



# NM AFP Acceptance Testing Guidelines

## Network Manager

Edition: 1.0  
Edition date: 05-12-2022  
Classification: White  
Reference nr:



## DOCUMENT CONTROL

<b>Document Title</b>	NM AFP Acceptance Testing Guidelines
<b>Document Subtitle</b>	Network Manager
<b>Document Reference</b>	
<b>Edition Number</b>	1.0
<b>Edition Validity Date</b>	05-12-2022
<b>Classification</b>	White
<b>Accessibility</b>	Internet ( <a href="http://www.eurocontrol.int">www.eurocontrol.int</a> )
<b>Status</b>	Released Issue
<b>Author(s)</b>	Jean-Marc Venturini
<b>Contact Person(s)</b>	Jean-Marc Venturini

## APPROVAL TABLE

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

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

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

**Edition publication approval given on 01/12/2022.**

## EDITION HISTORY

Edition No.	Validity Date	Author(s)	Reason
1.0	05/12/2022	VEN	First Draft reviewed by SAT Team

# TABLE OF CONTENT

DOCUMENT CONTROL .....	I
APPROVAL TABLE .....	I
EDITION HISTORY .....	II
1 INTRODUCTION.....	1
2 AFP MESSAGES IN GENERAL .....	3
2.1 Trigger Events.....	3
2.2 Format .....	3
2.3 Route .....	4
3 AFP FOR A MISSING FPL .....	5
3.1 Trigger Events.....	5
3.2 Format .....	5
4 AFP FOR A CHANGE OF ROUTE .....	7
4.1 Trigger Events.....	7
4.2 Format .....	7
5 AFP FOR A CHANGE OF AIRCRAFT TYPE.....	9
5.1 Trigger Events.....	9
5.2 Format .....	9
6 AFP FOR A CHANGE OF FLIGHT RULES .....	11
6.1 Trigger Events.....	11
6.2 Format .....	11
7 AFP FOR A CHANGE OF FLIGHT TYPE .....	13
7.1 Trigger Events.....	13
7.2 Format .....	13
8 AFP FOR A CHANGE OF AIRCRAFT EQUIPMENT .....	15
8.1 Trigger Events.....	15
8.2 Format .....	15
9 AFP OTHER CRITERIA .....	17
ABBREVIATIONS .....	19

# 1 Introduction

This document aims to provide guidance for NM staff involved in the acceptance testing of AFP messages.

It outlines the requirements as listed in the NM IFPS Users Manual and organizes them into sets of trigger events and message formats for consideration as acceptance criteria during the testing for AFP messages from ANSPs.

This document is intended to complement, not replace, existing system acceptance testing standards and other system acceptance testing documents

**Note:** It is strongly recommended to consult additionally the IFPS Users Manual as it contains more detailed requirements with examples and in some cases some graphics. In case of inconsistency in between this document and the IFPS Users Manual for what concerns AFP messages, the IFPS Users Manual shall prevail.

**INTENTIONALLY BLANK PAGE**

## 2 AFP Messages in General

The objectives of AFP messages are to:

- Enable the NMOC to provide ATC Units downstream with more accurate flight plan information, improving their traffic situation awareness and reducing the workload and disruption caused by last minute updates or missing flight plans.
- Update the ETFMS with flight plan information in order to reflect as accurately as possible the current and future trajectory of the flight, providing accurate sector load calculations thus improving the ATFCM performance.
- Update CCAMS with flight plan data for missing flight plans such that directional codes can be assigned instead of omni-directional codes.

### 2.1 Trigger Events

Trigger events for AFP are:

- Change of route or destination (for more details on what is considered as a change of route see IFPS Users Manual section AFP for a Change of Route)
- Significant change from the filed FPL, like flight type/flight rules, or aircraft equipment.
- Flights for which the relevant ATC Units do not have any details (missing FPL).

Please report to the current version of the IFPS Users Manual for details, section AFP.

The ATC Flight Plan Proposal Message (AFP) message shall be submitted to the IFPS by an ATC unit where that unit has new or revised information concerning an aircraft operating as IFR/GAT within the IFPZ that is already in flight.

The AFP shall be sent by ATC units to IFPS when one of the following events occurs:

1. Missing FPL
2. Change of route
3. Change of aircraft type
4. Change of flight rules
5. Change of flight type
6. Diversion
7. Change of aircraft equipment.

A “time-shift” only, indicated in the Estimate field (ESTDATA) **shall not** be an trigger for sending an AFP.

### 2.2 Format

AFP shall be sent in ADEXP format only.

AFP should include IFPLID to ensure correct association with the existing FPL.

The ADES field shall contain the new destination of the flight.

The ADESOLD field shall contain the original aerodrome of destination as included in the FPL.

In case a flight is subject to multiple diversions, all related diversion AFP messages shall contain in the ADESOLD field the original destination aerodrome, as provided in the original filed flight plan, for message association purposes

Minimum required fields are:

1. Message title
2. Aircraft identification
3. Departure aerodrome
4. Estimate data
5. Route
6. Original destination aerodrome
7. New destination aerodrome

## **2.3 Route**

The route field shall contain the route segment planned to be flown inside the airspace of the originating ATC Unit towards the new destination aerodrome.



## 3 AFP for a Missing FPL

*Particular attention should be paid to ANSPs on the border of the IFPS zone. These ANSPs should be the first to send an AFP for a missing FPL and should do so automatically.*

### 3.1 Trigger Events

No FPL data held in IFPS, ie. REJ message received for RQP sent to IFPS.

Requirement: ANSPs should automatically provide AFP for missing flight plans.

### 3.2 Format

AFP should be sent in ADEXP format and only if unable, in ICAO format.

Flight rules should be included (if not, IFPS shall assume I)

Minimum required fields are:

1. Message title
2. Aircraft identification
3. Type of aircraft
4. Equipment (compulsory only in ICAO format)
5. Departure aerodrome
6. Estimate data
7. Route
8. Destination aerodrome
9. PBN (if R is present in the Equipment Information)

**INTENTIONALLY BLANK PAGE**

## 4 AFP for a change of Route

Please refer to the current version of the IFPS Users Manual section “AFP for change of route” for a complete description of what is considered as a change of route.

### 4.1 Trigger Events

There is a change of COP **and the next downstream ATC unit is new** when compared to the flight plan route.

### 4.2 Format

AFP shall be sent in ADEXP format.

AFP should include IFPLID

Minimum required fields:

1. Message title
2. Aircraft identification
3. Departure aerodrome
4. Estimate data
5. Route
6. Destination aerodrome

**INTENTIONALLY BLANK PAGE**

## 5 AFP for a change of Aircraft Type

An AFP message shall be sent to IFPS automatically in ADEXP format by an ATC Centre when that centre has identified that a flight is operated with another aircraft type when compared to the one indicated in the last flight plan data received from the IFPS.

### 5.1 Trigger Events

The aircraft type is different to the one filed on the FPL received from IFPS.

### 5.2 Format

AFP shall be sent in ADEXP format.

AFP should include IFPLID

Minimum required fields:

1. Message title
2. Aircraft identification
3. Type of aircraft
4. Departure aerodrome
5. Destination aerodrome

If possible, AFP should also confirm equipment:

1. 8.33 kHz equipment status
2. UHF equipment status
3. RVSM approval status
4. PBN if CEQPT contains the letter 'R'

**INTENTIONALLY BLANK PAGE**

## 6 AFP for a change of Flight Rules

An AFP message shall be sent to the IFPS automatically in ADEXP format by an ATC Centre when the flight rules of a flight for part or the whole route are changed when compared with the flight rules indicated in the last flight plan data information received from the IFPS. The AFP message shall contain the new flight rules of that flight.

### 6.1 Trigger Events

The flight rules of a flight for part or the whole route are changed when compared with the last flight plan data information received from the IFPS.

The change of flight rules takes place within the same ATC unit as the AFP originator ATC unit or the ATC unit directly downstream of the AFP originator ATC unit.

### 6.2 Format

AFP shall be sent in ADEXP format.

AFP should include IFPLID

Route information shall include the appropriate flight rules indicators (IFR/VFR) and any necessary associated speed or level information inserted at the point at which the change is planned to take place.

Minimum required fields:

1. Message title
2. Aircraft identification
3. Flight rules
4. Departure aerodrome
5. Estimate data
6. Route
7. Destination aerodrome

**INTENTIONALLY BLANK PAGE**



## 7 AFP for a change of Flight Type

An AFP message shall be sent to IFPS automatically in ADEXP by an ATC Centre when the flight type of a flight for a part or the whole route are changed when compared with the flight type indicated in the last flight plan data information received from the IFPS.

**Note** This requirement does not refer to a change to the type of flight information held in Item 8: Flight Rules and Type of Flight of a flight plan, but to a change of the type of flight that may be indicated in the route field with the designators OAT and/or GAT.

### 7.1 Trigger Events

The flight type changes between OAT & GAT in the route field when compared with the last flight plan data information received from the IFPS.

The change of flight type takes place within the same ATC unit as the AFP originator ATC unit or the ATC unit directly downstream of the AFP originator ATC unit.

### 7.2 Format

AFP shall be sent in ADEXP format.

AFP should include IFPLID

The route information shall include the appropriate flight type change indicators (OAT/GAT) and any necessary associated speed or level information inserted at the point at which the change is planned to take place.

Minimum required fields:

1. Message title
2. Aircraft identification
3. Departure aerodrome
4. Estimate Data
5. Route
6. Destination aerodrome

**INTENTIONALLY BLANK PAGE**

## 8 AFP for a change of Aircraft Equipment

An AFP message shall be sent to the IFPS automatically in ADEXP format by an ATC Centre when the aircraft equipment is different when compared with the one indicated in the last flight plan data received from the IFPS. Changes to any of the equipment information corresponding to the ICAO Field Type 10a and 10b may be transmitted.

### 8.1 Trigger Events

The aircraft equipment is different when compared with the one indicated in the last flight plan data received from the IFPS.

### 8.2 Format

AFP shall be sent in ADEXP format.

The revised aircraft equipment shall start by -BEGIN EQCST and finish by -END EQCST and in between, each addition or deletion of equipment when compared to the equipment of the stored flight plan shall be preceded by -EQPT

AFP For a change of equipment corresponding to ICAO Field Type 10a the format is as follows:

- EQPT equipment designator/status
- The status can be: NO for NO, EQ for Equipped or UN for Unknown

The surveillance equipment can be amended by class. Format: -SUREQPT Class/Status/equipment designator.

There shall be only one surveillance equipment entry by class.

Minimum required fields:

1. Message title
2. Aircraft identification
3. Revised aircraft equipment
4. Departure aerodrome
5. Destination aerodrome

**INTENTIONALLY BLANK PAGE**

## 9 AFP other criteria

An Air Filed Flight Plans (AFIL) shall not trigger an AFP, but a FPL "AFIL". Please refer to the IFPS Users Manual section Air Filed Flight Plans (AFIL) for details.

**INTENTIONALLY BLANK PAGE**

# Abbreviations

Abbreviations and acronyms used in this document are available in the EUROCONTROL Air Navigation Inter-site Acronym List (AIRIAL) which may be found online:

<http://www.eurocontrol.int/airial/definitionListInIt.do?skipLogon=true&glossaryUid=AIRIAL>.

**INTENTIONALLY BLANK PAGE**





## SUPPORTING EUROPEAN AVIATION



© EUROCONTROL - 2022

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.

[www.eurocontrol.int](http://www.eurocontrol.int)