CNL)* message (followed in some cases by a new flight plan) to the IFPS under the following operational circumstances:

- Whenever the ARCID, ADEP or ADES have to be changed;
- When the **EOBT** of a flight is to be changed to an earlier time;
- In accordance with ATFCM procedures as described in the ATFCM Users Manual

15. Missing Flight Plans

15.1 Background

The IFPS Users Manual includes facilities for provision of current flight plan update information received from ATC Units for flights that are already airborne. These facilities are out of the scope of the Single Initial Flight Plan Concept, except for the situation where an estimate is received by an ATC Unit for an airborne flight, due to enter the IFPZ, and for which no flight plan has previously been received. The ATC Unit may send a Request Flight Plan message (RQP) to the IFPS to determine whether or not a flight plan does exist in IFPS for the flight. If no flight plan exists for the flight, the ATC Units concerned must at least make the Aircraft Identification, the Aircraft Type, the Route (as cleared within the units AoR and including at least one point – normally the exit point), the Aerodrome of Destination and the point of entry to their AoR along with the time (ETO) and Flight Level at that point, available to the IFPS in the form of an AFP message.

15.2 Flight Plan Requests

IFP-RQSUB-001

ATS Units <u>may</u> request flight plan data from the IFPS, as specified in the IFPS Users Manual, by sending a Request Flight Plan (RQP) message.

Note: this facility is required by this specification for situations where the **ATC Unit** has received an estimate for the flight from another **ATC unit**, but no flight plan distribution has been received from the **IFPS** for that flight.

IFP-RQPRO-002

Where an *RQP* message is received that can be **associated** with a single flight, and is not a special status flight with a *EUR/PROTECTED*, the IFPS **shall** return an *FPL* message or, an *APL* message if the flight plan has been modified by an **ATC** generated message.

15.3 AFP Message Submission

IFP-AFPSUB-001

An **ATC Unit**, having received an estimate for a flight, which is due to enter its Area of Responsibility (AoR) from outside the **IFPZ**, and for which no flight plan has been received from IFPS, or otherwise obtained through application of **IFP-RQSUB-001** (see section 15.2), shall send an **ATC Flight Plan Proposal (AFP)** message to the **IFPS**, as described in the **IFPS Users Manual**.

IFP-AFPSUB-002

ATC Units <u>shall</u> ensure that *ATC Flight Plan Proposal (AFP)* messages sent to the IFPS when a flight plan is found to be missing include the flight plan data items, as specified in the IFPS Users Manual, i.e.

- Aircraft identification (ARCID) (compulsory, and if available the Operator (OPR) and the Registration (REG) of the aircraft, see 20.2)
- Type of aircraft (compulsory)

- Equipment & Capability information (compulsory only in ICAO format)
- Aerodrome of Departure (compulsory)
- Estimate Data (compulsory)
- Route (compulsory to include at least the local route portion that is known to the ATC Unit)
- Aerodrome of Destination (compulsory)

Note: IFPS will process estimate data (actual time and level over a given point) whether or not this corresponds to the point of entry of the units AoR.

15.4 IFPS Processing of an AFP Message

IFP-AFPPRO-003

When a valid *AFP* message is received from an **ATC Unit**, for a flight plan considered to be missing by that unit, the **IFPS shall** process it as specified in the **IFPS Users manual** with regard to the following:

- Forcing of discrepancies (RAD, CDR, etc.), if any, contained within the route information
 provided in the AFP, such that they will be accepted by the IFPS automatic processing
 before distribution of either an ATC Flight Plan Change (ACH) or an ATC Flight Plan
 (APL) message
- Completion of any incomplete routing elements in the AFP, such as connecting the last point of the route given in the AFP to the Aerodrome of Destination, compliant with any applicable RAD restrictions

IFP-AFPPRO-001

When a valid *AFP* message is received for a flight plan that is considered to be missing by an **ATC Unit**, the **IFPS shall** distribute flight data to all **ATC Units** within the IFPZ that are concerned with the flight and are situated downstream of the estimate point provided in the *AFP*, but not to the originator of the *AFP* message, as follows:

- An APL message to those ATC Units to whom the IFPS did not previously send flight plan data for the flight.
- An ACH message to those ATC Units to whom the IFPS has already sent flight plan data for the flight (distribution is limited to the concerned downstream units).

16. Pre-Flight Updates & Revalidation

16.1 Background

A fundamental element of the **Single Initial Flight Plan Concept** is that flight plans for all flights within the IFPZ will be **revalidated** against changes to environment data (availability of airspace or airway, aerodrome closure, creation, deletion or modification of an ATFM restriction) that occur during the **Pre Flight Phase** of operations. These measures improve the consistency of the flight plan with respect to prevailing ATM conditions and reduce the possibility of unexpected tactical intervention after the flight has departed.

The IFPS will apply flight suspension or advisory procedures when environment data changes invalidate the route of a **flight**. Aircraft Operators will then be expected to either file a change to the flight plan or cancel and re-file a new flight plan.

16.2 Flight Suspensions and Advisories Triggered by Environment Data Changes

IFP-REVAL-001

In response to environment data changes, occurring within a parameterised time prior to *EOBT* that invalidate the *Route* of a flight departing within the IFPZ, the IFPS <u>shall</u> send a *Flight Suspension* (*FLS*) or a *REVAL_ADVISORY* message to the Aircraft Operator.

IFP-REVAL-002

The IFPS <u>shall</u> initiate a flight suspension or advisory procedure for any of the following changes that invalidate the route for a flight departing within the IFPZ:

- Availability of airspace or airway
- Aerodrome closure
- Creation or modification of a RAD restriction.

IFP-REVAL-006

The IFPS <u>shall</u> ensure that a *Flight Suspension (FLS)* message is sent to the ATC <u>units</u> at a parameterised time prior to *EOBT* if the *Route* of a flight departing within the IFPZ remains invalid at that time as a result of environment data changes.

16.3 Actions Following Suspensions Triggered by Environment Data Changes

IFP-REVAL-003

On receipt of a *Flight Suspension (FLS)* message due to re-validation, the Aircraft Operator <u>shall</u> initiate the necessary modification to the *FPL* through the submission of a *Flight Plan Modification (CHG)* operation (as described in section 12) or a *Cancel (CNL)* and a re-file of the *Flight Plan* (as described in section 14.2).

IFP-REVAL-004

On receipt of an acceptable *Flight Plan Modification (CHG)* message, following a flight suspension due to revalidation, the IFPS <u>shall</u> send a *Flight De-suspension (DES)* message to the Aircraft Operator.

IFP-REVAL-005

On receipt of a *Flight Plan Modification (CHG)* message from the *Aircraft Operator* following a flight suspension due to re-validation, the *IFPS* <u>shall</u> forward the flight information to *ATS Units* affected by the change:

- CHG, and where required, because of a previous suspension (as described for requirement IFP-REVAL-006), a DES, to any ATS Units that have already received the flight plan and are still on the route of flight
- FPL to any ATS Units that were not previously on the route of flight
- CHG to any ATS Units that are no longer on the route of flight

17. Communication of Flight Plan Details to the Pilot

17.1 Background

In order to achieve the consistency objectives of the **Single Initial Flight Plan Concept** it is important that all parties involved in the conduct of a flight have a common view of the conditions of acceptance of a flight plan, as notified by the **IFPS**. This includes the communication of those conditions and any changes made during the **Pre Flight Phase** of operations to the **Pilot**. This responsibility lies with the **Aircraft Operator** or originator as described in the **IFPS Users Manual**.

17.2 Communication of Flight Plan Conditions of Acceptance to the Pilot

IFP-ACFT-001

To ensure consistency of data held between ground and airborne systems Aircraft Operators shall ensure that the conditions of acceptance of a flight plan and any changes agreed during the Pre Flight Phase of operations are communicated to the Pilot.

18. Notification of Necessary Changes During the Pre-Flight Phase for the Safe Conduct of Flights

18.1 Background

In order to achieve the consistency objectives of the **Single Initial Flight Plan Concept** it is important that **ATC Units** provide **IFPS** with feedback concerning modifications they require with respect to the **Route** or **Flight Level** elements of flight plans received by them from **IFPS**. Changes introduced by ATC will be made available to the **IFPS**, who will then make the information available to the originator of the flight plan. It is important therefore that **ATC Units** do not unilaterally update their local instance of the flight plan without this prior notification.

More importantly, ATC Units should ensure that the NM Centralised Airspace and Capacity Database is up to date with respect to their local conditions, (see section 21), in order to reduce the need for this type of exchange. Nevertheless, it is recognised that because the need for changes may arise where for example a particular routing, which is RAD compliant, cannot be complied with by ATC for complex local reasons that cannot easily be reflected in the RAD.

18.2 Notification from ATC Units to the IFPS

IFP-ATCCOO-001

ATC Units <u>shall</u> notify the IFPS of any necessary changes with respect to the *Route* or *Flight Level* element of flight plans received from the IFPS during the <u>Pre-Flight Phase</u> of operations that could affect the safe conduct of a flight.

18.3 Communication by the IFPS

IFP-ATCCOO-002

The IFPS <u>shall</u> ensure that any necessary changes with respect to the *Route* or *Flight level* elements of distributed flight plans for the safe conduct of a flight, notified by ATC Units during the Pre-Flight Phase of operations, are communicated to the originator of the flight plan, and distributed as necessary to other concerned ATC Units.

19. Correspondence of Initial Flight Plan with Operational Intentions

19.1 Background

On completion of all operations and procedures conducted during the **Pre-flight Phase** it is the **Aircraft Operator's** responsibility to proceed with the flight as agreed or issue further changes or cancellations as necessary.

This responsibility is supported by the IFPS with the procedures specified in the IFPS Users Manual for ensuring that flight plans are validated, and if necessary re-validated, followed by transmission of Operational Reply Messages to keep the Aircraft Operator up to date with the conditions of acceptance. These aspects are mandated on IFPS by previous sections of this specification and no further requirements are required here.

19.2 Aircraft Operator Responsibility for Proceeding With the Flight

IFP-AOOPI-001

Aircraft Operators <u>shall</u> ensure, prior to operation of a <u>flight</u>, that the content of the respective Initial flight plan is feasible and correctly reflects their operational intentions as agreed during the previous message exchanges and flight planning procedures.

20. Requirements on 'Key Items' of a Flight Plan

20.1 Background

The Single Initial Flight Plan Concept requires Key Initial Flight Plan Fields to be provided in flight plans and associated messages during the Pre Flight Phase of operations. This section provides requirements that are specific to each of the fields to be provided in Individually submitted Flight Plans (unless specifically indicated as exempt).

20.2 Aircraft Identification Elements

IFP-ACID-001

Aircraft Operators <u>shall</u> include *Aircraft Identification* information in all messages to the IFPS, as specified in the IFPS Users Manual, ICAO PANS-ATM Doc 4444 and ICAO Doc 7030 with regard to providing:

- The Aircraft Registration markings, or
- The ICAO designator of the aircraft operating agency followed by the Flight Identification

This requirement includes, for **Individually submitted Flight Plans**, as required, the provision of the *Aircraft Operator (OPR)* identification and the aircraft *Registration (REG)*, when not already provided as indicated above, within the field *Aircraft Identification (ARCID* or ICAO Field 7a).

When provided, the OPR element should indicate the identification of the company performing actual control over the operational conduct of the flight, i.e. the party with responsibility for the operational decision making, when this cannot be obtained from the ARCID / Field 7a. ICAO Doc 7030 includes additional requirements on REG for Field 18.

Note: The *Aircraft Identification* may also include the SSR mode and code, if known for the flight. However this is not within the scope of this specification.

20.3 Flight Rules and Type Of Flight

IFP-FR&TYP-001

Aircraft Operators shall provide Flight Rules and Type of Flight information in flight plans and associated messages to the IFPS, as specified in the IFPS Users Manual with regard to:

- Indications for flights conducted entirely under IFR conditions, commencing under IFR conditions and changing to VFR conditions, commencing under VFR conditions and changing to IFR conditions
- Specific indicators for scheduled air transport flight, non-scheduled air transport flight, general aviation flight, military flight and an indicator for other types of flights

IFP-FR&TYP-002

The IFPS <u>shall</u> process the *Flight Rules* and *Type of Flight* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to:

- Processing of messages where the Aircraft Operator has indicated that the flight will be conducted wholly or partially under IFR conditions within the IFPZ
- Processing of messages where the Aircraft Operator has indicated that the flight will be conducted wholly or partially under GAT conditions within the IFPZ
- Cross checking of the Flight Rules information against the Route data
- Cross checking of the *Type of Flight* information against the CACD for those flights entering RAD restrictions and/or *Routes* for military flights only
- Referrals, where necessary, for manual processing

20.4 Aircraft Type & Wake Turbulence Category

IFP-ACT&WC-001

Aircraft Operators <u>shall</u> provide Aircraft Type & Wake Turbulence Category information in flight plans and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

- Provision of the approved ICAO Aircraft Type Designator, where it is known, or details
 of the Aircraft Type as 'Other Information' for situations where an ICAO type designator
 has not been allocated
- Wake Turbulence Categegory designators

IFP-ACT&WC-002

The IFPS <u>shall</u> process the *Aircraft Type* & *Wake Turbulence Categegory* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to:

- Application of appropriate performance data specific to the Aircraft Type(s) indicated
- Referral for manual processing by IFPS Staff when the ICAO Aircraft Type Designator
 is not provided or is incorrect; so that it can be corrected or an appropriate performance
 category can be assigned
- Automatic insertion of Wake Turbulence Categegory for situations where it has not been provided
- Processing of Aircraft Type information provided in the 'Other Information' (ICAO Field 18)
- Cross checking of the Wake Turbulence Categogry provided against the ICAO Wake Category assigned to that Aircraft Type

20.5 Aircraft Equipment and Capability

IFP-ACEQPT-001

Aircraft Operators <u>shall</u> provide serviceable *Equipment and Capability* details in flight plans and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

- Inclusion of Radio Communications Equipment, Navigation Equipment & Capability, Approach Aid Equipment & Capability and Surveillance Equipment & Capability details in flight plans
- Inclusion, where necessary, of *Performance Based Navigation* (PBN) details in the Additional Information field (ICAO Field 18)
- Inclusion, where necessary, of *Other Equipment* details in the Additional Information field (ICAO Field 18), e.g.: validated State aircraft equipment providing similar performance to civilian aircraft equipment

- Provision of updated *Equipment & Capability* information via a CHG message, e.g. change of aircraft, or equipment malfunction
- Consistency of all fields included in subsequent messages passed to the IFPS for a flight, with the Equipment & Capability information previously provided

IFP-ACEQPT-002

The IFPS <u>shall</u> process the *Equipment & Capability* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to:

- Cross checks to ensure consistency with other fields in the flight plan, e.g. for any implications on the profile related information supplied
- Cross checks on the other data provided in flight planning update messages to ensure consistency, where applicable, with the *Equipment & Capability* information previously provided

20.6 Aerodrome of Departure (ADEP) & Estimated Off-Blocks Time (EOBT)

IFP-ADEP&T-001

Aircraft Operators <u>shall</u> provide *Aerodrome of Departure (ADEP)* and *Estimated Off-Blocks Time (EOBT)* details in flight plans and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

- Specification of the ADEP either by inclusion of the ICAO designator for the aerodrome or point of departure, or provision of corresponding details in the Other Information (ICAO Field 18) DEP sub-field
- Provision of the EOBT at the point of departure or the ETO for the first point indicated in a route in the case of a flight plan filed for an aircraft already in flight
- Prohibition of changes to the ADEP by a CHG message (because it is one of the Key Flight Plan Association Fields)

IFP-ADEP&T-002

The IFPS <u>shall</u> process the *Aerodrome of Departure (ADEP)* and *Estimated Off-Blocks Time (EOBT)* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to:

- Indication of the ADEP either by inclusion of the ICAO designator for the aerodrome or point of departure, or provision of corresponding details in the Other Information (ICAO field 18) DEP sub-field
- Checking of the EOBT with respect to Date of Flight information provided in the Other Information (ICAO field 18) DOF sub-field
- Acceptable ranges of EOBT and DOF with respect to the current system time at the time
 of processing
- Appropriate processing of flight plans filed in the air (AFIL)

20.7 Route

IFP-ROUTE-001

Aircraft Operators <u>shall</u> ensure that adequate routing intention information is provided in flight plans and associated messages sent to the IFPS, as specified in the IFPS Users Manual with regard to:

- Initial Speed indicated as Knots, Mach Number, or Kilometres per Hour
- Initial RFL indicated as Flight Level, Altitude or Standard Metric Level
- En-route changes to the Speed and/or Level associated with a specified point, including that needed for RVSM Entry/Exit
- Direct (DCT) routings, Airways, Connecting Points, VFR arrivals/departures
- Aerodrome of Departure and Aerodrome of Destination
- Significant geographical Points (including Airways Join & Exit Points, RVSM
 Entry/Exit Points, IFPZ Boundary Points) expressed as a named navigation beacon, a
 set of geographical co-ordinates, or as a bearing and range from a named navigation
 beacon
- Indication of transitions between OAT/GAT and VFR/IFR
- Indication of a planned delay along the route by use of the STAY indicator (for flights fully within the IFPZ)

IFP-ROUTE-002

The IFPS <u>shall</u> validate that *Route* information is provided in flight plans and associated messages, in accordance with ICAO PANS-ATM Doc 4444 requirements and as described in the IFPS Users Manual with regard to:

- Availability of Routing Segments, as specified in the Route Availability Document (RAD) and its restrictions
- Availability of the Route as filed taking into account the speed and level values provided, and the corrections needed when parts of the route are not available
- Speed and Level compliance with the Oceanic Entry Point for flights that will enter the
 Oceanic Airspace, including automatic insertion of these values when they have not
 been supplied by an Aircraft Operator
- All Speed and Level indicators in the route correspond to the aircraft performance of the Aircraft Type supplied by the Aircraft Operator
- Automatic insertion of an average Speed for the Aircraft Type at the indicated Level
 when a Speed indicator has not been supplied by the Aircraft Operator
- Automatic insertion/correction, or referral of missing/invalid route elements for manual processing
- Inclusion of automatically inserted or manually corrected routing elements in messages distributed to IFPS clients
- Treatment of homonyms to prevent ambiguity when more than one point exists with the name supplied
- Use of the STAY indicator
- Use of the Plot Route facility to determine routing corrections
- Reporting of discrepancies in the NM Centralised Airspace and Capacity Database
- Checks on the use of direct routings, e.g. against cross border restrictions or maximum DCT limits
- Exclusion of truncated route designators
- Coincidence of join and exit points with those defined for each airway

- Intersection of two airways with the possibility of point insertion to join them
- Replacement of DCT routings with airways
- Non-standard routes with an indication that the route has prior co-ordination and approval from an ATC Unit or FMP
- Category 1 (CDR1), Category 2 (CDR2), Routes and the conditions published in the CRAM
- Transitions between OAT/GAT and VFR/IFR

20.8 Destination Aerodrome (ADES)

IFP-ADES-001

Aircraft Operators shall provide Aerodrome of Destination (ADES) details in flight plans and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

 Specification of the ADES either by inclusion of the ICAO designator for the aerodrome or point of destination, or provision of corresponding details in the Other Information (ICAO Field 18) DEST sub-field

IFP-ADES-002

The IFPS <u>shall</u> process the *Aerodrome of Destination (ADES)* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to indication of the *ADES* either by inclusion of the ICAO designator for the aerodrome or provision of corresponding details in the *Other Information* (ICAO Field 18) *DEST* sub-field

20.9 Estimated Off-Blocks Date (EOBD Alias Date Of Flight – DOF)

IFP-EOBD-001

Aircraft Operators <u>shall</u> provide the *Estimated Off-Blocks Date* (*EOBD* alias *Date of Flight* (*DOF*)) details in all flight plans and associated messages submitted to the IFPS more than 24 hours in advance of the *EOBT* of the flight, as specified in the IFPS Users Manual with regard to:

- Use of the **DOF** for message association purposes
- Acceptable filing times with respect to the time that the message is processed by the IFPS

IFP-EOBD-002

The IFPS <u>shall</u> process the *DOF* information provided in flight plans and associated messages, as specified in the IFPS Users Manual, with regard to:

- Inclusion of year, month and day in the DOF
- Automatic assumption that the message is for a flight to take place within the next 24 hour period (starting 30 minutes in the past) when the **DOF** is not included
- Acceptable filing times with respect to the time that the message is processed by the IFPS
- Rejections when the DOF is in the past

• Use of the **DOF** for message association purposes

21. Requirements on Environment & Associated Data

21.1 Route Availability Document (RAD)

The Route Availability Document (RAD) provides a single fully integrated and co-ordinated list of routing restrictions and requirements for the IFPS area and is designed to facilitate consistency of flight plan data between Aircraft Operators, ATS and the IFPS. Flight plans will be reprocessed against constraints (closures), opportunities (openings) and/or corrections of RAD restrictions in the NM Centralised Airspace and Capacity Database.

The RAD combines Aeronautical Information Publication (AIP) Route Flow Restrictions with Air Traffic Flow and Capacity Management (ATFCM) routing requirements. It is finalised during the ATFCM strategic planning process organized by the EUROCONTROL Network Manager (NM) and is normally published on the AIRAC calendar.

Military **flights** (with flight type 'M') operating within the **IFPZ** also have to comply with RAD restrictions for any route listed in the RAD Annex – MIL Military Flights. The **IFPS** will check those flights for compliance with the route restrictions published.

IFP-AIPPUB-001

National Authorities <u>shall</u> submit details of their Aeronautical Information Publication (AIP) Route Flow Restrictions, as specified in the **IFPS Users Manual**, to ensure correct processing in IFPS and facilitate publishing of the Route Availability Document (RAD).

IFP-RADPUB-001

The NM <u>shall</u> publish and update the Route Availability Document (RAD) at intervals (normally each AIRAC cycle) to facilitate optimal flight planning and <u>validation</u> by the IFPS of submitted flight plans against constraints (closures), opportunities (openings) and/or corrections, as specified in the IFPS <u>Users Manual</u> with regard to:

- Procedures for creating the RAD from source data
- Verification of the RAD
- Restriction processing modes (Hard, Soft, Disabled)
- Periodicity of publication and on-line updates
- Busy periods
- Discrepancies/problems with implementations of the NM Centralised Airspace and Capacity Database
- Military RAD

Note: The requirements applicable to **Aircraft Operators** and the **IFPS**, with respect to use of the RAD for route compliance, are provided in section 20.7. Those associated with reprocessing of flight plans when **NM** environment data changes are provided in section 16.

22. Additional Requirements

IFP-ADDREQ-001

ATS Units <u>shall</u> devise and execute measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the ATS Unit and ATC Unit roles:

- The working methods and procedures implemented are adequate to fulfil the requirements
- The personnel involved in flight planning activities are adequately trained and sufficiently familiar with the requirements
- Operations manuals are developed, maintained and made accessible, with adequate quality control and configuration management

IFP-ADDREQ-002

Member States <u>shall</u> devise and execute measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the 'State/National Authorities' role:

- The working methods and procedures implemented are adequate to fulfil the requirements
- The personnel involved in flight planning activities are adequately trained and sufficiently familiar with the requirements
- Operations manuals are developed, maintained and made accessible, with adequate quality control and configuration management

IFP-ADDREQ-003

All Parties (as listed in section 2 of this specification) involved in flight planning activities in the **Pre-Flight Phase** of operations for flights that will operate in the **IFPZ shall** comply with the mandatory requirements of this document:

- In its entirety
- With direct applicability to all States within the IFPZ.

IFP-ADDREQ-004

Aircraft Operators <u>shall</u> devise and execute measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the 'Aircraft_Operator' and 'Message_Originator' roles:

- The working methods and procedures implemented are adequate to fulfil the requirements
- The personnel involved in flight planning activities are adequately trained and sufficiently familiar with the requirements
- Operations manuals are developed, maintained and made accessible, with adequate quality control and configuration management

IFP-ADDREQ-005

The **EUROCONTROL NM** <u>shall</u> devise and execute measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the 'IFPS' and 'IFPS Staff' roles:

- The working methods and procedures implemented are adequate to fulfil the requirements
- The personnel involved in flight planning activities are adequately trained and sufficiently familiar with the requirements
- Operations manuals are developed, maintained and made accessible, with adequate quality control and configuration management

23. Safety

IFP-SAFE-001

Member states **shall** take the necessary measures to ensure that any changes to the existing procedures for *Flight Plans* in the **Pre-Flight Phase** covered by this Specification, or any introduction of new procedures are preceded by a safety assessment, conducted in accordance with an appropriate methodology accepted by the national Regulator.

Appendix 1: References

Brief Form of the reference	Detailed Reference
IFPS Users Manual	EUROCONTROL IFPS Users Manual Edition Number 24.1 edition validity date 1st December 2020 Available at https://www.eurocontrol.int/publication/ifps-users-manual
ATFCM Users Manual	EUROCONTROL ATFCM Users Manual Edition Number 24.0 edition validity date 23 rd June 2020 Available at https://www.eurocontrol.int/publication/atfcm-users-manual
ADEXP	EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) EUROCONTROL-SPEC-0107, Edition 3.3, 14/07/2020 Available at https://www.eurocontrol.int/publication/eurocontrol-specification-ats-data-exchange-presentation-adexp
ICAO Doc 4444	Procedures for Air Navigation Services – Air Traffic Management, (PANS-ATM) Doc 4444 (16 th edition of 2016) incorporating Amendments 1-7-A
ICAO Doc 7030	Regional Supplementary Procedures, EUR Region (5 th Edition of 2008 including all amendments up to No 9)
Commission Regulation (EC) No 1033/2006	Commission Regulation (EC) No 1033/2006 of 6 July 2006 laying down implementing rules on Initial Flight Plan for the Single European Sky
Commission Implementing Regulation (EU) 2018/139	Commission Implementing Regulation (EU) 2018/139 of 29 January 2018 amending Regulation (EC) No 1033/2006 as regards references to ICAO provisions
EASA Basic Regulation	Regulation (EU) 2018/1139 of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91

Appendix 2: Table of Abbreviations

Acronym	Expansion
4D	Four dimensional
ACH	ATC Flight Plan Change (message)
ACK	IFPS Acknowledgement (message)
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AFP	ATC Flight Plan Proposal (message)
AFTN	Aeronautical Fixed Telecommunication Network
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information, Regulation and Control
ANSP	Air Navigation Service Provider
AO	Aircraft Operator
APL	ATC Flight Plan (message)
ARCID	Aircraft Identification
ARINC	Aeronautical Radio, Incorporated
ARO	ATS Reporting Office
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATFCM	Air Traffic Flow & Capacity Management
ATM	Air Traffic Management
ATS	Air Traffic Services
B2B	Business to Business
B2C	Business to Customer
CACD	Centralised Airspace and Capacity Database
CDR, CDR1, CDR2, CDR3	Conditional Route
CHG	Modification (to flight plan) (message)
CNL	Cancellation (of flight) (message)
DCT	Direct (routing element)
DES	Flight De-suspension (message)
DLA	Delay (to flight) (message)
DOF	Date of Flight
EET	Estimated Elapsed Time
EOBD	Estimated Off-Block Date
EOBT	Estimated Off-Block Time

Acronym	Expansion
ETFMS	Enhanced Tactical Flow Management System
EUR	European
EUROCONTROL	European Organisation for the Safety of Air Navigation
FLS	Flight Suspension (message)
FMS	Flight Management System
Fn	Function
FPL	Flight Plan (message)
GAT	General Air Traffic
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IFP	Initial Flight Plan
IFPS	Integrated Initial Flight Plan Processing System
IFPZ	IFPS Zone
IFR	Instrument Flight Rules
MAN	Manual (referred for manual processing) (message)
Mil	Military
NM	Network Manager
NMC	Network Management Cell
OAT	Operational Air Traffic
OPR	Operator
ORM	Operational Reply Message
PANS	Procedures for Air Navigation Services
RAD	Route Availability Document
REG	Registration
REJ	Reject (message)
RPL	Repetitive Flight Plan
RQP	Request Flight Plan (message)
RVSM	Reduced Vertical Separation Minima
SID	Standard Instrument Departure
SITA	Société Internationale de Télécommunications Aéronautiques
SSR	Secondary Surveillance Radar
STAR	Standard Terminal Arrival Route
STS	Status Indicator
VFR	Visual Flight Rules

Appendix 3: Traceability Matrices

3.1 Traceability to Regulation No 1033/2006 (as amended)

3.1-1 Sorted by Regulation Articles to Specification Requirements

Regulation Article			EUROCONTROL Specification				
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords	
IR1_1	All	Scope of: Procedures for FPs, Parties involved, Pre-Flight Phase	All	All requirements	All	All aspects support the procedures for FPs	
IR1_2	All	Flight types, Airspace	1.3	IFP-APP-001	All	Flight Types Airspace - IFPZ	
IR1_2	All	Airspace	3.6	IFP-DEF-01 (6)	All	Definition - IFPZ	
IR1_2	All	Flight types,	3	IFP-DEF-01 (1)	All	Definition - Flights	
IR1_3	All	Parties involved	1.3	IFP-APP-001	All	Parties Involved	
IR1_3	All	Parties involved	2	IFP-RRS-001	All	Definition - Roles & Responsibilities	
IR2_1	All	Definitions - All	2	IFP-RRS-001	All	Definition - Roles & Responsibilities	
IR2_1	All	Definitions - All	3	IFP-DEF-001	All	Definition - All	
IR2_2(All)	All	Definitions - All	2	IFP-RRS-001	All	Definition - Roles & Responsibilities	
IR2_2(All)	All	Definitions - All	3	IFP-DEF-001	All	Definition - All	
IR2_2_1	All	Definition - Flight Plan	3	IFP-DEF-001 (7)	All	Definition - Flight Plan (FP)	
IR2_2_2	All	Definition - Pre-Flight Phase	3	IFP-DEF-001 (13)	All	Definition - Pre-Flight Phase	
IR2_2_3	All	Definition - RPL	3	IFP-DEF-001 (14)	All	Definition - RPL	
IR2_2_4	All	Definition - Operator	2	IFP-RRS-001 (1)	All	Definition - AO	
IR2_2_5	All	Definition - ATS Unit	2	IFP-RRS-001 (5)	All	Definition - ATS Unit	
IR2_2_6	All	Definition - IFPS	2	IFP-RRS-001 (2)	All	Definition - IFPS	
IR2_2_6	All	Definition - IFPS	2.3	IFP-RRS-001 (3)	All	Definition - IFPS Staff	
IR2_2_7	All	Definition - ATC Clearance	3	IFP-DEF-001 (18)	All	Definition - ATC Clearance	
IR2_2_8	All	Definition - IFR	3	IFP-DEF-001 (19)	All	Definition - IFR	
IR2_2_9	All	Definition - ATC Unit	2	IFP-RRS-001 (6)	All	Definition - ATC Unit	
IR2_2_10_All	All	Definition - Key Items	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields, Security Elements (REG, OPR)	
IR2_2_10_a	All	Definition - Aircraft Id	3	IFP-DEF-001 (20)	All	Definition - Aircraft Id	
IR2_2_10_b	All	Definition - ADEP	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_c	All	Definition - EOBD	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_d	All	Definition - EOBT	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_e	All	Definition - ADES	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_f	All	Definition - Route	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_g	All	Definition - Speed & RFL	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_h	All	Definition - AC Type & Wake Cat	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_i	All	Definition - Flight Rules & Flight Type	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_10_j	All	Definition - Equipment	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields	
IR2_2_11	All	Definition - Originator	2.1	IFP-RRS-001 (1)	All	Definition - AO	
IR2_2_11	All	Definition - Originator	2.7	IFP-RRS-001 (7)	All	Definition - ARO	
IR2_2_11	All	Definition - Originator	2.10	IFP-RRS-001 (10)	All	Definition - Message Originator	
IR2_2_12	All	Definition - Initial Flight Plan	3.9	IFP-DEF-001 (9)	All	Definition - Initial FP	
IR2_2_13	All	Definition - Aircraft Identification	3.20	IFP-DEF-001 (20)	All	Definition - Aircraft Id,	
IR2_2_14	All	Definition - EOBD	3.21	IFP-DEF-001 (21)	All	Definition - EOBD	

Regulation Article			EUROCONTROL Specification				
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords	
IR2_2_15	All	Definition - EOBT	3.22	IFP-DEF-001 (22)	All	Definition - EOBT	
IR2_2_16	All	Definition - Terminal Area Procedures	3.16	IFP-DEF-001 (16)	All	Definition - Terminal Area Procedures	
IR3_1	All	Submission, Changes, Acceptance, Distribution	All	All requirements	All	All aspects	
IR3_2_a	IFPS	Checks	7.2	IFP-FAS-003	IFPS	FP Association Checks	
IR3_2_a	IFPS	Checks	11.4	IFP-FPLCHK-002	IFPS	FP checks	
IR3_2_a	IFPS	Checks	5.2	IFP-FCK-001	IFPS	FP Checking	
IR3_2_a	IFPS	Checks	13.4	IFP-DLAPRO-001	IFPS	DLA Checks	
IR3_2_a	IFPS	Checks	20.3	IFP-FR&TYP-002	IFPS	Checking of Flight Rules & Flight Type	
IR3_2_a	IFPS	Checks	20.4	IFP-ACT&WC-002	IFPS	Checking of AC Type & Wake Cat	
IR3_2_a	IFPS	Checks	20.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	
IR3_2_a	IFPS	Checks	20.6	IFP-ADEP&T-002	IFPS	Checking & correction of ADEP & EOBT	
IR3_2_a	IFPS	Checks	20.7	IFP-ROUTE-002	IFPS	Checking & enhancement of Route	
IR3_2_b	IFPS	Completeness Checks	7.2	IFP-FAS-002	IFPS	Check Key FP Association Fields Included	
IR3_2_b	IFPS	Completeness Checks	20.6	IFP-ADEP&T-002	IFPS	Checking & correction of ADEP & EOBT	
IR3_2_b	IFPS	Completeness Checks	20.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	
IR3_2_b	IFPS	Completeness Checks	5.2	IFP-FCK-001	IFPS	FP Checking	
IR3_2_b	IFPS	Completeness Checks	11.4	IFP-FPLCHK-001	IFPS	Check for inclusion of Key Fields	
IR3_2_b	IFPS	Completeness Checks	12.3	IFP-CHGCHK-001	IFPS	CHG Check for inclusion of Key Fields	
IR3_2_b	IFPS	Completeness Checks	12.3	IFP-CHGCHK-002	IFPS	CHG Checks	
IR3_2_b	IFPS	Completeness Checks	20.7	IFP-ROUTE-002	IFPS	Checking & enhancement of Route	
IR3_2_b	IFPS	Completeness Checks	20.8	IFP-ADES-002	IFPS	Checking of ADES	
IR3_2_b	IFPS	Completeness Checks	20.9	IFP-EOBD-002	IFPS	Checking of EOBD	
IR3_2_c	IFPS	Corrections	9.2	IFP-REF-001	IFPS	FP Manual Correction	
IR3_2_c	IFPS	Corrections	9.3	IFP-SCP-001	IFPS Staff	Manual Corrections	
IR3_2_c	IFPS	Corrections	9.3	IFP-SCP-002	IFPS	Support for Manual Corrections	
IR3 2 c	IFPS	Corrections	13.4	IFP-DLAPRO-002	IFPS	Profile recalculation for new EOBT in DLA	
IR3_2_c	IFPS	Corrections	16.2	IFP-REVAL-001	IFPS	Suspension to AO after revalidation	
IR3_2_c	IFPS	Corrections	16.2	IFP-REVAL-002	IFPS	Suspension	
IR3 2 c	IFPS	Corrections	16.3	IFP-REVAL-004	IFPS	De-suspension	
IR3_2_c	IFPS	Corrections	16.2	IFP-REVAL-006	IFPS	Suspension to ATC after revalidation	
IR3_2_c	IFPS	Corrections	20.3	IFP-FR&TYP-002	IFPS	Corrections	
IR3_2_c	IFPS	Corrections	20.4	IFP-ACT&WC-002	IFPS	Corrections	
IR3_2_c	IFPS	Corrections	20.5	IFP-ACEQPT-002	IFPS	Corrections	
IR3_2_c	IFPS	Corrections	20.6	IFP-ADEP&T-002	IFPS	Corrections	
IR3_2_c	IFPS	Corrections	20.7	IFP-ROUTE-002	IFPS	Enhancement of Route	
IR3_2_c	IFPS	Corrections	20.7	IFP-ROUTE-005	IFPS	Route enhancement & corrections	
IR3_2_c	IFPS	Corrections	15.4	IFP-AFPPRO-003	IFPS	AFP refinement	
IR3_2_d	IFPS	Replies	9.2	IFP-REF-001	IFPS	FP Rejections	
IR3_2_d	IFPS	Replies	6.2	IFP-FFT-002	IFPS	ORM Formats	
IR3_2_d	IFPS	Replies	11.4	IFP-FPLCHK-002	IFPS	ORMs	
IR3_2_d	IFPS	Replies	20.9	IFP-EOBD-002	IFPS	Rejections	
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-001	IFPS	ORMs	
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-002	IFPS	Copy of ORM to AO	
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-002	IFPS	ORMs	
IR3_2_d	IFPS	Replies	8.2	IFP-ACK-001	IFPS	ACK ORM	
IR3_2_d	IFPS	Replies	8.2	IFP-REJ-001	IFPS	REJ ORM	
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IR3_3	IFPS	Distribution to ATS Units	10.2	IFP-4DPC-001	IFPS	4D profile to aid distribution	

Regulation Article			EUROCONTROL Specification				
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords	
IR3_3	IFPS	Distribution to ATS Units	10.4	IFP-EDIS-001	IFPS	Distribution - Re-Addressing	
IR3_3	IFPS	Distribution to ATS Units	15.2	IFP-RQPRO-002	IFPS	RQP Response -distribution Missing FP	
IR3_3	IFPS	Distribution to ATS Units	15.4	IFP-AFPPRO-001	IFPS	Distribution following AFP Missing FP	
IR3_3	IFPS	Distribution to ATS Units	16.3	IFP-REVAL-005	IFPS	Distribution following de-suspension	
IR3_4	Agent for AO	Notification back to AO/Pilot	4.2	IFP-FMS-002	ARO	Submission Coordination with AO	
IR3_4	Agent for AO	Notification back to AO/Pilot	8.3	IFP-ORMD-001	Message Originator	Relay conditions of FP acceptance to AO/Pilot	
IR3_4	Agent for AO	Notification back to AO/Pilot	17.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	
IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	8.3	IFP-ORMA-001	AO	Action on ORM	
IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	17.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	
IR3_6	Operator	FP Correct	6.2	IFP-FFT-001	AO	FP Submission Formats	
IR3_6	Operator	FP Correct	4.2	IFP-FMS-001	AO	Submission	
IR3_6	Operator	FP Correct	4.2	IFP-FMS-002	ARO	Submission Coordination with AO	
IR3_6	Operator	FP Correct	4.3	IFP-RMS-001	AO	RPL submission	
IR3_6	Operator	FP Correct	6.2	IFP-FFT-001	AO	FP Submission Formats	
IR3_6	Operator	FP Correct	7.2	IFP-FAS-001	AO	FP Submission & Association Fields Included	
IR3_6	Operator	FP Correct	11.2	IFP-FPLSUB-001	AO	FP Submission	
IR3_6	Operator	FP Correct	11.2	IFP-FPLSUB-002	AO	FP Submission ARO FP Submission	
IR3_6	Operator	FP Correct	11.2	IFP-FPLSUB-003	AO	FP Submission Inclusion of Key Fields	
IR3_6	Operator	FP Correct	11.3	IFP-FPLREF-001	AO	Cancel & Re-File	
IR3_6	Operator	FP Correct	12.2	IFP-CHGSUB-001	AO	Submission of changes	
IR3_6	Operator	FP Correct	12.2	IFP-CHGSUB-002	AO	Submission of changes	
IR3_6	Operator	FP Correct	12.2	IFP-CHGSUB-003	AO	Submission of changes	
IR3_6	Operator	FP Correct	12.2	IFP-CHGSUB-004	AO	Submission of changes	
IR3_6	Operator	FP Correct	13.2	IFP-DLASUB-001	AO	DLA Submission	
IR3_6	Operator	FP Correct	13.2	IFP-DLASUB-002	AO	DLA Submission	
IR3_6	Operator	FP Correct	13.3	IFP-DLATFM-001	AO	DLA Submission	
IR3_6	Operator	FP Correct	14.2	IFP-CNLSUB-001	AO	CNL Submission	
IR3_6	Operator	FP Correct	14.2	IFP-CNLSUB-002	AO	CNL & Re-file	
IR3_6	Operator	FP Correct	16.3	IFP-REVAL-003	AO	FP Update after Suspension	
IR3_6	Operator	FP Correct	20.2	IFP-ACID-001	AO	Submission - Inclusion of AC Id	
IR3_6	Operator	FP Correct	20.3	IFP-FR&TYP-001	AO	Submission - Inclusion of Flight Rules & Flight Type	
IR3_6	Operator	FP Correct	20.4	IFP-ACT&WC-001	AO	Submission - Inclusion of AC Type & Wake Cat	
IR3_6	Operator	FP Correct	20.5	IFP-ACEQPT-001	AO	Submission - Inclusion of AC Equipment	
IR3_6	Operator	FP Correct	20.6	IFP-ADEP&T-001	AO	Submission - Inclusion of ADEP & EOBT	
IR3_6	Operator	FP Correct	20.7	IFP-ROUTE-001	AO	Submission - Inclusion of Route	
IR3_6	Operator	FP Correct	20.7	IFP-ROUTE-004	AO	Submission - Inclusion of Route	
IR3_6	Operator	FP Correct	20.8	IFP-ADES-001	AO	Submission - ADES	
IR3_6	Operator	FP Correct	20.9	IFP-EOBD-001	AO	Submission - EOBD	
IR3_6	Operator	FP Correct	8.3	IFP-REJA-001	AO	AO corrections for REJ	
IR3_6	Operator	FP Correct	8.3	IFP-ORMA-001	AO	Action on ORM	
IR3_6	Operator	FP Correct	8.3	IFP-ORMF-001	AO	No ORM returned	
IR3_6	Operator	FP Correct	19.2	IFP-AOOPI-001	AO	FP Correctness with op intentions	

	Regulati	on Article	EUROCONTROL Specification				
Identifier Recipient		Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords	
IR3_6	Operator	FP Correct	16.3	IFP-REVAL-003	AO	FP Update after Suspension	
IR3_7	ATC Units	Necessary changes notified to IFPS, safe conduct of a flight	18.2	IFP-ATCCOO-001	ATC Units	Notification to IFPS	
IR3_8	IFPS	Communication of ATC changes to FP originator	18.3	IFP-ATCCOO-002	IFPS	Communication of necessary changes to the originator and distribution to ATC Units	
IR3_9	ATS Units	Missing FPs to IFPS	15.2	IFP-RQPSUB-001	ATS Units	RQP Submission Missing FP	
IR3_9	ATS Units	Missing FPs to IFPS	15.3	IFP-AFPSUB-001	ATC Units	AFP Submission Missing FP	
IR3_9	ATS Units	Missing FPs to IFPS	15.3	IFP-AFPSUB-002	ATC Units	AFP Submission Missing FP Security Elements (REG, OPR)	
IR4	Member States	Safety	23	IFP-SAFE-001	Member States	Safety	
IR5_1	ATS Units	Awareness & Training	22	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	
IR5_2	IFPS	Awareness & Training	22	IFP-ADDREQ-005	NM	Working methods & procedures Training Documentation	
IR5_3	ATS Units	Documentation Working Methods Operating procedures	22	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	
IR5_4	IFPS Documentation Working Methods Operating procedures		22	IFP-ADDREQ-005	NM	Working methods & procedures Training Documentation	
IR5_5	Member States	Compliance with regulation	regulation 22 IF		Member States	Working methods & procedures Training Documentation	
IR5_5	Member States	Compliance with regulation	22	IFP-ADDREQ-003	All	Compliance with this spec.	
IR6	All	Entry into force	NA	Not applicable		Entry into force	

3.1-2 Sorted by Specification Requirements to Regulation Articles

Note: In addition to the following traceability all requirements also trace to IR 1-1 & IR 3-1.

	EUR	OCONTROL Spe	cification		Regulation Article			
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords		
1.3	IFP-APP-001	All	Flight Types Airspace - IFPZ	IR1_2	All	Flight types, Airspace		
1.3	IFP-APP-001	All	Parties Involved	IR1_3	All	Parties involved		
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR1_3	All	Parties involved		
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR2_1	All	Definitions - All		
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR2_2_AII	All	Definitions - All		
2.1	IFP-RRS-001 (1)	All	Definition - AO	IR2_2_4	All	Definition - Operator		
2.2	IFP-RRS-001 (2)	All	Definition - IFPS	IR2_2_6	All	Definition - IFPS		
2.3	IFP-RRS-001 (3)	All	Definition - IFPS Staff	IR2_2_6	All	Definition - IFPS		
2.4	IFP-RRS-001 (4)	All	Definition - ATS Unit	IR2_2_5	All	Definition - ATS Unit		
2.5	IFP-RRS-001 (5)	All	Definition - ATC Unit	IR2_2_9	All	Definition - ATC Unit		
2.6	IFP-RRS-001 (6)	All	Definition - Pilot/Aircraft	IR1_1	All	Parties involved		
2.7	IFP-RRS-001 (7)	All	Definition - ARO	IR2_2_11	All	Definition - Originator		
2.8	IFP-RRS-001 (8)	All	Definition - States/National Authorities	IR1_1	All	Parties involved		
2.9	IFP-RRS-001 (9)	All	Definition – NM/IFPS	IR2_2_6	All	Definition - IFPS		

	EURC	CONTROL Spec	eification		R	Regulation Article
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
2.10	IFP-RRS-001 (10)	All	Definition - Message Originator	IR2_2_11	All	Definition - Originator
3 (All)	IFP-DEF-001	All	Definition - All	IR2_1	All	Definitions - All
3 (All)	IFP-DEF-001	All	Definition - All	IR2_2_AII	All	Definitions - All
3.1	IFP-DEF-001 (1)	All	Definition - Flights	IR1_2	All	Flight types,
3.2	IFP-DEF-001 (2)	All	Definition - Association	IR1_1	All	Procedures for FPs
3.3	IFP-DEF-001 (3)	All	Definition - CDR	IR1_1	All	Procedures for FPs
3.4	IFP-DEF-001 (4)	All	Definition - EOBT Insertion Criteria	IR1_1	All	Procedures for FPs
3.5	IFP-DEF-001 (5)	All	Definition - IFPS Re-Addressing Function	IR1_1	All	Procedures for FPs
3.6	IFP-DEF-001 (6)	All	Definition - IFPZ	IR1_2	All	Airspace
3.7	IFP-DEF-001 (7)	All	Definition - Flight Plan (FP)	IR2_2_1	All	Definition - Flight Plan
3.8	IFP-DEF-001 (8)	All	Definition - Individually Submitted FPs	IR1_1	All	Procedures for FPs
3.9	IFP-DEF-001 (9)	All	Definition - Initial FP	IR2_2_12	All	Definition - Initial Flight Plan
3.10	IFP-DEF-001 (10)	All	Definition - Key FP Association Fields	IR1_1	All	Procedures for FPs
3.11	IFP-DEF-001 (11)	All	Definition - Key IFP Fields, Security Elements (REG, OPR)	IR2_2_10_ All	All	Definition - Key Items
3.12	IFP-DEF-001 (12)	All	Definition - ORM	IR1_1	All	Procedures for FPs
3.13	IFP-DEF-001 (13)	All	Definition - Pre-Flight Phase	IR2_2_2	All	Definition - Pre-Flight Phase
3.14	IFP-DEF-001 (14)	All	Definition - RPL	IR2_2_3	All	Definition - RPL
3.15	IFP-DEF-001 (15)	All	Definition - Single Initial FP Concept	IR1_1	All	Procedures for FPs
3.16	IFP-DEF-001 (16)	All	Definition - Terminal Area Procedures	IR2_2_16	All	Definition - Terminal Area Procedures
3.17	IFP-DEF-001 (17)	All	Definition - Validation	IR1_1	All	Procedures for FPs
3.18	IFP-DEF-001 (18)	All	Definition - ATC Clearance	IR2_2_7	All	Definition - ATC Clearance
3.19	IFP-DEF-001 (19)	All	Definition - IFR	IR2_2_8	All	Definition - IFR
3.20	IFP-DEF-001 (20)	All	Definition - Aircraft Id, Security Elements (REG, OPR)	IR2_2_13	All	Definition - Aircraft Identification
3.20	IFP-DEF-001 (20)	All	Definition - Aircraft Id, Security Elements (REG, OPR)	ER_A1	ATM Systems	Seamless Operation
3.21	IFP-DEF-001 (21)	All	Definition - EOBD	IR2_2_14	All	Definition - EOBD
3.22	IFP-DEF-001 (22)	All	Definition - EOBT	IR2_2_15	All	Definition - EOBT
4.2	IFP-FMS-001	AO	Submission	IR3_6	Operator	FP Correct
4.2	IFP-FMS-002	ARO	Coordination with AO	IR3_4	Agent for AO	Notification back to AO/Pilot
4.2	IFP-FMS-002	ARO	Submission	IR3_6	Operator	FP Correct
4.3	IFP-RMS-001	AO	RPL submission	IR3_6	Operator	FP Correct
5.2	IFP-FCK-001	IFPS	FP Checking	IR3_2_a	IFPS	Checks
5.2	IFP-FCK-001	IFPS	FP Checking	IR3_2_b	IFPS	Completeness Checks
6.2	IFP-FFT-001	AO	FP Submission Formats	IR3_6	Operator	FP Correct
6.2	IFP-FFT-002	IFPS	ORM Formats	IR3_2_d	IFPS	Replies
6.3	IFP-AFT-003	ATC Units	RQP & AFP Formats	IR3_1	All	Submission, Changes, Acceptance, Distribution
7.2	IFP-FAS-001	AO	FP Submission & Association Fields Included	IR3_6	Operator	FP Correct
7.2	IFP-FAS-002	IFPS	Check Key FP Association Fields Included	IR3_2_b	IFPS	Completeness Checks
7.2	IFP-FAS-003	IFPS	FP Association Checks	IR3_2_a	IFPS	Checks
8.2	IFP-ORM-001	IFPS	ORMs	IR3_2_d	IFPS	Replies
8.2	IFP-ORM-002	IFPS	Copy of ORM to AO	IR3_2_d	IFPS	Replies
8.2	IFP-ORM-004	IFPS	ORMs	IR3_2_d	IFPS	Replies
8.2	IFP-ACK-001	IFPS	ACK ORM	IR3_2_d	IFPS	Replies

	EUROCONTROL Specification			Regulation Article			
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords	
8.2	IFP-REJ-001	IFPS	REJ ORM	IR3_2_d	IFPS	Replies	
8.3	IFP-ORMA-001	AO	Action on ORM	IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	
8.3	IFP-ORMA-001	AO	Action on ORM	IR3_6	Operator	FP Correct	
8.3	IFP-ORMA-002	AO	Copies of ORMs	IR1_1	All	Procedures for FPs	
8.3	IFP-REJA-001	AO	AO corrections for REJ	IR3_6	Operator	FP Correct	
8.3	IFP-ORMD-001	Message Originator	Relay conditions of FP acceptance to AO/Pilot	IR3-4	Agent for AO	Notification back to AO/Pilot	
8.3	IFP-ORMF-001	AO	No ORM returned	IR3_6	Operator	FP Correct	
9.2	IFP-REF-001	IFPS	FP Manual Correction	IR3-2(c)	IFPS	Corrections	
9.2	IFP-REF-001	IFPS	FP Rejections	IR3_2_d	IFPS	Replies	
9.3	IFP-SCP-001	IFPS Staff	Manual Corrections	IR3-2(c)	IFPS	Corrections	
9.3	IFP-SCP-002	IFPS	Support for Manual Corrections	IR3-2(c)	IFPS	Corrections	
10.2	IFP-4DPC-001	IFPS	4D profile to aid distribution	IR3_3	IFPS	Distribution to ATS Units	
10.3	IFP-IDIS-001	IFPS	Distribution to ATS Units	IR3_3	IFPS	Distribution to ATS Units	
10.4	IFP-EDIS-001	IFPS	Distribution - Re-Addressing	IR3_3	IFPS	Distribution to ATS Units	
11.2	IFP-FPLSUB-001	AO ATC Unit	FP Submission	IR3_6	Operator	FP Correct	
11.2	IFP-FPLSUB-002	AO	FP Submission ARO FP Submission	IR3_6	Operator	FP Correct	
11.2	IFP-FPLSUB-003	AO	FP Submission Inclusion of Key Fields	IR3_6	Operator	FP Correct	
11.3	IFP-FPLREF-001	AO	Cancel & Re-File	IR3_6	Operator	FP Correct	
11.4	IFP-FPLCHK-001	IFPS	Check for inclusion of Key Fields	IR3_2_b	IFPS	Completeness Checks	
11.4	IFP-FPLCHK-002	IFPS	FP checks ORMs	IR3_2_a	IFPS	Checks	
11.4	IFP-FPLCHK-002	IFPS	FP checks ORMs	IR3_2_d	IFPS	Replies	
12.2	IFP-CHGSUB-001	AO	Submission of changes	IR3_6	Operator	FP Correct	
12.2	IFP-CHGSUB-002	AO	Submission of changes	IR3_6	Operator	FP Correct	
12.2	IFP-CHGSUB-003	AO	Submission of changes	IR3_6	Operator	FP Correct	
12.2	IFP-CHGSUB-004	AO	Submission of changes	IR3_6	Operator	FP Correct	
12.3	IFP-CHGCHK-001	IFPS	CHG Check for inclusion of Key Fields	IR3_2_b	IFPS	Completeness Checks	
12.3	IFP-CHGCHK-002	IFPS	CHG Checks	IR3_2_b	IFPS	Completeness Checks	
13.2	IFP-DLASUB-001	AO	DLA Submission	IR3_6	Operator	FP Correct	
13.2	IFP-DLASUB-002	AO	DLA Submission	IR3_6	Operator	FP Correct	
13.3	IFP-DLATFM-001	AO	DLA Submission	IR3_6	Operator	FP Correct	
13.4	IFP-DLAPRO-001	IFPS	DLA Checks	IR3_2_a	IFPS	Checks	
13.4	IFP-DLAPRO-002	IFPS	Profile recalculation for new EOBT in DLA	IR3-2(c)	IFPS	Corrections	
14.2	IFP-CNLSUB-001	AO	CNL Submission	IR3_6	Operator	FP Correct	
14.2	IFP-CNLSUB-002	AO	CNL & Re-file	IR3_6	Operator	FP Correct	
15.2	IFP-RQSUB-001	ATS Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS	
15.2	IFP-RQPRO-002	IFPS	RQP Response -distribution	IR3_3	IFPS	Distribution to ATS Units	
15.3	IFP-AFPSUB-001	ATC Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS	
15.3	IFP-AFPSUB-002	ATC Units	Security Elements (REG, OPR)	ER_A1	All	Scope of: Procedures for FPs,	
15.3	IFP-AFPSUB-002	ATC Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS	
15.4	IFP-AFPPRO-003	IFPS	AFP refinement	IR3-2(c)	IFPS	Corrections	
15.4	IFP-AFPPRO-001	IFPS	Distribution following AFP	IR3_3	IFPS	Distribution to ATS Units	
16.2	IFP-REVAL-001	IFPS	Suspension to AO after revalidation	IR3-2(c)	IFPS	Corrections	

	EUROCONTROL Specification			Regulation Article			
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords	
16.2	IFP-REVAL-002	IFPS	Suspension	IR3-2(c)	IFPS	Corrections	
16.2	IFP-REVAL-006	IFPS	Suspension to ATC after revalidation	IR3-2(c)	IFPS	Corrections	
16.3	IFP-REVAL-003	AO	FP Update after Suspension	IR3_6	Operator	FP Correct	
16.3	IFP-REVAL-004	IFPS	De-suspension	IR3-2(c)	IFPS	Corrections	
16.3	IFP-REVAL-005	IFPS	Distribution following desuspension	IR3_3	IFPS	Distribution to ATS Units	
17.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	IR3-4	Agent for AO	Notification back to AO/Pilot	
17.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	
18.2	IFP-ATCCOO-001	ATC Units	Notification of necessary changes to IFPS	IR3_7	ATC Units	Notification to IFPS for the safe conduct of a flight	
18.3	IFP-ATCCOO-002	IFPS	Distribution of necessary changes to ATC Units	IR3_3	IFPS	Distribution of necessary changes to ATS Units for the safe conduct of a flight	
18.3	IFP-ATCCOO-002	IFPS	Communication of necessary changes to originator	IR3_8	IFPS	Communication of necessary ATC changes to FP originator	
19.2	IFP-AOOPI-001	AO	FP Correctness with op intentions	IR3_6	Operator	FP Correct	
20.2	IFP-ACID-001	AO	Security Elements (REG, OPR)	ER_A1	All	Scope of: Procedures for FPs	
20.2	IFP-ACID-001	AO	Submission - Inclusion of AC Id	IR3_6	Operator	FP Correct	
20.3	IFP-FR&TYP-001	AO	Submission - Inclusion of Flight Rules & Flight Type	IR3_6	Operator	FP Correct	
20.3	IFP-FR&TYP-002	IFPS	Checking of Flight Rules & Flight Type	IR3_2_a	IFPS	Checks	
20.3	IFP-FR&TYP-002	IFPS	Flight Rules & Flight Type Corrections	IR3-2(c)	IFPS	Corrections	
20.4	IFP-ACT&WC-001	AO	Submission - Inclusion of AC Type & Wake Cat	IR3_6	Operator	FP Correct	
20.4	IFP-ACT&WC-002	IFPS	Checking of AC Type & Wake Cat	IR3_2_a	IFPS	Checks	
20.4	IFP-ACT&WC-002	IFPS	AC Type & Wake Cat Corrections	IR3-2(c)	IFPS	Corrections	
20.5	IFP-ACEQPT-001	AO	Submission - Inclusion of AC Equipment	IR3_6	Operator	FP Correct	
20.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3_2_a	IFPS	Checks	
20.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3_2_b	IFPS	Completeness Checks	
20.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3-2(c)	IFPS	Corrections	
20.6	IFP-ADEP&T-001	AO	Submission - Inclusion of ADEP & EOBT	IR3_6	Operator	FP Correct	
20.6	IFP-ADEP&T-002	IFPS	Checking of ADEP & EOBT	IR3_2_a	IFPS	Checks	
20.6	IFP-ADEP&T-002	IFPS	Checking of ADEP & EOBT	IR3_2_b	IFPS	Completeness Checks	
20.6	IFP-ADEP&T-002	IFPS	Correction of ADEP & EOBT	IR3-2(c)	IFPS	Corrections	
20.7	IFP-ROUTE-001	AO	Submission - Inclusion of Route	IR3_6	Operator	FP Correct	
20.7	IFP-ROUTE-002	IFPS	Checking of Route	IR3_2_a	IFPS	Checks	
20.7	IFP-ROUTE-002	IFPS	Checking of Route	IR3_2_b	IFPS	Completeness Checks	
20.7	IFP-ROUTE-002	IFPS	Enhancement of Route	IR3-2(c)	IFPS	Corrections	
20.7	IFP-ROUTE-004	AO	Submission - Inclusion of Route	IR3_6	Operator	FP Correct	
20.7	IFP-ROUTE-005	IFPS	Route enhancement	IR3-2(c)	IFPS	Corrections	
20.8	IFP-ADES-001	AO	Submission - ADES	IR3_6	Operator	FP Correct	
20.8	IFP-ADES-002	IFPS	Checking of ADES	IR3_2_b	IFPS	Completeness Checks	
20.9	IFP-EOBD-001	AO	Submission - EOBD	IR3_6	Operator	FP Correct	
20.9	IFP-EOBD-002	IFPS	Checking of EOBD	IR3_2_b	IFPS	Completeness Checks	
20.9	IFP-EOBD-002	IFPS	Checking of EOBD Rejections	IR3_2_d	IFPS	Replies	
21.1	IFP-AIPPUB-001	National Authorities	Submission - AIP	IR1_1	All	Procedures for FPs	

	EURC	CONTROL Spec	ification		Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords	
21.1	IFP-RADPUB-001	CFMU	Publishing of RAD	IR1_1	All	Procedures for FPs	
22	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	IR5_1	ATS Units	Awareness & Training	
22	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	IR5_3	ATS Units	Documentation Working Methods Operating procedures	
22	IFP-ADDREQ-002	Member States	Working methods & procedures Training Documentation	IR5_5	Member States	Compliance with regulation	
22	IFP-ADDREQ-003	All	Compliance with this specification	IR5_5	Member States	Compliance with regulation	
22	IFP-ADDREQ-004	AO	Working methods & procedures Training Documentation	IR1_1	All	Procedures for FPs	
22	IFP-ADDREQ-005	CFMU	Working methods & procedures Training Documentation	IR1_1	All	Procedures for FPs	
23	IFP-SAFE-001	Member States	Safety	IR4	Member States	Safety	

3.2 Traceability to the IFPS Users Manual

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 24.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
1.3	IFP-APP-001	-	Applicability definitions
2	IFP-RRS-001	-	Definitions for roles & responsibilities
3	IFP-DEF-001	144, 147	Defined terms and abbreviations
4.2	IFP-FMS-001	2, 3, 4(1), 4.1, 4.2, 4.3, 5, 6	Message submission to the IFPS
4.2	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
4.3	IFP-RMS-001	-	RPL submission to the IFPS
5.2	IFP-FCK-001	3, 23, 24, 25, 64-102, 115- 120	Checking of flight plans and associated messages
6.2	IFP-FFT-001	64-102, 115-118	AO compliance with format and data conventions for FPL, CHG, DLA, CNL
6.2	IFP-FFT-002	9, 10, 11, 12	IFPS compliance with format and data conventions for ACK, MAN, REJ
6.3	IFP-AFT-003	122-134	ATC compliance with formats and data conventions
7.2	IFP-FAS-001	23, 24	IFPS flight plan association checks
7.2	IFP-FAS-002	23, 24	IFPS flight plan association checks
7.2	IFP-FAS-003	23, 24	IFPS flight plan association process
8.2	IFP-ORM-001	9, 10, 11, 12	Operational Reply Messages from IFPS
8.2	IFP-ORM-002	12	Copies of Operational Reply Messages from the IFPS
8.2	IFP-ORM-004	8, 9, 10, 11	Operational Reply Messages from the IFPS
8.2	IFP-ACK-001	9	Acknowledgements from the IFPS
8.2	IFP-REJ-001	11	Rejections from the IFPS
8.3	IFP-ORMA-001	9, 10	AO response to Long ACK or MAN messages
8.3	IFP-ORMA-002	12	Copies of ORMS
8.3	IFP-REJA-001	11	AO corrections to rejected flight plans
8.3	IFP-ORMD-001	17	Message originator making agreed flight plan available to AO
8.3	IFP-ORMF-001	8, 9, 10, 11	No ORM returned
9.2	IFP-REF-001	10, 11	Referral or rejection of flight plans by the IFPS
9.3	IFP-SCP-001	17, 18, 19	Standard correction procedures
9.3	IFP-SCP-002	17, 18, 19	Manual correction of errors in messages
10.2	IFP-4DPC-001	25	Four-dimensional profile calculation
10.3	IFP-IDIS-001	5, 126, 135, 136	Distribution to ATS Units
10.4	IFP-EDIS-001	6	Distributions Using the IFPS re-addressing function
11.2	IFP-FPLSUB-001	3, 115	Submission of FPL messages
11.2	IFP-FPLSUB-002	3, 115	Submission of FPL messages
11.2	IFP-FPLSUB-003	3, 115, 65-76, 80, 82	Submission of FPL messages
11.3	IFP-FPLREF-001	23, 24, 65, 67, 76, 117	Re-filing of flight plans
11.4	IFP-FPLCHK-001	65-76, 80, 82, 95	Checks to ensure Key IFP data provided in flight plans
11.4	IFP-FPLCHK-002	24, 115	Checking of FPLs that are treated as changes to an existing flight plan
12.2	IFP-CHGSUB-001	23, 24, 115	Submission of flight plan changes
12.2	IFP-CHGSUB-002	116	Submission of flight plan changes
12.2	IFP-CHGSUB-003	116, 117	Submission of flight plan changes
12.2	IFP-CHGSUB-004	-	Flight plan changes
12.3	IFP-CHGCHK-001	116, 65-76, 80, 80, 95	Checks to ensure key IFP data provided for changes
12.3	IFP-CHGCHK-002	116, 117	Delays provided in CHGs
13.2	IFP-DLASUB-001	116, 117	Submission of Delay (DLA) messages
13.2	IFP-DLASUB-002	117	Submission of Delay (DLA) messages
13.3	IFP-DLATFM-001	117 + ATFCM User Manual	Compliance with ATFCM slot management procedures

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 24.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
13.4	IFP-DLAPRO-001	117	IFPS processing of DLA messages
13.4	IFP-DLAPRO-002	117	IFPS processing of DLA messages
14.2	IFP-CNLSUB-001	118	Filing of flight cancellations
14.2	IFP-CNLSUB-002	24, 118	Filing of flight cancellations
15.2	IFP-RQSUB-001	121, 126	Submission of flight plan data requests
15.2	IFP-RQPRO-002	98, 121, 135	IFPS processing of flight plan data requests
15.3	IFP-AFPSUB-001	126	Missing flight plans - AFP submission
15.3	IFP-AFPSUB-002	126	Missing flight plans - AFP submission
15.4	IFP-AFPPRO-003	125	Missing flight plans - IFPS processing of an AFP message
15.4	IFP-AFPPRO-001	125, 135, 136	Missing flight plans - IFPS distribution following an AFP message
16.2	IFP-REVAL-001	20	Pre-flight updates & revalidation - flight suspension
16.2	IFP-REVAL-002	20	Pre-flight updates & revalidation - flight suspension
16.2	IFP-REVAL-006	20	Pre-flight updates & revalidation - flight suspension to ATC Units
16.3	IFP-REVAL-003	20	Actions following suspensions triggered by environment data changes
16.3	IFP-REVAL-004	20 + ATFCM Users Manual	Actions following suspensions triggered by environment data changes
16.3	IFP-REVAL-005	20	Actions following suspensions triggered by environment data changes
17.2	IFP-ACFT-001	9	Communication of flight plan conditions of acceptance to aircraft
18.2	IFP-ATCCOO-001	127	Coordination by ATC Units with IFPS
18.3	IFP-ATCCOO-002	127, 135, 136	Coordination by ATC Units with IFPS
19.2	IFP-AOOPI-001	-	Aircraft Operator responsibility for proceeding with the flight
20.2	IFP-ACID-001	65	Aircraft identification
20.3	IFP-FR&TYP-001	66	Flight Rules and Type of Flight
20.3	IFP-FR&TYP-002	66	IFPS processing of Flight Rules and Type of Flight
20.4	IFP-ACT&WC-001	67	Aircraft Type & Wake Turbulence Category
20.4	IFP-ACT&WC-002	67	IFPS processing of Aircraft Type & Wake Turbulence Category
20.5	IFP-ACEQPT-001	68	Aircraft Equipment & its related capabilities
20.5	IFP-ACEQPT-002	68	IFPS processing of Aircraft Equipment & its related capabilities
20.6	IFP-ADEP&T-001	69	ADEP & EOBT fields
20.6	IFP-ADEP&T-002	69	IFPS processing of ADEP & EOBT fields
20.7	IFP-ROUTE-001	70-75	Route field
20.7	IFP-ROUTE-002	70-75	IFPS processing of the Route field
20.8	IFP-ADES-001	76, 90	ADES field
20.8	IFP-ADES-002	76, 90	IFPS processing of the ADES field
20.9	IFP-EOBD-001	94	The EOBD (DOF) field
20.9	IFP-EOBD-002	94	The EOBD (DOF) field
21.1	IFP-AIPPUB-001	37	Submission of AIP
21.1	IFP-RADPUB-001	37	Publishing of the RAD
22	IFP-ADDREQ-001	-	Additional compliance requirements
22	IFP-ADDREQ-002	-	Additional compliance requirements
22	IFP-ADDREQ-003	-	Additional compliance requirements
22	IFP-ADDREQ-004	-	Additional compliance requirements
22	IFP-ADDREQ-005	-	Additional compliance requirements
23	IFP-SAFE-001	-	Additional compliance requirements

Appendix 4: Document Update Procedures

It is necessary to periodically check this EUROCONTROL Specification for consistency with referenced material. In addition, the content of this Specification can evolve following feedback from implementation projects and field experience.

The main objectives of a regular review are to:

- a) improve the quality of the specifications (e.g. clarity, testability, etc.).
- b) verify that the level of detail published is adequate.
- c) make all stakeholders including industry aware of the latest developments.

The update of this Specification is expected to be initiated by stakeholders directly or through EUROCONTROL Agency working arrangements. Any stakeholder that wishes to request a change to these guidelines can submit a change request (CR) to the document editors (page 2) or the generic email address: standardisation@eurocontrol.int.

The CR needs to provide following minimum elements:

- Originator information (name, Organisation, contact details).
- Specification title, number and edition date.
- Page, chapter, section (subsection) where the issue appears.
- Description of the issue and reason for change.
- Specific change proposal text (incl. potential alternatives, if any).

Main steps towards a revised edition:

- EUROCONTROL will assess each CR and consult relevant working arrangements.
- The CR will be classified in terms of urgency and impact.
- A resolution proposal(s) will be prepared and, if needed, discussed with the originator.
- Agreed changes will be integrated into a new draft edition including a summarised list of changes in the document record which will then be handled in accordance with EUROCONTROL ERAF procedures.

Note: Identified errors which may cause potential problems when implementing, may be corrected directly via separate "Corrigendum".





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