

EUROCONTROL Specification for the Initial Flight Plan (IFPL)

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DOCUMENT CHANGE RECORD

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

EDITIO N NUMBE R	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
1.0	15/07/2007	First Edition	
1.1	14/06/2013	See Edition 1.1 for update details.	
1.2	05/03/2017	See Edition 1.2 for update details.	
1.3	26/02/2018	See Edition 1.3 for update details.	
2.0	03/12/2020	See Edition 2.0 for update details.	
		This edition includes the introduction of FF-ICE services and procedures for establishing and maintaining the initial flight plan.	
		General – Updated to reflect the new EU regulatory framework. Some references to data and message entities have been abstracted/generalised so that the text concerned applies equally to FPL and eFPL procedures (e.g., "FPL" adjusted to "flight plan" when existing text also applies to an eFPL).	Various
		IFP-APP-001 amended to include flight planning procedures for both FPL and eFPL.	13
		Reference added to new Appendix 2	14
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3.0		Note that these names have been aligned throughout the document and the updates are too numerous to list here.	
		Definitions added for FPL & eFPL related procedures	18 & 19
		Flight plan: "provided to ATS units" deleted. 3.8 replaced with FPL & eFPL definitions. Operational reply messages generalised to IFPS feedback and explained. "Modification of a Flight Plan" changed to" Flight Plan Change". Explanation of this added. Definition of Flight and Flow Information for a Collaborative Environment (FF-ICE) added. Entries for aircraft identification, estimated off-block date, estimated off-block time deleted. IFPS re-addressing function description updated to include FPL and eFPL related cases and the FF-ICE translation & delivery processing.	19
		include FPL and eFPL related cases and the FF-ICE	20

initial flight plan fields. GUFI added.	
Validate/Validation changed to validate/evaluate in order to include the FF-ICE "evaluation" terminology.	21
IFP-FMS-001 – ARINC/SITA deleted.	22
Background: Note added for the expected ICAO publication of Doc 9965 for the data constructs to be used for FF-ICE messages. IFP-FFT-001& IFP-FFT-002 generalised to cover FF-ICE messages.	25
IFP-ACK-001 deleted – this detail is covered in the other requirements and the user manual.	27
Operational reply messages generalised to IFPS feedback and explained.	27 & 28
Requirements IFP-FBK-001 & IFP-FBK-003 (now 004) generalised.	
IFP-REJ-001 changed to IFP-FBK-005 and FPL specifics pre-fixed with "for FPLs". IFP-FBKA-001 & 005: "ORMs" generalised to "feedback". IFP-FBKA-002: Bullets added for FPL and eFPL related cases. IFP-FBKA-003: "Reject (REJ) message" abstracted to "rejected".	
Determination of the procedures (FPL or eFPL) required by each ATS unit added to list.	31
"Distributions" removed from title.	32
IFP-FPLCHK-001 & IFP-FPLCHK-002: generalised and specific bullets for FPL or eFPL processing.	34
FPL and eFPL related change messages are introduced. New background text added to introduce the full context of flight plan changes. IFP-CHGSUB-001: bulleted to make distinction between FPL and eFPL related procedures.	35
IFP-CHGSUB-002: clarified as applicable to FPL related procedures. IFP-CHGSUB-004, IFP-CHGCHK-001 & 002 generalised to flight plan changes.	36
IFP-DLASUB-001: Split into separate bullets for FPL and eFPL related procedures.	37
IFP-DLASUB-002 & IFP-DLATFM-001: generalised to delay information	
IFP-DLAPRO-001 & IFP-DLAPRO-002: generalised to delay information.	38
CNLSUB-001: generalised to cancel/ cancellation message.	39
Background: FF-ICE flight data request message added. IFP-RQSUB-001 & IFP-RQPRO-002 added.	40
Pre-Flight Updates & Revalidation - /Re-evaluation added to cover FF-ICE re-evaluation. "Changes to environment	42

data" changed to "CACD updates". IFP-REVAL-001: Split into bullets for FLS & REVAL vs FF-ICE Filing Status.	
IFP-REVAL-003: generalised to flight plan change and cancel. IFP-REVAL-004: Split into bullets for DES vs FF-ICE Filing Status. Generalisation to flight plan change. IFP-REVAL-005: generalisations to flight plan, flight plan change.	43
Operational reply message generalised to IFPS feedback.	46
Reference to new Appendix 2 added. Individually submitted flight plans deleted. New sub-section added for GUFI.	47
New sub-section added for operator flight plan version.	48
IFP-ACEQPT-001: CHG messages generalised to flight plan change messages. IFP-ADEP&T-001: CHG messages generalised to flight plan change.	50
IFP-ADES-001, IFP-ADES-002: Generalisation edits to avoid specific references to field 18 sub-fields.	52
IFP-EOBD-001, IFP-EOBD-002: Edits made to indicate specific eFPL or FPL related processing. Paragraph added to clarify RAD content and publishing.	53
Paragraph concerning military flights deleted to reflect current RAD practice.	
IFP-AIPPUB-00: CACD added to description. IFP-RADPUB-001: RAD rules updated to reflect current practice.	54
Updated to include FPL and eFPL procedures.	57
Appendix 1 – Reference to CACD document added. Removal of SES regulations due to be repealed.	58
Appendix 2 – New Appendix 2 added which provides the generic references used for key flight plan data and the equivalences between specific FPL and eFPL related data. Subsequent appendices are numerically adjusted for this insertion.	59
Appendix 3 – Abbreviations added for FF-ICE & GUFI.	61
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EXECUTIVE SUMMARY

This EUROCONTROL IFPL 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. 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).

This new edition of the IFPL Specification encompasses the ICAO Flight and Flow Information for a Collaborative Environment (FF-ICE) by including the support of the release 1 filing services.

It is to be noted that former editions of the IFPL Specification were recognised as a means of compliance to the single European sky (SES) regulatory framework, in particular, for Commission Regulation (EC) No 1033/2006 (as amended). As the SES regulatory framework will be repealed or transposed as detailed in Article 139 point 2 and Article 140 point 2 of the EASA basic regulation (Regulation (EU) 2018/1139) no later than 12 September 2023, this edition no longer refers to the SES regulatory framework.

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.

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 for flight planning during 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 5).

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 <u>shall</u> 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)
- The applicable flight planning procedures for FPL and eFPL

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, requirements may refer to the relevant section(s) of the IFPS Users Manual. Appendix 4 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:

- Section 2 Defines the specific roles and responsibilities of the parties to whom requirements apply
- Section 3 defines the terms used in this Specification
- Sections 4 to 23:
 - o Requirements on the operational procedures needed
 - Requirements on the specific key initial flight plan fields needed
 - Requirements on environment & associated data
- Appendix 1 provides details of the references used in this Specification
- Appendix 2 provides the generic references to key flight plan data that are used in this Specification. Generic, in this context, means that they apply equally to FPL and eFPL related procedures. The equivalences between specific FPL and the eFPL related data are also provided.
- Appendix 3 explains the abbreviations used in this Specification
- Appendix 4 provides traceability between the requirements contained in this document and the relevant sections of the IFPS Users Manual.
- Appendix 5 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 an identifier to allow easy reference as follows:

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 flight plan 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.

Blue bold font (bold font in printed version) is provided where it adds value 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

Grey Italic Font Style is used to indicate the key initial flight plan fields required by the single initial flight plan concept and the flight planning messages used to communicate them and the feedback messages provided by the IFPS. 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 which include a description of their specific roles.

Role	Definition	Responsibility with respect to this EUROCONTROL Specification
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.
Air traffic control unit (ATC unit)	An area control centre, approach control unit or aerodrome control tower.	An ATC unit performs as a subset of the ATS unit responsibility.
Air traffic services unit (ATS unit)	A generic term meaning, variously, air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office	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.
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.
EUROCONTROL Network Manager	Network operations management	Responsible for flight planning related operations as conducted by the IFPS.
FP staff	The flight planning staff operating the IFPS that process and correct flight plan messages.	Responsible for any manual processing of flight plans and associated messages.
Integrated initial flight plan processing system (IFPS)	A system within the European air traffic management network through which a centralised flight planning processing and distribution service, dealing with the	Responsibility for managing and operating this system 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.

Role	Definition	Responsibility with respect to this EUROCONTROL Specification
	reception, validation and distribution of flight plans, is provided within the airspace covered by this Specification.	
(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 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.
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.
States/national authorities	State level authorities (e.g., CAA)	Responsible for support related procedures, as applicable in the requirements of this Specification.

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
Air traffic control (ATC) clearance	An authorisation for an aircraft to proceed under the conditions specified by an ATC unit.
Associate/association	The process of uniquely identifying a flight plan already held by the IFPS that matches a message received, in accordance with the criteria defined in the IFPS Users Manual.
Conditional route (CDR)	Non-permanent ATS route which can be planned and used under specified conditions. There is only a Single CDR Category (SCC),
	Category 1 Conditional Route (CDR1). This CDR route may be available for flight planning during times published in the relevant National AIP. The EAUP/EUUP shall notify closures of CDR1 routes.
eFPL	An initial flight plan that is exchanged using FF-ICE services.
eFPL related procedures	Flight planning and related procedures conducted in accordance with ICAO PANS-ATM Doc. 4444 for the flight data exchanged via FF-ICE services.
EOBT insertion criteria	Criteria applied by the IFPS, as specified in the IFPS Users Manual, for the acceptance and insertion of updated estimated off-block time values from an aircraft operator into a flight plan.
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 as IFR/iOAT, or include within the IFPZ transitions to and/or from IFR/GAT.
Flight and flow information for a collaborative environment (FF-ICE)	Information necessary for planning, coordination, and notification of flights exchanged in a standardised format between members of the ATM community.

Term	Explanation		
Flight plan	Specified information 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.		
Flight plan change	Depending on the initial flight plan submitted, the procedures to be conducted could be either FPL related (modification message (CHG), delay message (DLA)) or eFPL related (flight plan update).		
FPL	An initial flight plan that is exchanged via other means than FF-ICE services such as AFTN, IATA Type B networks, etc.		
FPL related procedures	Flight planning and related procedures conducted in accordance with ICAO PANS-ATM Doc. 4444, for the flight data exchanged via other means than FF-ICE services such as AFTN, IATA Type B networks, etc.		
IFPS feedback	Information provided by the IFPS to a message originator to indicate the processing status and operational acceptability of the flight plan taking into account all operational circumstances and variations.		
IFPS re-addressing function	Flight plan related message distribution functionality 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. This includes the eFPL related message "translation and delivery" functionality.		
IFPZ	The airspaces, as listed in the IFPS Users Manual, within which service is provided by the IFPS. Known as the IFPS zone (IFPZ).		
Initial Flight Plan	The flight plan initially submitted by the originator including changes, if any, initiated and accepted by pilots, aircraft operators, ATS units or the centralised service for flight plan processing and distribution of flight plans (IFPS) during the pre-flight phase.		
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 Departure aerodrome Destination aerodrome Estimated off block date/date of flight Estimated off-block time 		
	Globally unique flight identifier (GUFI)		

Term	Explanation	
	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 IFPLID may also be used for message association.	
	The total estimated elapsed time (EET) may also be used.	
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, including, as required: a. Aircraft operating agency and flight identification, or	
	b. Aircraft registration	
	These items are collectively referred to as the Aircraft identification elements.	
	 Departure aerodrome Estimated off-block time & estimated off-block date/date of flight Destination aerodrome Route Requested cruising speed(s) Requested cruising level(s) Flight rules Type of flight Aircraft equipment & capabilities Wake turbulence category Aircraft type Where a message is submitted using FF-ICE services the globally unique flight identifier (GUFI) and operator flight plan version will also be included. 	
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 the IFPS.	

Term	Explanation	
Repetitive flight plan (RPL)	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.	
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.	
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).	
	The inclusion of terminal procedures in the flight plan is supported by the Network Manager.	
Validation/evaluation	The process that performs various checks and attempts to repair received messages, as described in the IFPS Users Manual, with regard to the following:	
	Reception of duplicate flight plans from the same or different originators check	
	 Correct format, syntax and data conventions checks Sufficient content & accuracy check 	
	 Semantic checks Evaluation of compliance with published operational rules and conditions (see note) 	
	Automatic permissible correctionsReferral for manual corrections by FP staff	

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 ATS reporting offices (AROs) and for the IFPS processing needed.

4.2 Flight Plan & Associated Message Submissions

IFP-FMS-001

Aircraft operators shall 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 from inside the IFPZ and proceed outside it)
 - o 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, IATA type B networks or NM B2B and B2C service interfaces

IFP-FMS-002

AROs <u>shall</u> ensure that all acceptable flight planning information provided to them for submission to the 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 Repetitive Flight Plan (RPL)

IFP-RMS-001

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 20.1.

5.2 Checking of Flight Plans and Associated Messages

IFP-FCK-001

The IFPS **shall** 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
- Inclusion of all mandatory data
- Message submission times relative to the estimated off block time and date of flight or estimated off block date
- Correct syntax
- Compliance with allowed 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 20 of 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) rules (see section 21.1)
- 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.

Note: ICAO is expected to publish an update of Doc. 9965 that will provide further details regarding the data constructs to be used for FF-ICE messages.

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 shall ensure that all flight planning related messages are submitted 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/eFPL)
- Modification message (CHG/Flight Plan Update)
- Delay message (DLA/Flight Plan Update)
- Cancellation message (CNL/Flight Cancellation)

IFP-FFT-002

The IFPS <u>shall</u> ensure that all IFPS feedback to flight planning related messages, use content and formats as specified in the IFPS Users Manual, and as described in section 8.

6.3 ATC Message Formats & Content

IFP-AFT-003

ATC units shall 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 shall 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 association 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 estimated off block time and estimated off block date
- No changes to some of the key flight plan association fields

8. IFPS Feedback

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/pilot**, e.g. the flight plan may be submitted via the operator representative or 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 IFPS feedback is provided to acknowledge messages received and to indicate their validity and operational acceptability, with or without changes either by automatic amendment or referral for manual treatment, or rejection. IFPS feedback is also provided for situations where conditions have changed following revalidation/re-evaluation as described in section 16.

IFPS Feedback	FPL Procedures – Operational Reply Messages (ORM)	eFPL Procedures – (Filing Reply)
Acknowledgement	ACK	Submission Response – ACK and Filing Status = ACCEPTABLE
Reject	REJ, with error/non-compliancy information	Submission Response – REJ and error/non-compliancy information
Manual	MAN	Submission Response – MAN

IFP-FBK-001

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

- Returning Acknowledgement when the submitted message has been successfully
 processed either automatically or following manual intervention, including details of any
 changes implemented by the IFPS.
- Returning Manual when discrepancies have been detected in the submitted message and it has been referred for manual processing.
- Returning Reject 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-FBK-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 the 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-FBK-003

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

IFP-FBK-005

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

8.2 Message Originator Actions for IFPS Feedback

IFP-FBKA-001

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

IFP-FBKA-002

Aircraft operators may:

- submit a request to the NM for copies of ORMs to be sent to an address specified in the request as described in the IFPS Users Manual;
- use the FF-ICE Flight Data Publication and/or Flight Data Request services for access to the filing reply as described in NM B2B Service documentation.

IFP-FBKA-003

If a flight with a rejected flight plan 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-FBKA-004

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-FBKA-005

In exceptional situations where an **aircraft operator** does not receive **IFPS feedback**, in response to a submitted message, the aircraft operator **shall** consider the original message submission to have failed and verify its status with the **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 checks 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 checked (as described in section 5.2) and found to be invalid, the IFPS **shall** 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 **FP staff** shall apply standard correction procedures as specified in the IFPS Users Manual.

IFP-SCP-002

The IFPS <u>shall</u> support the manual correction of discrepancies in messages as specified in the IFPS Users Manual 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 FP Staff member and the result of the action carried out

10. Flight Plan Distribution Procedures

10.1 Four-Dimensional Profile Calculation

IFP-4DPC-001

The IFPS <u>shall</u> create and maintain a four-dimensional profile throughout the <u>pre-flight phase</u> for all flights, based on the filed <u>route</u>, <u>requested cruising level(s)</u>, <u>requested cruising speed(s)</u>, <u>estimated off-block time</u>, aircraft performance and letters of agreement that have an impact on the profile and have been notified to the NM, as specified in the IFPS Users Manual, to facilitate correct distribution of flight plans and associated messages.

IFP-4DPC-002

The 4D profile created and maintained by the IFPS <u>should</u> take into account additional information (e.g. 4D profile from the airspace user) 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.

10.2 Distributions to ATS units in the IFPZ

IFP-IDIS-001

The IFPS <u>shall</u> use its calculated four-dimensional profile for each flight 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 procedures (FPL or eFPL) required by each ATS unit
- Determination of the time, prior to the arrival of the flight into each ATC unit's airspace, that FPL related 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 the 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.

10.3 IFPS Re-Addressing Function

IFP-EDIS-001

The IFPS <u>shall</u> transmit validated messages to any AFTN addresses supplied by the message originator in 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
- Any necessary translations (e.g. eFPL to FPL)

11. Flight Plan Filing

11.1 Background

The first submission of a flight plan 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

IFP-FPLSUB-001

Aircraft operators and **ATS units <u>shall</u>** ensure that *flight plan* messages are submitted 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 plan messages are submitted either directly to the IFPS or via an ARO (as specified in ICAO PANS-ATM Doc 4444).

IFP-FPLSUB-003

Aircraft operators shall ensure that all flight plan 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 shall** cancel and re-file a filed **flight plan** under the following operational circumstances:

- Whenever one of the following fields needs to be changed:
 - aircraft identification
 - departure aerodrome
 - destination aerodrome
- When the estimated off-block time 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 Flight Plans

IFP-FPLCHK-001

The IFPS <u>shall</u> automatically check submitted *flight plans*, to ensure that the key initial flight plan fields are included and consistent, as specified in the IFPS Users Manual.

Note: The requirements provided in sections 6 and 20 are also applicable.

IFP-FPLCHK-002

As specified in the IFPS Users Manual, the IFPS <u>shall</u> process submitted *flight plans* that successfully <u>associate</u> with a previously filed *Flight Plan* as changes to that flight plan, with the provisions that:

- any new estimated off-block time supplied within an FPL will generate a rejection.
- eFPLs must include an incremented operator flight plan version and the same GUFI.
- FPLs will only be processed if they have been submitted by the same originator; otherwise, they will be rejected (see section 5.1 and IFP-FBK-005).

Note: Flight plan change procedures may also be used to change flight plans that have already been filed.

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 or the *FF-ICE flight plan update* may be used for this purpose. Alternatively, it is possible to cancel the flight plan and issue a new flight plan.

For **FPL related procedures**, delays to the flight should normally be notified to the IFPS via a **delay** (**DLA**) message rather than a **CHG** message.

12.2 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 the 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.

Distributions are also provided to the enhanced tactical flow management system (ETFMS), but they are outside the scope of this Specification.

12.3 Submission of Flight Plan Changes

IFP-CHGSUB-001

Within the parameters specified in ICAO PANS-ATM Doc 4444, National AIPs 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* by using either:

• A modification message (CHG) or a new flight plan (FPL)

Or

 A flight plan update message, or a new flight plan (eFPL), with an incremented operator flight plan version and the same GUFI

Note: Changes to the *aircraft identification, departure aerodrome, destination aerodrome* 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 using FPL related procedures may 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 shall** apply the same **EOBT insertion criteria** as described in the IFPS Users Manual for a **delay (DLA)** message.

IFP-CHGSUB-004

Whenever *flight plan changes* are sent to the IFPS, the <u>aircraft operator shall</u> ensure that all fields in the resulting flight plan remain consistent with each other.

Example: where an *aircraft type* and, as a consequence, the *requested cruising level* are updated, the *aircraft equipment & capabilities* of that new aircraft, the *aircraft registration*, and any *route* amendments resulting from the revised *requested cruising level* have to be included.

12.4 Flight Plan Change Specific Checking

IFP-CHGCHK-001

The IFPS <u>shall</u> automatically check *flight plan changes* to ensure that the key initial flight plan fields are included and are consistent in accordance with the IFPS Users Manual.

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

IFP-CHGCHK-002

Where a *flight plan change* is used for filing a delay to a flight, the **IFPS** shall check the delay provided against the same *EOBT* insertion criteria specified in the IFPS Users Manual.

13. Flight Delays

13.1 Background

Aircraft operators are required to notify the IFPS of flight delays within specified parameters. An updated **estimated off-block time** 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 Flight Delay Information

IFP-DLASUB-001

The aircraft operator <u>shall</u> notify the IFPS of delays to flights, as specified in the IFPS Users Manual, as follows:

For FPL related procedures:

- Sending a DLA message, or
- Sending a *CHG* message, where a simultaneous change of *route* is also necessitated by the delay, as described in section12.3.

For eFPL related procedures:

• Sending a *flight plan update* message (for delays with or without a simultaneous change of *route*).

IFP-DLASUB-002

Aircraft operators shall ensure that all flight delays information submitted to the IFPS are in compliance with requirements provided in the IFPS Users Manual, with regard to permitted values of the new **estimated off-block time**, relative to the existing **estimated off-block time** 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> submit flight delay information 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 estimated off-block time can be determined.
- Following a slot missed procedure when the new estimated off-block time intention is known.

13.4 IFPS Processing of Flight Delay Information

IFP-DLAPRO-001

The IFPS <u>shall</u> check and accept or reject the submitted flight delay information, as specified in the IFPS Users Manual, with regard to permitted values of the new <u>estimated off-block time</u> relative to the existing <u>estimated off-block time</u> 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 *estimated off-block time* provided in the submitted flight delay information, 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 **shall** be cancelled by sending the applicable cancellation message to the IFPS providing the applicable **key flight plan association fields** and other data, as described in the IFPS Users Manual, to ensure unique identification of the flight being cancelled.

IFP-CNLSUB-002

The **aircraft operator shall** cancel the flight plan (followed in some cases by a new flight plan submission) with the IFPS under the following operational circumstances:

- Whenever the aircraft identification, departure aerodrome or destination aerodrome have to be changed;
- When the estimated off-block time 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 request the flight plan (using the request flight plan message (RQP) or the FF-ICE flight data request message) from the IFPS to determine whether or not a flight plan does exist in the 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 destination aerodrome 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 or the FF-ICE *flight data request* message.

Note: This facility is required by this Specification for situations where, for example, an **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

When a request for a flight plan 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 **eFPL** within a **flight data response** 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 the 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 shall 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 (compulsory, and if available the aircraft operator identification and the aircraft registration, see 20.2)
- Aircraft type (compulsory)
- Aircraft equipment & capabilities information (compulsory only in ICAO format)
- Departure aerodrome (compulsory)
- Estimate data (compulsory)
- Route (compulsory to include at least the local route portion that is known to the ATC unit)
- Destination aerodrome (compulsory)

Note: The 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-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).

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 destination aerodrome, compliant with any applicable RAD restrictions (See section 21.1)

16. Pre-Flight Updates & Revalidation/Reevaluation

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/re-evaluated** against **CACD** updates (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 CACD updates 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 CACD Updates

IFP-REVAL-001

In response to CACD updates, occurring within a parameterised time prior to **estimated off- block time** that invalidate the **Route** of a flight departing within the IFPZ, the **IFPS shall** provide the aircraft operator with:

- A flight suspension (FLS) or a REVAL ADVISORY and,
- For eFPL procedures, a filing status update.

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 (See section 21.1).

IFP-REVAL-006

The IFPS <u>shall</u> ensure that a *flight suspension (FLS)* message is sent to the ATC units at a parameterised time prior to *estimated off-block time* if the *Route* of a flight departing within the IFPZ remains invalid at that time as a result of CACD updates.

16.3 Actions Following Suspensions Triggered by CACD Updates

IFP-REVAL-003

On receipt of a *flight suspension (FLS)* message due to revalidation, the **aircraft operator shall** submit the necessary *flight plan change* (as described in section 12) or cancel and re-file the *flight plan* (as described in section 14.2).

IFP-REVAL-004

On receipt of an acceptable flight plan change (as described in section 12), following a flight suspension due to revalidation, the **IFPS shall** send:

- A flight de-suspension (DES) message and,
- For eFPL procedures, a filing status update.

IFP-REVAL-005

On receipt of a *flight plan change* (as described in section 12) from the aircraft operator, following a flight suspension due to revalidation, the **IFPS** <u>shall</u> disseminate the flight information to **ATS units** affected by the change:

- A flight plan change, and where required, because of a previous suspension (as
 described for requirement IFP-REVAL-006), a de-suspension (DES), to any ATS units
 that have already received the flight plan and are still on the route of flight
- The *flight plan* to any ATC units that were not previously on the *route* of flight
- A flight plan change to any ATC 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 the IFPS with feedback concerning modifications they require with respect to the *route* or *requested cruising level* elements of flight plans received by them from the IFPS. Changes introduced by ATC will be made available to the IFPS, which 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 during the pre-flight phase of operations.

More importantly, ATC units should ensure that the NM Centralised Airspace and Capacity Database is up to date with respect to their local conditions, in order to reduce the need for this type of exchange. Nevertheless, it is recognised that 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 (see section 21.1).

18.2 Notification from ATC units to the IFPS

IFP-ATCCOO-001

ATC units shall notify the IFPS of any necessary changes with respect to the *route* or *requested cruising level* elements of *flight plans* received from the IFPS during the pre-flight phase 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 *requested cruising 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/evaluated**, and if necessary **revalidated/reevaluated**, followed by IFPS feedback to keep the aircraft operator up to date with the conditions of acceptance. These aspects are mandated on the 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 shall ensure, prior to operation of a flight, 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 flight plans (unless specifically indicated as exempt).

Appendix 2 provides the generic references to key flight plan data that are used in this Specification. Generic, in this context, means that they apply equally to **FPL** and **eFPL** related procedures. The equivalences between specific FPL and the eFPL related data are also provided.

20.2 Aircraft Identification Elements

IFP-ACID-001

Aircraft operators shall 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.

Notes:

- 1) This requirement includes the provision of the *aircraft operator identification* and the *aircraft registration*, when not already provided as indicated above, within the *aircraft identification*.
- 2) When provided, the *aircraft operator identification* 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 *aircraft identification*. ICAO Doc 7030 includes additional requirements on the provision of the *aircraft registration*.
- 3) The aircraft may also be identified using the SSR mode and code, if known for the flight. However, this is not within the scope of this Specification.

20.3 Globally Unique Flight Identifier (GUFI)

As described in the IFPS User Manual, the *GUFI* is checked for uniqueness, which is ensured up to the time that the flight plan is archived.

IFP-GUFI-001

Aircraft operators shall include a GUFI in all eFPL related submissions to the IFPS in accordance with the GUFI allocation and insertion descriptions provided in the IFPS Users Manual.

IFP-GUFI-002

The IFPS shall check that a GUFI is correctly included in all eFPL related submissions received.

IFP-GUFI-003

The IFPS <u>shall</u> ensure that the *GUFI* provided by the aircraft operator is included in all *eFPL* related IFPS feedback returned for the flight concerned.

20.4 Operator Flight Plan Version

The *operator flight plan version* number is a mandatory element of eFPL submissions and *flight plan* updates (to a previously filed *eFPL*). It is intended to provide a reference to a particular version and also an indication of the sequence in which versions have been created. The *aircraft operator* has the sole responsibility for providing and maintaining its values. The IFPS expects the version number to be incremented in all flight plan updates received for a given flight.

IFP-FPVER-001

Aircraft operators <u>shall</u> ensure that the *operator flight plan version* data item is included in all *eFPLs* and *flight plan updates* submitted to the IFPS, with initial and incrementing values, as described in the IFPS Users Manual.

IFP-FPVER-002

The IFPS <u>shall</u> check that an *operator flight plan version* data item is correctly provided in received *eFPLs* and *flight plan updates*.

IFP-FPVER-003

The IFPS shall check that the operator flight plan version is included and incremented correctly in all eFPL and flight plan update submissions.

IFP-FPVER-004

The IFPS <u>shall</u> ensure that the *operator flight plan version* data item is included in all *filing status* information, indicating the version to which the *filing status* applies.

20.5 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 (See section 21.1) and/or routes for military flights only
- · Referrals, where necessary, for manual processing

20.6 Aircraft Type & Wake Turbulence Category

IFP-ACT&WC-001

Aircraft operators shall 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 for situations where an ICAO type designator has not been
 allocated
- Wake turbulence category designators

IFP-ACT&WC-002

The IFPS <u>shall</u> process the *aircraft type* & *wake turbulence category* 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 FP 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 category for situations where it has not been provided
- Processing of aircraft type information provided for multiple aircraft types and for aircraft that do not have an ICAO Aircraft Type designator
- Cross checking of the wake turbulence category provided against the ICAO wake turbulence category assigned to that aircraft type

20.7 Aircraft Equipment and Capabilities

IFP-ACEQPT-001

Aircraft operators shall provide serviceable *aircraft equipment & capabilities* 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
- Inclusion, where necessary, of other equipment details, e.g.: validated State aircraft equipment providing similar performance to civilian aircraft equipment
- Provision of updated equipment & capability information via flight plan change messages, 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 aircraft equipment & capabilities information previously provided

IFP-ACEQPT-002

The IFPS <u>shall</u> process the *aircraft equipment & capabilities* 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 plan change messages* to ensure consistency, where applicable, with the *aircraft equipment & capabilities* information previously provided

20.8 Departure Aerodrome & Estimated Off-Block Time

IFP-ADEP&T-001

Aircraft operators shall provide *departure aerodrome* and *estimated off-block time* details in *flight plans* and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

- Specification of the *departure aerodrome* either by inclusion of the ICAO designator for the aerodrome or the location information for the point of departure.
- Provision of the estimated off-block time 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 updates to the *departure aerodrome* by a flight plan change (because it is one of the **key flight plan association fields**).

IFP-ADEP&T-002

The IFPS <u>shall</u> process the *departure aerodrome* and the *estimated off-block time* 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 the location information for the point of departure.
- Checking of the estimated off-block time with respect to date of flight information.
- Acceptable ranges of estimated off-block time and date of flight with respect to the current system time at the time of processing.
- Appropriate processing of flight plans filed in the air.

20.9 Route

IFP-ROUTE-001

Aircraft operators shall ensure that adequate **routing** intention information is provided in **flight plans** and associated messages submitted to the IFPS, as specified in the IFPS Users Manual with regard to:

- Cruising speed indicated as knots, Mach number, or kilometres per hour
- Requested flight level indicated as flight level, altitude or standard metric level
- En-route changes to the *cruising speed(s)* and/or *requested flight level(s)* associated with a specified point, including that needed for RVSM entry/exit
- Direct (DCT) routings, airways, connecting points, VFR arrivals/departures
- Departure aerodrome and destination aerodrome
- 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

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) (see section 21.1) 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 *planned delay* indication
- 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
- Non-standard routes with an indication that the route has prior co-ordination and approval from an ATC unit or FMP
- Category 1 (CDR1) routes and the conditions published in the EAUP/EUUP
- Transitions between OAT/GAT and VFR/IFR

20.10 Destination Aerodrome

IFP-ADES-001

Aircraft operators shall provide *destination aerodrome* details in *flight plans* and associated messages submitted to the IFPS, as specified in the IFPS Users Manual, either by inclusion of the ICAO designator for the aerodrome or the location information for the point of destination.

IFP-ADES-002

The IFPS <u>shall</u> process the *destination aerodrome* information provided in *flight plans* and associated messages, as specified in the IFPS Users Manual, with regard to the indication of the *ADES* either by inclusion of the ICAO designator for the aerodrome or the location information for the point of destination.

20.11 Estimated Off-Block Date (Alias Date of Flight – DOF)

IFP-EOBD-001

Aircraft operators <u>shall</u> provide the *Estimated Off-Block Date* details in all <u>eFPLs</u> and associated messages, or for the <u>FPLs</u> and associated messages submitted to the IFPS more

than 24 hours in advance of the **estimated off-block time** of the flight, as specified in the IFPS Users Manual with regard to:

- Use of the date of flight 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 *estimated off-block date* information provided in *flight plans* and associated messages, as specified in the IFPS Users Manual, with regard to:

- Inclusion of year, month and day.
- Automatic assumption that the FPL message is for a flight to take place within the next 24 hour period (starting 30 minutes in the past) when the estimated off-block date is not included.
- Acceptable filing times with respect to the time that the message is processed by the IFPS.
- Rejections when the estimated off-block date is in the past.
- Use of the estimated off-blocks date 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 rules and requirements for the IFPS area and is designed to facilitate consistency of flight plan data between aircraft operators, ATS and the IFPS.

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 organised by the EUROCONTROL Network Manager (NM) and is normally published on the AIRAC calendar.

IFP-AIPPUB-001

National authorities shall submit details of their Aeronautical Information Publication (AIP) route flow restrictions, as specified in the **Provision of CACD Data document.**

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 validation by the IFPS of submitted *flight plans* against RAD rules with regard to:

- Procedures for creating the RAD from source data
- Verification of the RAD
- Periodicity of publication and on-line updates
- Discrepancies/problems with implementations of the NM Centralised Airspace and Capacity Database

Note: The requirements applicable to Aircraft operators and the IFPS, with respect to use of the RAD for route compliance, are provided in section 20.9. Those associated with reprocessing of flight plans when NM CACD data changes are provided in section 16.

22. Additional Requirements

IFP-ADDREQ-001

ATS units <u>shall</u> establish 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 shall establish 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 shall establish 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 shall** establish measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the 'IFPS' and 'FP 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

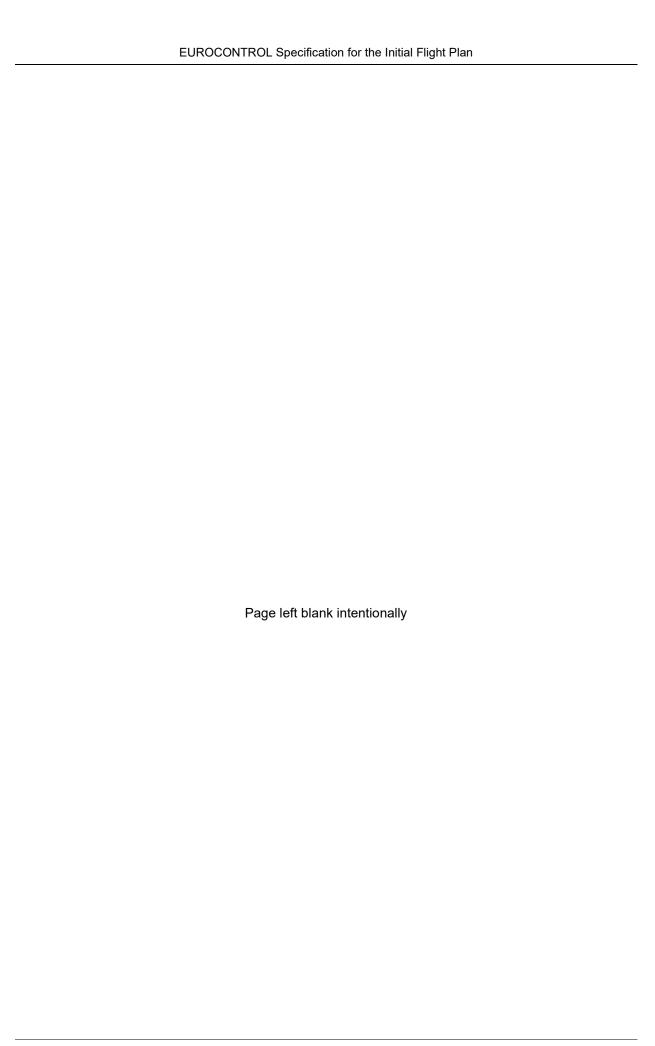
IFP-SAFE-001

Member states **shall** take the necessary measures to ensure that any changes to the existing procedures for *flight plans* (FPL and eFPL procedures) 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 27.0 edition validity date 28 th April 2023 Available at https://www.eurocontrol.int/publication/ifps-users-manual	
ATFCM Users Manual	EUROCONTROL ATFCM Users Manual Edition Number 27.0 edition validity date 25 th April 2023 Available at https://www.eurocontrol.int/publication/atfcm-users-manual	
Provision of CACD Data	Provision of CACD Data: Network Operations handbook, Released Edition 13.0, Edition validity date: 21/09/2021.	
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 (16th edition of 2016) incorporating Amendment 11	
ICAO Doc 7030	Regional Supplementary Procedures, EUR Region (5 th Edition of 2008 including all amendments up to No 9)	
FIXM	Flight information Exchange Model (FIXM) as published on fixm.aero (current version: 1.1.0 core version: 4.3.0)	



Appendix 2: Key Flight Plan Items and their equivalences

Common name used for		Equivalences		
	y Flight Plan Items in s Specification	FPL fields as provided in ICAO Doc. 4444	eFPL data items as provided in ICAO Doc. 9965	
Air	craft Identification Eler	ments:		
1	Aircraft Identification	Field 7a: Aircraft Identification	Flight Identification: Aircraft Identification	
2	Aircraft Operating Agency	Field 7a: Aircraft Identification: Aircraft Operating Agency or Field 18 OPR/	Flight Characteristics: Operator	
3	Aircraft Registration	Field 7a: Aircraft Identification: Registration or Field 18 REG/	Aircraft Characteristics: Registration	
GU	IFI .	Not applicable	Flight Identification: GUFI	
	erator Flight Plan rsion	Not applicable	Flight Status: Operator Flight Plan Version	
Flig	ght Rules	Field 8a: Flight Rules	Flight Characteristics: Flight Rules	
Туј	pe of flight	Field 8b: Type of Flight	Flight Characteristics: Type of flight	
Air	craft Type	Field 9b: Type of Aircraft	Aircraft Characteristics: Number	
		Field 18 TYP/	& Type of Aircraft	
	ke Turbulence tegory	Field 9c: Wake Turbulence Category	Aircraft Characteristics: Wake Turbulence Category	
	craft Equipment & pabilities	Field 10: Equipment and Capabilities	Flight Characteristics: Equipment and Capabilities	
•	Radio Communications Equipment & Capability	Field 18 PBN/, NAV/, COM/, DAT/, SUR		
•	Navigation Equipment & Capability,			

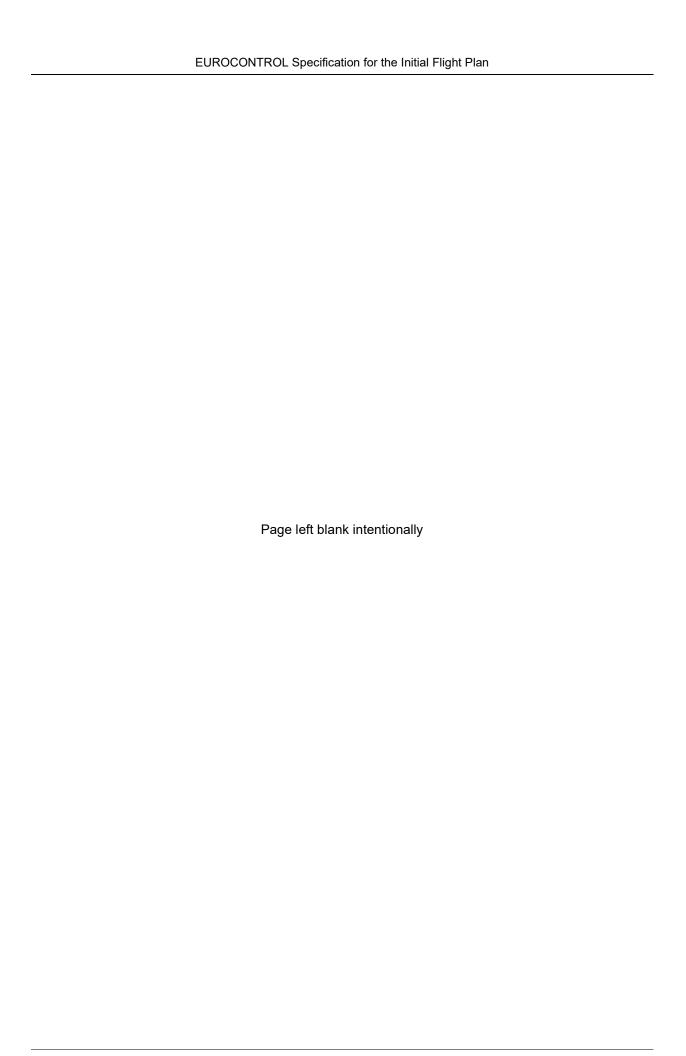
	1	,	
 Approach Aid Equipment & Capability 			
Surveillance Equipment & Capability			
 Performance Based Navigation (PBN) details 			
Departure Aerodrome	Field 13a: Departure Aerodrome or Field 18 DEP/ for aerodromes without ICAO Doc.7910 LOCID	Departure/Destination Data: Departure Aerodrome	
Estimated Off-Block Time	Field 13b: Time	Departure/Destination Data: Estimated Off-Block Time (includes Estimated Off-Block	
Estimated Off- Block/Date of Flight	Field 18: /DOF	Date)	
Route	Field 15: Route	Route/Trajectory Group	
Planned Delay	Field 15: Route: STAY	Route/Trajectory Group: Planned Delay	
Cruising Speed(s)	Field 15a: Cruising Speed Field 15c: Route: Change	Route/Trajectory Group: Requested Cruising Speed	
	of speed	Route/Trajectory Group: Requested Change: Speed	
Requested Cruising Level(s)	Field 15b: Requested Cruising Level	Route/Trajectory Group: Requested Cruising Level	
	Field 15c: Route: Change of level	Route/Trajectory Group: Requested Change: Level	
Destination Aerodrome	Field 16a: Destination Aerodrome or Field 18 DEST/ for aerodromes not listed in ICAO Doc.7910	Departure/Destination Data: Destination Aerodrome	

Appendix 3: Table of Abbreviations

Acronym	Expansion	
4D	Four dimensional	
ACH	ATC Flight Plan Change (message)	
ACK	IFPS Acknowledgement (message)	
ADEP	Aerodrome of Departure (Departure Aerodrome)	
ADES	Aerodrome of Destination (Destination Aerodrome)	
ADEXP	ATS Data Exchange Presentation	
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	Conditional Route	

Acronym	Expansion	
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	
EASA	European Aviation Safety Agency	
EAUP	European Airspace Use Plan	
EUUP	European Updated Airspace Use Plan	
eFPL	FF-ICE Filed Flight Plan	
EET	Estimated Elapsed Time	
EOBD	Estimated Off-Block Date	
EOBT	Estimated Off-Block Time	
ETFMS	Enhanced Tactical Flow Management System	
ЕТО	Estimated Time Over	
EUR	European	
EUROCONTROL	European Organisation for the Safety of Air Navigation	
FF-ICE	Flight and Flow Information for a Collaborative Environment	
FLS	Flight Suspension (message)	
FMP	Flow Management Position	
FMS	Flight Management System	
Fn	Function	
FPL	Flight Plan (message)	
GAT	General Air Traffic	
GUFI	Globally Unique Flight Identifier	
IATA	International Air Transport Association	

Acronym	Expansion	
ICAO	International Civil Aviation Organisation	
IFP	Initial Flight Plan	
IFPS	Integrated Initial Flight Plan Processing System	
IFPZ	IFPS Zone	
IFR	Instrument Flight Rules	
iOAT	Improved Operational Air Traffic	
MAN	Manual (referred for manual processing) (message)	
NM	Network Manager	
OAT	Operational Air Traffic	
OPR	Operator	
ORM	Operational Reply Message	
PANS	Procedures for Air Navigation Services	
RAD	Route Availability Document	
REG	Aircraft 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 4: Traceability Matrices

Traceability to the IFPS Users Manual

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
1.3	IFP-APP-001	1.1, 1.4, 23, A.5, A.6	Applicability definitions
2	IFP-RRS-001	1.1, 1.4	Definitions for roles & responsibilities
3	IFP-DEF-001	1.4, 144, , A.5, A.6	Defined terms and abbreviations
4.2	IFP-FMS-001	2, 3, 4(1), 4.1, 4.2, 4.3, 5, 6, F.	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, B.2, B.3, C.2.2	Checking of flight plans and associated messages
6.2	IFP-FFT-001	64-102, 115-118, B3, C2-C8	AO compliance with format and data conventions for flight planning related messages.
6.2	IFP-FFT-002	9, 10, 11, 12, B3, 1.4.2	IFPS compliance with format and data conventions for flight planning related feedback messages.
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
8.1	IFP-FBK-001	9, 10, 11, 12, B.2, B.3, B.4, B5	Feedback messages from IFPS
8.1	IFP-FBK-002	12	Copies of Operational Reply Messages from the IFPS

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
8.1	IFP-FBK-003	8, 9, 10, 11	IFPS Feedback for validation of originator identification.
8.1	IFP-FBK-005	11	IFPS rejection for inconsistent originating source.
8.2	IFP-FBKA-001	8, 9, 10	AO action needed on receipt of IFPS feedback.
8.2	IFP-FBKA-002	12	Copies of ORMS
8.2	IFP-FBKA-003	11	AO actions & corrections to rejected flight plans
8.2	IFP-FBKA-004	9	Message originator making agreed flight plan available to AO/Pilot
8.2	IFP-FBKA-005	8, 9, 10, 11	No IFPS Feedback 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
10.1	IFP-4DPC-001	3, 25, C.1, C.2, C.3, C.4	Four-dimensional profile calculation
10.2	IFP-IDIS-001	5, 126, 135, 136, E	Distribution to ATS units
10.3	IFP-EDIS-001	6, F	Distributions Using the IFPS readdressing function
11.2	IFP-FPLSUB-001	3, 4, 115	Submission of flight plans
11.2	IFP-FPLSUB-002	3, 4, 115	Submission of flight plans
11.2	IFP-FPLSUB-003	3, 4, 115, 65-76, 80, 82	Submission of flight plans
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, 94, C.5, C.6	Checks to ensure Key IFP data is provided in flight plans
11.4	IFP-FPLCHK-002	24, 115, C.5, C.6	Checking of FPLs that are treated as changes to an existing flight plan

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
12.2	IFP-CHGSUB- 001	23, 24, 115, B.3.2, C.5, C.6	Submission of flight plan changes
12.2	IFP-CHGSUB- 002	116, 117	Submission of flight plan changes (DLA/CHG)
12.2	IFP-CHGSUB- 003	116, 117	Submission of flight plan changes (DLA/CHG)
12.2	IFP-CHGSUB- 004	116, 117	Submission of flight plan changes
12.4	IFP-CHGCHK- 001	116, 65-76, 80, 94, C.5, C.6	Checks to ensure key IFP data provided for changes
12.4	IFP-CHGCHK- 002	116, 117, B.3.2	Checking of delay information
13.2	IFP-DLASUB-001	116, 117, B.3.2	Submission of delay information
13.2	IFP-DLASUB-002	116, 117, B.3.2	Submission of delay information
13.3	IFP-DLATFM-001	116, 117, B.3.2 + ATFCM User Manual	Compliance with ATFCM slot management procedures
13.4	IFP-DLAPRO-001	116, 117, B.3.2	IFPS processing of delay information
13.4	IFP-DLAPRO-002	116, 117, B.3.2	IFPS processing of delay information
14.2	IFP-CNLSUB-001	24, 118, B.3.3, C.5	Filing of flight cancellations
14.2	IFP-CNLSUB-002	24, 118, B.3.3, C5 + ATFCM User Manual	Filing of flight cancellations
15.2	IFP-RQSUB-001	121, 126, B.4	Submission of flight plan data requests
15.2	IFP-RQPRO-002	24, 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. 135, 136	Missing flight plans - IFPS processing of an AFP message

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
15.4	IFP-AFPPRO-001	125, 135, 136	Missing flight plans - IFPS distribution following an AFP message
16.2	IFP-REVAL-001	20, D, + ATFCM Users Manual	Pre-flight updates & revalidation - flight suspension
16.2	IFP-REVAL-002	20, + ATFCM Users Manual	Pre-flight updates & revalidation - flight suspension
16.2	IFP-REVAL-006	20, + ATFCM Users Manual	Pre-flight updates & revalidation - flight suspension to ATC units
16.3	IFP-REVAL-003	20, D, 12, 14.2, + ATFCM Users Manual	AO actions following suspensions triggered by environment data changes
16.3	IFP-REVAL-004	20, D, + ATFCM Users Manual	IFPS actions following suspensions triggered by environment data changes
16.3	IFP-REVAL-005	20, D	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	ATC Coordination with IFPS
18.3	IFP-ATCCOO- 002	127, 135, 136	Communication to AO and other ATC units after ATC coordination with IFPS
19.2	IFP-AOOPI-001	4	Aircraft operator responsibility for proceeding with the flight
20.2	IFP-ACID-001	65	Aircraft identification
20.3	IFP-GUFI-001	23, 24, 115, 116, C.5	AO inclusion of GUFI

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
20.3	IFP-GUFI-002	23, 24, 115, 116, C.5	IFPS checcking of GUFI
20.3	IFP-GUFI-003	23, 24, 115, 116, B.3, C.5	IFPS inclusion of GUFI in its feedback
20.4	IFP-FPVER-001	4, C.6	AO Inclusion of Operator Flight Plan Version in eFPLs & updates
20.4	IFP-FPVER-002	4, C.6	IFPS checking of Operator Flight Plan Version inclusion in eFPLs & updates
20.4	IFP-FPVER-003	4, C.6	IFPS checking of Operator Flight Plan Version inclusion & incrementing in eFPLs & updates
20.4	IFP-FPVER-004	C.6	IFPS Inclusion of Operator Flight Plan Version in Filing status feedback
20.5	IFP-FR&TYP-001	66	Flight Rules and Type of Flight
20.5	IFP-FR&TYP-002	66	IFPS processing of Flight Rules and Type of Flight
20.6	IFP-ACT&WC- 001	67	Aircraft Type & Wake Turbulence Category
20.6	IFP-ACT&WC- 002	67	IFPS processing of Aircraft Type & Wake Turbulence Category
20.7	IFP-ACEQPT-001	68	Aircraft Equipment & its related capabilities
20.7	IFP-ACEQPT-002	68	IFPS processing of Aircraft Equipment & its related capabilities
20.8	IFP-ADEP&T-001	69	ADEP & EOBT fields
20.8	IFP-ADEP&T-002	69	IFPS processing of ADEP & EOBT fields
20.9	IFP-ROUTE-001	70-75, C.2	AO submission of Route data
20.9	IFP-ROUTE-002	70-75, C.2, C.7	IFPS processing of the Route data
20.10	IFP-ADES-001	76, 90	AO submission of ADES field
20.10	IFP-ADES-002	76, 90	IFPS processing of the ADES field

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section	Context
20.11	IFP-EOBD-001	94	AO submission EOBD (DOF) field
20.11	IFP-EOBD-002	94	IFPS processing of 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	-	Safety requirements

Appendix 5: 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 this Specification 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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