INTEGRATED INITIAL FLIGHT PLAN PROCESSING SYSTEM

IFPS USERS MANUAL

EUROCONTROL

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http://www.cfmu.eurocontrol.int

AMENDMENT N° 14

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1.   INTRODUCTION

A centralised flight plan processing and distribution service has been established under the authority of the EUROCONTROL Central Flow Management Unit (**CFMU**). The service is provided by the Integrated Initial Flight Plan Processing System (**IFPS**) and covers that part of the ICAO EUR Region [(**ICAO**) International Civil Aviation Organization known as the IFPS Zone (**IFPZ**).

This document provides all users of the IFPS with an easy to access reference manual. The manual is intended to contain all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages. Procedures for the distribution of such messages after processing by the IFPS are also described.

Correct and accurate application of the procedures contained in this document is essential to the achievement of consistent flight plan data among all relevant actors in the flight planning process.

Flight plans and associated update messages for all **IFR/GAT** (Instrument Flight Rules/General Air Traffic) flights, including the IFR portions of mixed **IFR/VFR** (Instrument Flight Rules/Visual Flight Rules) flights, entering, overflying or departing the IFPZ shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ.

Flight plans and associated update messages may be submitted as individual messages or as repetitive flight plans. Specific conditions apply to submissions of the latter.

The IFPS shall check all messages received or changes thereto for:

- Compliance with all format and data conventions.

- Completeness and accuracy.

The IFPS shall take action to ensure that the flight plan is acceptable to air traffic services.

The IFPS shall indicate acceptance of the flight plan (or change) to the originator.

The IFPS shall ensure distribution of accepted flight plans and modifications thereto to all relevant **ATSUs** (Air Traffic Services Units) within its area of responsibility.

The IFPS shall also ensure re-addressing of accepted messages to any additional **AFTN** (Aeronautical Fixed Telecommunication Network) addresses as requested by the message originator.

The IFPS shall process supplementary messages including request flight plan messages and request supplementary flight plan messages.

Basic rules for the submission of flight plan messages and associated updates have been defined in ICAO Annex 2 and Documents 4444 and 7030. These requirements are applicable to flight plans and associated messages handled by the IFPS.

The IFPS does not process co-ordination or control messages. However, a number of special messages containing current flight plan information are received and processed by IFPS mainly for **ATFCM** (Air Traffic Flow and Capacity Management) purposes. These input messages are AFP, MFS and FNM. Following processing by the IFPS, APL or ACH are output to all relevant ATSUs.

1.1. Scope and Applicability

This document applies to the process of flight plan submission, modification and distribution.

The provisions of the document apply to all personnel engaged in these processes, namely:

- CFMU Staff engaged in IFPS operations.

- Aircraft Operators (**AOs**).

- ATS Reporting Offices (**AROs**).

- Message originators.

- Air Traffic Service Units (**ATSUs**) while processing flight plan data.

For flight plan and associated update messages the provisions of this document apply to the pre-flight phase. The pre-flight phase ends at the earlier of the following events:

- Aircraft start-up.

- First delivery of airways clearance at Aerodrome of Departure (**ADEP**) within, or on contact with first ATSU on entering the IFPZ.

- Time of first **ATC** (Air Traffic control) activation at ADEP within, or on contact with first ATSU on entering the IFPZ.

During the flight phase some special messages regarding current flight plan information are received by the IFPS from ATSUs, processed and distributed.

The procedures in this document apply to the initial flight planning process for all IFR GAT portions of flights intended to be conducted in any part of the IFPZ. The list of states comprising the IFPZ is shown in the section titled Message Distribution by the IFPS.

This document forms part of the Basic CFMU HANDBOOK as referred to in ICAO document, REGIONAL SUPPLEMENTARY PROCEDURES, EUR REGION (DOC 7030/4). It is published by CFMU. Versions of the manual shall normally be published two months prior to the date of applicability and the date of application of the procedures shall be notified in each issue.

Specific temporary procedures may be introduced under the authority of the CFMU in order to deal with temporary problems that arise from observed data and system deficiencies. Such temporary amendments shall not have a validity exceeding 18 months and shall expire or be incorporated into the manual by the end of the indicated validity period.

This document shall replace previous versions of the CFMU HANDBOOK – IFPS User Manual and previous versions of the CFMU FDOD IFPU Operations Manual.

1.2.   Publication

This document is in the public domain. It is available for consultation and for download on the EUROCONTROL Internet site:
(http://www.cfmu.eurocontrol.int/cfmu/public/site_preferences/display_library_list_public.html)

All new issues and modifications shall be notified by **AIM** (Air Traffic Flow Management Information Message) on the CFMU web-site:
(http://www.cfmu.eurocontrol.int/chmi_public/ciahome.jsp).

1.3.   Structure

The document is organised into 5 PARTS as follows:

Introduction (this part).

–   General procedures for flight plans and associated messages.

–   Procedures by flight plan item.

–   Procedures for message type.

–   Procedures by airborne message types.

–   Miscellaneous procedures covering items other than flight plans and associated messages.

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

(1)   General

A general description of the operational functionality.

(2)   Requirements

Requirements for processing the referenced functionality.

(3)   Message Format

Specific message format requirements (where relevant).

(4)   System Processing

Description of the processing (input, internal processing, output).

(5)   Error Messages

Description of error messages generated by the IFPS where the general and specific requirements are not met.

(6)   General Procedures

Procedures to be observed by the IFPS staff and external users where the general and specific requirements are not met.

(7)   Internal Procedures

Specific internal procedures to be applied by the IFPS staff where the general and specific requirements are not met.

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PART INTRODUCTION
CFMU Operational Contacts

2. CFMU OPERATIONAL CONTACTS

Under standard operating conditions, the responsibility for processing messages in each IFPS unit shall be decided by the aerodrome of departure of each flight, with aerodromes of departure being grouped together into aerodrome groups which are then allocated to the respective IFPS unit. Such aerodromes groups are normally made up of all those aerodromes found in each country.

IFPS unit responsible for processing	Flights departing all aerodromes within (ICAO country codes)
FP1	**E…** (except **EKVG**), **LK..**, **LO..**, **LS..**, **LZ..**, **PC..**, **PG..**, **PH..**, **PJ..**, **PK..**, **PM..**, **PW..**, **PT..**, **K…**, **M…**, **T…**, **S…** all **ZZZZ** departures, all flight plans with source **AFIL**
FP2	**LA..**, **LB..**, **LC..**, **LD..**, **LE..**, **LF..**, **LG..**, **LH..**, **LI..**, **LJ..**, **LL..**, **LM..**, **LN..**, **LP..**, **LQ..**, **LR..**, **LT..**, **LU..**, **LV..**, **LW..**, **LX..**, **LY..**, **EKVG**, **PA..**, **PF..**, **PL..**, **PO..**, **PP..**, **A…**, **B…**, **C…**, **D…**, **F…**, **G…**, **H…**, **N…**, **O…**, **R…**, **U…**, **V…**, **W…**, **Y…**, **Z…**,

The allocation of these aerodrome groups to each IFPS unit is kept static, and each flight plan and all its associated flight data messages in an aerodrome group shall be processed by the same IFPS unit.

When telephone contact regarding flight data is necessary, the user should contact that IFPS unit responsible for the processing of that flight.

Note Should the IFPS undergo a contingency takeover, where one unit shall take over the processing of part or all of those messages normally processed by the other unit, such information shall be promulgated via an AIM.

The contact details below provide the **AFTN** (Aeronautical Fixed Telecommunications Network) and **SITA** (Société Internationale de Télécommunications Aéronautiques) addresses to which messages should be submitted to the relevant units and sections, plus the contact telephone numbers to call in the event of specific on-line problems. When contacting the IFPS with regard a flight planning problem, care should be taken to ensure that contact is made with the appropriate IFPS unit for that departure aerodrome.

IFPS

	FP1 - Brussels (Haren)	**FP2 – Paris (Brétigny)**
AFTN	EBBDZMFP	LFPYZMFP
SITA	BRUEP7X	PAREP7X
Ops Telephone	++ 32 (0)2 745 1950	++ 33 (0)1 6988 1750
Ops Fax	++ 32 (0)2 729 9041	++ 33 (0)1 6988 3822

IFPUV

AFTN	EBBDZMFV
SITA	BRUEY7X

Note The IFPUV (IFPS Unit for Validation) is a fully automated system and shall normally be used by external message originators independently. Assistance from the IFPS staff for difficulties encountered on the IFPUV should be kept to a minimum, as such assistance reduces the time available for real-time operational work in the manual processing of messages.

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CFMU Operational Contacts

RPL

SITA	BRUER7X
Telephone	++ 32 (0)2 729 9861
Fax	++ 32 (0)2 729 9042
RPL e-mail	rpl@eurocontrol.int
Address	EUROCONTROL – CFMU
	OPSD RPL Team
	Rue de la Fusée, 96
	B-1130 Brussels
	Belgium
CFMU Website	www.cfmu.eurocontrol.int

2.1.   Operational Problem Reporting

Operational problem reporting is covered in detail in the CFMU HANDBOOK Part entitled "CFMU Operational Problem Reporting", including links to and copies of the relevant reporting forms.

2.2.   Suggestions for System Evolution

It is possible for a CFMU client to propose an Operational User Requirement (**OUR**) in respect of any of the CFMU systems by means of the current procedure, whereby an Operational User Requirement (**OUR**) form (copy in annex) is completed and submitted to the CFMU for the attention of:

EUROCONTROL - CFMU
User Relations and Development Bureau (URB)
Rue de la Fusée, 96
B - 1130 BRUSSELS
BELGIUM

Fax : ++32 (0) 2 729.91.89

Alternatively the report can be sent via e-mail to:

mailto:cfmu.customersupport@eurocontrol.int

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PART INTRODUCTION
Flight Plans & Associated Messages

3. FLIGHT PLANS AND ASSOCIATED MESSAGES

(1) General

One of the aims of the IFPS is to reduce the number of sources of flight plan data within the IFPZ to a single point, thus maximising the consistency of flight data available operationally. To achieve this, all flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing. Only upon receipt of an Acknowledge (**ACK**) message [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] from the IFPS may the message originator consider that message to be processed. Any exceptions to this rule are detailed in the relevant message type section of this document. In order to further improve the consistency of flight data, the re-addressing function of the IFPS has been developed [see SECTION 15. RE-ADDRESSING].

Flight plans and associated messages for all IFR flights, the IFR parts of mixed IFR/VFR flights, and the GAT parts of mixed GAT/OAT flights, operating wholly or in part within the IFPZ, shall be addressed only to the two IFPS addresses for that IFR/GAT part of the flight within the IFPZ [see SECTION 13. MESSAGE SUBMISSION TO THE IFPS].

Those flight plans and associated messages that are both syntactically and semantically correct shall normally be processed automatically by the IFPS. Where inconsistencies in the syntax or semantics of messages submitted for processing are found by the IFPS, those messages shall normally fail automatic processing and may be passed for manual treatment by the IFPS staff [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES].

The IFPS shall build a four dimensional profile for every flight, based on the profile calculated from the flight plan [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. Where an associated message is processed, the existing profile shall be re-calculated, incorporating the revised data held in that associated message.

When the calculated profile is completed, the IFPS shall then construct a schedule of events planned for that flight. That schedule shall list all those AFTN and SITA addresses to which the message shall be transmitted, and at what time. The transmission time calculated by the IFPS shall take into account those transmission time parameters held in the CFMU Environment database that have been specified by the ATCU to which the message is being transmitted.

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

Note The IFPS and ETFMS are separate systems; any message submitted to the IFPS must be acknowledged before it is transmitted to the ETFMS, where any relevant flow regulations may then be applied, thus the IFPS cannot know what impact flow regulations may have on any particular flight.

The IFPS shall also calculate at what time the flight plan shall close. Such a closure shall be the time at which the flight plan details become unavailable for any further associated messages, and the flight details are no longer available to external users of the IFPS. The close time of a flight shall either be upon successful processing of an arrival message [see SECTION 123. ARRIVAL (ARR)] or 3 hours after the total **EET** (Estimated Elapsed Time) of that flight; whichever comes first. Until the flight is closed, it shall remain accessible and available for associated messages. The flight details shall remain available within the IFPS to a maximum of 24 hours after the closure of that flight, after which time the details shall be archived and shall not be directly available to the IFPS operational staff.

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Flight Plans & Associated Messages

Repetitive Flight Plans (**RPLs**) shall be treated by the IFPS as a standard flight plan, and shall undergo the same processing as those flight plans received from external sources. Each RPL shall be generated to the IFPS 20 hours prior to the **EOBT** (Estimated Off Block Time) of that RPL, and shall be subjected to the full IFPS processing at that time. Should any errors be raised against an RPL, the IFPS shall be required to co-ordinate any necessary corrections with the appropriate parties.
[see SECTION 31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLS) IN IFPS]
Until an RPL is generated into the IFPS, no messages intended to associate with that RPL may be successfully processed by the IFPS.

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

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

A detailed description of each flight plan Item is given in this manual, giving a general comment where necessary, the requirements for each Item, the correct format, and an indication of the associated errors and their required remedial action.

Note 1 The United Kingdom **and Ireland**'s **Standard Route Document (**SRD**) is** produced by **NATS** to assist **Aircraft Operators in constructing RAD-compliant route portions within UK and Irish airspace**. The **SRD is not a mandatory document, and the routes contained within should be considered as preferred routings only. The routes are promulgated to identify optimum routings for operators with due regard to ATFCM requirements. The** IFPS **is** not obliged to comply with **the SRD, and when processing messages, the IFPS staff shall only validate messages in accordance with current and relevant RAD restrictions**.

Note 2 The IFPS staff have a tool available, known as the Transmit function [see SECTION 140. THE TRANSMIT FUNCTION], which shall allow the staff to send plain text messages to AFTN or SITA addresses from the IFPS workstations. This tool may be used for a variety of reasons, but one of the primary purposes is to send information helpful to a message originator for re-submitting a rejected message, when no direct contact is possible with that message originator to co-ordinate the required corrections.

(2)   *Requirements*

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

Flight plans may be submitted up to a maximum of 120 hours, or five days, in advance of the EOBT of that flight plan. Those flight plans that are submitted more than 24 hours in advance of the flight shall include the date of flight. [see SECTION 100. DATE OF FLIGHT (DOF)]

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

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

It is strongly recommended that the Date Of Flight (**DOF**) is included in all flight plans and associated messages submitted to the IFPS for processing.

Any changes of more than 15 minutes to the EOBT of a filed flight plan shall be communicated to the IFPS. The IFPS shall not accept negative delays: should the EOBT of a flight need to be changed to an earlier time, that flight must be cancelled and re-filed with the earlier EOBT [see SECTION 120. DELAY (DLA)].

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

Flight plan data may be updated with any time, level or route changes, and any other changes except key fields [see SECTION 32. KEY FIELDS], as necessary.

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

In the pre-flight stage (within 4 hours of EOBT) of a processed flight plan, should an alternative routing be required by the aircraft operator, the RFP [see paragraph 31.1. Replacement Flight Plan Procedures (RFP/)] shall be used in association with the new route. The procedure shall be that the existing flight plan is cancelled by the aircraft operator or their agent, upon receipt of an ACK message for that **CNL** (Cancel) message the replacement flight plan shall be submitted to the IFPS for processing. In addition to the revised route in Item 15: Route, the replacement flight plan shall contain in Item 18: Other Information, the indicator RFP/Qn, where n represents a sequence number.

Those messages that fail automatic processing and are rejected (**REJ**) by the IFPS shall have attached an error message or messages, to a maximum of 10. Each error message shall give an indication of the reason why that message has been rejected, and it shall be the responsibility of the message originator to arrange any necessary corrections to that message before it is re-submitted to the IFPS.

Until a flight plan held by the IFPS is cancelled or closed, it shall remain accessible for associated messages. Message originators should not file a second flight plan where one already exists in the IFPS for the same flight.

(3)   Message Format

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

(4)   System Processing

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

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(5)   *Error Messages*

The relevant error messages are listed in each SECTION, giving a description of the error message, plus an indication of remedial action. However, syntax errors are generally not listed in each SECTION, as such errors are too varied and numerous to be of value; instead a detailed description of the required format is given as appropriate in each SECTION.

Note   A full list of all the IFPS error messages is in annex, with an explanation of each error message plus an indication of remedial action.

IFP Indicators

Each section contains a list of any IFP indicators relevant to that subject.

(6)   *General Procedures*

The appropriate general procedures for manual processing by the IFPS staff of those messages submitted to the IFPS for processing that have failed automatic processing are given in each section.

Note   The SECTIONS:
24.   IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES,
26.   IFPS MANUAL PROCESSING PROCEDURES and
25.   IFPS RE-ROUTE ACCEPTED contain information and global procedures that might supersede that information and procedures stated in this SECTION.

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4. REPETITIVE FLIGHT PLAN (RPL)

(1)   *General*

The Repetitive Flight Plan (**RPL**) team was created by the CFMU to rationalise the reception and processing of flight plan data for those flights intending to operate within the IFPZ using repetitive flight plans.

The use of RPLs may be defined as being for those IFR flights operated regularly on the same day or days of consecutive weeks and on at least 10 occasions or every day over a period of at least 10 consecutive days. The elements of each flight plan shall have a high degree of stability; however in order to provide more flexibility the RPL team may accept RPLs for flights with as little as one occurrence.

RPLs shall be submitted to the RPL team either as a New List (**NLST**) or Revised List (**RLST**):

●   An NLST shall contain only new '+' RPLs.

●   An RLST shall be submitted when the file contains minus '-' RPLs or a combination of '-' and '+' RPLs (cancellations or changes to the existing RPLs).

It should be noted that an RPL accepted by the CFMU does not imply the issue of overflight permission; such requests must be made by the aircraft operator directly with the relevant authorities.

The aim of an RPL is to reduce the workload of the aircraft operators as each flight operating on an RPL has to be submitted only once per season, rather than an individual flight plan for each day of operation of that flight.
An additional benefit internally to the CFMU is that an RPL is generally both syntactically and semantically correct when it is generated to the IFPS, as the IFPS and RPL applications are both based on the same system; this saves any risk of an RPL-generated flight plan failing automatic processing in the IFPS, other than in exceptional circumstances.

Another benefit in the use of RPLs is that in the event of a failure in the AFTN or SITA networks, or a period of high workload in the IFPS, there is effectively no risk of delay in the submission and processing of the flight plan or with any resulting slot allocation.

Due to some differences in data processing and message association of flight plans between the RPL and IFPS systems, some RPLs may be invalidated upon generation to the IFPS. These differences are detailed in the relevant sections of this document, both in the RPL and IFPS sections, making it necessary for the document to be read in its entirety to achieve a complete appreciation of the RPL system. Those subjects unique to RPL contain a full and detailed description as relevant to that subject, but for those subjects that share common information with the IFPS, only those aspects of the RPL system and section that differ from the IFPS are specifically mentioned. In such cases, the RPL information is clearly indicated with an appropriate heading, and using a different text style, and as such, RPL users must employ the entire document in order to obtain complete information.

Note   Where an RPL procedure that relates to the same scenario as an IFPS procedure differs, the RPL instruction shall be listed in addition to the IFPS procedure under the same procedure heading.

It should be noted that throughout this manual, references are made to the fields of an ICAO flight plan, and not to the RPL format. The RPL format is explained in the Section 6. IFPS RPL FORMAT and this should be referred to when referencing the various fields of an RPL.

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(2)   *Requirements*

Prior to sending any RPL submissions to the RPL team, the relevant aircraft operator shall provide the RPL team with all the necessary contact details of that company.

[see SECTION 5. RPL SUBMISSION]

All aircraft operators shall respect the lead times laid down in this document when submitting RPLs [see SECTION 5.].

RPL submissions shall be sent to the RPL team in the IFPS RPL format [see SECTION 6.]. The RPL Input Application that arranges the files in this format together with the Users Guide may be obtained from EUROCONTROL upon request.

RPL submissions shall be sent to the RPL team for any RPL intending to operate within the IFPZ under IFR/GAT conditions only. The RPL team shall not accept an RPL that includes VFR or OAT conditions at any time in that flight.

RPLs shall only be used when all ATS units concerned by the flight, both inside and, where applicable, outside the IFPZ, permit the use of RPLs.

RPLs for flights entering or exiting the IFPZ shall be submitted in parallel to the RPL team and to the national authorities of those external states. The IFPS shall not be responsible for the submission or distribution of RPLs outside the IFPZ.

Note   The re-addressing function [see SECTION 15. RE-ADDRESSING] cannot be used in RPL format.

Trans Atlantic flights shall not be accepted by the RPL team.

RPL validity periods are split into 2 seasons; winter and summer. The seasons are based on the European summer and winter time and RPLs submitted to the RPL team may normally cover only one complete season.

An RPL submitted to the RPL team shall normally be processed within 3 working days of reception. Modifications to the RPL such as route corrections may be co-ordinated with the Aircraft Operator.

It should be noted that any RPL waiting for a reply from the aircraft operator shall not become valid until agreement of the necessary correction has been found between the Aircraft Operator and the RPL team.

The Aircraft Operator shall have the responsibility of monitoring any events that might affect that company's RPLs, such as temporary route closures published by **NOTAM** (Notice to Airmen), and shall react to those changes as appropriate.

An RPL may be modified at any time during the validity period, with a minimum of 3 working days notice to the RPL team. Where that time parameter can not be respected due to short notice changes, the Aircraft Operator shall send appropriate modification messages directly to the IFPS not earlier than 20 hours before the EOBT of that flight, and to other external ATS Units as necessary.

An Aircraft Operator may send an RLST to introduce changes to that company's RPLs in order to comply with any **AIRAC** (Aeronautical Information, Regulation and Control) changes. When such RLST information has not been received by the RPL team, the RPL team shall correct those RPLs that are affected by the new AIRAC and send feedback to the Aircraft Operator accordingly. Any AIRAC corrections shall normally be carried out by the RPL team during the weekend preceding the AIRAC change.

(3)   *Message Format*

A detailed explanation of the IFPS RPL format is given in the SECTION 6. IFPS RPL FORMAT.

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(4)   *System Processing*

Each RPL shall be generated to the IFPS 20 hours before the EOBT of that RPL, and shall undergo the same checking by the IFPS as an individual flight plan, and only after that shall be accessible for any messages submitted directly to the IFPS that associate with it.

A detailed description of the system processing of RPLs is given in the appropriate section. Where there is no difference in the system processing to the IFPS, no entry for RPL processing is made.
Where differences exist, they are specified in the paragraph *(4) System Processing*.

(5)   *Error Messages*

Errors raised by RPLs shall not be visible to the Aircraft Operator generally, except in the case where an RPL or a complete file has been rejected by the RPL team, and the list of rejected RPLs has been returned to the Aircraft Operator with the relevant error messages attached.

Errors raised by the RPL system are in many cases identical to the errors raised by the IFPS, but where there are differences in error messages they have been indicated in each SECTION of the manual in the paragraph RPL Error Messages.

Where possible, the relevant RPL error messages are listed in each SECTION, giving a description of the error message, plus an indication of remedial action.

Where it has not been meaningful to list all the relevant RPL error messages due to the high amount and variety of the possible error messages, those error messages may be found in annex.

(6)   *General Procedures*

The general procedure for the correction of invalid RPLs by the RPL team is that the correction shall be made by the RPL team where possible and the originator of that file may be provided with feedback for such corrections.

Where the correction is not clear to the RPL team prior coordination with the Aircraft Operator shall be effected by the RPL team. If no contact with the Aircraft Operator has been established, the invalid RPL or submission shall be rejected by the RPL team with an accompanying explanation of such rejection. In this case the Aircraft Operator shall have the responsibility of re-submitting corrected data.

Where the correction does not change the textural description of the field 15 trajectory, feedback may be provided to the Aircraft operator by the RPL team.

Where the correction does change the textural description of the field 15 trajectory, feedback shall be provided to the Aircraft operator by the RPL team.

Upon receipt of a feedback message sent by the RPL team informing the Aircraft Operator of any modifications to the RPLs, the Aircraft Operator shall inform the RPL team immediately if those modifications made to that submission are not acceptable. If no such response is received from that Aircraft Operator, those changes made to that submission shall become effective.

Any changes in the normal procedures concerning the submission or processing of RPLs, or other information relevant to the Aircraft Operators submitting RPLs to the RPL team, shall be communicated by the RPL team via e-mail or SITA, and additionally an AIM may be published.

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5. RPL SUBMISSION

(1) General

RPL files shall be submitted to the RPL team for any repetitive flight plan intending to operate within the IFPZ under IFR/GAT conditions only.

RPLs may only be used when all ATSUs concerned by the flight, both inside and, where applicable, outside the IFPZ, permit the use of RPLs.

RPLs for flights entering or exiting the IFPZ shall be submitted in parallel to the RPL team and to the national authorities of those external States. The IFPS shall not be responsible for distributing RPLs outside the IFPZ.

Although the RPLs should have a high degree of stability and operate regularly, the RPL team may accept RPLs for flights with only one occurrence.

(2) Requirements

The IFPS RPL format shall only be used for flights operating under IFR/GAT flight rules. Trans Atlantic flights shall not be submitted as RPLs.

An RPL shall contain a route, which is permanently available at the time and level calculated by the RPL system during the profile calculation of that RPL and shall cover the entire flight from the departure aerodrome to the destination aerodrome.
[see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS].

The use of DCT routes shall be avoided where possible, and conditional routes other than CDR1 [see SECTION 44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)] shall not be used.

Where a national requirement states that a different route must be used during week and weekend, the RPL shall be split accordingly.

The RPL validity periods are split into 2 seasons; winter and summer. Each season is based on the European summer and winter times, with the summer season starting on the last Sunday of March each year, and the winter season starting on the last Sunday of October each year. Those RPLs submitted to the RPL team may normally cover one season only.

5.1. Means of Submission

RPL submissions shall be provided to the RPL team by:

- e-mail.

- SITATEX.

All RPL submissions shall be sent to the RPL team by only one of the above means to avoid any duplication or confusion for either the RPL team or aircraft operator.

Any RPL submission shall be sent to the RPL team for processing and shall conform to the IFPS RPL format [see SECTION 6. IFPS RPL FORMAT].

5.2. RPL Originator

Before the RPL team may accept RPL files, the relevant aircraft operator shall ensure that the RPL team has all the necessary contact details of that company, or if the contact details have changed, inform the RPL team about these changes without delay.

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The aircraft operator shall provide the RPL team with the following details:

- The full name of the aircraft operating company.

- The official ICAO 3-letter code of the aircraft operator.

- The country of origin.

- The name of the person responsible for RPLs and their telephone number.

- An e-mail or SITA address to co-ordinate necessary amendments made to any RPLs by the RPL team.

- A H24 telephone number, including the country and area code, for contact in the event that supplementary flight plan information is requested. This may be replaced by a SITA/AFTN or e-mail address provided they are accessible H24.

It is strongly recommended that the postal address of the company is also provided.

If the Aircraft Operator wishes to receive ETFMS/IFPS-messages, such as the Operational Reply Message (**ORM**) from the IFPS, or Slot Allocation Message (**SAM**) from the ETFMS, the Aircraft Operator shall fill in the Agreement for Supplementary Services form. When completed, this form provides the information to allow access to such services and is free of charge: it is available at:
http://www.cfmu.eurocontrol.int/cfmu/public/standard_page/service_sla.html

5.3.   Lead Times

The lead-time is that time that is sufficient to allow the RPL team to receive, record, input and validate the data and give feedback when required about possible modifications of the RPLs to the originator.

RPL submissions, both NLST and RLST, shall be sent to the RPL team no later than 4 working days before the first RPL in that file is to be generated to the IFPS, with the following 2 exceptions:

RPL Reprocessing [see SECTION 8.]

RPL submissions covering AIRAC changes must be received by the RPL team at least 8 days prior to that AIRAC. Any submission received later than this may not be processed before the reprocessor is started, and therefore may not be accepted.
Any new RPL with a validity period starting between the end of the reprocessor and the start of a new AIRAC that is submitted to the RPL team for processing after reprocessing has been started shall only be accepted in exceptional circumstances.

Start of New Season

RPL submissions that relate to the following season shall be submitted to the RPL team not earlier than the first day of October for the winter season, or the first day of March for the summer season. Any submission received earlier than this shall be rejected by the RPL team.
The aircraft operator shall send their seasonal RPL submissions no later than one week before the start of a new season or the first day of operation in that file. A submission sent later than this may not be processed on time.

Before the beginning of a new season, an RPL seasonal message shall be sent by the RPL team to all those aircraft operators filing RPLs, indicating the exact requirements for the dates for the submission for that new season. An AIM giving the same information may also be published.

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5.4. Late Receipt of a Submission

The RPL system does not check any dates, but relies on the Aircraft Operators to submit data according to the submission requirements. Where a late submission has been identified by the RPL team, that submission may not be processed by the RPL team before the start date of the first flight in that file. In such cases the RPL team shall inform the Aircraft Operator, and the Aircraft Operator shall have the responsibility of filing FPL, CHG and CNL messages as appropriate to the IFPS until the relevant RPLs become valid.

5.5. Acknowledgement of Submission Reception

After successful reception of an RPL submission the Aircraft Operator shall receive an acknowledgement of the receipt of that submission from the RPL team. The acknowledgement shall include the serial number of that submission, if present, and the number of RPLs in that submission. If no acknowledgement is received from the RPL team within 2 working days of dispatch, the Aircraft Operator should contact the RPL team to confirm the reception of that submission.

(3) Message Format

The RPL submissions sent to the RPL team shall be in the IFPS RPL format.
[see SECTION 6. IFPS RPL FORMAT]

All RPL submissions shall be of type NLST or RLST:

- NLST shall be used when all the RPLs in that submission are of type new '+' RPLs.

- RLST shall be used when the submission contains minus '-', RPLs to be cancelled or a combination of '-' and '+' RPLs, amendments to the existing RPLs.

(6) General Procedures

No RPLs shall be accepted by the RPL team from an Aircraft Operator until all the required contact details have been received.

All RPL submissions shall normally be processed by the RPL team within 3 working days of reception.

If a submission or any invalid RPL in that submission cannot be successfully processed, the aircraft operator shall be contacted by the RPL team without any delay to coordinate any necessary action.

Those corrections made by the RPL team to a submission that do not require prior coordination shall be communicated to the Aircraft Operator after that submission has been fully processed.

Where a submission has been rejected by the RPL team, the Aircraft Operator shall have the responsibility of taking any necessary action to correct and re-send that submission.

The following flow chart indicates the basic decision processes to be applied by the RPL team to submissions to the RPL team:
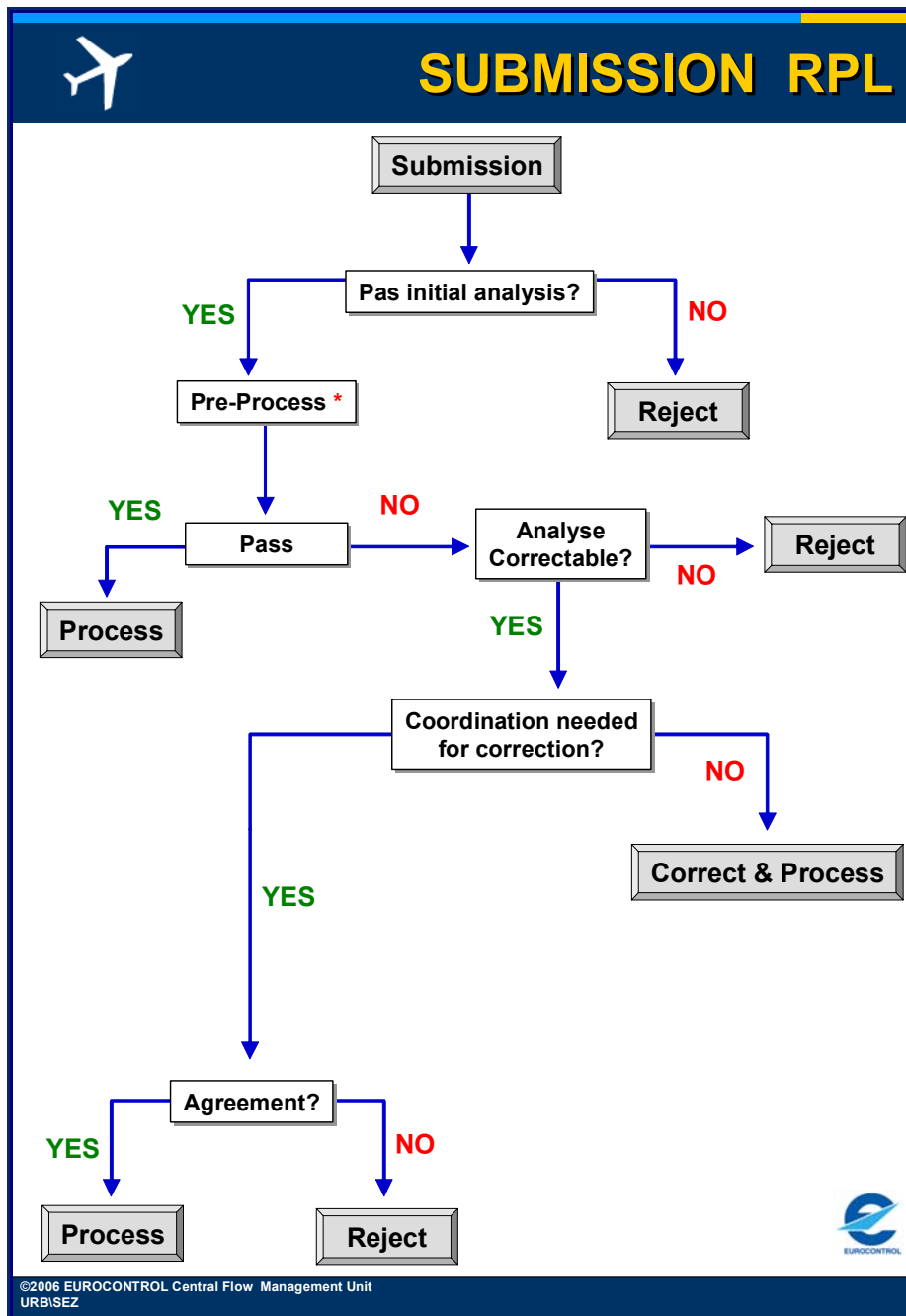
Figure 5-1   Submission RPL

Note 1   The pre-processing of RPLs allows them to be fully checked against the CFMU Environment database prior to full processing and storage within the CFMU RPL database.

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5.6. **Procedure for the Cancellation of an Existing RPL**

An RLST shall be sent taking into account the requirements for lead times. The RPL to be cancelled shall be filed as an exact duplicate of the one in the initial RPL submission. A minus sign ('-') shall be inserted to indicate that the RPL is to be cancelled.

Example

The following RPL is to be cancelled:

2 **041031 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 THE ROUTE
4 EQPT/SDRWY/S RVR/200

A '-' RPL shall be introduced, where all the data shall be identical to the existing RPL:

2 **041031 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **-**
3 N0453F350 THE ROUTE
4 EQPT/SDRWY/S RVR/200

5.7. **Procedure for the Amendment of an Existing RPL**

The existing RPL must first be cancelled using a '-' and then a new RPL shall be submitted using the '+'.
For a cancellation, the '-' RPL must be an exact duplicate of the original '+' RPL.

Example

2 **041031 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 THE ROUTE
4 EQPT/SDRWY/S RVR/200

A minus '-' RPL shall be introduced, where all the data shall be identical to the existing RPL:

2 **041031 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **-**
3 N0453F350 THE ROUTE
4 EQPT/SDRWY/S RVR/200

A new plus '+' RPL or RPLs, as many as required shall be introduced with the new modified data.

2 **041031 041120** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 THE ROUTE
4 EQPT/SDRWY/S RVR/200

2 **041121 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 **THE NEW ROUTE**
4 EQPT/SDRWY/S RVR/200

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6.   IFPS RPL FORMAT

(1)   General

The RPL system uses a format called IFPS RPL format and the RPL team shall only accept RPL submissions in that format.

To enable the aircraft operator to use this format, EUROCONTROL has developed a PC based program called CFMU RPL Input Application. This program is provided free of charge for installation on PCs at client sites and is available on request to the CFMU User Relations and Development Bureau/Customer Support and Communication Section (**URB/CSC**).

(2)   Requirements

RPL submissions shall be sent to the RPL team for any repetitive flight plan intending to operate within the IFPZ under IFR/GAT conditions.

The RPL team shall only accept RPLs received in the IFPS RPL format.

Where a RPL submission is to be sent by magnetic media, that media shall be formatted according to MS-DOS operating system conventions and shall have a root directory only.
Where that media is a single diskette, it may contain submissions of more than one aircraft operator, but shall contain separate RPL submissions for each RPL originator.

A submission sent for processing shall be named according to the convention "XXXYY_nn.rpl" where XXX is the ICAO operator designator, YY is the year and nn is the submission number, which will be 01 for the first submission, and be incremented by 1 for each subsequent submission.

The RPL submission shall contain all those mandatory lines and fields. Optional fields shall be filled with blanks if no data is to be entered.

Each line 3 and 4 shall not exceed 73 characters, including blanks, before the carriage return. As many entries of line 3 or line 4 may be inserted as required.

A RPL shall be amended by firstly cancelling the existing RPL using a minus '-', then submitting the amended RPL using a plus '+'.
The sequence of '-' records followed by '+' records must be adhered to.

(3)   Message Format

The RPL format shall be comprised of 2 submission header records (line 0), followed by the RPL header record (line 1).

At the end of the submission a trailer record (line 9) shall be inserted. This line shall indicate the end of the submission.

In between these lines all RPLs relevant to this submission shall be listed.

Details for the requirements for each field can be found in the sections 'FPL by Item'.

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Field Designator	FPL Designator	ICAO RPL Designator	IFPS RPL FORMAT Record (Line)
Submission creation date (SNDR)			1st Type (line) 0
Text identifier (SNDR)			1st Type (line) 0
Identifier (SNDR).			1st Type (line) 0
Reference (SNDR)			1st Type (line) 0
Submission creation date (DEST)			2nd Type (line) 0
Text identifier (DEST)			2nd Type (line) 0
Identifier (DEST)			2nd Type (line) 0
Reference (DEST)			2nd Type (line) 0
Text identifier (RPL)			Type (line) 1
Operator designator		Item A	Type (line) 1
Serial number		Item E	Type (line) 1
Submission type			Type (line) 1
Submission valid from			Type (line) 1
Submission valid until			Type (line) 1
Submission sequence number			Type (line) 1
Supplementary information *	Item 19	Item G *	Type (line) 1 *
Addresses		Item B	******
Departure aerodromes		Item C	******
Date		Item D	******
Page of		Item F	******
Entry type		Item H	Type (line) 2
Valid from		Item I	Type (line) 2
Valid until		Item J	Type (line) 2
Days of operation		Item K	Type (line) 2
Aircraft Identification	Item 7	Item L	Type (line) 2
Flight rules	Item 8a		
Type of flight	Item 8b		
Number of aircraft	Item 9a		
Aircraft type	Item 9b	Item M	Type (line) 2
Wake Turbulence category	Item 9c	Item M	Type (line) 2
Equipment	Item 10	Item Q	Type (line) 4
Departure aerodrome	Item 13a	Item N	Type (line) 2
Time of departure	Item 13b	Item N	Type (line) 2
Route	Item 15	Item O	Type (line) 3
Destination aerodrome	Item 16a	Item P	Type (line) 2
Total estimated elapsed time	Item 16b	Item P	Type (line) 2
Alternate aerodromes	Item 16c	Item G	Type (line) 4
Other information	Item 18	Item Q	Type (line) 4
Trailer (SNDR)			Type (line) 9
Trailer record count			Type (line) 9

The table above provides a cross-reference for the location of flight plan information fields:

* RPLs are only required to insert the contact details where information normally provided in Item 19: Supplementary Information of the flight plan is kept readily available and may be supplied without delay.

RPL Example

A RPL submission in IFPS RPL format with items appearing in **bold** being mandatory fields (this example is representative only, and should not be used as an exact template):

(0)   **12345678901234567890123456789012345678901234567890123456789012345678901234567890123**
(1)   0 040320 SNDR: ABCRPLO
(2)   0 040320 DEST: CFMU/RPL
(3)   1 RPL **ABC 04-01** NLST **040328 041026 0001 OPS +32 2 729 9000 SITAADD**
(4)   2 040328 041027 1234567 ABC1234   A321 **M** EGLL 1000 LEMD 0220 +
(5)   3 N0453F350 SAM N866 ORTAC UN866 LAGUL UN621 ARE UN864 ORBIS
(6)   **4 EQPT/XXXX/X RMK/XXXXXX RVR/XXX ALTN/XXXX**
(7)   9 040320 SNDR: ABCRPLO   000007

Note   Column 1 contains the record type indicator (0, 0, 1, 2, 3, 4 & 9); these may also be referred to as line numbers.

Format by record type:

(0)   This line is added here to provide an illustration of data position within each RPL submission, including blanks, but shall not be a part of any file submitted to for processing.

(1)   **Record type 0, submission header record**
       0 040320 SNDR: ABCRPLO
       This line defines the submission sender.

0 (column 1)   indicates the record type number.

040328 (columns 3-8)   represent the creation date of the submission in the format YYMMDD, where YY gives the year, MM gives the month, DD gives the day.

SNDR: (columns 10-14)

ABCRPLO (columns 16-22) gives the aircraft operator's 3-letter ICAO code (this code has to be a known entity in the CFMU Environment database as a type RPLO [see SECTION 5.], followed by the letters RPLO (RPL Office).

(2)   Record type 0, submission header record
       0 040326 DEST: CFMU/RPL
       This line defines the destination of the submission.

0 (column 1)   indicates the record type number.

040326 (column 3-8)   represent the creation date of the submission, in the format YYMMDD, where YY gives the year, MM gives the month, DD gives the day.

DEST: (column 10-14)

CFMU/RPL (column 16-22) indicates the destination of the submission.

(3)   Record type 1, RPL header record
       1 RPL ABC 04-01 **NLST** 040328 041026 0001 OPS +32 2 729 9000 SITAADD
       This line contains data applicable to the RPL submission as a whole.

1 (column 1)   indicates the record type number.

RPL (column 3-5)   shows the message type.

ABC (column 7-9)   gives the aircraft operator's 3-letter ICAO code.

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04-01 (column 11-15)	represents the serial number of the submission, in the form of YY-nn, where YY gives the year and nn indicates an incremented serial number.
Note	The submissions shall be numbered sequentially as this enables the RPL team to ensure that the lists are entered into the RPL database in the correct order. It also provides a double check for possible missing submissions. The first NLST of the season should be numbered YY-01 (Y, year) and each following list, regardless of whether it is an NLST or RLST, is to be numbered sequentially.
NLST (or RLST) (column 17-20)	shows the type of the submission. The type NLST shall be used when all the RPLs in the submission are of type new '+' RPLs; while the type RLST shall be used when modifications to existing RPLs are introduced or existing RPLs are to be cancelled. RLST submissions may contain only RPLs with '-' or a combination of '-' and '+'.
040328 041026 (column 22-27 and 29-34)	gives the validity period of the submission. It shall be inserted as valid from YYMMDD, and valid until YYMMDD, where YY shows the year, MM shows the month and DD show the day. The period between these dates indicates the validity period of the submission.
0001 (column 36-39)	represents an aircraft operator internal serial number of the submission, if required.
OPS +32 2 729 9000 SITAADD (column 41-72)	gives an indication of the location where supplementary flight plan information may be obtained immediately upon request; this information should be in the form of a telephone number, AFTN or SITA address.

(4)   Record type 2, Flight information record
2 040410 041028 0004000 ABC1234   A321 M EGLL 1000 LEMD 0230 +

2 (column 1)	represents the record type number.
040410 041028 (column 3-8 and 10-15)	shows the validity period of that RPL, in the format YYMMDD where YY shows the year, MM shows the month and DD show the day. The first day upon which the flight is scheduled to operate until the last day upon the flight is scheduled to operate.
0004000 (column 17-23)	indicates the days of operation, in the format 1234567, where each number is corresponding to the day of the week in the appropriate column. Days of non-operation shall be indicated by a 0 (zero), and days of operation shall be indicated by the appropriate number at the appropriate column: 1 representing Mondays; 2 representing Tuesdays, etc.
ABC1234 (column 25-34)	gives the aircraft identification.
A321 (column 36-39)	represents the aircraft type.
M (column 41)	indicates the wake turbulence category. If this is not inserted by the aircraft operator, the RPL system shall automatically insert the corresponding wake turbulence category of that aircraft type [see SECTION 73.].

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EGLL (column 43-46)   shows the 4-letter ICAO designator of the departure aerodrome. Where no ICAO designator exists for the aerodrome or point of departure, that aerodrome or point shall be given as ZZZZ with corresponding details on line 4 of that RPL in the sub-field DEP/.

1000 (column 48-51)   shows the estimated off-blocks time.

LEMD (column 53-56)   represents the 4-letter ICAO designator of the destination aerodrome. Where no ICAO designator exists for the aerodrome or point of destination, that aerodrome or point shall be given as ZZZZ with corresponding details on line 4 of that RPL in the sub-field DEST/.

0230 (column 58-61)   gives the total estimated elapsed time of that flight.

+ (or -) (column 63)   indicates the type of the RPL. At the end of line 2, a '+' or '–' sign shall be indicated.

A plus sign ('+') shall be indicated for each initial listing and in the case of subsequent submission, for each RPL not listed in the previous submission.

A minus sign ('-') shall be indicated for each RPL that is to be cancelled.

Note   The validity period of an RPL to be cancelled must be the same as the one in the initial listing.

Where no '+' or '-' can be found on line 2, it shall be considered as a **blank**, indicating that RPL to be already existing and to remain unchanged.

(5)   Record type 3, Route record
3 N0453F350 SAM N866 ORTAC UN866 LAGUL UN621 ARE UN864 ORBIS

3 (column 1)   represents the record type number.

Record type 3 (columns 3-72)

     information shall be equivalent to the route field of an ICAO flight plan [see SECTION 76. ITEM 15: ROUTE]. A speed and requested flight level shall be inserted, followed by the complete route of that RPL. As many entries of record type 3 may be utilised as the route information requires. Each line shall not exceed 73 characters.

(6)   Record type 4, Additional information
4 EQPT/SDRWY/S RVR/200

4 (column 1)   represents the record type number.

(Columns 3-72)   All relevant equipment information [see SECTION 74. ITEM 10: EQUIPMENT] and other information [see SECTION 83. ITEM 18: OTHER INFORMATION] of a flight plan shall be inserted on line 4.

The following elements of a flight plan may be inserted on line 4 of a RPL:
ALTN, COM, DAT, DEP, DEST, EET, NAV, OPR, PER, REG, RIF, RMK, RVR, SEL, STS, TYP or 0 (zero) may be entered if no line 4 information is necessary for that RPL.

(7)   Record type 9, Trailer record
9 040326 SNDR: ABCRPLO   000007

9 (column 1)   represents the record type number.

040326 (column 3-8)   indicates the creation date of the submission in the format YYMMDD where YY shows the year, MM shows the month and DD show the day.

SNDR: (columns 10-14)

ABCRPLO (column 16-22)   shows the aircraft operator's 3-letter ICAO code, plus RPLO.

(Columns 36-53) blanks

000007 (column 54-59)   gives the total number of lines in the submission.

(Columns 60-72) blanks

(4)   *System Processing*

The RPL system shall only accept and process those RPL submissions in the IFPS RPL format.

The RPL system shall only accept and process those RPL submissions where the required format has been strictly followed. Mandatory items, if absent or incorrect or incorrectly placed in the RPL submission or an individual RPL in that submission, shall be invalidated by the RPL system.

Where the relevant '+' or '-' is not present, the RPL system shall treat that RPL as a blank, resulting in no changes being applied to that RPL.

Note   Where the submission validity period is not included in the data received by the RPL team, the RPL system shall automatically assume that that submission will be valid for the current season and assign an appropriate booking-in reference number. The actual validity periods of the individual RPLs shall not be affected by this action.

(6)   *General Procedures*

Submissions that are received in any other format than IFPS RPL format shall be rejected to the originator of that submission.

The RPL team should advise Aircraft Operators to use the IFPS RPL Input Application. All requests concerning obtaining this application shall be forwarded to the User Relations and Development Bureau/Customers Support and Communication Section (**URB/CSC**).
Any reported technical problems concerning this application shall be forwarded to the CSO helpdesk.

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7. RPL PROCESSING

(1) General

The RPL team of the CFMU is responsible for the receipt, processing and subsequent maintenance of Repetitive Flight Plans (**RPLs**) for flights intending to operate within the IFPZ. These RPLs are maintained in a central database and are generated to the IFPS as an individual flight plan (**FPL**) 20 hours prior to the Estimated Off-Block Time (**EOBT**) for each Day Of Operation.

Upon generation in the IFPS, each FPL generated from the RPL system shall undergo the same processing as all other messages submitted to the IFPS in order that a calculated distribution of that flight plan may take place.
[see SECTION 14. MESSAGE DISTRIBUTION BY THE IFPS]

(2) Requirements

Those companies wanting to operate RPLs within the IFPZ under IFR/GAT conditions shall submit those RPLs to the RPL team for processing. Any submission containing such RPLs submitted to the RPL team for processing shall only be in the IFPS RPL format.

An acknowledgement (**ACK**) for all RPL submissions shall be sent by the RPL team to the originator of that submission within 2 working days, and that submission shall normally be either processed or rejected within 3 working days of receipt.

The general procedure for the correction of invalid RPLs by the RPL team is that the correction shall be made by the RPL team where possible and the originator of that file may be provided with feedback for such corrections.

Where the correction is not clear to the RPL team prior coordination with the Aircraft Operator shall be effected by the RPL team. If no contact with the Aircraft Operator has been established, the invalid RPL or submission shall be rejected by the RPL team with an accompanying explanation of such rejection. In this case the Aircraft Operator shall have the responsibility of re-submitting corrected data.

Where the correction does not change the textural description of the field 15 trajectory, feedback may be provided to the Aircraft Operator by the RPL team.

Where the correction does change the textural description of the field 15 trajectory, feedback shall be provided to the Aircraft Operator by the RPL team.

Upon receipt of a feedback message sent by the RPL team informing the Aircraft Operator of any modifications to the RPLs, the Aircraft Operator shall inform the RPL team immediately if those modifications made to that submission are not acceptable. If no such response is received from that Aircraft Operator, those changes made to that submission shall become effective.

Note   No prior co-ordination is carried out between the RPL team and Aircraft Operators for modifications made by the RPL team when reprocessing RPL data for the new AIRAC. Any necessary feedback is provided by the RPL team only after any modifications have been made [see SECTION 7. RPL PROCESSING].

Should the Aircraft Operator not accept those changes made by the RPL team, that Aircraft Operator shall immediately coordinate the actions required with the RPL team and, depending on the nature of the change, the RPL team may either make the necessary changes manually (supported by written confirmation, either via a SITA message or via e-mail, from the Aircraft Operator to support that agreement) or agree the submission of an RLST by the Aircraft Operator.

Note   Any RPL waiting for a response from the Aircraft Operator shall not be validated in the RPL system until coordination of the correction has been made between the two parties and the submission has been processed as agreed.

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Where a submission may not be processed due to an excessive number of errors or complex association errors, that submission shall be rejected back to the Aircraft Operator with an accompanying explanation.

An RPL submission which is received late [see SECTION 5. RPL SUBMISSION] may not be processed by the RPL team before the start date of the first flight. Where such cases are identified by the RPL team, they shall inform the originator of that submission and shall require that individual CHG message or CNL message followed by a new FPL be filed directly with the IFPS for each affected RPL until at least 20 hours after the submission has been successfully processed by the RPL team.

Due to the risk of data corruption, any new RPL with a validity period starting between the end of the reprocessor and the start of a new AIRAC that is submitted to the RPL team for processing [see SECTION 7.] after reprocessing has started may only be accepted in exceptional circumstances.

(4)   *System Processing*

An initial check on the file format of each RPL submission is carried out by the RPL system and where the required format is not followed, the submission shall be invalidated by the RPL system.

Where the format of the submission is correct, each RPL shall then be individually checked in the following order:

a)   **Syntax check** for all possible typographic errors or missing or incorrect data or fields.

b)   **Semantic check** does the content of every field in each RPL exist.

c)   **Association check** is to eliminate possible duplicate RPLs, to check for possible overlapping RPLs and for missing association when an RPL is to be cancelled.

d)   **Route validation** builds a basic 2-dimensional profile to confirm that the described route elements exist within the CFMU Environment database.

e)   **Profile calculation** builds a 4-dimensional profile that confirms route availability, RAD compliance, etc.

The profile calculation and consequent route availability and **RAD** (Route Availability Document) checking for each individual RPL shall only be performed against the first event of that RPL, regardless of the day of operation of that first event.

Any individual RPL failing any of these checks shall be presented with the associated errors for manual correction by the RPL team. Where the errors may not be corrected immediately by the RPL team, those invalid RPLs shall either be referred for further coordination with the Aircraft Operator or rejected back to the Aircraft Operator.

When all the individual RPLs of a submission are correct, that submission shall be processed and the scheduled events for each RPL in that submission shall be calculated by the RPL system.

At 20 hours before the EOBT of an RPL, that RPL shall be generated to the IFPS, at which point the RPL shall undergo the same processing as all other FPLs submitted to the IFPS for processing.

Note   It is possible that a FPL generated from an RPL may fail automatic processing in the IFPS. In such an event, the IFPS staff shall coordinate any necessary corrections for that FPL.

(5)   *Error Messages*

All error messages associated with RPL processing are available in annex and the appropriate SECTION of this manual.

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(6)   *General Procedures*

After the reception of a submission by the RPL team, an initial syntax check of that submission shall be carried out by the RPL team. Where the submission is a duplicate or is corrupted or the intentions of the Aircraft Operator are not clear to the RPL team, that submission shall be rejected and the Aircraft Operator shall be informed of the reason.

The serial number of an RPL submission shall be checked when included in that submission to avoid possible duplication or missing of submissions.

The type of the submission shall be checked; the RPL submissions shall be either of type New List (**NLST**) or Revised List (**RLST**) submission. Where an incorrect submission type has been used, it shall be corrected by the RPL team.

The originator of the submission shall also be checked; the Aircraft Operator must exist in the CFMU Environment database as an air navigation unit of type Aircraft Operator RPL Office (**AORO**). If the Aircraft Operator is not known in the RPL team and the CFMU ENV database, the RPL file shall not be accepted before the necessary actions are taken to update both the RPL and the Environment database [see SECTION 5. RPL SUBMISSION].

When the Aircraft Operator has been recognised by the RPL system and all preliminary checking to ensure that the format is correct and readable has been carried out, the file shall be booked in.

After the successful reception and initial check of an RPL submission, that submission shall be acknowledged to the originator, indicating the serial number of that submission (if present) and the number of RPLs identified in that submission.

The ACK message or possible rejection of the submission based on initial checking of the submission shall be sent to the originator within 2 working days of reception of that submission.

Where invalid individual RPLs are identified within a submission, the RPL team shall make the necessary corrections where possible, referring to the CFMU ENV database, all documentation and any previous submissions from that Aircraft Operator that may be available.

Note   Where an RPL has been filed on a route that at the time of processing has been temporarily closed, e.g. due to a military exercise, the route error of the RPL shall be ignored and the aircraft operator informed of the exercise. The RPL may in coordination with the Aircraft Operator be split to reflect the different routing, or the aircraft operator may prefer to send a modification message to the IFPS on the day of operation no earlier than 20 hours before EOBT.
[see SECTION 31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLS) IN IFPS]

Upon receipt of a feedback message sent by the RPL team informing the Aircraft Operator of any modifications to the RPLs, the Aircraft Operator shall inform the RPL team immediately if those modifications made to that submission are not acceptable. If no such response is received from that Aircraft Operator, those changes made to that submission shall become effective.

Note   Where the Aircraft Operator does not agree with any changes made by the RPL team, appropriate modifications shall be submitted in the form of a revised NLST or RLST as appropriate.

Where an invalid **SID/STAR** (Standard Instrument Departure/Standard Terminal Arrival Route) designator has been used, it shall be deleted by the RPL team.
Those RPLs that may not be processed before the next AIRAC data is available in the CFMU ENV database shall be referred and processed when that data is available in the RPL system.

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Any new RPL with a validity period starting between the end of the reprocessor and the start of a new AIRAC that is submitted to the RPL team for processing after reprocessing [see SECTION 7. RPL PROCESSING] has been started shall only be accepted in exceptional circumstances. These RPLs must be split manually by the RPL team according to the AIRAC date to enable checking the validity of each RPL against both environments.

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8.   RPL REPROCESSING

(1)   *General*

Upon successful processing of RPL submissions [see SECTION 7. RPL PROCESSING], the RPL team shall reprocess all repetitive flight plans held in the RPL database for each subsequent Aeronautical Information, Regulation and Control (**AIRAC**) cycle. This reprocessing is undertaken in order to reflect any changes in the airspace data that may be introduced after the initial processing of that RPL.

The Airspace Data Management Section (**DT**) is responsible for updating and maintaining the CFMU ENV database, and modifications to that database are introduced for the following AIRAC date. These environment modifications are promulgated to the RPL database for evaluation and pre-validation of data. A finalised version of the modified environment data, taking into account pre-validation results, is then normally made available to the RPL team 6 days before the new AIRAC date, at which point the reprocessor is started. The reprocessor shall then validate every active RPL against that new environment data, with any discrepancies resulting in invalidated RPLs.

An Aircraft Operator may submit an RLST to introduce changes to that company's RPLs to comply with the AIRAC changes. Where an RLST is not provided, the RPL team shall initiate any required modifications that result from those AIRAC changes.

(2)   *Requirements*

The reprocessor shall be started upon reception of the validated environment data for the next AIRAC in the RPL system. This shall normally be 6 days before the next AIRAC to allow adequate time for the corrections of any invalidated RPLs, but shall be started at the latest two days before the first RPL has to be generated to the IFPS in the new AIRAC cycle.

AOs using RPLs may submit an RLST [see SECTION 6. IFPS RPL FORMAT] and [see SECTION 5. RPL SUBMISSION] to the RPL team where their RPLs will be affected by the AIRAC changes. Where an RLST is submitted to the RPL team, it shall be received not later than eight (8) days prior to the AIRAC date; any submission sent later than this may not be processed before the reprocessor is started and therefore may not be accepted.

Note   Any such RLST shall be initially processed against the current AIRAC data, and any RPLs that are processed successfully against this AIRAC data shall be accepted. Those RPLs that fail processing due to incompatibilities with the current AIRAC environment data shall be referred for processing at the appropriate time against the new AIRAC data.

Feedback of an RLST submitted for AIRAC corrections may not be given to the Aircraft Operator before the reprocessing has been completed.

If any RPLs for which no RLST has been submitted by the Aircraft Operator are invalidated against a new AIRAC, those RPLs shall be corrected by the RPL team and the Aircraft Operator shall be informed of any modifications made to those RPLs that result in a change of trajectory.

Upon receipt of a message informing of any modifications to existing RPLs sent by the RPL team, where the Aircraft Operator does not accept the modifications proposed by the RPL team, that Aircraft Operator shall submit an RLST to the RPL team with a validity period starting from the date specified within the feedback message received from the RPL team.

Until this change becomes effective in the RPL database, the Aircraft Operator shall, at not more than 20 hours prior to the EOBT of that flight, either submit a modification message (**CHG**) to the RPL generated to the IFPS, or submit a cancellation (**CNL**) message to the IFPS followed by a replacement FPL.

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(3)   *Message Format*

The validity period of an RPL that requires modification shall be submitted according to the AIRAC date: first a minus (-) RPL shall be filed for the complete validity period of the RPL, then the first plus (+) RPL until the last day of the current AIRAC, with a second (+) RPL having a validity period from the first day of operation of that RPL within the new AIRAC.

Example

The AIRAC date is 041120. An RLST shall be submitted to the RPL team at the latest 041112. The RLST shall be filed as follows:

2 **041031 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **-**
3 N0453F350 **THE ROUTE**
4 EQPT/SDRWY/S RVR/200

2 **041031 041119** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 **THE OLD ROUTE, VALID UNTIL THE END OF THE OLD AIRAC**
4 EQPT/SDRWY/S RVR/200

2 **041120 050326** 0004000 ABC12   A321 M EGLL 0715 LEMD 0155 **+**
3 N0453F350 **THE NEW MODIFIED ROUTE TO COMPLY WITH THE NEW AIRAC**
4 EQPT/SDRWY/S RVR/200

(4)   *System Processing*

Those RPLs that have a validity period that extends beyond the current AIRAC are reprocessed against the new AIRAC environment data.

All those RPLs that are invalidated against the new AIRAC shall be grouped into submissions, with one submission per RPL originator.

After the reprocessing, all the RPLs continuing to operate in the new AIRAC that were invalidated shall be split into two separate RPLs according to the AIRAC date; the first RPL continuing until the first day of the next AIRAC and the second RPL becoming active from the first day of the next AIRAC.

Note   This split is internal to the RPL system only and shall not alter the original validity period of the RPL.

Where certain specific environmental changes such as renamed navigation aids or airways, or a modified SID/STAR identifier, are identified by the RPL team, those changes may be loaded into the reprocessor to allow the system to automatically update those RPLs using such data. When the reprocessor is started, all the existing RPLs are checked against these changes and the system shall automatically replace the old indicator with the new one, as relevant. Where such changes are not specifically identified by the RPL team, those changes will not take place automatically.

Note   No feedback shall be provided by the RPL team to the Aircraft Operator for such changes.

Those RPLs that fail processing due to incompatibilities with the current AIRAC environment data shall be referred by the RPL team for processing against the new AIRAC data when that data becomes available. Such RPLs have a pending status, and as they are not valid in the RPL database, shall not be included in the reprocessing by the RPL system.

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(5)   *Error Messages*

All error messages associated with RPL processing are available in annex and the appropriate section of this manual.

(6)   *General Procedures*

Where the Aircraft Operator submits an RLST for the AIRAC corrections at least 8 days before the next AIRAC, this submission shall be processed after receipt of the new AIRAC data, but before the reprocessor is started. Feedback of such submissions shall be given to the Aircraft Operator by the RPL team where necessary.

Where an RLST submitted for AIRAC corrections has been received too late to be processed before the reprocessor is started, that submission may either be rejected with the reason for the rejection clearly stated, or used as a basis for the corrections to the relevant RPLs during the reprocessing corrections.

The RPL duty supervisor shall check that the new environment data has been successfully received by the RPL system and, in coordination with the DT supervisor, that any RAD units which should have been disabled are in such a status.

Before the reprocessor is started, the RPL duty supervisor shall ensure that the ignore catalogue has been cleaned and that only relevant errors remain in the catalogue.

CSO, in coordination with the RPL supervisor, shall start the reprocessor.

All those RPLs invalidated in the reprocessing against the following AIRAC shall be corrected by the RPL team where possible, at the latest one day before the first RPL is to be generated into the IFPS in the new AIRAC cycle.

Temporary route closures that are promulgated in the CFMU Environment database in advance of an AIRAC date will be identified during the reprocessing. The resulting error shall be ignored and the Aircraft Operator shall be informed of any such route errors in order that they may submit an RLST to modify any such identified routes.
The ignored error shall be removed from the ignored errors catalogue by the RPL team.

After all the necessary corrections are made, either as a result of an incorrect RLST or directly by the RPL team, the Aircraft Operator shall be informed of such modifications made to their RPLs that require feedback. This shall normally be done during the weekend preceding the AIRAC change. Where an RLST requires no modifications, no feedback shall be provided.

When the reprocessing is complete, the RPL duty supervisor shall make a report on the reprocessing and provide a copy of that report to the RPL contact e-mail address.

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The following flow chart illustrates the actions to be carried out by the RPL team on those RLST submissions received by the RPL team prior to starting the reprocessor:

RLST FOR AIRAC CORRECTIONS

RLST for AIRAC corrections

Pass initial analysis? — NO → Reject

YES

Continue processing according to RSCP1 until that submission may either be rejected or it reaches a status where all '-' and '+' for the current AIRAC may be processed and all '+' for the new AIRAC referred

Process '-' and '+' for current AIRAC, and refer all others for new AIRAC

Addition of identified environmental changes by RPL staff

Final tape

Process all referred RPLs from the RLST and provide feedback if necessary

Start Reprocessor → Fail → Manual correction → Feedback to Aircraft Operator where necessary

Pass

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Figure 8-1   RLST for AIRAC Corrections

Note   Where an RLST is submitted too late to be processed before the start of the reprocessor, that RLST shall either be processed after the reprocessor has finished, or rejected. If it is to be processed, that may take place either before or after any necessary manual correction resulting from the reprocessor, depending upon the circumstances at the time.

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9.   QUALITY CONTROL

(1)   *General*

The Quality Control is a function that is applied to those instances where RPLs have been validated in the RPL system but fail automatic processing upon generation to the IFPS, or are reported as being unacceptable by national administrations.

In the quality control function, the RPL system receives automated feedback from each IFPS unit, giving details of those RPLs that have failed automatic processing. The report on such failures may be generated at any time, but shall normally be produced daily in order that any future events of those flight plans may be adjusted by the RPL team to prevent further occurrences of those errors.

Feedback of coordinated corrections applied by the IFPS staff to those RPLs that have failed automatic processing upon generation to the IFPS shall be provided to the RPL team.

Where a national administration finds an RPL to be unacceptable, they may request it to be modified to their airspace requirements. Such requests shall be submitted via e-mail or via a National Administration RPL Modification Request form, available on request to the RPL team.

(2)   *Requirements*

All RPLs that are invalidated upon generation to the IFPS shall be identified by the quality control function and stored until such time that the associated report is produced.

The RPL team shall check the contents of the report provided by each IFPS unit and where necessary, shall correct the details of each invalid RPL in coordination with the appropriate RPL originator.

(4)   *System Processing*

The quality control function shall provide a report that shall be available from 0330 UTC daily, after which time the RPL team may access that generated data to carry out a detailed analysis.

As all RPLs are processed by the RPL system against the first event of that RPL, the flight plans generated from the RPL system may be invalidated by the IFPS for the following reasons:

- A single RPL was submitted for a period covering both week and weekend periods without respecting the differing route requirements published in the RAD [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)]. Where this was not identified by the RPL team during the original processing of such an RPL, such a situation would be identified in the quality control process, allowing the RPL team to replicate such an RPL, each with an appropriate route for the days of operation.

- An RPL has been filed on a CDR route [see SECTION 44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)] that has subsequently been closed by the Conditional Route Availability Message (**CRAM**) by the time that RPL is generated to the IFPS, as the RPL system does not receive the CRAM.

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Failure may also occur as a result of:

- An overlapping error resulting from differences in the association processes between the RPL and IFPS systems.

- A flight plan having been submitted directly to the IFPS prior to that RPL being generated into the IFPS.

- [see SECTION 31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLS) IN IFPS]

- A military exercise causing temporary route closures.

(6)   *General Procedures*

The RPL team shall print and check the reports generated for each IFPS unit, and any modification request that has been submitted by a national administration. Each RPL in those reports shall be checked and corrected as appropriate by the RPL team in co-ordination with the relevant Aircraft Operator.

Where the route of an invalid RPL has to be modified or the RPL has to be split according to the week/weekend route structure, such changes must be coordinated with the relevant aircraft operator.

Where the error raised is due to a temporary route closure due, for example, to a military exercise, the route of those RPLs shall not be amended, but the aircraft operator shall be informed by the RPL team of such a closure in order that they may take any necessary action.

Where there is an overlapping error, it shall be resolved by the RPL team in coordination with the Aircraft Operator.

Where an FPL has been submitted directly to the IFPS by an Aircraft Operator before an existing RPL for the same flight has been generated from the RPL system to the IFPS, the RPL team shall contact that aircraft operator to inform them of such an error. A SITA or e-mail message should be sent using the following text:

You are requested to remind your operational staff and/or handling agents that your company files a number of flights as RPLs. Such flight plans are generated to the IFPS 20 hours prior to the EOBT of that flight and FPLs must not be submitted directly to the IFPS for such flights.

The following flight plan was submitted by your company both as an RPL and an FPL:
<COPY EXAMPLE RPL/FPL HERE>'

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10.   RPL SUSPENSION

(1)   General

The RPL system has a suspension function that enables the RPL system to temporarily prevent the generation of flight plans from the RPL system to the IFPS.

When the suspension measure is applied, no action is required from the relevant Aircraft Operators to submit either an RLST or individual update messages to the IFPS.

(2)   Requirements

All RPLs intended to operate on 25th December each year shall be systematically suspended by the RPL team for that day.

Additionally, suspension procedures may be applied in exceptional circumstances, such as industrial action either by an Aircraft Operator or an Air Navigation Service Provider (**ANSP**), or in other circumstances as deemed operationally appropriate by the CFMU operational division management.

Where known, details of suspension measures shall be notified via an AIM published by the CFMU Network Management Cell (**NMC**).

Where the suspension measure has been initiated by the RPL team, all the Aircraft Operators concerned by the suspension measures shall be informed by the RPL team.

(4)   System Processing

A suspension measure shall be manually applied by the RPL team, and shall be saved in the RPL database.

Before generating each flight plan to the IFPS, the RPL system shall verify if that RPL is affected by any suspension measure. Where such a suspended RPL is identified, the generation process shall not take place.

Any suspension measures shall not be taken into account by the RPL system when producing the Bulk Output [see SECTION 11. BULK OUTPUT].

At the end of a period of suspension, the RPL generation to the IFPS will resume automatically.

Note   All active RPLs are sent to the ETFMS as a bulk file at 0200 UTC for the following day and therefore an RPL that has been suspended may still be visible in the ETFMS ARCID list, with a status RPL. Such RPLs, if not confirmed by the FPL generated by the RPL system to the IFPS at 20 hours before the EOBT (or by an externally-filed FPL), shall be automatically deleted from the ETFMS 3 hours before the EOBT of that RPL.

(6)   General Procedures

All RPLs intending to operate during the period 24th December 23:59 UTC until 25th December 23:59 UTC each year shall be systematically suspended by the RPL team. Other suspension measures may be applied on an ad-hoc basis.

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When suspending RPLs, the following selection criteria may be used:

Mandatory fields

- Start date for the suspension period (in YYMMDD format).

- Start time for the suspension period (in HHMM format).

- End date for the suspension period (in YYMMDD format).

- End time for the suspension period (in HHMM format).

Optional fields

- Aircraft identification, Aircraft Operator designator, or part thereof.

- Aerodrome of departure.

- Aerodrome of destination.

- Days of operation.

- Validity period.

Note Where the suspension measure is to apply to a group of airfields, or to an entire region, the departure or destination aerodrome designators may be wild-carded as necessary, for example, a measure affecting all departures in France would be entered as LF*

It is possible to select RPLs for suspension by the Aircraft Operator designator, but it is only possible to apply such a measure to those flights operating under the full three-letter ICAO designator of that company, as to apply the selection to only the first two letters of that designator might unintentionally include the flights of other Aircraft Operators.
For example, a suspension measure to be applied to all ABC RPLs shall not be applied as AB*, as this would include RPLs operating under ABL, ABQ, etc. callsigns.

Where suspension measures are applied, they can only take effect on those RPLs with an EOBT 20 hours or more in the future, due to the generation time of the FPLs from the RPL system to the IFPS, i.e. the suspension measure can not be applied to an RPL that has already generated as a flight plan to the IFPS.

Where it is necessary to apply suspension measures with less than 20 hours notice, all affected individual FPLs already generated from the RPL system to the IFPS, i.e. with an EOBT less than 20 hours in the future at the time of suspension, must be cancelled by the Aircraft Operator directly with the IFPS.

If the suspension measures are to be withdrawn before the published time period, those RPLs already affected by the suspension measures shall not be generated to the IFPS. Under such conditions the Aircraft Operator must file a flight plan directly with the IFPS.
For example, all of an Aircraft Operator's RPLs are to be suspended from 041002 1000 until 041004 1800 due to an industrial action. That suspension period shall be indicated as:

041002 1000 – 041004 1800

(The suspended period to be entered is the EOBD and EOBT of the flight no earlier than 20 hours from the time of the input of the suspension measure).

If on 041003 1000 the industrial action is cancelled and the suspension measures withdrawn immediately, no flight plans shall be generated for flights with that company's call sign before 041004 0600. **That company must file FPLs directly with the IFPS for all those flights intending to operate within this time window.**

Any RPL may be suspended for 1 or more periods, as required.

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When suspension measures are to be applied, special attention shall be paid by the RPL team to the suspension period with regard to RPL generation time. The suspension period specified in the RPL system must relate to the actual EOBT of those flights to be suspended and must be entered into the system no later than 20 hours before that EOBT.

For those affected RPLs that fall outside the suspension time window and have already generated a flight plan to the IFPS, the aircraft operator shall be advised by the RPL team to send a CNL message directly to the IFPS.

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11.   BULK OUTPUT

(1)   General

The Bulk Output run is a function of the RPL system that produces a file representing all those flights that are identified in the RPL database to take place, whether wholly or in part, in the airspace of that member state making the request for Bulk Output.

The Bulk Output is produced twice a week, on Wednesdays and Fridays and it may be generated as required by the relevant authority, either as a Revised List (**RLST**) or if specifically requested, as a New List (**NLST**) and is used by the relevant states for operational backup purposes.
Additionally an NLST shall be generated for each new AIRAC after completion of the corrections resulting from any changes in that AIRAC.

A Bulk Output may be specified as a complete list, giving all RPL data for those flights taking place in the specified airspace. An incremental list shall contain only that information providing any differences compared to the previous complete or incremental list.

(2)   Requirements

The RPL Bulk Output is based on a weekly cycle from Monday to Sunday.

The coverage period of the Bulk Output shall begin on the Monday and Thursday of each week and shall extend for the period of time specified by the RPL team.

Bulk Output files shall contain all those RPLs with a period of validity that overlaps the defined coverage period.

The Bulk Output file shall be in the form of an RLST unless otherwise specified.

The Bulk Output files shall be produced and dispatched in accordance with the frequency specified by the RPL file recipients (generally on Wednesdays and Fridays).

The frequency of the Bulk Outputs may vary in that both RLST and NLST data is sent bi-weekly for those national authorities that require such. Additionally, each AIRAC an NLST shall be sent to those national authorities that require it.

All Bulk Output files shall be transmitted to the relevant authorities via e-mail as zip file attachments.

When the relevant authority has not received a Bulk Output file in a timely manner, they should contact the RPL team and request that file to be re-transmitted by the RPL team.

The Bulk Output shall not be used by any state to generate flight plans for operational use within their systems.

(3)   Message Format

The Bulk Output files shall be produced in the IFPS RPL format.

[see SECTION 6. IFPS RPL FORMAT]

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(4)   *System Processing*

In order to determine those RPLs that are to be included in any Bulk Output file, the addressing algorithm employed by the IFPS for the distribution of messages shall be used by the RPL system.
The Bulk Output run that produces the required Bulk Output files may be started at any time by the RPL team, or may be scheduled up to 3 days in advance.

The RPL team shall specify the time period to be used in the production of any list and shall also specify the production of either a complete or an incremental list of RPLs.
An incremental run shall always be based on the last identified complete run.

The RPL data within a file is organised alphabetically and numerically in the following sequence:

a)   Aircraft Operator (**AO**).

b)   Aerodrome of Departure (**ADEP**).

c)   Estimated Off-Block Time (**EOBT**).

(6)   *General Procedures*

Every Wednesday and Friday afternoon the Bulk Output run shall be made by the RPL team. Where the run lands on the weekend prior to the AIRAC switch, that run shall only be made on completion of all those updates to existing RPLs that are identified as necessary according to the new AIRAC information.

The validity period of the Bulk Output to be used for each national authority shall be specified by the RPL team according to the requirements specified by that national authority.

The Bulk Output files shall be compressed as zip file attachments and sent via e-mail by the RPL team to those relevant authorities wishing to receive them.

The already produced Bulk Output runs are saved in the RPL system database and shall be manually deleted by the RPL team, so that no more than 3 most recent complete and incremental runs shall be visible at any time.

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12. RPL UNSERVICEABILITIES

(1)   *General*

The RPL system operates in the CFMU operations at Haren, and unlike the IFPS, one RPL team processes all those RPLs operating in the IFPZ. As such, the RPL team does not have an operational backup system in the same way as the IFPS; however, the need for such is reduced by the method in which the RPL system interacts with its client systems.

The RPL contingency database runs in a number of different ways. The CFMU RPL application is run on a cluster of servers, where if one fails, the RPL package is switched to another server with minimal loss of service. Also, each day at 1700UTC, a snapshot of the RPL database at that time is taken and kept as a backup file until 1700UTC the next day, when another is taken, and so on. Should a system failure occur where the database remains non-recoverable, that snapshot may be used for a restoration of the database, bearing in mind that any database updates that take place after the 1700 snapshot shall not be included.

Each day at 0200UTC the RPL system produces a file containing a copy of the entire RPL traffic for the following day, and sends it to the ETFMS. Under normal operating conditions, the flight plans in this file must be supported by the same flight plan sent by the IFPS at 20 hours in advance of that flight's EOBT, but this requirement may be disabled in the event of a contingency.

Each RPL is generated to the IFPS 20 hours in advance of that flight's EOBT in order that a full processing and distribution by the IFPS may take place. One of the addresses to which the IFPS distributes these flight plans is the ETFMS, and this version of the RPL is used to confirm the existing copy sent to the ETFMS by the RPL system the day before.

Due to the advance submission of RPL data to the IFPS, the RPL system may be out of service for up to 8 hours with no real impact on the service to client systems.

The RPL system maintains a back-up file containing a copy of the next 3 days of RPL data within the IFPS, and should there be a more catastrophic failure, this may be used to maintain the processing and distribution of RPL data by the IFPS until such time as normal RPL operations may be restored.

To cater for a catastrophic failure of the RPL system in Haren, the contingency operations in FP2 maintains a back-up RPL system that receives an RPL database snapshot from Haren every 3 days. Under normal conditions, this system remains unmanned, but where it becomes apparent that the RPL system in Haren will remain unserviceable for an extended period (more than 2 days), RPL team may be transferred to the FP2 site in accordance with the CFMU Disaster Recovery Plan, and continue to maintain the RPL database on the workstations available there.
Until such a transfer of staff is completed, flight plans held in the IFPS in the last 3-day snapshot of the RPL database shall continue to be generated within the IFPS.

In order that the RPL team may continue to provide a full service to its clients upon such a contingency, a back-up of all client details, means of communication and the booking-in system are maintained at FP2. However, as the RPL team does not maintain any presence in FP2 other than a contingency system, should a full contingency take place, RPL team must be transferred from Haren to the FP2 site before any service may be resumed.

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(2)   *Requirements*

Due to the nature of data provision to client systems by the RPL system, action in respect of contingency shall be governed by the CFMU Crisis Management Cell.

(6)   *General Procedures*

Any irregularity or failure in the service provided by the RPL system shall be managed by the operational and technical staff. Other than efforts to restore a full service, no action shall be required of the operational staff for any system failure of less than 8 hours other than to inform the OPSD management and the CFMU Crisis Management Cell (**CCMC**) of the situation.

Any system failure that extends beyond 8 hours shall be monitored by the CCMC to evaluate the progress made towards a restoration of full service, but where it is deemed uncertain or unlikely that service will be resumed at the Haren site, the RPL operational staff shall begin preparations to transfer to the contingency system at FP2. The RPL team shall also arrange both the distribution of an AIM indicating the continued system failure, and to contact clients of the RPL system to inform them of the situation.

Should the RPL team suffer a system failure of more than 2 days, any resulting actions, including any decision to transfer to the contingency system at FP2, shall be dictated by the CCMC.

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13.   MESSAGE SUBMISSION TO THE IFPS

(1)   General

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

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

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

13.1.   Aerodrome of Departure (ADEP) within IFPZ

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

Aircraft Operators (**AOs**) who are unable (e.g. no AFTN or SITA terminal) to submit their flight plan or associated messages directly to the IFPS shall submit the flight plan messages to the ARO of the departure aerodrome.

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

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

13.2.   Aerodrome of Departure (ADEP) outside IFPZ

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

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

(2)   Requirements

All messages submitted to the IFPS for processing shall be submitted to both IFPS units, regardless of which unit shall be responsible for processing that message.

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

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

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That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function [see SECTION 15. RE-ADDRESSING] to any message submitted to the IFPS for processing.

The IFPS shall not process messages relating to flights operating under VFR conditions. However, those flights planning to operate under mixed IFR/VFR conditions within the IFPZ shall submit any flight plan and associated messages to the IFPS in order that the IFPS may process only those parts of that flight operating under IFR conditions. It shall remain the responsibility of the message originator to ensure distribution of the flight plan and any associated messages for those parts of that flight operating under VFR conditions. That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function [see SECTION 15.] to any message submitted to the IFPS for processing.

The IFPS shall not process messages relating to flights operating under OAT [see SECTION 35. MILITARY FLIGHTS] conditions. However, those operators planning flights under mixed OAT/GAT [see SECTION 35] conditions within the IFPZ shall submit any flight plan and associated messages to the IFPS in order that the IFPS may process only those parts of that flight operating under GAT conditions. It shall remain the responsibility of the message originator to ensure distribution of the flight plan and any associated messages for those parts of that flight operating under OAT conditions.

That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function [see SECTION 15.] to any message submitted to the IFPS for processing.

The IFPS shall not include any alternate aerodromes [see SECTION 82.] in the automatic addressing process. Where the message originator requires a copy of the flight plan or associated message to be sent to the alternate aerodrome, it shall be the responsibility of the message originator to include any relevant addresses in the re-addressing function [see SECTION 15.] of that message.

(3)   *Message Format*

All flight plans and associated messages for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ.

The IFPS addresses for all flight plan and associated message submissions are:

Network	FP1 Haren, Belgium	FP2 Brétigny, France
AFTN	EBBDZMFP	LFPYZMFP
SITA	BRUEP7X	PAREP7X

Note   All flight plans and associated messages must be addressed to both IFPS Units either via the AFTN network **or** the SITA network, but **not both**.

13.3.   **Message Submission via Gateway**

Those message filers intending to use a SITA/AFTN Gateway **shall** indicate this intention to the CFMU in advance; failure to do so may result in no response [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] from the IFPS system.
When an AFTN Gateway is used, addresses must be inserted correctly to ensure that a message is transmitted to the IFPS only once. To ensure this, the two IFPS unit addresses must appear either on the SITA address line **or** the AFTN address line, but **not both**.

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Example of a correctly formatted message routed via a Gateway
QU LONYFYX
LHRABCX 020912 / 7R02080C
FF EBBDZMFP LFPYZMFP
020910 EGLLABCX
(FPL- ABC123-IS
…….

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

Example of an incorrectly formatted message routed via a Gateway
QU LONYFYX BRUEP7X PAREP7X
EGLLABCX AY/021326 MAY04
FF EBBDZMFP LFPYZMFP
020910 EGLLABCX
(FPL-ABC123-IS
…….

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

13.4. Submission of RPL Data

[see SECTION 5. RPL SUBMISSION].

(4) System Processing

In submitted flight plans, the IFPS shall accept an EOBT of up to 30 minutes in the past when compared to the filing time as being a valid flight for that same day where no Date Of Flight (**DOF**) is included to indicate otherwise. If the EOBT is more than 30 minutes in the past when compared to the filing time, and no DOF is included in the message, the IFPS shall assume that flight is for the following day, and process it as such, including the addition of the appropriate DOF.

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

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

IFP Indicators

[see SECTION 66. IFP INDICATORS].

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14. MESSAGE DISTRIBUTION BY THE IFPS

(1)   *General*

All flight plans for IFR/GAT flights or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing [see SECTION 13. MESSAGE SUBMISSION TO THE IFPS]. All such flight plan information must originate with the Aircraft Operator, who then has the option of submitting the flight plan directly to the IFPS, or passing the flight plan to an ARO, or making use of the RPL system to automatically generate their flight plans into the IFPS at 20 hours in advance of the EOBT of that flight plan.

Where the flight plan is submitted directly by the Aircraft Operator, or via an ARO, the IFPS shall respond to such submissions with Operational Reply Messages [see SECTION 17.] to indicate the status of each of their submitted messages. Where the submission to the IFPS originates from the RPL system, no such ORMs shall be generated by the IFPS.

The IFPS shall build a four-dimensional profile for every IFR/GAT flight or part thereof that is planned to operate within the IFPZ, based on the filed route, flight level(s), speed(s), Estimated Off-Blocks Time (EOBT) and aircraft performance.
This profile is constructed for several purposes, one of which is to calculate those airspaces that flight shall penetrate, and therefore to identify which air traffic services units shall require a copy of the flight plan or any associated messages for that flight. In identifying all the relevant ATCUs, the IFPS shall calculate at what time prior to the arrival of that flight in any of those airspaces to send the flight data to that controlling ATCU. The time parameter in this calculated distribution of messages is a time specified by each ATCU, and held in the CFMU airspace environment model.
[see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]

The distribution of messages according to the specified times for each airspace shall depend upon how far in advance of the EOBT of the flight plan or associated messages are submitted to the IFPS for processing.
Where a flight plan is filed sufficiently in advance of the EOBT of that flight, the IFPS shall calculate a timed distribution of that message to the ATCUs along the trajectory of that flight, and shall distribute that flight plan at the time specified by each unit.
In the event of a late-filed flight plan or associated message, the IFPS may send that message out to all the relevant ATCUs immediately; as such messages may arrive in the IFPS within the required receipt time of the relevant ATCUs.

The IFPS shall also send a copy of each processed message to the ETFMS in order that any relevant flow management restrictions may be applied to that flight as appropriate. The time parameter specified by the ETFMS for distribution of messages by the IFPS is set at 22 hours in advance of EOBT.

In order to optimise the use of resources, distribution to calculated ATCUs for any flight may be automatically grouped together into time bands, with a maximum group of two hours in each time band. In this procedure, the IFPS shall group together into a single event the transmission to all those ATCUs calculated to receive a copy of the message somewhere within that time band.

Note   Where this process is employed by the IFPS, no ATCU shall receive a message any less than their specified reception time, but they may receive some messages in advance of that specified time, to a maximum of two hours.

Should an associated message cause a change in the trajectory of an existing flight that has already been distributed to the relevant ATCUs along the route, to the extent that the flight is re-routed out of some airspaces and into new ones, the IFPS shall send a change message to those airspaces within which the trajectory of the flight has altered, and a flight plan to those previously-unaddressed airspaces that will handle that flight on any part of the revised trajectory.

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All associated messages shall also be transmitted by the IFPS to the ETFMS in order to maintain a real picture of that flight and any impact it may have on flow management.
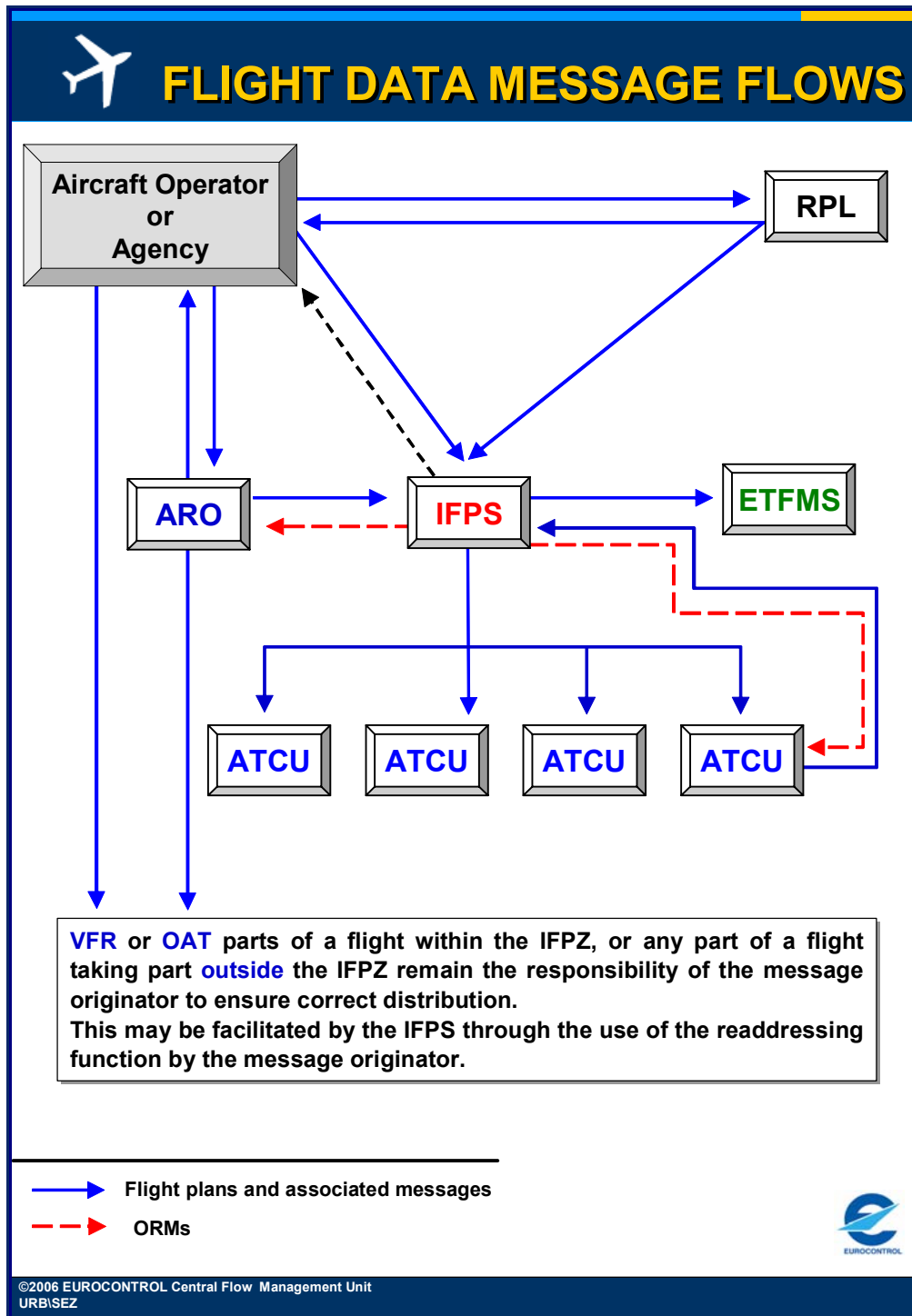
Figure 14-1   Flight Data Message Flows

The IFPS shall not process those flight plans that indicate only VFR [see SECTION 42. VISUAL FLIGHT RULES (VFR)] or OAT conditions [see SECTION 35. MILITARY FLIGHTS], however, where a flight plan is submitted for a flight that is IFR/GAT for any part within the IFPZ, then the IFPS shall process that part or parts of that flight plan. For such mixed IFR/VFR and GAT/OAT flight plans, the IFPS shall only calculate the addressing for the distribution of that flight plan within the part or parts that are planned to operate as IFR/GAT; it shall not calculate any addressing for distribution to those parts of a flight that are planned to operate under VFR or as OAT.

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The IFPS shall only automatically distribute messages to those addresses within the IFPZ area for those flights or parts thereof operating under IFR as GAT. Where an IFR/GAT flight exits the IFPZ at any point or points, the IFPS shall not automatically include the addresses of any ATCUs relevant to that flight that are external to the IFPZ unless they have been specified by the message originator in the re-addressing function [see SECTION 15.].

The Shanwick airspace, although controlled by the Scottish Oceanic Area Control Centre (**OACC**) and the Shannon Area Control Centre, is not within the IFPZ, and the IFPS does not automatically distribute flight plan data for flights within this airspace. It remains the responsibility of the message originator of any flight entering this airspace to ensure that a copy of the flight plan message is sent to the appropriate address. Such a distribution may be done manually by the message originator, or by adding the relevant address to the message sent to the IFPS for processing in the re-addressing function.

Airborne messages; those messages affecting a flight in progress; processed by the IFPS shall only be distributed by the IFPS to those affected ATCUs downstream of the unit submitting the message [see SECTION 126. AIRBORNE MESSAGE TYPES]; the unit submitting the airborne message shall not be sent a copy of the processed message, other than an ORM.

Morocco and the Kaliningrad FIR are not considered to be within the IFPZ, and although messages are sent by the IFPS to Morocco and the Kaliningrad FIR, they are only copies that are sent to a central address from which domestic distribution is made by the relevant authorities.

14.1.   Table of IFPS Message Distribution

State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
Albania	LA	Yes	Tirana	LATI
Armenia	**UD**	**Yes**	**Yerevan**	**UDEE**
Austria	LO	Yes	Vienna	LOVV
Belgium	EB	Yes	Brussels	EBBU/EBUR
Bosnia and Herzegovina	LQ	Yes	Sarajevo	LQSB
Bulgaria	LB	Yes	Sofia Varna	LBSF LBWR
Croatia	LD	Yes	Zagreb	LDZO
Cyprus	LC	Yes	Nicosia	LCCC
Czech Republic	LK	Yes	Prague	LKAA
Denmark	EK	Yes	Copenhagen	EKDK
Finland	EF	Yes	Tampere Rovaniemi	EFES EFPS
France	LF	Yes	Paris Reims Brest Bordeaux Marseille	LFFF LFEE LFRR LFBB LFMM
Germany	ED	Yes	Bremen **Langen** ~~Frankfurt~~ Munich ~~Berlin~~ Rhein Hannover	EDWW **EDGG** ~~EDFF~~ EDMM ~~EDBB~~ EDUU EDVV
Greece	LG	Yes	Athens	LGGG
Hungary	LH	Yes	Budapest	LHCC

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State	Country Code	IFPZ (FPM DIST)	FIR/UIR	ICAO
Ireland	EI	Yes	Shannon SOTA	EISN EISN
Italy	LI	Yes	Rome Brindisi Milan	LIRR LIBB LIMM
Lithuania	EY	Yes	Vilnius	EYVL
Luxembourg	EL	Yes	Brussels	EBBU/EBUR
The former Yugoslav Republic of Macedonia	LW	Yes	Skopje	LWSS
Malta	LM	Yes	Malta	LMMM
Republic of Moldova	LU	Yes	Chisinau	LUKK
Monaco (Marseille)	LN	Yes	Marseille	LFMM
Morocco	GM	**Copy only**		
The Netherlands	EH	Yes	Amsterdam	EHAA
Norway	EN	Yes	Oslo Stavanger Bodo Trondheim	ENOS ENSV ENDB/ENOB ENTR
Poland	EP	Yes	Warsaw	EPWW
Portugal	LP	Yes	Lisbon Santa Maria	LPPC LPPO
Romania	LR	Yes	Bucharest	LRBB
Kaliningrad FIR (Russian Federation)	UMK	**Copy only**		
Slovak Republic	LZ	Yes	Bratislava	LZBB
Slovenia	LJ	Yes	Ljubljana	LJLA
Spain	LE	Yes	Barcelona Madrid Canarias	LECB LECM GCCC
Sweden	ES	Yes	Stockholm Malmo Sundsvall	ESOS ESMM ESUN
Switzerland	LS	Yes	Switzerland	LSAS
Turkey	LT	Yes	Ankara Istanbul	LTAA LTBB
Ukraine	UK	Yes	L'Viv Kyiv Khazkiv Odesa Simferopol	UKLV UKBV UKHV UKOV UKFV
United Kingdom	EG	Yes	London Scottish	EGTT EGPX
Serbia and Montenegro	LY	Yes	Belgrade	LYBA

15.   RE-ADDRESSING

(1)   *General*

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

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

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

(2)   *Requirements*

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

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

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

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

(3)   *Message Format*

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

Example

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

------)

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

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(4)   *System Processing*

Where the re-addressing function is used for a message submitted to the IFPS for processing, the IFPS shall indicate in the ACK [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] the number of addresses in the re-addressing function that have been successfully processed. In the event that any addresses in the re-addressing function are submitted as incomplete, the IFPS shall invalidate that message.

Example

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

(5)   *Error Messages*

[S64] SYN: TOO MANY ADDRESSES ON LINE [number] AT ROW [number] COL [number]	
Reason	**Requirements**
The maximum number of 7 AD line addresses has been exceeded in the indicated line, or a following line has not been prefixed by the AD indicator.	Each line in the re-addressing function may contain a maximum of 7 addresses and should be prefixed by the letters 'AD'; any more addresses should be carried on to a new 'AD' line.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

(6)   *General Procedures*

Where the departure aerodrome is outside the IFPZ and it is not possible to contact the message originator to co-ordinate the correction of an address in the re-addressing function, that incorrect address shall be deleted. An AFTN or SITA message shall be sent to the message originator to indicate such.

Where the departure aerodrome is inside the IFPZ and it is not possible to contact the message originator to co-ordinate a correction, the message shall be rejected.

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

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

In this event, the appropriate AFTN communications centre should return a text message to the IFPS, indicating that the address is not valid.
[see SECTION 141. SERVICE AND OTHER NON-STANDARD MESSAGES]

Should a message originator require a flight plan or associated message to be sent to the alternate destination aerodrome [see SECTION 82.], it should be noted that the IFPS shall not automatically include any alternate destinations in the normal distribution of any flight plan messages. If it is required of the IFPS to include any alternate destination aerodromes in the distribution of a flight plan or any associated messages, the message originator may include the relevant AFTN addresses in the re-addressing function.

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16. ATS DATA EXCHANGE PRESENTATION (ADEXP)

(1)   *General*

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

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

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

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

- Flight planning: exchange of flight plan data and associated messages between the IFPS, ATS and AOs.

- Air Traffic Flow and Capacity Management (**ATFCM**): exchange of messages between the ETFMS of the CFMU and AOs and ATS.

- Air Traffic Control co-ordination: exchange of tactical co-ordination messages between ATCU.

- Airspace management: exchange of data between National ATS Units, the CFMU and AOs concerning airspace availability.

- Civil/military co-ordination: messages concerning civil/military flight data and airspace crossing messages.

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

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

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

The IFPS supports both ADEXP format and the ICAO AFTN format and is capable of receiving and outputting flight plan messages which conform with the ADEXP standard, however, the use of the ADEXP format in messages, other than the distribution by the IFPS of ACK, MAN and REJ operational reply messages [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)], will rely on network developments.

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(3)   *Message Format*

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

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

Due to their quantity, it is not practical either to list the primary- and sub- fields in ADEXP messages, or to indicate the format of each message type in ADEXP; such information is available upon request in the Users Relations and Development Bureau (**URB**) of the CFMU.

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

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

Example of a cancel message in the ADEXP format

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

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Example of a flight plan in the ADEXP format

```
-TITLE IFPL
-BEGIN ADDR
     -FAC CFMUTACT
     -FAC EGTTZGZP
     -FAC EHAAZQZX
     -FAC EHAAZRAA
     -FAC EGLLZEZX
     -FAC EGZYTTTE
     -FAC EGZYTTFO
     -FAC EGLLZTZP
     -FAC EGLLZPZI
     -FAC EGLLZTZR
     -FAC EGZYTTAD
     -FAC EGZYADEX
-END ADDR
-ADEP EGLL
-ADES EHAM
-ARCID ABC434
-ARCTYP A319
-CEQPT SRWY
-EOBD 050106
-EOBT 1135
-FILTIM 060126
-IFPLID AA47868964
-ORIGIN -NETWORKTYPE AFTN -FAC EGLLABCX
-SEQPT C
-WKTRC M
-OPR ABC
-REG GAAPO
-RMK TCAS
-RVR 200
-SEL DSGL
-SRC FPL
-TTLEET 0034
-RFL F270
-SPEED N0402
-FLTRUL I
-FLTTYP S
-ROUTE N0402F270 BPK UM185 CLN UL620 REDFA/N0390F230
-ALTRNT1 EHRD
-EETFIR EGTT 0008
-EETFIR EHAA 0019
-BEGIN RTEPTS
     -PT -PTID EGLL -FL F000 -ETO 050106115100
     -PT -PTID BPK -FL F060 -ETO 050106120245
     -PT -PTID TOTRI -FL F107 -ETO 050106120605
     -PT -PTID MATCH -FL F115 -ETO 050106120630
     -PT -PTID BRAIN -FL F164 -ETO 050106120915
     -PT -PTID DAGGA -FL F181 -ETO 050106121010
     -PT -PTID *6CLN -FL F199 -ETO 050106121105
     -PT -PTID CLN -FL F223 -ETO 050106121220
     -PT -PTID ARTOV -FL F250 -ETO 050106121400
     -PT -PTID REDFA -FL F230 -ETO 050106122010
     -PT -PTID EHAM -FL F000 -ETO 050106124950
-END RTEPTS
-ATSRT UM185 BPK CLN
-ATSRT UL620 CLN REDFA
-RFL F230 REDFA
-SPEED N0390 REDFA
```

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Example of a change message in the ADEXP format

```
-TITLE ICHG
-BEGIN ADDR
     -FAC CFMUTACT
     -FAC EGTTZGZP
     -FAC EHAAZQZX
     -FAC EHAAZRAA
     -FAC EGLLZEZX
     -FAC EGZYTTTE
     -FAC EGZYTTFO
     -FAC EGLLZTZP
     -FAC EGLLZPZI
     -FAC EGLLZTZR
     -FAC EGZYTTAD
     -FAC EGZYADEX
-END ADDR
-ADEP EGLL
-ADES EHAM
-ARCID ABC434
-ARCTYP A319
-CEQPT SRWY
-EOBD 050106
-EOBT 1135
-FILTIM 060934
-IFPLID AA47868964
-ORIGIN -NETWORKTYPE AFTN -FAC EGLLABCX
-SEQPT C
-WKTRC M
-OPR ABC
-REG GAAPO
-RMK TCAS
-RVR 200
-SEL DSGL
-SRC FPL
-TTLEET 0034
-RFL F270
-SPEED N0404
-FLTRUL I
-FLTTYP S
-ROUTE N0404F270 BPK UM185 CLN UL620 REDFA/N0392F230
-ALTRNT1 EHRD
-EETFIR EGTT 0008
-EETFIR EHAA 0019
-BEGIN RTEPTS
     -PT -PTID EGLL -FL F000 -ETO 050106115100
     -PT -PTID BPK -FL F060 -ETO 050106120240
     -PT -PTID TOTRI -FL F107 -ETO 050106120600
     -PT -PTID MATCH -FL F115 -ETO 050106120625
     -PT -PTID BRAIN -FL F164 -ETO 050106120910
     -PT -PTID DAGGA -FL F181 -ETO 050106121005
     -PT -PTID CLN -FL F223 -ETO 050106121215
     -PT -PTID ARTOV -FL F250 -ETO 050106121355
     -PT -PTID REDFA -FL F230 -ETO 050106122000
     -PT -PTID EHAM -FL F000 -ETO 050106124935
-END RTEPTS
-ATSRT UM185 BPK CLN
-ATSRT UL620 CLN REDFA
-RFL F230 REDFA
-SPEED N0392 REDFA
```

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(4)   *System Processing*

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

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

Example

REN001
REN002
REN003

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17. OPERATIONAL REPLY MESSAGE (ORM)

(1) *General*

Operational Reply Messages (**ORMs**) – ACK, MAN, REJ, – shall be used by the IFPS to indicate to a message originator the status of the processing of a submitted message.

The IFPS may, under certain circumstances, send a copy of the ORMs to the aircraft operator [see SECTION 21. COPY OPERATIONAL REPLY MESSAGE (ORM)].

ORMs shall be sent to message originators according to the following table:

Originator address	Operational Replies received from IFPS
Originator address is known to the IFPS	ACK, MAN, REJ
Originator address is an unknown AFTN address within the IFPZ	ACK, MAN, REJ
Originator address is an unknown AFTN address outside the IFPZ	REJ only
Originator address is an unknown SITA address inside or outside the IFPZ	ACK, MAN, REJ

ORMs shall have only an ADEXP format; there is no equivalent ICAO/AFTN format.

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18. ACKNOWLEDGE (ACK) MESSAGE

(2) Requirements

An Acknowledge (**ACK**) message shall be returned to the message originator when the submitted message has been successfully processed either automatically or following manual intervention by the IFPS staff. In the latter case, the ACK message shall be preceded by a MAN message.

(4) System Processing

An ACK message shall automatically be sent by the IFPS to the message originator when a received message has been successfully processed either automatically or following manual intervention by the IFPS staff.

Automatic processing in the IFPS may not mean that the flight plan has been accepted by the IFPS without modifications. The IFPS shall, for example, automatically insert the name of a suitable route between two points if none has been indicated in the received message [see SECTION 76. ITEM 15: ROUTE]. To distinguish between automatic processing without amendment by the IFPS and automatic processing including any amendment, two differently formatted ACK messages are available: 'Short ACK' for the former case and 'Long ACK' for the latter case.

Note   Aircraft operators filing directly to the IFPS but not using the re-addressing function [see SECTION 15. RE-ADDRESSING] of the IFPS are responsible to ensure that all amendments made to a flight plan are communicated to all concerned addresses outside the IFPZ.

Message originators shall take careful note of the message contained within a long ACK message, especially where the IFPS Re-route Accepted [see SECTION 25. IFPS RE-ROUTE ACCEPTED] feature is included in the original submitted message, to ascertain any amendments made by the IFPS.

The possibility to always receive Long ACK messages also exists within the IFPS. This option may be implemented for any concerned flight plan originator only after co-ordination with the CFMU Airspace Data Management Section (DT).

Output: Long ACK example

—**TITLE ACK**	Acknowledgement of successful processing.
—**MSGTYP FPL**	Title of the original message.
—**FILTIM 030830**	Filing time of the submitted message.
—**IFPLID AA00000102**	The unique identifier of the flight plan in the IFPS database.
—**ORIGINDT 9710010200**	Date and time of receipt of original message by the IFPS.
—**BEGIN ADDR**	
—**FAC LHRWUAB**	
—**FAC EGLLABCX**	
—**END ADDR**	
—**EXTADDR -NUM 009**	The number of additional addresses which have been sent to the IFPS in the 'AD' line.
—**MSGTXT**	The complete message in ICAO format as accepted by the IFPS.

—**(FPL-ABC567-IS**
—**B744/H-SDWIRYH**
—**EGLL1500**
—**N0487F330 BUZAD T420 WELIN UN57 TNT UL28 RODOL UP6 MIMKU/M083F330 NATB STEAM/N0491F330 N202B TOPPS/N0465F310 DCT ENE/N0410F240 ENE4**
—**KJFK0721 KEWR KBOS**
—**EET/EGPX0053 EGGX0129 20W0220 CZQX0259 40W0337 50W0440 ADIZ0452 CZQX0504 CZUL0521 CZQM0558 KZBW0626 KZNY0654 REG/GCHGR SEL/EGJL RMK/TCAS EQUIPPED DOF/040503)**

Output: Short ACK example

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

(6)   *General Procedures*

This procedure concerns only the message originator and not the IFPS staff.

The message originator shall receive the ACK message. Where a long ACK is received, the message originator shall check for any amendments made by the IFPS, especially where the submitted message contained the IFPS Re-route Accepted authorisation [see SECTION 25. IFPS RE-ROUTE ACCEPTED]. Where any subsequent action is required of the message originator, then that party shall take that action.

19. MANUAL (MAN) MESSAGE

(2) Requirements

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

(4) System Processing

Where a submitted message fails automatic processing by the IFPS, that message shall, in most cases, be presented for manual treatment, at which time a MAN message shall be sent to the message originator.

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

Note Aircraft operators filing directly to the IFPS but not using the re-addressing function [see SECTION 15. RE-ADDRESSING] of the IFPS are responsible to ensure that all amendments made to a flight plan are communicated to all concerned addresses outside the IFPZ.

Output: MAN example

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

(6) General Procedures

This procedure concerns only the message originator and not the IFPS staff.

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

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20. REJECT (REJ) MESSAGE

(2) Requirements

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

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

Message originators shall always react to the reception of a REJ message by amending the original message appropriately for the error message(s) and re-submitting the corrected message to the IFPS.

(4) System Processing

Those submitted messages that fail automatic processing by the IFPS may be automatically rejected by the IFPS. Those that are not are presented to the IFPS staff for manual treatment which, if unsuccessful, shall result in that message being rejected back to the message originator for any necessary correction and re-submission to the IFPS.

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

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

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

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

Output: REJ example

```
—TITLE REJ
—MSGTYP IFPL
—FILTIM 030830
—ORIGINDT 0405031100
—BEGIN ADDR
—FAC LHRWUAB
—FAC EGLLABCX
—END ADDR
—ERROR ROUTE: NO KNOWN DEPARTURE PROCEDURE BETWEEN EGLL
AND TNT
—OLDMSG
(FPL-ABC567-IS
—B744/H-SDWIRYH/S
—EGLL1500
—N0487F330 TNT UL28 RODOL UP6 MIMKU/M083F330 NATB STEAM/N0491F330
N202B TOPPS/N0465F310 DCT ENE/N0410F240 ENE4
—KJFK0721 KEWR KBOS
—EET/EGPX0053 EGGX0129 20W0220 CZQX0259 40W0337 50W0440 ADIZ0452
CZQX0504 CZUL0521 CZQM0558 KZBW0626 KZNY0654 REG/GCHGR SEL/EGJL
RMK/TCAS EQUIPPED DOF/040503)
```

It should be noted that any error message(s) attached to a REJ message from the IFPS may not be either the first error encountered during any manual processing by the IFPS staff, or the only error or errors relevant to that message. Taking into account the requirements laid out in Improvement in Quality of Submitted Messages [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES], the IFPS staff endeavour to provide the most relevant error messages for those messages that must be rejected, but due to the system parameters within the IFPS, it is not always possible to include all the error messages associated with the rejection of a particular message.

(6) *General Procedures*

This procedure concerns only the message originator and not the IFPS staff.

Message originators, having received a REJ message, shall determine the necessary corrections to be made to the rejected flight plan or associated message, if necessary, after co-ordination with the aircraft operator. At such time that the corrections are completed, the corrected message shall be re-submitted to the IFPS for processing.

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Copy Operational Reply Message (ORM)

21. COPY OPERATIONAL REPLY MESSAGE (ORM)

(2) Requirements

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

(4) System Processing

Where the message originator address is the same as the address stored within the Environment database for the Aircraft Operator (direct filing) then only one ORM is transmitted.

The 'Copy ORMs' shall only be sent to the central address of the aircraft operator as stored within the CFMU Environment database. If the operational reply message is required by the aircraft operator at a remote office then the aircraft operator must forward the message accordingly, or to add the relevant address to the message using the re-addressing function [see SECTION 15. RE-ADDRESSING].

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

a) The IFPS must be able to determine the identity of the Aircraft Operator from the flight plan message.

b) The Aircraft Operator must be 'known' within the CFMU Environment database together with address information, etc.

c) The Aircraft Operator must have made an explicit request to the CFMU Airspace Data Management Section (DT) to receive 'Copy ORMs' – they shall not be sent automatically to all Aircraft Operators.

(6) General Procedures

Aircraft Operators shall ensure that, should they require the 'Copy ORM' function to be used by the IFPS, that the relevant details have been submitted to the DT.

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22.   DETERMINATION OF AIRCRAFT OPERATOR BY IFPS

(2)   Requirements

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

a)   OPR/ information [see SECTION 83. ITEM 18: OTHER INFORMATION].

b)   Aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE].

(4)   System Processing

Where the aircraft operator may be determined by the IFPS from the sub-field OPR indicator [see SECTION 83.], and the information held therein is the recognised aircraft operator's ICAO code, no further analysis is performed, and the aircraft identification [see SECTION 71.] is not checked.

If the OPR indicator is not present, or the Aircraft Operator cannot be determined from the information contained in that sub-field, then the aircraft identification shall be analysed by the IFPS.

Examples

OPR/BAW	This is interpreted as British Airways.
RMK/OPR British Airways	This is not interpreted.
(FPL-GFABW-	This is not interpreted.
(FPL-GFA123-	This is interpreted as Gulf Air.
250915 EGLLZPZX	This message would result in ORMs being sent
(FPL-BAW123-IS	to EGLLZPZX and, if requested, to the address stored in the CFMU Environment database for BAW operations.
250915 EGLLZPZX	This message would result in ORMs being sent
(FPL-GFABW-IS	to EGLLZPZX and, if requested, to the address stored in the CFMU Environment database for BAW operations.
-OPR/BAW)	

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23.   ERROR TYPES

(2)   *Requirements*

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

(5)   *Error Messages*

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

23.1.   Syntax

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

__Example__   ERROR **SYN:** MISSING OR INVALID FLIGHT TYPE

23.2.   Expanded Flight Plan Message (EFPM)

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

__Example__   ERROR **EFPM**: MESSAGE MATCHES EXISTING INVALID MESSAGES

23.3.   General Route

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

__Example__   ERROR **ROUTE**: FLIGHT RULES Y WITH NO VFR PART

23.4.   Rerouting

The Rerouteing error type contains all those errors relating to the AOWIR [see SECTION 68. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)] use. These errors are internal IFPS/ETFMS only and are not output to external users.

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

23.5. Profile

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

Example   ERROR PROF: UNEQUIPPED FLIGHT ENTERS 8.33 SECTOR(S) <sectors>

23.6. Warning

The Warning error type contains those errors that are generated to provide indications of difficulties in advance of the introduction of specific new checks to be carried out by the IFPS, e.g. RVSM [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)], 8.33 kHz [see SECTION 47. 8.33KHZ CHANNEL SPACING]. Under these conditions, the error message is attached to the output message by the IFPS, but no manual processing error is raised.

Example   ERROR **WARNING**: FLIGHT PLAN WILL BE REJECTED AFTER [RVSM START DATE]

Warning error types may also be generated during internal IFPS processing of messages to assist in the manual treatment of messages by the IFPS staff.

Example   ERROR **WARNING**: ACH BUILT FROM <msg type>

The **IFPUV** [see SECTION 67. IFPS TEST SYSTEM (IFPUV)] may use all those error message types used in the IFPS, but it may also use one type specific to the IFPUV Structured Editor, which is accessed via the internet. A number of errors raised are specific to that system alone; such errors are of a type 'ROUTING ASSISTANCE ERRORS'.

Example   ERROR **RA**: UNKNOWN AIRCRAFT TYPE

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24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES

(1) General

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

The IFPS shall not be considered responsible for providing solutions to the same errors submitted by the same message originators on a regular basis. Where routing assistance is given by the IFPS, it is expected that the details of that assistance are analysed and noted for future use by the message originator. Continued assistance by the IFPS for regular errors detracts from the assistance the IFPS may be able to provide for those message originators with genuine difficulties.

In an effort to increase the quality of messages submitted to the IFPS for processing, regular analyses shall be made by the CFMU OPSD Incident Analysis & Quality of Service Team to identify those message originators who regularly submit messages containing the same error or errors.

Where such errors are found, the OPSD Incident Analysis & Quality of Service Team shall contact the relevant message originators to inform them of those identified errors and to agree a timescale within which a solution to the problems shall be put in place by the message originator. If, at the end of that agreed period, the message originator is still submitting the same errors to the IFPS, that originator address and those error messages shall be entered into the IFPS automatic rejection catalogue, where, should the IFPS receive any message containing those error messages may be automatically rejected by the system with or without manual intervention by the IFPS staff.

The planned benefit of this exercise is to result in an improvement in the quality and consistency of flight plans within the CFMU area and reduce any potential delay in message processing by the IFPS, and the associated costs that go with such delays.

(2) Requirements

Message originators shall be responsible for the submission to the IFPS for processing of flight plans and associated messages for all IFR/GAT flights or parts thereof intending to operate within the IFPZ.

All such messages shall take account of all Air Traffic Management (**ATM**) constraints and priorities as published by the CFMU and any relevant national administration.

Where a message originator has had a submitted message corrected by the IFPS, the details of that correction should be analysed and recorded for future use by that message originator.

Those messages originators that are to be entered into the Rejection Catalogue to have specified errors automatically rejected shall have two elements entered into that catalogue:

1.   Error name – Unique reference to an error

2.   Originator – Address and Network Type (SITA, AFTN) from which the message has been received

A table shall define the relationship between Originator and Error name, where each cell indicates whether the given Error name appearing in a flight plan or associated message from the given Originator would trigger systematic rejection of the message.

The catalogue of errors is input in DT section via the CFMU Environment system.

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The Item 18 sub-field STS may contain a number of data items indicating emergency or priority situations where systematic rejection is not appropriate. Where a STS sub-field contains any of the data items listed below, that message shall not be systematically rejected. For any other data contained in the STS sub-field, the standard message rejection rules shall apply.

-EMER – Emergency Flight, urgent in nature and must not be delayed.
-HOSP – Hospital Flight, urgent in nature and must not be delayed.
-HUM – Humanitarian Flight, the CFMU assist such situations and hence must not delay such flights.
-SAR – Search and Rescue Flight, urgent in nature and must not be delayed.
-HEAD – Head of state/political Flight, too sensitive for CFMU and must not be delayed.

(3)   *Message Format*

The IFPS shall systematically reject [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] messages containing avoidable errors as detailed in General Procedures as well as messages with specific error types from particular originators as specified by the OPSD Incident Analysis & Quality of Service Team.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

(4)   *System Processing*

It shall be possible to switch the systematic rejection functionality into one of the following operable states:

▬   **Disable -** the system shall function as currently implemented with no systematic rejection resulting from the rejection catalogue functionality.

▬   **Manual Confirm** - the system shall detect and place in the invalid queue any message containing an error listed in the rejection catalogue. Such messages shall be displayed to the operators with a message box warning. The message box shall not be displayed for queued messages with priority indicators as list above.

▬   **Automatic -** any message containing an error listed in the rejection catalogue shall be systematically rejected.

The default settings for the adaptability switch shall be:

▬   IFPUV   –   Disable.

▬   IFPS   –   Manual Confirmation.

Messages that are to be rejected contain errors that a prefixed with an 'R' in much the same way ignored errors are prefixed with an 'I'. The error messages included in rejection messages shall contain this 'R'.

Disabled Mode

In this mode systematic rejection functionality shall be disabled.

Manual Confirm Mode

During IFPS processing of a message where the message source is not RPL and the message contains errors, IFPS checks for each error whether the error group it belongs to appears in the Rejection Catalogue for this originator. If a match is found and the message does not contain any special STS priority indicators as listed above, a message box shall be displayed prompting the operator to reject or continue editing the message.

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The message box contains two buttons labelled 'Reject' and 'Edit'. The message box contains text to the effect of:

```
This message is a systematic rejection candidate. Press
Reject to reject the message or Edit to edit the message.
```

If the message is deemed a priority flight due to the presence of special STS priority indicators as listed above, no message box shall be displayed; the operator processes the message as for any other message in the invalid queue.

Automatic Mode

During IFPS processing of a message where the message source is not RPL and the message contains errors, IFPS checks each error for whether the error group it belongs to appears in the Rejection Catalogue for this originator or not. Where a match is found, that message is systematically rejected, except for messages indicating emergency or priority status.

Emergency and priority status is defined using the STS sub-field in Item 18 with data items as defined in Requirements. If the message is deemed to indicate emergency or priority status, the message is placed in the invalid queue for manual processing.

(6)   *General Procedures*

This procedure takes precedence over the SCP1 and is applicable for all flight plans and associated messages.

The IFPS shall reject messages containing avoidable errors as well as messages with specific errors from particular message originators as specified by the OPSD Investigation team and following the procedure described below.

The list of offenders, published internally to the IFPS via an operational instruction, shall indicate those particular message originators subject to the campaign. Messages from those originators shall be rejected irrespective of the automatic rejection catalogue. Until the automatic rejection catalogue is fully implemented, the list of offenders shall be maintained and updated on a regular basis.

The default setting for the processing of the rejection catalogue in the IFPS is 'Manual Confirm Mode'. In such case the IFPS staff shall be presented with an alert window indicating that a message is a candidate for rejection as specified in the catalogue If the IFPS is set to 'Automatic Mode', all message from originators with errors as specified in the CFMU Environment database shall be automatically rejected, except if STS/EMER, STS/HOSP, STS/SAR may be identified by the system.

Exceptions
Flights with Special Status

STS/EMER, STS/SAR & STS/HOSP shall not be rejected, but the message originator shall be made aware of the avoidable errors.

Flights with other status indicators (including STS/HUM and STS/HEAD) are subject to the above procedure.

System Deficiencies

Syntax errors caused by IFPS software or other CFMU system deficiencies, e.g. duplicate EETs in Item 18 of the message or Item 19 errors, shall not be rejected.

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Treatment of RQP Messages

RQP messages originating from ATC units will normally require urgent treatment. If the originating address indicates that the RQP message is submitted by an ATC unit, the above procedure shall not be applied.

Homonyms

The correction of repetitive errors concerning previously unidentified homonym problems shall not be considered to be within the scope of the rejection of repetitive errors in messages submitted for processing.

The IFPS shall maintain a table listing those exceptions to the repetitive error rejection programme where temporary arrangements have been made to allow processing of certain messages. These temporary exceptions may be applied where the message originator is in the process of carrying out modifications to their systems or procedures to accommodate the correction of their repetitive errors. This table shall be reviewed regularly, and updated as relevant.

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Chapter IFPS Re-route Accepted

25. IFPS RE-ROUTE ACCEPTED

(2) Requirements

The IFPS Re-route Accepted feature is subject to those conditions applicable in the Quality of Submitted Messages [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES] and should not be considered to take priority over that instruction.

The comment 'IFPS Re-route Accepted' in the sub-field RMK [see SECTION 83. ITEM 18: OTHER INFORMATION], of a flight plan shall be considered as written authorisation from the message originator for the IFPS staff to manually correct the message where necessary and possible, without being required to obtain further agreement to those changes from the message originator.

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

It shall remain the responsibility of the message filer to ensure that, where a message that includes this remark is submitted to the IFPS, that message filer shall have the means to receive the updated version of the message after any possible manual processing by IFPS [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)].

Those messages filed via an AFTN address located outside the IFPZ that has not been registered as 'known' in the Environment database shall not receive any operational reply messages [see SECTION 17.] and **must ensure that they have the means with which to receive any updated versions of messages**. It shall also be necessary for the message filer to ensure receipt of any updated messages that may be filed through a gateway address.

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

(3) Message Format

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

Those messages containing the comment 'IFPS REROUTE ACCEPTED' that are submitted via an AFTN address located outside the IFPZ that has not been registered as 'known' in the Environment database shall have that originator address added in an 'AD line' under the re-addressing function [see SECTION 15. RE-ADDRESSING].

(4) System Processing

The use of the IFPS Re-route Accepted authorisation requires that the message originator receive a copy of the corrected data in the operational reply message [see SECTION 17.]. For unrecognised AFTN addresses outside the IFPZ, the IFPS shall not send any ORMs other than a reject message. Message originators outside the IFPZ using the AFTN network to submit messages to the IFPS for processing shall be responsible to ensure the receipt of any information corrected under this authorisation.

Those message originators filing via the SITA network from outside the IFPZ shall automatically receive all ORMs [see SECTION 17.].

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To ensure receipt of operational reply messages to any aircraft operator located outside the IFPZ submitting through an AFTN address unknown in the IFPS, or routing messages through a gateway address, it is possible to copy ORMs to the aircraft operator;
[see SECTION 17.]

It is also possible to use the re-addressing function [see SECTION 15.], where the AFTN address that requires any updated version of the flight plan is added to the 'AD' line of the submitted message, but this method shall only provide a copy of the accepted message, not an ORM.

(6) *General Procedures*

Where a message submitted to the IFPS for processing contains the comment 'IFPS REROUTE ACCEPTED' in the RMK sub-field [see SECTION 83.] of that message, the IFPS shall treat that comment as authorisation to manually treat that message as necessary and where possible, taking into account the requirements laid out in the Quality of Submitted Messages [see SECTION 24.]

Where major changes to the route or flight level are necessary to allow for successful processing, it is advisable that, wherever possible, the IFPS staff endeavour to co-ordinate the necessary changes with the message filer prior to acknowledging the modified message, regardless of the presence of that comment. **When a re-route enters a previously untouched national airspace, the IFPS staff shall coordinate the necessary changes.**

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

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

Should the IFPS staff require to co-ordinate any changes carried out under the IFPS Re-route Accepted authorisation, they shall do so by whatever practical means are available. Where the IFPS staff determines that any necessary changes require co-ordination with the message filer, but no practical contact is possible in order to agree any changes, then that message shall be rejected back to the message filer. In these situations, it is recommended that the IFPS staff communicate a possible correction to the message originator via that message originator's AFTN or SITA address.

The 'IFPS Re-route Accepted' authorisation shall not be used where an incomplete route or no route at all is filed in the submitted message. It shall not be the responsibility of IFPS to build routes on behalf of aircraft operators.

Note Messages that contain the remark 'IFPS Re-route Accepted' are subject to the rejection of repetitive erroneous errors procedure [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES].

25.1. Unknown AFTN Address outside IFPZ using IFPS REROUTE ACCEPTED

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Where a message is submitted to the IFPS for processing from an unrecognised AFTN address outside the IFPZ, that address shall not receive MAN or ACK messages from the IFPS. If such an address submits a message containing the comment 'IFPS REROUTE ACCEPTED', they will not receive any indication of changes made by the IFPS staff that would normally be provided in the ACK message.
Instruction:	Where the IFPS staff may identify that an AFTN originator address is outside the IFPZ, the IFPS staff should query that address to establish whether it is a known address in the Environment database or not. If it is recognised, no further action is required by the IFPS staff. If it is not recognised, the IFPS staff should copy that address to the AD line of that message where necessary, creating an AD line if needed.

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26.   IFPS MANUAL PROCESSING PROCEDURES

(2)   *Requirements*

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

The IFPS is not responsible for the reception, verification and distribution of flight plan data for flights outside the IFPZ. However, the CFMU has agreed to distribute a copy of flight plans it receives that penetrate either Moroccan or Kaliningrad airspaces. These messages shall be output to the address GMMMZQZX and UUUMZDZX respectively, with any necessary further distribution within that airspace being undertaken by the Moroccan or Kaliningrad authorities. Aircraft operators have still the legal responsibility to ensure that all flight plans and associated messages for flights within Moroccan or Kaliningrad airspaces are being addressed to the appropriate ATC Units responsible for these flights.

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

All messages presented to the IFPS staff for manual treatment shall have attached an indication of the relevant errors causing that message to fail automatic processing. Upon receipt of such messages, the IFPS staff shall confirm the validity of those error messages through the relevant documentation, such as the RAD.
[see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)]

Should an error be found by the IFPS staff to be inaccurate, the details and conditions of that error shall be reported [see annex Problem and Anomaly Reporting]. That error indicator, its conditions and any necessary manual treatment actions shall then be promulgated to all the IFPS staff through an operational instruction.

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

Under certain conditions, those messages that are passed to the IFPS staff for manual treatment may be forced through processing while still containing some identified errors. Such messages shall have an IFP indicator [see SECTION 66. IFP INDICATORS] attached to that message in order to highlight those identified errors that have been accepted by the IFPS.

(4)   *System Processing*

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

The IFPS is capable of carrying out a number of automatic corrections when processing messages, but where such corrections cannot be made, those messages shall either be automatically rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] or shall be passed for manual treatment by the IFPS staff.

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

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

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

✈ **MESSAGE SUBMITTED TO THE IFPS**

Message submitted to the IFPS

Automatic Processing

Errors found by the IFPS ? — **NO** → ACK

YES

Automatic ignore or correct ? — **YES** → ACK

NO

Automatic reject ? — **YES** → REJ

NO

MAN → Manual treatment by the IFPS Staff

ACK or REJ

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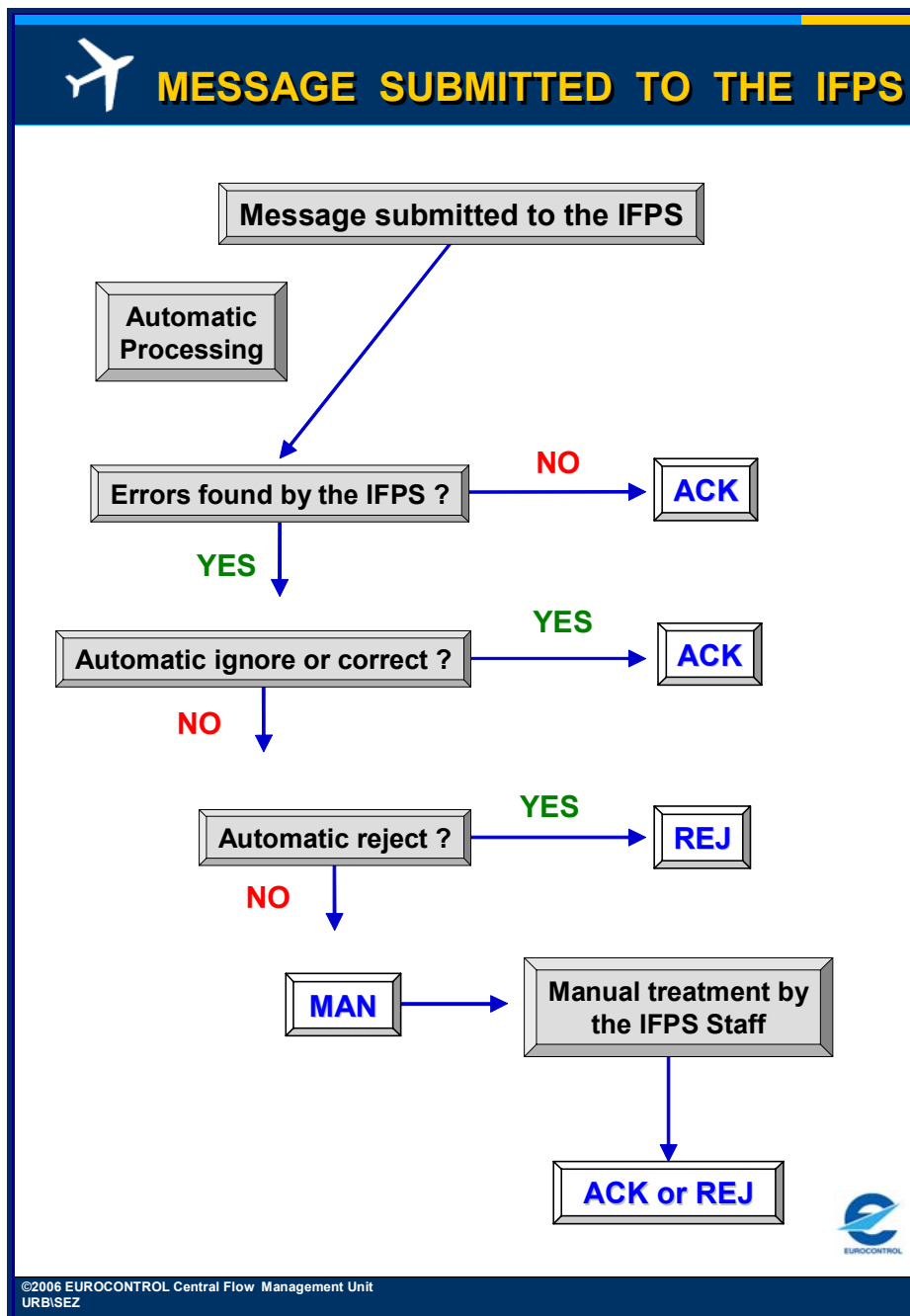
Figure 26-1   Message submitted to the IFPS

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

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

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27.   STANDARD CORRECTION PROCEDURE 1 (SCP1)

(2)   *Requirements*

The Standard Correction Procedure 1 (**SCP1**) shall be used by the IFPS staff where it is necessary to make decisions about message treatment **for flights departing, arriving and overflying the IFPZ.**
Detailed procedures for specific errors may be found in the sections relevant to those errors. Where those sections refer to this procedure in the manual correction process by the IFPS staff, the instructions indicated in this section shall be followed.

(6)   *General Procedures*

During the verification of flight plan data messages, the IFPS may fail the automatic processing of messages and pass them for manual treatment by the IFPS staff. Where this occurs, any amendments to be made by the IFPS staff that require a change to the trajectory of the flight in the submitted message, or changes that are in any way ambiguous, shall be co-ordinated with the message originator before such changes are made to that message. In the event that co-ordination of such changes cannot be made, the message shall be rejected back to the message originator for them to correct, or in exceptional cases, forced through processing with the appropriate IFP indicators [see SECTION 66. IFP INDICATORS] attached.

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

Exceptions to this procedure are the inclusion of the sub-field RMK, of the comment 'IFPS Reroute Accepted' [see SECTION 25. IFPS RE-ROUTE ACCEPTED] and those errors covered by the repetitive error rejection campaign [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES].

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

- FPL with source AFIL [see SECTION 126. AIRBORNE MESSAGE TYPES].

- AFP [see SECTION 126.].

- FNM & MFS [see SECTION 126.].

- RPLs [see SECTION 4. REPETITIVE FLIGHT PLAN (RPL)].

- **FPL with STS/EMER or STS/SAR or STS/HOSP (Where the flight gives any of these STS indicators and contact with the message originator is not possible, the message shall be forced using the appropriate IGNORE or other internal procedures and inserting the relevant IFP indicator).**

Where such message types contain errors, the IFPS staff shall try to establish contact with the message originator in order to co-ordinate a correction. Should such contact not be possible, the IFPS staff shall not reject these messages. Instead, wherever possible, any errors **on AFP, FNM and MFS messages** shall be forced through processing by using the Ignore function, and an indication of that error shall be given through the addition in Item 18 of that message of IFP indicators [see SECTION 66. IFP INDICATORS].
For treatment of errors relating to RPL messages, the IFPS staff should refer to SECTION 31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLS) IN IFPS.

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27.1. SCP 1 Table

The following flow chart gives an indication of the decision processes governing the manual correction by the IFPS staff of all messages **except** those containing errors in Aircraft Identification [see SECTION 71.], Estimated Off-Blocks Time [see SECTION 75.], Estimated Off-Blocks Date [see SECTION 100.], Aerodrome of Departure [see SECTION 75.], Aerodrome of Arrival or Alternate Aerodrome [see SECTION 82.], or re-addressing [see SECTION 15.]. The processes governing the correction of these errors are detailed in the Standard Correction Procedure 2 [see SECTION 28.].

SCP 1 TABLE

Correction requires change of trajectory (1)

Contact with message originator or Aircraft Operator

YES

NO (3)

Agreement on correction

NO

Reject

YES

Correct in accordance with agreement (2)

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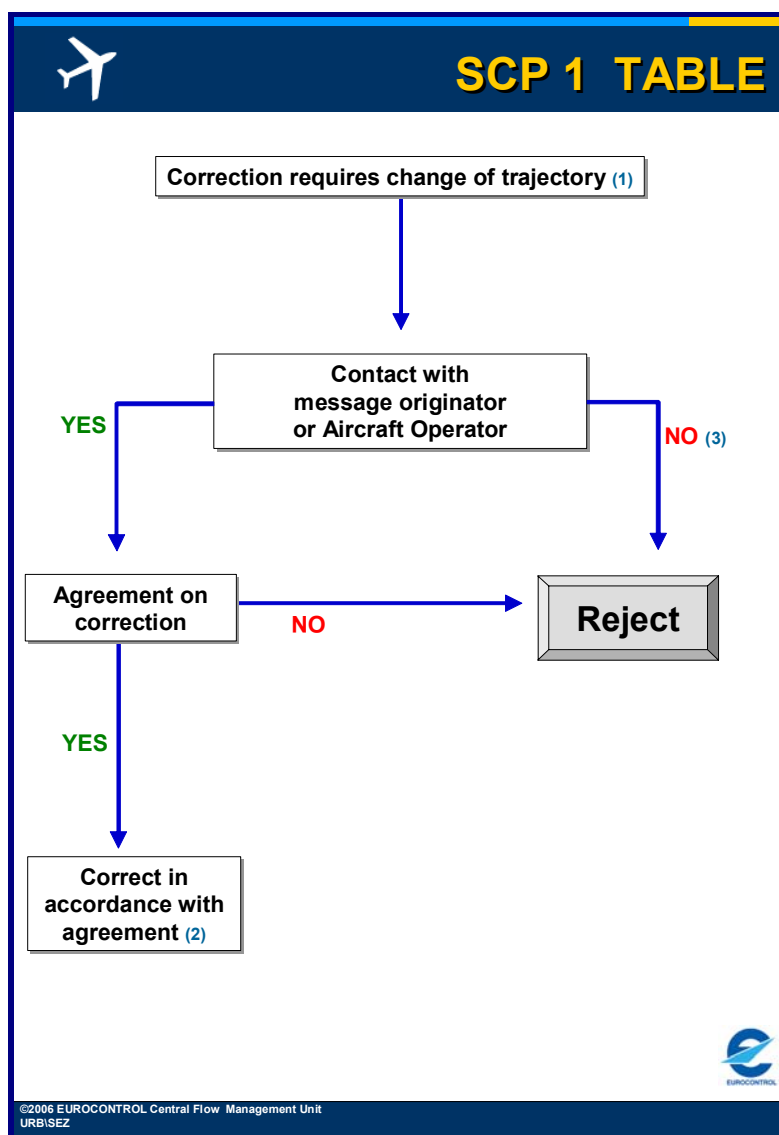
Figure 27-1   SCP1 Table

Note (1)   If the message contains the remark **IFPS Reroute Accepted** [see SECTION 25.], then it may be possible to manually treat that message without co-ordination, providing it is not captured under the **Quality of Submitted Messages** campaign [see SECTION 24.].

Note (2)   Where a route is changed during the telephone contact with the message originator, the IFPS staff shall give a description of the change, or ask the message originator to check the new route in the ACK [see SECTION 17.].

Note (3)   Where the flight indicates **STS/EMER, STS/SAR or STS/HOSP** and contact with the message originator is not possible, the message shall be forced using the appropriate IGNORE or other internal procedures and inserting the relevant IFP indicator [see SECTION 66.].

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27.2.   Use of IFPSTOP/IFPSTART in SCP1

Valid from:	Permanent.
Valid until:	UFN
Reason:	SCP1
Error message ref.	N/A
Explanation:	The IFPS shall raise errors against any data described in the CFMU Environment Database. This includes the IFPZ and some additional data outside this area (e.g. some routes in DA* and HE*). The IFPS does not have any responsibility or authority to enforce either non-compliance with ICAO standards, or compliance with CFMU Environment data (e.g. route availability, SID/STAR) outside its legal area of responsibility (IFPZ), with exceptions for RVSM.
Instruction:	As a general rule, such errors shall be **ignored** or avoided by the use of **IFPSTOP/IFPSTART** by the IFPS staff. In applying this general rule, the IFPS staff shall ensure that the correct entry/exit conditions are met.

27.3.   Flights within Moroccan and Kaliningrad FIR Airspaces

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

The CFMU has agreed to distribute a copy of those flight plans it receives that penetrate GM* and UMK* airspace by enabling output to one address for each airspace: **GMMMZQZX** and **UUUMZDZX** respectively.
This does **not** alter the responsibility of aircraft operators to submit flight plans directly to GM* and UMK* ATC units.

The CFMU Environment Database display shows GM* and UMK* within the FPM_COPY Area. Only **GMMA, GMMH, GMML,** which are in the Western Sahara and controlled by Canaries ACC, are shown and considered to be within the IFPZ.

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28. STANDARD CORRECTION PROCEDURE 2 (SCP2)

(2) Requirements

The Standard Correction Procedure 2 (SCP2) shall be used by the IFPS staff where it is necessary to make decisions about message treatment when errors are encountered in the Aircraft Identification [see SECTION 71.], Estimated Off-Blocks Time [see SECTION 75.], Estimated Off-Blocks Date [see SECTION 100.] or the re-addressing function [see SECTION 15.].

There are also specific procedures that shall be followed by the IFPS staff where a message contains an error in the Aerodrome of Departure [see SECTION 75.], or in the destination or alternate aerodrome [see SECTION 82.].

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

(6) General Procedures

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

Where an error occurs in the syntax of the Aircraft Identification [see SECTION 71.], Estimated Off-Blocks Time [see SECTION 75.], Estimated Off-Blocks Date [see SECTION 100.] or the re-addressing function [see SECTION 15.] of the flight in the submitted message, those errors shall only be corrected or ignored (e.g. 5 day EOBDT errors before a long public holiday weekend) by the IFPS staff in the event that:

- The message originator has been successfully contacted **or**

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

- Where it is a re-addressing line error, if the departure aerodrome is outside the IFPZ, and the message originator and Aircraft Operator are not contactable, the invalid address shall be deleted and the message originator shall be advised of such via an AFTN or SITA message.

- In every other case concerning these errors, the message shall be rejected.

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28.1.   SCP2 Table for Aerodrome of Departure

The following flow chart gives an indication of the decision processes governing the manual correction by the IFPS staff of messages containing errors in the **aerodrome of departure**.
When a modification to the departure aerodrome would change the area of responsibility from one IFPS unit to the other, the other unit shall be contacted to ensure consistent processing.
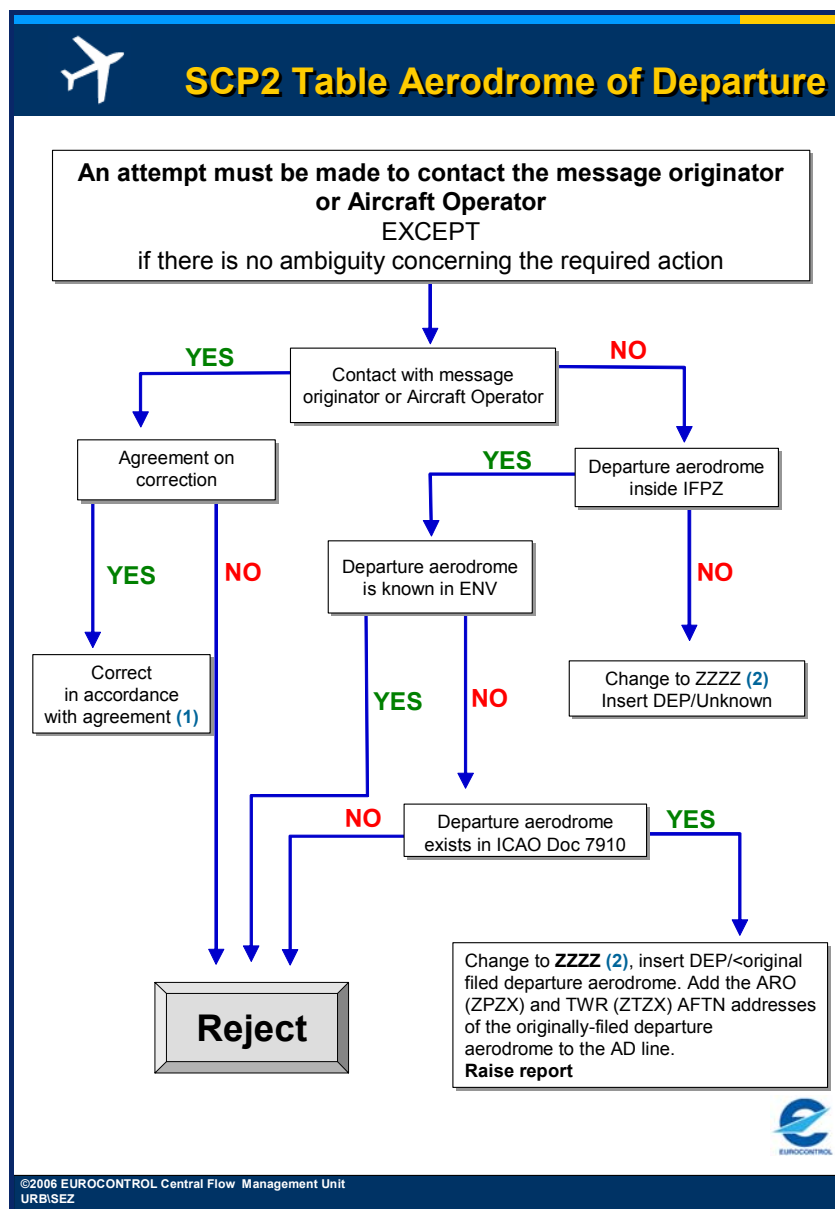
Figure 28-1   SCP2 Table for Aerodrome of Departure

Note (1)   Should changes be made during telephone contact with the message originator, the IFPS staff should give a description of those changes, or at least ask the message originator to check the changes in the ACK message sent out by the IFPS.

Note (2)   FP1 (Haren) is responsible for the processing of flight plans with a departure aerodrome given as ZZZZ. Particular attention should be paid by the IFPS staff when changing a garbled departure aerodrome into anything other than ZZZZ as this could lead to the flight plan being classified as 'back-up' in both IFPS units.

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Example
- Filed garbled departure aerodrome $ECA.
- Flight plan comes to both IFPS units for processing.
- FP2 (Brétigny) changes departure aerodrome to ZZZZ, therefore flight plan becomes back-up at FP2.
- FP1 (Haren) identifies $ECA to be HECA, modifies the flight plan as such and it becomes back-up at FP1 also.

28.2. **CP2 Table Aerodrome of Arrival or Alternate**

The following flow chart gives an indication of the decision processes governing the manual correction by the IFPS staff of all messages containing errors in the **aerodrome of arrival or alternate aerodrome**:
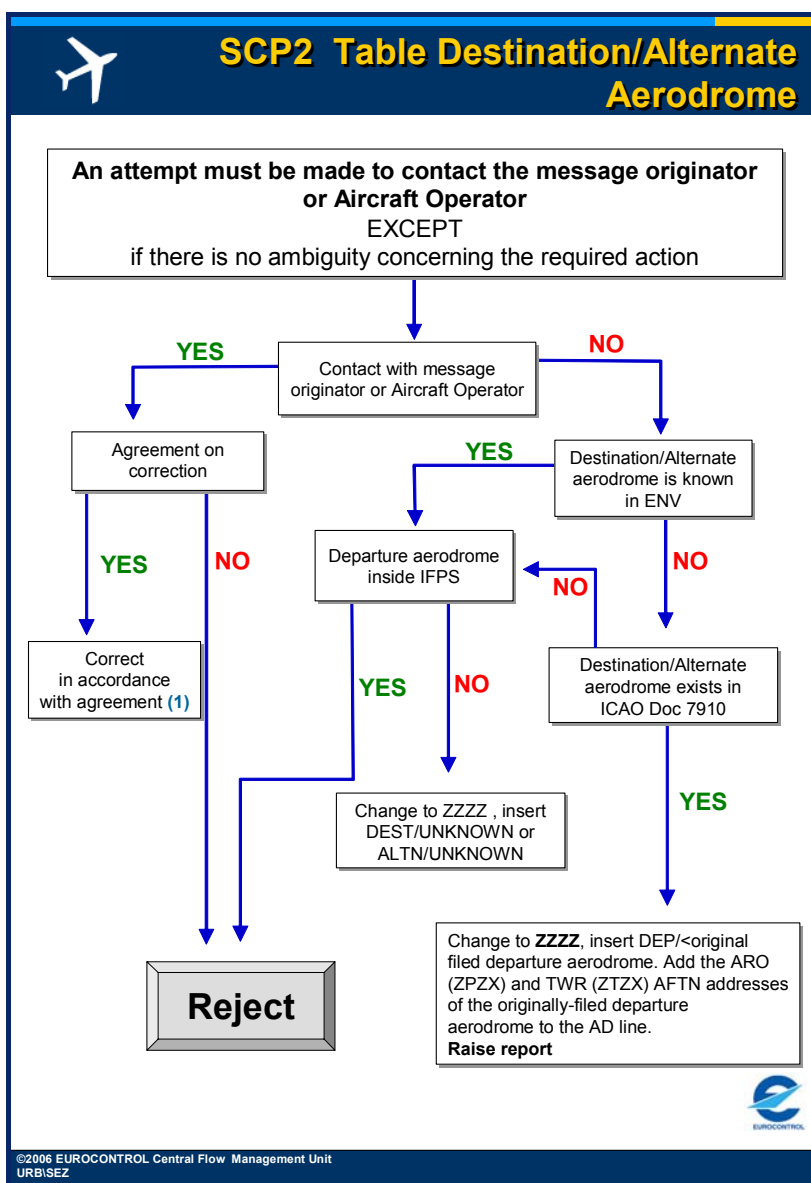
Figure 28-2   SCP2 Table Aerodrome of Arrival or Alternate

Note (1) Should changes be made during telephone contact with the message originator, the IFPS staff should give a description of those changes, or at least ask the message originator to check the changes in the ACK message sent out by the IFPS.

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29. FLIGHT PLAN REPROCESSING

(1) *General*

The IFPS has introduced a process whereby each flight plan held in the IFPS valid flight plan database shall be reprocessed against the CFMU Environment database at 12 hours and 4 hours prior to the EOBT of that flight.

This reprocessing is intended to accommodate the on-line input of RAD restrictions whereby new RAD restrictions may be created in the CFMU Environment database at any time. When such on-line inputs are made, any existing valid flight plans held by the IFPS will not have been checked against the new restrictions, thus necessitating the introduction of reprocessing.

This reprocessing feature, in conjunction with the on-line input of new RAD restrictions, is designed to develop greater consistency of flight plan data between the AO, ATS and CFMU by reprocessing flight plans against constraints (closures) and opportunities (openings) and/or corrections of RAD restriction in the CFMU Environment database.

The CFMU will go through 2 phases of utilisation of this new reprocessing feature:

- Phase 1 – CFMU 11.0 – CFMU 12.0:

  – Alert raised by the IFPS.

  – Manual attempt by the IFPS staff to contact the flight plan originator and request a CHG.

  – Where no contact or no agreement is possible, the details are recorded, and no further action is taken by the IFPS staff.

  – Details of all alerts generated within the IFPS are to be recorded and presented as a report to the ODSG and EAG.

- Phase 2 – CFMU 12.0 – Nov 2007 – reprocessing becomes event- and not time-generated:

  – Alert raised by the IFPS.

  – A message to the flight plan originator is automatically generated by the IFPS.

  – Where the flight plan originator submits a CHG message as a result, normal processing by the IFPS is applied to that message.

  – Where the flight plan originator submits a CHG message as a result, but the IFPS is unable to process that message, it is planned to co-ordinate the generation of an FLS message for that flight by the ETFMS.

  – Where the flight plan originator fails to react to the message sent by the IFPS, it is planned to co-ordinate the generation of an FLS message for that flight by the ETFMS.

(2) *Requirements*

The on-line input of new RAD restrictions shall be made by the Airspace Data section after the receipt of an instruction from the RAD Team via DMR.

The reprocessing of the IFPS flight plan database shall occur automatically at 12 hours and 4 hours prior to the EOBT of each flight plan (provided the flight plan is submitted in sufficient time before the EOBT of that flight).

The reprocessing of any flight plan shall only take place when that flight plan is filed in sufficient time prior to the EOBT:

- Filing time >12h prior to EOBT – reprocessing at 12h and again at 4hr prior to EOBT.
- Filing time <12h; >4hr prior to EOBT – reprocessing only at 4hr prior to EOBT.
- Filing time <4hr prior to EOBT – no reprocessing prior to EOBT.

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(4)   *System Processing*

Where a flight plan is reprocessed during one of the 2 possible events (12 hours and 4 hours before EOBT) and is found to be inconsistent with the current CFMU Environment data, an alert list entry shall be generated at all IFPS positions of the responsible IFPU.
Alert List entries shall display the aircraft identification, aerodrome of departure, aerodrome of destination, EOBT and EOBD, followed by the list of errors generated in the reprocessing.

The new warning used in the alert window to indicate a reprocessing failure shall be:
'Flight Plan found invalid revalidation'.

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(6)   *General Procedures*

29.1.   **IFPS Reprocessing, Phase 1**

As from CFMU 11.0 until CFMU 12.0:
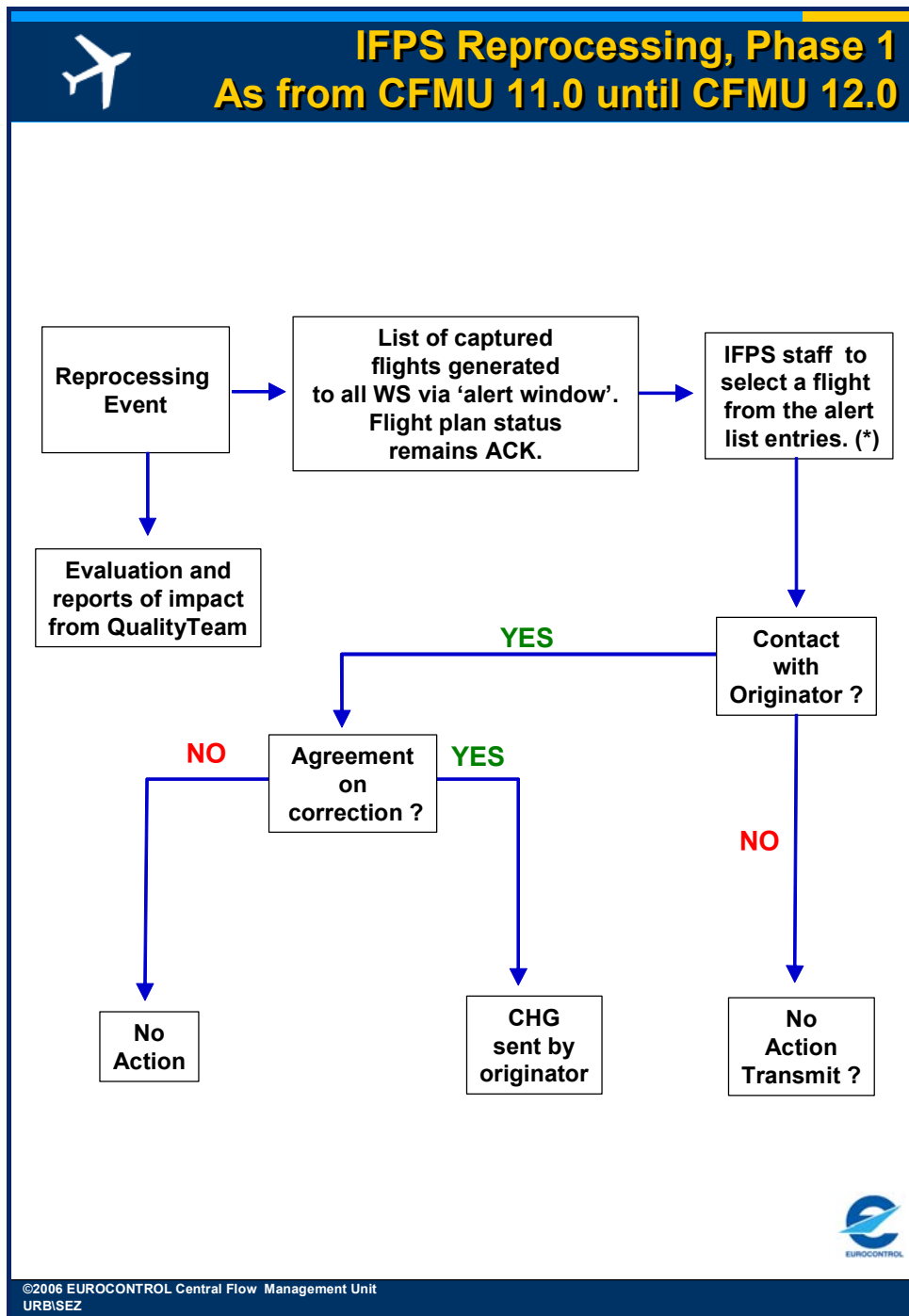
Figure 29-1   IFPS Reprocessing Phase 1

***Note** The alert list entries is acting that if one IFPS staff acknowledges an entry, the other IFPS staff shall not be able to see that this entry has already been dealt with.

It shall be the responsibility of the IFPS duty supervisor to organise the staff in order to ensure that the list is dealt with efficiently, avoiding double treatment of any entries.

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29.2.   IFPS Reprocessing, Phase 2

The procedure for Phase 2 will be developed in line with the experience gained during the operational release of Phase 1.

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30. IFPSTOP/IFPSTART

(2) *Requirements*

The designators IFPSTOP and IFPSTART are tools that enable the IFPS staff to stop profile calculation [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS] for part or parts of the route [see SECTION 76. ITEM 15: ROUTE] given in flight plans or associated messages submitted to the IFPS for processing.

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

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

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

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

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

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

RPL Requirements

The designators IFPSTOP and IFPSTART shall not be used in the RPL system.

(3) *Message Format*

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

Example   BPK IFPSTOP

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

Example   CPT IFPSTART

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(4)   *System Processing*

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

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

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

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

Note   The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. Within that part of a route between IFPSTOP and IFPSTART, data must be syntactically correct (e.g. will not accept 0100) and do not tolerate the use of symbols. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

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31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLs) IN IFPS

(1) *General*

A submission in the format of an RPL shall only be made to the RPL team when, for any particular flight, all ATS units concerned with that flight (i.e. both inside and, where applicable, outside the IFPZ) permit the use of RPLs. The IFPS shall only accept RPL data from the RPL team of the CFMU.

In the event that an RPL shall fail automatic processing upon generation in the IFPS, the IFPS staff shall be required to co-ordinate any necessary manual corrections with the appropriate parties.

Although RPLs may be planned on CDR1 routes, it may occasionally happen that due to closure of airways by CRAM or due to airspace closure for the purpose of a military exercise [see SECTION 44 FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)], that RPL shall fail automatic processing in the IFPS and shall be presented for manual treatment by the IFPS staff.

(2) *Requirements*

Flight plans originating from RPL data shall be generated to the IFPS 20 hours before the EOBT of that RPL. Until an RPL is generated to the IFPS, no submitted messages intended to associate with that RPL may be processed by the IFPS.

Aircraft operators shall be responsible for ensuring that any modification to an RPL, co-ordinated between the IFPS and the relevant aircraft operator, is also co-ordinated with all concerned parties outside the IFPZ, where appropriate.

A new flight plan intended to replace an RPL shall not be submitted to the IFPS more than 20 hours before the EOBT of that RPL.

Whenever a new flight plan intended to replace a RPL is sent to the IFPS more than 20 hours before the EOBT of that RPL, it shall be accepted if syntactically and semantically correct, the RPL however shall fail automatic processing by the IFPS, and require manual treatment by the IFPS staff as a flight plan already exists in the IFPS database.

The procedure to replace an RPL by a new flight plan in the IFPS system within 20 hours but not more than 4 hours (see replacement Flight Plan Procedure below) before the EOBT of the RPL is to:

- submit a CNL (cancellation message) for the existing RPL in the IFPS system;
- wait until the CNL has been acknowledged by the IFPS;
- submit the new flight plan to the IFPS.

Note It is possible to update an existing RPL by submitting a CHG message to the IFPS.

31.1. Replacement Flight Plan Procedures (RFP/)

When an RPL has been filed, and, in the pre-flight stage (i.e. within 4 hours of EOBT), an alternative routing is selected between the same aerodromes of departure and destination, the aircraft operator or pilot shall ensure that:

a) The RPL is cancelled by submitting a CNL message to the IFPS.

b) The replacement flight plan, shall contain the original aircraft identification, the complete new route and the indication RFP/Qn where:

    i. RFP/Q refers to the replacement FPL.

    ii. 'n' corresponds to the sequence number relating to the replacement flight plan for that flight.

Example 1st replacement flight plan - Item 18 - **RFP/Q1**
2nd replacement flight plan - Item 18 - **RFP/Q2**

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(3)   *Message Format*

The transmission of RPL data to the IFPS shall be in ADEXP [see SECTION 16. ATS DATA EXCHANGE PRESENTATION (ADEXP].

(4)   *System Processing*

RPL messages shall be treated by the IFPS as a standard flight plan, and shall undergo the same processing as those flight plans received from external sources. Each RPL shall be generated to the IFPS 20 hours prior to the EOBT of that RPL.

Until an RPL is generated into the IFPS, no messages intended to associate with that RPL shall be successfully processed by the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

IFP/MODESASP (inserted as appropriate by the IFPS).

(6)   *General Procedures*

Due to different checking mechanisms in the IFPS and RPL system the following may be the cause for RPLs to fail automatic processing in the IFPS:

a)   The RPL system does not associate RPLs with the same details and an EOBT that is >14 minutes difference.

b)   The RPL system does not associate RPLs that are overlapping when the aerodromes of departure are different.

Where an RPL/IFPL was already generated and accepted by the IFPS system and a new RPL/IFPL is filed to the IFPS system, one of the following error messages may be presented to the IFPS:

[E28] EFPM: FLIGHT PLAN ALREADY GENERATED FROM RPL DATA	
Reason	**Requirements**
A flight plan matching the submitted message has already been generated from RPL.	Where a flight plan has already been received and processed by the IFPS from RPL data, another flight plan should not be submitted by a message originator.

[E29] EFPM: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <SITA> OR <AFTN>	
Reason	**Requirements**
A flight plan matching the submitted message has already been received from the indicated address.	Where a flight plan has already been received and processed by the IFPS, another flight plan should not be submitted for processing.

[E49] EFPM: FPL WITH SAME ARC_ID AND OVERLAPPING FLYING PERIOD EXISTS:	
Reason	**Requirements**
A valid flight plan exists in the IFPS with a given total flying time that overlaps with that given in the submitted message.	The IFPS cannot accept a flight plan that has the same callsign and a flying time, based on the EOBT and total estimated elapsed flying time, that overlaps with an existing valid flight plan.

31.2. RPLs Failing Automatic Processing in the IFPS

Temporary route closures that are promulgated in advance of an AIRAC date shall be highlighted during the RPL re-processing. Due to the nature of the reprocessing procedures, such RPL errors shall be ignored and thus any flight plan generated in the IFPS would be subsequently automatically processed with the associated imposed ignore. To avoid these incorrect RPLs passing through processing by the IFPS, when the RPL Team identifies flights affected by short term closures due to military activity during the re-processing, the relevant aircraft operator shall be advised of the closures and reminded, that it is their responsibility to either submit an RLST to the RPL section or a change message to the IFPS. Where an agreement has been reached with an Aircraft Operator for the RPL team to carry out such corrections, normally by splitting the RPL after the re-processing. In such cases the relevant Aircraft Operator shall be advised of any changes, and in the event that any closures are reopened, the responsibility shall be on the aircraft operator to either submit an RLST to the RPL section or a change message to the IFPS.

Note Should an airspace closure notification be received with too little advance notice, some RPLs may be generated to the IFPS, complete with closure violations, before any reprocessing may be carried out.

Whenever an RPL is presented for manual processing the following procedure shall be applied by the IFPS staff:

- Where contact with the aircraft operator **has** been possible, and an agreement has been reached, the IFPS staff shall correct accordingly the route of the invalid RPL.

    - Where **no agreement** is reached with the aircraft operator, the IFPS staff shall delete that RPL and advise the aircraft operator that they shall have to re-file using the normal flight plan procedures. The IFPS staff shall not force invalid RPLs into the system.

- Where contact with the aircraft operator is **not** possible, the IFPS staff shall refer that RPL to the IFPS duty supervisor, who shall then try to contact the aircraft operator/RPL office that submitted the RPL by using the contact details that are available via the 'RPL/RCT File Tracking' in Remedy or via the RPL/RCT Supervisor.

- If no contact can be established, that RPL shall be kept in the refer queue until either:

    - the Aircraft Operator sends a CHG/FPL message to modify the route
      or
    - the RPL should be deleted by the IFPS staff at EOBT +30 minutes.

In the case of RPLs being forced or deleted by the IFPS staff, an entry to the IFPS logbook with the details of such flights shall be made.

The RPL team shall be informed about the processing of the RPL:
FP1 In all cases, the IFPS staff shall give a printed copy of the RPL, including the error and correction, to the RPL team.
FP2 The RPL team shall be informed by an e-mail that contains the original message, the raised errors and the solution provided by the IFPS staff. The subject line of that e-mail shall state that this message is sent from FP2, e.g. Invalid RPL FP2, in order that the RPL team may clearly identify the originator of the e-mail.

31.3. Flight Plan already Generated from RPL Data

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: FLIGHT PLAN ALREADY GENERATED FROM RPL DATA
Explanation:	A flight plan with same details has already been received and processed by IFPS from the RPL database.
Instruction:	The IFPS staff shall contact the aircraft operator and if the RPL held in the IFPS is correct, shall reject the flight plan.
	The IFPS staff shall contact the aircraft operator and if the flight plan in error is correct, shall reject the FPL and agree with the aircraft operator/message originator that a CHG message shall be filed to update the existing RPL.
	If no contact is possible, the IFPS staff shall reject the FPL.

31.4. Flight Plan with Overlapping Flying Time Exists

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: FPL WITH SAME ARC_ID AND OVERLAPPING FLYING PERIOD EXISTS
Explanation:	The IFPS database holds a valid IFPL that is overlapping with the RPL/flight plan in error.
Instruction:	Where the IFPL is an RPL, the IFPS staff shall contact the aircraft operator and, if the RPL held in the IFPS is correct, shall reject the flight plan.
	If the RPL is incorrect, the IFPS staff shall reject the FPL and aircraft operator shall take the necessary actions to correct the existing RPL and re-submit the FPL.
	Where the IFPL is an FPL, the IFPS staff shall contact the aircraft operator and if the RPL in error is correct: refer the RPL and agree with the aircraft operator/message originator that a CNL or CHG message shall be filed to update the existing FPL. On successful processing such a CNL or CHG message, the RPL shall then be processed.
	If no contact is possible, delete the RPL.

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31.5. **Flight Plan already Received by the IFPS**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: FLIGHT PLAN ALREADY RECEIVED FROM < SITA OR AFTN ADDRESS >
Explanation:	A flight plan with same details has already been received and processed by IFPS.
Instruction:	The IFPS staff shall contact the aircraft operator and, - if the IFPL held in the IFPS is correct, shall delete the RPL. - if the RPL is correct, shall send the RPL to the referred queue and instruct the aircraft operator/message originator to cancel the IFPL. The cancel message shall associate to the RPL in the referred queue, so set the message window to manual and process the cancel message to delete the IFPL, then the RPL may be processed. If no contact is possible, the IFPS staff shall delete the RPL.

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32.   KEY FIELDS

(1)   General

Certain flight plan Items are classified as key fields by the IFPS to allow for message association. These key fields may not be modified by a change message.
[see SECTION 119. CHANGE (CHG)]

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

- Aircraft Identification [see SECTION 71.].

- Aerodrome of Departure [see SECTION 75.].

- Aerodrome of Destination [see Section 82.].

- Date of Flight [see Section 83.].

(2)   Requirements

The IFPS shall not accept messages attempting to change key field data by modifying an existing flight plan. Where such messages are received by the IFPS, they shall be rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)], and the existing flight plan shall remain unchanged.

(3)   Message Format

No change message [see SECTION 119.] attempting to modify the Aircraft Identification [see SECTION 71.] Departure Aerodrome [see SECTION 75.], [see SECTION 82.], or date of flight [see SECTION 83.] may be submitted to the IFPS for processing.

(4)   System Processing

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

(5)   Error Messages

[E51] SYN: NO CHANGES ALLOWED IN KEY FIELD	
Reason	**Requirements**
It is not possible to make changes to the indicated key fields.	It is not possible to make changes to the indicated key field.. Key fields may only be changed by cancelling the existing flight plan and re-filing with the new key field data.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

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33. MESSAGE ASSOCIATION

(2) *Requirements*

The IFPS shall check all messages submitted for processing to establish if the key field data [see SECTION 32. KEY FIELDS] matches that key field data of any existing message or messages in order that any necessary association may take place.

The message association checks are necessary to ensure that no two flight plans with the same aircraft identification shall exist within the IFPZ for flights where the calculated profiles overlap in time within given parameters.
For associated messages, the checks are carried out to ensure that those messages are linked to the correct flight plan.

Note Currently no association checks are being executed between the responsible IFPS units.

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

● Aircraft Identification.

● Aerodrome of Departure.

● Aerodrome of Destination.

● Date of Flight.

● Estimated Off-Blocks Time.

● Total Estimated Elapsed Time.

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

RPL Requirements

The RPL system shall check every individual RPL submitted for processing to establish if the key field data matches or overlaps that key field data of any other valid or invalid RPL held by the RPL team in order that any necessary association may take place.

The key fields checked in RPLs for association purposes shall be:

● Aircraft identification.

● Aerodrome of departure.

● Aerodrome of destination.

● The valid from date.

● The valid until date.

● Estimated off-blocks time.

● The days of operation.

(4) *System Processing*

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

The association process may result in:

Single association

Where the message associates with one flight plan.

Multiple associations

Where the message associates with more than one flight plan.

No association

Where the message does not associate with any flight plan.

Invalid association

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

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

In order to minimise the possibility of subsequent messages associating with multiple existing flight plans, message originators are strongly recommended to include the EOBT Departure Aerodrome [see SECTION 75.] and date of flight [see SECTION 83.], in all associated messages submitted to the IFPS for processing.

Full message association

Full message association shall occur when the three main key fields (aircraft identification, departure aerodrome and destination aerodrome) of an **associated** message match with a single existing flight plan where the EOBT difference is not more than 14 minutes.

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

The reaction of the IFPS in this situation shall depend on the originator of the new flight plan:

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

  'EFPM: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <AFTN or SITA address>'

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

In the case of flight plans where the flight type is 'X', full association shall occur where the EOBT in the message submitted to the IFPS for processing is within a maximum 14 minutes earlier or later than the EOBT in the existing flight plan.

Where that EOBT in an **associated** message submitted to the IFPS for processing is greater than 14 minutes earlier or later than the EOBT in the existing flight plan, then the submitted message shall not associate with the existing message. Instead, the message shall be rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)], with the error.
'EFPM: NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE'

The parameter whereby full association shall occur where the EOBT in the message submitted to the IFPS for processing is within a maximum 14 minutes earlier or later than the EOBT in the existing flight plan also applies to two associated message types. Cancel [see SECTION 121. CANCEL (CNL)] and change [see SECTION 119. CHANGE (CHG)] are both subject to this parameter, and where the EOBT difference between the submitted message and the message held by the IFPS is greater than 14 minutes, both cancel and change messages shall be automatically rejected by the IFPS.

Partial message association

Partial message association shall occur where the aircraft identification and either departure aerodrome or destination aerodrome matches with any existing flight plans and where the calculated total estimated elapsed time of the two flights overlaps. Partial association shall normally result in an automatic rejection [see SECTION 17.] for messages other than RQP [see SECTION 124. REQUEST FLIGHT PLAN (RQP)], RQS [see SECTION 125. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)] and AFP [see SECTION 126. AIRBORNE MESSAGE TYPES]. The error message sent with the reject message shall indicate with which flight plan the message associated with.

Duplicates

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

Note   Where a message is discarded as a duplicate, no operational reply message [see SECTION 17.] is sent to the message originator, and the message is not processed in any way by the IFPS.

It is also the case where a flight plan is cancelled by a message originator, who then submits an identical flight plan to the IFPS for processing within 5 minutes of the existing message, that the IFPS shall consider the second flight plan to be a duplicate of the first. The IFPS shall discard that second flight plan without undertaking any processing or sending an ORM to the message originator.

Single association with differences between the two flight plans

Where a flight plan submitted to the IFPS for processing associates with an existing flight plan, any differences in the second flight plan shall be considered and treated by the IFPS as changes. It should be noted that **the EOBT shall not be updated** under these circumstances, but all other flight plan items shall be updated where the information in the second flight plan differs from that in the original flight plan.
For the purposes of association, the IFPS shall calculate a flight time period for each flight plan processed by the IFPS, based on the date of flight/EOBT, and the total estimated elapsed time of that flight.

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Timing parameters in association

The timing parameters shall vary depending upon whether the flight plans have the same or different departure aerodrome, account is also taken of those flights where the flight type is given as 'X' [see SECTION 72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT]:

Condition	Time Parameter
If departure aerodrome is identical.	Date of flight/estimated off-blocks time plus twice total estimated elapsed time (or 6 hours, whichever is less).
If departure aerodrome is different, or 'round robin' flight, or second leg flight.	Date of flight/estimated off-blocks time plus total estimated elapsed time (or 3 hours, whichever is less).
For training' flights where the flight type is 'X'.	Estimated off-blocks time plus >14 minutes.

Example

The acceptance or rejection of flight plans with regard duplicates may be illustrated in the following tables of examples:

		Callsign	From	EOBT	To	T.EET	
	1st FPL	ABC456	EBBR	1200	EIDW	0130	Accepted by the IFPS
Example 1	2nd FPL	ABC456	EBBR	1200	EINN	0200	Rejected by the IFPS
Example 2	2rd FPL	ABC456	EIDW	1315	EBBR	0130	Rejected by the IFPS
Example 3	2th FPL	ABC456	EIDW	1340	EBBR	0130	Accepted by the IFPS

The first flight plan is accepted by the IFPS while the Example 2 flight plan is rejected as it has the same aircraft identification, departure aerodrome and EOBT.
The Example 2 flight plan is rejected as the total estimated elapsed time given in the first indicates that the first flight has not yet arrived at the destination aerodrome, which is also the departure aerodrome of the third flight plan.
The Example 3 flight plan is accepted by the IFPS as the first flight plan is indicated to have arrived at the destination aerodrome, which is also the departure aerodrome for the Example 3 flight plan.

Note   Where the flights are indicated as flight type 'X', then examples 2 & 3 would be accepted by the IFPS.

Example

	Callsign	From	EOBT	To	T.EET	
Ist FPL	ABC345	EDDL	1200	EGLC	0100	Accepted by the IFPS
2st FPL	ABC345	EDDL	1315	LFPG	0050	Rejected by the IFPS

The first flight plan is accepted by the IFPS, but the second is rejected as it indicates a different destination aerodrome and an EOBT that is not equal to or more than double the total estimated elapsed time of the first flight plan. The EOBT of the first flight plan is one hour, which makes it impossible for the second flight plan to have an accepted total EOBT of earlier than 1400.

Note   Where the flights are indicated as flight type 'X', then both flight plans would be accepted by the IFPS.

RPL System Processing

The RPL system shall check every RPL submitted for processing to ensure any necessary association takes place. Where association errors are found, those RPLs shall fail automatic processing and be presented for manual treatment by the RPL team.

Association checks shall be performed on those RPLs that are syntactically and semantically correct. Where association errors are identified in RPLs, no route analysis shall be performed on those RPLs by the RPL system at that time.

Full association

Shall occur when all the key fields match exactly.

Note   Where a difference in the EOBT between RPLs is greater than 14 minutes, no association shall be performed and those RPLs shall be accepted by the RPL system.

Overlapping association

Shall occur where the aircraft identification, departure aerodrome and destination aerodrome match exactly; where the EOBTs of all relevant RPLs are within 14 minutes of each other, and where there is an overlap in the validity period in such a way that there is at least one calendar day of operation defined that occurs in both RPLs within that overlap.

No association check shall be performed on blank RPLs that do not contain '+' or '-' [see SECTION 6. IFPS RPL FORMAT].

The association process may result in:

No association

An RPL does not associate with any other RPL.

Example

RPL A is valid in the RPL system. In an RLST submitted for processing the '-' RPL that is to cancel the RPL A does not have the same key fields as the RPL A.

Result   no association.

Single association

An RPL associates with another RPL.

Example

RPL A is valid in the RPL system. RPL B is submitted for processing, and is an exact duplicate of RPL A.

Result   RPL B is invalidated by the RPL system.

Dual active association

Those RPLs that were invalidated by the RPL system during the reprocessing due to an AIRAC change are split into two separate RPLs according to the AIRAC date; the first RPL continuing until the first day of the next AIRAC and the second RPL becoming active from the first day of the next AIRAC. In such circumstances a valid '-' RPL submitted for processing associates with these 2 split RPLs, as they are effectively identical in the RPL system.

Example

An RLST has been submitted for processing before the start of a new AIRAC, but after the reprocessing has been completed. The '-' RPL, even though correct, shall raise a warning that it will cancel 2 active RPLs if processed.

Result   a warning shall be presented by the RPL system during processing.

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Multiple associations

A '-' RPL associates with more than one valid RPL that have the same validity period and days of operation, and where the EOBT of these valid RPLs is within such time window that the subsequent '-' shall associate with these valid RPLs.

Example

RPL A is valid in the RPL system with a validity period of 050101 050228, days of operation **1234**000 and EOBT **2100**. RPL B is also valid in the RPL system, and is an exact duplicate of the RPL A, except for the EOBT that is **2120**. '-' RPL C is submitted for processing with a validity period of 050101 050228 and days of operation **1234**000, but EOBT **2110**.

Result   RPL C is invalidated by the RPL system, because it associates with both RPL A and RPL B.

Single overlap association

The validity period of an RPL overlaps with the validity period of another RPL.

Example

RPL A is valid in the RPL system with a validity period of 050101 050228 and days of operation **1234**000. RPL B has been submitted for processing with a validity period of 050101 050228 and days of operation **1**000000.

Result   RPL B is invalidated by the RPL system due to an overlapping error with RPL A.

Multiple overlap association

The validity period of an RPL overlaps with the validity period of more than one RPL.

Example

RPL A is valid in the RPL system with a validity period of 050101 050220 and days of operation **1234**500 and RPL B 050101 050220 and days of operation 0000**67**. Then, without cancelling RPL A and B, RPL C is submitted for processing, that has a validity period 050201 050220 and days of operation   0000**56**0.

Result   RPL C is invalidated by the RPL system because the validity period overlaps with RPL A and RPL B.

(5)   *Error Messages*

[E22] EFPM: MESSAGE FILED BEFORE MATCHING FILED FLIGHT PLAN	
Reason	**Requirements**
The message has a filing time earlier than that of an existing flight plan.	The IFPS shall treat all associated messages in order of filing time.

[E24] EFPM: MESSAGE MATCHES EXISTING INVALID MESSAGES	
Reason	**Requirements**
The message associates with another message that has failed automatic processing and is awaiting or undergoing manual treatment by the IFPS staff.	Where any message fails automatic processing and is moved to the manual treatment queue, all subsequent associated messages shall be linked to that invalid message and shall not be treated until that invalid message has been treated by the IFPS staff. This is a safety check to ensure that messages are treated in the correct sequence.

[E28] EFPM: FLIGHT PLAN ALREADY GENERATED FROM RPL DATA	
Reason	**Requirements**
A flight plan matching the submitted message has already been generated from RPL data.	Where a flight plan has already been received and processed by the IFPS from RPL data, another flight plan should not be submitted by a message originator.

[E29] EFPM: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <from>	
Reason	**Requirements**
A flight plan matching the submitted message has already been received from the indicated address	The same flight plan has already been received and accepted by IFPS from the given address.

[E41] EFPM: MESSAGE MATCHES MULTIPLE FLIGHT PLANS	
Reason	**Requirements**
The message potentially matches more than one existing flight plan.	Where there is more than one matching flight plan held in the IFPS, the correct message association may be increased in accuracy by adding the EOBT and DOF of the relevant flight plan.

[E45] EFPM: NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE	
Reason	**Requirements**
No valid flight plan is held by the IFPS with which this message may associate.	The referent flight plan may or may not have been filed; it may have been cancelled or closed by another party, or the key fields in the submitted message do not match. Also, the referent flight plan may be an RPL that has not yet been generated in the IFPS (this occurs at 20 hours in advance of EOBT).

[E49] EFPM: FPL WITH SAME ARC_ID AND OVERLAPPING FLYING PERIOD EXISTS: <Fpl_Identification>	
Reason	**Requirements**
A valid flight plan exists in the IFPS with a given total flying time that overlaps with that given in the submitted message.	The IFPS cannot accept a flight plan that has the same callsign and a flying time, based on the EOBT and total estimated elapsed flying time, that overlaps with an existing valid flight plan.

RPL Error Messages

[E47] EFPM: RPL OVERLAPS 2 ACTIVE AIRAC CYCLES	
Reason	**Requirements**
The RPL system has detected an RPL where the validity period is overlapping 2 AIRAC cycles. This error shall be raised when the RPL is processed after the reprocessing is completed, but before the start of a new AIRAC, and the validity period of an RPL overlaps both AIRAC cycles.	The RPL system shall not accept RPLs that overlap 2 AIRAC cycles that are active in the RPL system. Such RPLs must be split according to the AIRAC date.

[W5] WARN: THIS RPL WILL CANCEL 2 (ACTIVE) RFPDS WHEN PROCESSED	
Reason	**Requirements**
The RPL system has detected a '-' RPL that will cancel an RPL where the validity period is overlapping 2 AIRAC cycles. This warning is only presented when the RPL to be cancelled falls in the period after the reprocessing of RPLs and before the start of a new AIRAC cycle.	During reprocessing, where an RPL has been split by the RPL system to enable checking in both AIRAC cycles. This warning message is an internal check to prevent the unintentional automatic cancellation of both those resulting RPLs.

[A4] ASSOC: MULTIPLE ASSOCIATION (<Count>) DETECTED ON <Status> RFPDS	
Reason	**Requirements**
The validity period and days of operation of a '-' RPL are an exact match of 2 or more valid RPLs, and the EOBT of these valid RPLs is within such time window that the subsequent '-' shall associate with these valid RPLs.	A '-' RPL submitted for processing may cancel only one valid RPL.

[A5] ASSOC: OVERLAPPING ASSOCIATION DETECTED ON MULTIPLE (<Count>) <Status> RFPDS	
Reason	**Requirements**
The validity period of an RPL overlaps with the validity period of other RPLs.	The validity period of an RPL is checked by the RPL system in such way that the validity period together with the days of operation of '+' RPLs shall not overlap with each other, and the validity period and days of operation of a '-' RPL must be an exact match to the one to be cancelled.

[A6] ASSOC: NO ASSOCIATION DETECTED FOR THIS RFPD	
Reason	**Requirements**
Where the key fields of a '-' RPL are not identical to the one to be cancelled, the RPL system is not able to associate these 2.	The key fields of a '-' RPL must be an exact match with an RPL to be cancelled.

[A7] ASSOC: NO ASSOCIATION ALLOWED FOR THIS SINGLE <Status>RFPD	
Reason	**Requirements**
The key fields of 2 RPLs are an exact match.	The RPL system shall not accept 2 RPLs with an exact key field match.

[A8] ASSOC: OVERLAPPING ASSOCIATION DETECTED ON SINGLE <Status> RFPD	
Reason	**Requirements**
The validity period of an RPL overlaps with another one.	The validity period of an RPL is checked by the RPL system in such way that the validity period together with the days of operation of '+' RPLs may not overlap with each other, and the validity period and days of operation of a '-' RPL must be an exact match to the one to be cancelled.

[F8] LOAD: DUPLICATE RPL DETECTED ON ROW	
Reason	**Requirements**
A duplicate RPL has been detected by the RPL system.	The RPL system shall not accept a second RPL that is an exact duplicate of another RPL in the submission being processed.

IFP Indicators
[see SECTION 66. IFP INDICATORS].

(6)   *General Procedures*

33.1.   Anomalies on Receipt of Duplicate Flight Plans

Valid from:	Permanent.
Valid until:	UFN
Reason:	Exact duplicate messages are discarded by the IFPS.
Error message ref.	None.
Explanation:	If multiple associated messages are submitted to the IFPS in such a sequence that one of the subsequent messages is an exact duplicate of a previously submitted message, that subsequent message shall be automatically discarded if the submission is within 5 minutes of the original. Such a scenario is achieved when the messages are submitted in the sequence FPL-CNL-FPL, where the second FPL is an exact character match of the original; or FPL-CNL-FPL-CNL, where the second CNL is an exact match of the first.
Instruction:	The message originator must make a modification to the re-submitted message.

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RPL General Procedures

Where an RPL is presented for manual processing by the RPL team due to association errors, no modification shall be made to that RPL except in cases where there is no ambiguity about the correction.

In all other cases the correction shall be co-ordinated with the Aircraft Operator, except where due to the complexity or high amount of errors the file shall be rejected and returned to the originator with a clear explanation of such rejection.

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34. PROFILE CALCULATION/ROUTE ANALYSIS

(1)   *General*

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

(2)   *Requirements*

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

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

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

Note   The profile calculation does not take into account weather data or individual flight characteristics such as load sheets for individual aircraft, as may be the case with profiles calculated by aircraft operators.

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

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

Note   Different message types may contain different address lists; for example, an Arrival Message [see SECTION 123. ARRIVAL (ARR)] shall only be distributed to the ATS reporting office, approach and aerodrome control tower of the aerodrome of departure, if they have specified a requirement of arrival notification.
[see SECTION 14. MESSAGE DISTRIBUTION BY THE IFPS]

(4)   *System Processing*

The four-dimensional profile calculated by the IFPS for each IFR/GAT flight or part thereof within the IFPZ shall be based on the route and speed/level information where given in Item15: Route, on the aircraft performance, the Estimated Off-Blocks Time (**EOBT**) and the Estimated Off-Blocks Date (**EOBD**) of that flight.

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

A taxi time shall be included in the profile calculation as and where that taxi time is held in the CFMU Environment database.

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When the profile has been calculated, the IFPS shall compare the calculated total EET to the total EET indicated in the message [see SECTION 82.]. A percentage may be used to adjust all estimate times at points along the path of the calculated profile of the flight to arrive exactly within the total EET indicated in the message.

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

The profile shall be used to check the flight path against airway requirements [see SECTION 76.], [see SECTION 44.], [see SECTION 45.] and against airspace requirements [see SECTION 47.], [see SECTION 46.], [see SECTION 48.].

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

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

Note The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. Within that part of a route between IFPSTOP and IFPSTART, data must be syntactically correct (e.g. will not accept 0100) and do not tolerate the use of symbols. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

(5) *Error Messages*

[P2] PROF: PROFILE ANALYSIS STOPPED	
Reason	**Requirements**
The system is unable to continue creating a profile for the flight.	Ensure that all information in the message is accurate.

[P27] PROF: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS	
Reason	**Requirements**
The flight does not comply with those mandatory conditions associated with 8.33kHz airspace.	The flight must be compliant with all 8.33kHz conditions in Items 10, 15 & 18 when the flight is planned to enter 8.33kHz airspace.

[P22] PROF: USE OF UHF NOT PERMITTED IN 8.33 SECTOR(S)	
Reason	**Requirements**
The indicated equipment contains U, but the flight is calculated to enter a sector(s) that require Y equipment.	The indicated sector(s) require that all flights intending to use that airspace carry the full 8.33kHz equipment (Y in Item 10); UHF (U in Item 10) alone as indicated in the submitted message is not sufficient.

[P24] PROF: TTL_EET DIFFERENCE > % CALCULATED TTL_EET FROM TO =(hhmm)

Reason	Requirements
The total EET given is greater than the accepted maximum calculated for this trajectory.	The IFPS shall calculate a total flying time for all flights, based on the speed(s), flight level(s) and aircraft performance, and shall raise a warning where the total EET of the submitted message is outside the accepted percentage error based on this figure.

[P9] PROF: DCT SEGMENT <Point><Point> IS NOT AVAILABLE IN FL RANGE <FL_Range> (<Citypair>)

Reason	Requirements
The indicated DCT route has been classified as unavailable at the requested flight level filed and the system is unable to connect the two points via an airway.	The specified direct route in the submitted flight plan is not available at the requested flight level, so an available route using the ATS route structure is required for this segment.

[P14] PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE <FL_Range> (<Citypair>)

Reason	Requirements
The given route is classified as unavailable at the requested flight level between the indicated points.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

[P4] PROF: CANNOT CLIMB OR DESCEND ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)

Reason	Requirements
The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level.	When building a flight profile, the IFPS checks for unavailable levels between the previous and current flight level on the route segment in which the climb or descent takes place. During the initial climb phase and the final descend phase the terminal procedures and undefined airspaces are not checked.

[P5] PROF: <Route> IS A CLOSED CDR_1 ON PORTION <Portion> IN FL RANGE <FL_Range> (<Citypair>)

Reason	Requirements
The given route is classified as an unavailable CDR1 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

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[P6] PROF: <Route> IS A NOT OPENED CDR_2 ON PORTION <Portion> IN FL RANGE <FL_Range> (<Citypair>)

Reason	Requirements
The given route is classified as an unavailable CDR2 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

[P7] PROF: <Route> IS A CDR_3 ON PORTION <Portion> IN FL RANGE <FI_Range> (<Citypair>)

Reason	Requirements
The given route is classified as an unavailable CDR3 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

[P12] PROF: RS: OFF MANDATORY ROUTE <Point> LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: (<Citypair>):

Reason	Requirements
The route detailed in the submitted message does not comply with the specified mandatory route.	The filed route must comply with all relevant RAD restrictions.

[R40] ROUTE: FLIGHT NOT APPLICABLE TO IFPS

Reason	Requirements
The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.	Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

[P23] PROF: TOTAL STAY TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME

Reason	Requirements
The submitted message contains an en-route STAY indicator with a time greater than the total estimated elapsed time indicated in Item 16.	The IFPS shall check the given EET for a submitted flight plan, and where a STAY indicator is used in the route, the associated time is also checked. Where the STAY time is incompatible with the calculated total EET (including its accepted percentage error), a warning is generated.

IFP Indicators

[see SECTION 66. IFP INDICATORS]. IFP/ERROUTE

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(6)   *General Procedures*

34.1.   Flight not Applicable to IFPS

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT NOT APPLICABLE TO IFPS
Explanation:	When calculating the flight profile, the IFPS is unable to positively identify in a flight any part that is IFR/GAT within the IFPZ.
Instruction:	• Where the error is raised as a result of **Y** flight rules with no IFR indicator in the route, the IFPS staff shall apply **SCP1**.
	• Where the error is raised as a result of no GAT indicator in the route, the IFPS staff shall **reject** the message.
	• Where, after plotting the route, it is clear that the flight does not enter the IFPZ at any time, the IFPS staff shall **reject** the message.
	Note For those flights indicating mixed flight rules, or mixed OAT/GAT conditions, the IFPS staff should first check for any other information in the message that may assist in identifying IFR or GAT points in the route.

34.2.   Insufficient Data to Create a New Flight Plan

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INSUFFICIENT DATA TO CREATE A NEW FLIGHT PLAN
Explanation:	Where a flight plan is submitted with unknown departure and destination aerodromes, and a route consisting only of 'DCT', the IFPS is unable to construct a flight plan profile, as it has no geographical information with which to work.
Instruction:	Where contact with the message originator is possible, the IFPS staff shall **request** a minimum of a set of geographical co-ordinates for the route. Where no contact with the message originator is possible, the IFPS staff shall **reject** the message.

34.3. Route Analysis Aborted

Where the error 'Route Analysis Has Aborted' is given, no route plot function is available. It might be possible to identify in which part of the route the problem is, by using temporarily the IFPSTOP function, in order to force the IFPS to give a different error.

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	The IFPS cannot expand the route in the profile calculation.
Error message ref.	PROF: PROFILE ANALYSIS STOPPED
Explanation:	A detailed analysis is required in order to identify the cause for this message (i.e. CFMU Environment Database deficiency or system deficiency).
Instruction:	If the error, Route Analysis Has Aborted, is presented for a single message: • then the IFPS staff shall raise an Incident Type 2 (I_2). If this error is encountered repeatedly in a short space of time the IFPS Supervisor shall be informed and • an Incident Type 1 (I_1) shall be raised.

35.   MILITARY FLIGHTS

(1)   *General*

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

This shall include those flights where the type of flight is indicated as military (M) [see SECTION 72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT] of the flight plan, where all or part of the flight is operating within the IFPZ under IFR/GAT conditions.

As the terms 'GAT' and 'OAT' have been developed within the European region as tools to assist in European flight planning, for the purpose of clarity, the following meanings shall be attached to those terms:

General Air Traffic (**GAT**):   Flights or parts thereof that are operating subject to civil ATC rules and procedures.

Operational Air Traffic (**OAT**):   Flights or parts thereof that are operating subject to military ATC rules and procedures.

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

(6)   *General Procedures*

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

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

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

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

• Check for compliance with the military RAD routes.

• Check for any indication in the message that gives a reason for a non-standard route (where none is given, it is advisable to call the message originator, where possible, to confirm any reason for a non-standard route).

• Check for any fax received by the IFPS giving authorisation for a non-standard route.

• Where possible, co-ordinate any necessary route changes with the message originator, regardless of the presence of the IFPS Reroute Accepted authorisation.

   [see SECTION 25.IFPS RE-ROUTE ACCEPTED]. Where it is clear that the flight may not follow a standard route, the IFPS staff should contact all those FMPs within whose airspace the non-standard route is planned, in order to obtain explicit approval for that route, or to co-ordinate any modifications to it that are required by ATC.

• **Apply SCP1**.

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36. GENERAL AIR TRAFFIC/OPERATIONAL AIR TRAFFIC (GAT/OAT)

(2) *Requirements*

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

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

The point at which a military flight intends to change to or from GAT shall be a recognised navigation beacon, as published in the relevant National AIP, or a set of geographical co-ordinates.

(3) *Message Format*

The method of indicating where a flight intends to change to/from civil/military control is the insertion of the terms 'OAT' and/or 'GAT' in the route [see SECTION 76. ITEM 15: ROUTE] immediately after the point at which the change is intended to take place.

Example 1
N0400F330 ………….. NTM OAT TB6 ……………

The flight intends to change from GAT to OAT at the point NTM so the IFPS shall stop route extraction from NTM onwards.

Example 2
N0400F330 MC1…………..TB6 NTM GAT UR110 ……………

The flight intends to change from OAT to GAT at the point NTM. In this situation, the IFPS shall assume that the entire route prior to NTM was OAT and therefore shall only begin route extraction from NTM onwards.

Where appropriate, it is possible to include an indication of a change to the speed and level of the flight at the point at which the change in condition takes place.

Example 3
N0400F330 ………….. NTM/N0375F270 OAT TB6 ……………

The flight intends to change from FL330 to FL270 at the point NTM and to change from GAT to OAT at that point so the IFPS shall stop route extraction from NTM onwards.

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

Example 4
Submitted to the IFPS for processing   N0400F330 ………….. NTM/OAT TB6 ……………
Output by the IFPS after processing   N0400F330 ………….. NTM OAT TB6 ……………

(4)   *System Processing*

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

Note   The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. Within that part of a route between IFPSTOP and IFPSTART, data must be syntactically correct (e.g. will not accept 0100) and do not tolerate the use of symbols. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

(5)   *Error Messages*

[R40] ROUTE: FLIGHT NOT APPLICABLE TO IFPS	
Reason	**Requirements**
The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.	Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

[R5] ROUTE: UNKNOWN DESIGNATOR <name>	
Reason	**Requirements**
The indicated designator is not a known entity in the current IFPS environment.	The GAT/OAT indicator may be attached to a route rather than a point, or to a military point that is not known in the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

IFP/ERROUTE

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36.1. Flight not Applicable to IFPS

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT NOT APPLICABLE TO IFPS
Explanation:	When calculating the flight profile, the IFPS is unable to positively identify in a flight any part that is IFR/GAT within the IFPZ.
Instruction:	• Where the error is raised as a result of **Y** flight rules with no IFR indicator in the route, the IFPS staff shall apply **SCP1**. • Where the error is raised as a result of no GAT indicator in the route, the IFPS staff shall **reject** the message. • Where, after plotting the route, it is clear that the flight does not enter the IFPZ at any time, the IFPS staff shall **reject** the message. **Note** For those flights indicating mixed flight rules, or mixed OAT/GAT conditions, the IFPS staff should first check for any information in the message that may assist in identifying IFR or GAT points in the route.

36.2. Information Following Change in Type of Flight

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	Syntax Error.
Explanation:	A syntax error is raised if a numerical indicator is used after OAT in Item 15 to denote a time delay at that point.

Instruction:	The IFPS will only accept syntactically correct data, so any correction must start with an alphabetic character.
	e.g. submitted for processing: PIS OAT 0100 PIS GAT
	          corrected to: PIS OAT T0100H PIS GAT or
	          PIS OAT ONE HOUR PIS GAT
	The IFPS staff may also wish to propose the use of the STAY indicator for those flights operating entirely within the IFPZ.

36.3. Flight Rules/Type of Flight IOM

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-ICAO standard military filing.
Error message ref.	
Explanation:	OAT and GAT are not universal designators, and some military organisations indicate OAT flight in Item 8: Flight Rules and Type of Flight, of the flight plan.
Instruction:	If OAT/GAT changes are clearly indicated in either the route or other information, then the IFPS staff shall correct by inserting OAT/GAT as appropriate, and changing IOM to IM; otherwise **SCP1**.

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36.4. OAT/GAT French Military Flight Plans

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-ICAO standard military filing.
Error message ref.	
Explanation:	Some French military flight plans may contain non-ICAO standard routing elements such as RHODIA OV. These elements will raise errors, but must not be removed, as they are a requirement of the French military flight plan processing system.
Instruction:	The IFPS staff shall use IFPSTOP/IFPSTART around these items.

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37. MILITARY POINTS AND ROUTES

(2) *Requirements*

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

(3) *Message Format*

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

(4) *System Processing*

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

(5) *Error Messages*

[R5] ROUTE: UNKNOWN DESIGNATOR <name>	
Reason	**Requirements**
The indicated route or point designator is not a known entity in the current IFPS environment.	The GAT/OAT indicator may have been omitted from the route.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

IFP/ERROUTE

37.1. Military Flights Using TACAN Routes within France

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-ICAO standard military filing.
Error message ref.	
Explanation:	TACAN routes may be filed in military GAT route portions within French airspace only when they are in compliance with the opening times defined in the French AIP.
Instruction:	If outside availability hours, the IFPS staff shall apply SCP1.

37.2. Departures/Arrivals LCRA

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-ICAO standard military filing.
Error message ref.	
Explanation:	Military flights to and from Akrotiri (LCRA) may not route via LCA or PHA, but must route via WPT (WestPoint) or EPT (EastPoint), but WPT and EPT are not held in the CFMU Environment database.
Instruction:	The IFPS staff shall, in co-ordination with the message originator, replace each point with its geographical co-ordinates (WPT - 3424N03157E and EPT – 3425N03332E) **and ignore the DCT and 'STAR Limit is exceeded' errors for DCT portions which are necessary to connect the route structure to/from LCRA via these points.**

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38.   ADDRESSING

(2)   *Requirements*

Military flights intending to operate within the IFPZ under civil rules and procedures shall submit a flight plan to the IFPS for processing [see SECTION 13. MESSAGE SUBMISSION TO THE IFPS], indicating in that flight plan where the flight intends to operate under those conditions.

For those flights operating under OAT conditions within the IFPZ, either wholly or in part, it shall remain the responsibility of the message originator to ensure that the relevant ATC units for those OAT part or parts are addressed. That function shall not be undertaken by the IFPS unless those addresses AFTN addresses are added to the message submitted to the IFPS for processing under the re-addressing function [see SECTION 15. RE-ADDRESSING].

38.1.   Processing by the IFPS

[see SECTION 15. RE-ADDRESSING] and [see SECTION 13. MESSAGE SUBMISSION TO THE IFPS].

(3)   *Message Format*

[see SECTION 15. RE-ADDRESSING] and
[see SECTION 13. MESSAGE SUBMISSION TO THE IFPS].

(4)   *System Processing*

The IFPS shall check the route of a submitted flight plan for the indicators 'OAT' and 'GAT', and where these indicators are identified, the IFPS shall calculate distribution of that flight plan and associated messages only for that part(s) of the flight operating under GAT conditions [see SECTION 13. MESSAGE SUBMISSION TO THE IFPS]. Where any part of the flight operates under OAT conditions within the IFPZ, the addressing for that part of the flight plan and any associated messages shall **not** be undertaken by the IFPS, instead it shall be carried out by the message originator [see SECTION 15. RE-ADDRESSING].

(5)   *Error Messages*

[see SECTION 15. RE-ADDRESSING] and
[see SECTION 13. MESSAGE SUBMISSION TO THE IFPS].

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39. BLOCKING LEVELS

(2) *Requirements*

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

(3) *Message Format*

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

Example 1
N0400F250 ………………. MUT/ N0400F250B280 R55 AYT……………

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

Example 2
N0400F250 ………………. MUT/ N0400F250B280 OAT DCT AYT……………

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

(4) *System Processing*

Where an indication of level blocking is submitted to the IFPS, the message shall fail automatic processing and be presented for manual treatment.

(5) *Error Messages*

[R5] ROUTE: UNKNOWN DESIGNATOR <name>	
Reason	**Requirements**
The OAT/GAT indicator has been attached to an unknown point.	The OAT/GAT indicator may only be attached to a known civil point.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

39.1.   **Level Blocking**

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-ICAO standard filing.
Error message ref.	
Explanation:	There is occasionally a requirement for more than one flight level for exercises such as in-flight refuelling.

Instruction:	**There is occasionally a requirement for more than one flight level for exercises such as in-flight refuelling.**
	
	Instruction
	There are several scenarios where blocking levels require manual processing. In each case, if the filed speed and lower level at the point where level blocking starts is the same as the previous speed/level group, it is necessary to make a change of 1 knot to the speed to prevent that information from being dropped by the system.
	
	Example 1
	Filed: N0250F250…MUT/N0250F250B280 DCT AYT
	Corrected: MUT/N025**1**F250 **IFPSTOP** B280 DCT AYT
	          IFPSTART
	Output: N0250F250…MUT/N0251F250 B280 R55 AYT
	
	Example 2
	Filed: N0250F250…MUT/N0250F250B280 OAT R55 AYT GAT
	Corrected: MUT/N025**1**F250 **IFPSTOP** B280 OAT R55 AYT
	          IFPSTART GAT
	Output: N0250F250…MUT/N0251F250 B280 OAT R55 AYT GAT
	
	Example 3
	Filed: N0250F250…MUT/N0250F250B280 R55 AYT
	Corrected: MUT/N025**1**F250 **IFPSTOP** B280 MUT **IFPSTART** R55 AYT
	Output: N0250F250…MUT/N0251F250 B280 R55 AYT
	Where a flight is entering Oceanic airspace with no speed indicated at the Oceanic entry point, the system will automatically insert one, calculating the value from the air speed indicated, or converting an existing figure given in knots. In doing this, it will not include any data on blocked levels indicated at an earlier point, so it is necessary to manually add such data.
	
	Example 4
	Filed: VBG/N0450F260B280 DCT CSL DCT LUK DCT BRUCE 56N010W 55N020W……
	Corrected: VBG/N0450F260 **IFPSTOP** B280 DCT CSL **IFPSTART** DCT LUK DCT BRUCE 56N010W/**N0450F260 B280** 55N020W……
	Output: VBG/N0450F260 B280 DCT CSL DCT LUK DCT BRUCE 56N010W/M075F260 B280 55N020W……
	
	Note 1 If the blocking level at the Oceanic entry point is entered with a space separating it from the actual speed/level group at the point, it will not be checked by the system as it is considered to be outside the IFPZ, so IFPSTOP and IFPSTART are not needed.
	
	Note 2 This procedure is also accepted by the system when the flight is routing via a NAT track rather than a series of geographical co-ordinates.

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40.   MILITARY RAD

(2)   *Requirements*

The IFPS shall check all military flights (flight type 'M') operating within the IFPZ for compliance with all RAD [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)] restrictions for that part(s) of the flight that operates under GAT conditions within the IFPZ.

In the event that the flight follows any route listed in the RAD document, Annex MIL Military Flights (hyperlink), the IFPS shall also check those flights for compliance with the routes therein.

(4)   *System Processing*

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

(5)   *Error Messages*

[see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)]

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

40.1.   AIP/RAD for Military Flights

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-AIP/RAD compliant military routing.
Error message ref.	
Explanation:	Military IFR/GAT flights are subject to RAD and AIP restrictions, but some flights should be excluded.
Instruction:	**Instruction 1** After co-ordination with the message originator, where possible, where military flights are unable to comply with RAD/AIP restrictions for operational or diplomatic reasons, the IFPS staff should contact the concerned FMP(s) to request non-standard routings. **Instruction 2** Where military flights comply with those routes and conditions specified in the RAD Annex MIL, any associated errors should be **ignored** by the IFPS staff.

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41. OPEN SKIES FLIGHTS

(1) General

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

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

(2) Requirements

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

F An observation mission. To qualify for exemption from the normal IFPS route checking, such flights must also contain, the indicator STS/ATFMEXEMPTAPPROVED, and a remark indicating that the route has been approved and co-ordinated with the relevant National Authorities.

D A demonstration flight. To qualify for exemption from the normal IFPS route checking, these flights must also contain, the indicator STS/ATFMEXEMPTAPPROVED, and a remark indicating that the route has been approved and co-ordinated with the relevant National Authorities.

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

(3) Message Format

All flight plans to be accepted under the Open Skies exemption agreement shall have a callsign that starts with the letters 'OSY', and a last letter in the callsign that shall be either **'F'** or **'D'**. These flights shall also contain, the indicator STS/ATFMEXEMPTAPPROVED, and in the sub-field RMK, a comment indicating that the route has been co-ordinated with and approved by the relevant National Authorities.

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

(4) System Processing

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

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

(5) Error Messages

Error messages shall be dependant on the filed route.

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IFP Indicators

[see Section 66. IFP INDICATORS].
No IFP indicators are necessary, as the routes have been approved by all parties involved.

(6)   *General Procedures*

41.1.   **Open Skies Flights**

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

42. VISUAL FLIGHT RULES (VFR)

(2)   *Requirements*

All flight plans and associated messages for IFR/GAT flights [see SECTION 35. MILITARY FLIGHTS] or parts thereof intending to operate within the IFPZ shall be submitted to the IFPS for processing. This shall include those flights where the flight rules are indicated as mixed IFR and VFR, shown as Y (IFR then VFR) or Z (VFR then IFR) in the Flight Rules[see SECTION 72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT] of the flight plan and where all or part of the flight is operating within the IFPZ under IFR/GAT conditions.

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

The IFPS shall fully process only the IFR/GAT parts of the flight [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS] and distribute the message to those ATC Units handling the IFR/GAT part or parts of the flight [see SECTION 14. MESSAGE DISTRIBUTION BY THE IFPS].

The IFPS shall undertake only minimal processing of any VFR part of a flight. The IFPS shall not distribute the message to those parts of the flight indicated as VFR unless the message originator makes use of the re-addressing function [see SECTION 15. RE-ADDRESSING]. It shall remain the responsibility of the message originator to ensure distribution of the message to all those addresses requiring the message for any VFR part(s) of the flight.

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

RPL Requirements

The RPL team shall not accept any flights that intend to operate under VFR in whole or in part.

(3)   *Message Format*

Where a flight intends to change to/from IFR/VFR control, this shall be indicated in the Flight Rules [see SECTION 72.] and in the route [see SECTION 76. ITEM 15: ROUTE].

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

The point at which the flight plans to change from VFR to IFR shall be followed by an oblique stroke that shall then be followed by the speed and level indicators, a space, and - the identification group 'IFR'.

Example

N0487VFR WELIN/N0487F330 IFR UN57 TNT UL28 RODOL…

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

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

Examples
N0487F330 BUZAD T420 WELIN UN57 TNT/VFR …
N0487F330 BUZAD T420 WELIN UN57 TNT VFR …

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

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

Examples
N0487F330 BUZAD T420 WELIN UN57 TNT/N0245A050 VFR ……………
N0487F330 BUZAD T420 WELIN UN57 TNT/N0245VFR ……………

(4)   *System Processing*

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

The IFPS shall confirm that the filed flight rules [see SECTION 72.] and any change of flight rules indicated in the route [see SECTION 76.] correspond. Where they do not, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

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

The full route extraction shall only be carried out for IFR/GAT flights or parts thereof intending to operate within the IFPZ. [see SECTION 34.], [see SECTION 14.]. However, a profile calculation is carried out by the IFPS where data within the VFR portion of the route is syntactically correct. These data items are used in the calculation of the total estimated elapsed time and any speed/level changes at these data items shall also be taken into account. The IFPS shall make this profile calculation based on a maximum VFR level of FL195 during the VFR part of the route, regardless of any flight level indications in the submitted route.

The IFPS shall calculate distribution of that flight plan and associated messages only for that part or parts of the flight operating under IFR/GAT conditions [see SECTION 14.]. Where any part of the flight operates under VFR conditions within the IFPZ, the addressing for that part of the flight plan and any associated messages is **not** undertaken by the IFPS. Any necessary addressing for those VFR parts of that flight shall be carried out by the message originator or the aircraft operator, and such addressing may be included in the re-addressing function [see SECTION 15.].

Note   The trigger events for the transmission of an AFP message [see SECTION 126. AIRBORNE MESSAGE TYPES] now include a change in flight rules.

The use of either IFPSTOP/IFPSTART or VFR/IFR and OAT/GAT has an influence on the profile calculation. IFPSTOP/IFPSTART is a manual processing function that results in many, but not all, errors being ignored by the IFPS. Within that part of a route between IFPSTOP and IFPSTART, data must be syntactically correct (e.g. will not accept 0100) and do not tolerate the use of symbols. That part of a route within an OAT or VFR designation is considered only as text, except where a STAY designator is found after the first point of a VFR/OAT portion (in such a case, the STAY information is taken into account).

(5)   *Error Messages*

[R21] ROUTE: FLIGHT RULES I WITH VFR PART	
Reason	**Requirements**
The flight rules have been submitted as IFR only, but a change to VFR is indicated at a point in the route.	If a change to VFR is indicated at a point in the route. If a change to VFR is intended, then the flight rules should be given as Y (IFR then VFR).

[R64] ROUTE: FLIGHT RULES Z WITH NO IFR PART	
Reason	**Requirements**
The flight rules are Z (VFR then IFR), but no IFR designator is given in the route.	is the designator IFR should be given in the route to indicate at which point the flight intends to change to IFR.

[R63] ROUTE: FLIGHT RULES Y WITH NO VFR PART	
Reason	**Requirements**
The flight rules are Y (IFR then VFR), but no indication is made in the route to indicate at which point the change to VFR takes place.	The VFR indicator should be given in the route to indicate at which point the flight intends to change to VFR.

[R22] ROUTE: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES. (RFL)	
Reason	**Requirements**
The flight rules are Y, but the IFPS is unable to extract any IFR part of the route.	The flight rules and any changes thereto in the route must correspond.

[R40] ROUTE: FLIGHT NOT APPLICABLE TO IFPS	
Reason	**Requirements**
The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.	Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

[R62] ROUTE: ERROR VFR NOT PERMITTED IN OR ABOVE EUR RVSM AIRSPACE	
Reason	**Requirements**
The submitted flight plan indicates that the flight intends to change to or from VFR in or above RVSM airspace.	The submitted flight plan indicates that the flight intends to change to or from VFR at or above F290. An indicated change of level to one lower than F290 at the point at which the change to VFR is to take place is required.

[P24] PROF: TTL_EET DIFFERENCE > [ ]%, CALCULATED TTL_EET FROM (ADEP) TO (ADES) = (HHMM)	
Reason	**Requirements**
The total EET given is greater than the accepted maximum calculated by the IFPS for this trajectory.	The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is outside the accepted percentage error based on this figure.

IFP Indicators

[see SECTION 66. IFP INDICATORS]. IFP/ERROUTE

(6)   *General Procedures*

42.1. Flight not Applicable to IFPS

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT NOT APPLICABLE TO IFPS
Explanation:	When calculating the flight profile, the IFPS is unable to positively identify in a flight any part that is IFR/GAT within the IFPZ.
Instruction:	• Where the error is raised as a result of **Y** flight rules with no IFR indicator in the route, the IFPS staff shall apply **SCP1**. • Where the error is raised as a result of no GAT indicator in the route, the IFPS staff shall **reject** the message. • Where, after plotting the route, it is clear that the flight does not enter the IFPZ at any time, the IFPS staff shall **reject** the message. **Note** For those flights indicating mixed flight rules, or mixed OAT/GAT conditions, the IFPS staff should first check for any information that may assist in identifying IFR or GAT points in the route.

42.2. VFR Flights below RVSM Airspace

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	System deficiency.
Error message ref.	ROUTE: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES. (RFL)
Explanation:	This error may be raised incorrectly due to profile description.
Instruction:	The IFPS staff shall check the list profile of the flight. If the flight level at all points of any VFR portion therein is less than FL290, the error shall be ignored; otherwise SCP1.

42.3. VFR Indicator in RPL

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES. (RFL) ROUTE: MISSING CRUISING FLIGHT LEVEL (RFL)
Explanation:	A VFR indicator has been included in the route of an RPL.
Instruction:	Any RPL containing an indication of VFR shall be rejected by the RPL team.

43.   NORTH ATLANTIC (NAT) TRAFFIC

(1)   *General*

North Atlantic (NAT) Tracks

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

North Atlantic European Routing Scheme (NERS)

The NERS has replaced two previous flight planning arrangements, namely the mandatory NAT eastbound requirements (as published in national AIPs and the CFMU Route Availability Document Annex NAT, [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)] as well as the NAT eastbound 'scenario' routeings.

NERS routeings themselves exist only within the so-called 'Common Portion' area, using a system of 'Coastal Fixes' (which are either Oceanic Exit Points in UK and French airspace, or Landfall Fixes in Irish airspace) and 'Inland Navigation Fixes' (normally eastern/southern UK UIR boundary fixes). Beyond these Inland Navigation Fixes, so-called 'Non-common Portion' routes are promulgated by the CFMU for ease of flight planning reference through to system airports outside of the UK.

The NERS specify particular routeings (both Common and Non-common Portions) to one of the 12 NERS 'system airports', which are:

EBBR	EDDM	EGLL	LIMC
EDDF	EGCC	EHAM	LIRF
EDDL	EGKK	LFPG	LSZH

The IFPS shall only 'hard check' for compliance against NERS Common Portion routings.

Aircraft Operators are required to file routes according to any specified NERS, but where a NERS for those published destinations is not specifically required according to the NAT Eastbound Oceanic Track Structure signal, the Aircraft Operator has a free choice of which NERS route to file for that destination.

Those Common Portion routes in French airspace that have no system airport defined are mandatory for those flights operating in the airspace of that Common Portion, although the choice of which NERS route to use is left to the aircraft operator.

Those flights to non-system airports shall use an appropriate NERS Common Portion of their choice, but are then free to plan any RAD-compliant route from the end of that Common Portion to the destination.

When specified via the daily NAT Eastbound Oceanic Track Structure signal, NERS adherence is mandatory for NAT eastbound Oceanic Track Structure traffic crossing W030°00' between 0200-0500hrs UTC.

Where the daily NAT Eastbound Oceanic Track Structure signal does not specify any NERS routes for a system airport destination through the individual Oceanic Exit Points/Landfalls, or flights operate outside of the validity period, aircraft operators may then flight plan any of the routes through the NERS Common Portion to a system airport as long as they file any of the route options given in the CFMU RAD Annex NAT tables.
Full details of the NERS principles are published in the Route Availability Document.

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(2)   *Requirements*

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

Where the route of a message submitted to the IFPS for processing contains a North Atlantic track, the IFPS shall verify its availability and correctness according to that information provided by Gander and Shanwick. The IFPS shall also confirm routing compliance with any North Atlantic European Routeing System (**NERS**) Common Portion that may be specified in the NAT Eastbound Oceanic Track Structure signal sent out by Gander and Shanwick.

(4)   *System Processing*

Where a route in Item 15 of a flight plan or associated message submitted to the IFPS for processing contains a North Atlantic Track, the IFPS shall confirm that the requested track is correct and available for that flight. Where that track specifies a required NERS Common Portion, the IFPS shall confirm compliance with the NERS routes.

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

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

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

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

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

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

(5)   *Error Messages*

[R45] ROUTE: THE POINT <> IS NOT ON THE ROUTE <NAT>	
Reason	**Requirements**
The indicated point is not part of the given route.	Any point filed as part of a route must be recognised as being attached to that route.

[R35] ROUTE: THE NAT TRACK <> IS NOT ACTIVE	
Reason	**Requirements**
The North Atlantic track indicated is not valid in the IFPS system.	The North Atlantic tracks for that period must be valid in the IFPS.

[R29] ROUTE: THE NAT <> IS NOT CONNECTED TO THE REST OF THE ROUTE	
Reason	**Requirements**
The North Atlantic track specified does not link with the route as submitted.	The North Atlantic track data is updated daily in IFPS, and any submitted route using a track is checked to ensure the coherence of the route connecting to that track within the IFPS airspace.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

IFP/ERROUTE

(6)   *General Procedures*

43.1.   **Tactical Disabling of NAT RAD Routes via TAKAS/RATKA**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	When the Organised Track Structure (OTS) is southerly and the airway UP600 is busy, Shannon ACC may need some organisation in the TAKAS/RATKA area. This is arranged through RAD restrictions EGEI1001 and EGEI1002 and is activated on a permanent basis. However, as a result of discussions, it has been agreed to operate based on the following criteria: When the OTS is not southerly, ie the core tracks are not in the Shannon Oceanic Transition Area (SOTA,) and when UP600 is not busy, the OPSD may, on a daily basis, as a result of agreement with Shannon and Brest, disable the RAD restrictions on TAKAS/RATKA for the following day. When agreed, DT will disable the RAD units with immediate effect and enable after notification on the following day. If for any reason the disabling has not taken place when agreed, or the decision has not been passed to the CFMU OPSD Supervisor by the appropriate time and the disabling is required by Shannon, then IFPS shall force the flight plans where necessary.
Instruction:	When such an agreement is made, but DT is unable disable the units, then the IFPS staff shall **ignore** the appropriate TAKAS/RATKA RAD errors affecting those NAT flight plans and associated messages routing via TAKAS/RATKA

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43.2. Point is not on NAT Track

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: THE POINT <> IS NOT ON THE ROUTE NAT< > (ROUTE)
Explanation:	The filed point is not part of the published North Atlantic tracks.
Instruction:	The IFPS staff shall apply **SCP1** in all cases. The IFPS staff shall ensure that the track filed is the correct one, if it is not, the route must be amended according to **SCP1**.

43.3. Reroute for NAT Traffic Dest EDDF via BENAK

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	A procedure has been agreed whereby ATFCM requests Shannon FMP to reroute a number of eastbound NAT flights with destination EDDF, via BENAK. The route is: **.... LIFFY UL975 WAL UM16 DOLAS UL603 TEBRO T150 OTKUR**. The request is sent by fax from the Team Leader to Shannon FMP with copies to both IFPS Units and London FMP. Note that this request mainly affects IFPS Night duties.
Instruction:	The IFPS Supervisor shall retrieve the FPDs for the flights concerned. A CHG message shall be created for such flights according to the routing described above. RAD /routing errors generated by the CHG shall be ignored as per the above agreed routing downstream of the Oceanic Exit or Landfall point. ACH messages arising from FNM or MFS for the flights concerned shall also be processed in accordance with the routing defined above. A copy of the CHG message shall be manually transmitted to the AOCC of the airline concerned where this address information is available. **RMK** If the flights mentioned in the request are routed or cleared (FNM/MFS) via DEVOL/ BABAN /BURAK => LIFFY, no RAD errors should be raised (ANNEX NAT Destination EDDF refers.)

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44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)

(1)   *General*

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

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

Conditional Routes (**CDR**) are ATS routes that are only available for use under specified conditions. A Conditional Route may have more than one category, and those categories may change at specified times. Special care shall be taken in the use of Conditional Routes that have been established for the implementation of FUA.

CDR routes are grouped into three categories and are published by national authorities:

Category 1 Conditional Route (CDR1)

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

Category 2 Conditional Route (CDR2)

● This CDR route **may not** be available for flight planning. Flights **may only** be planned on a CDR2 in accordance with conditions published daily in the CRAM.

Category 3 Conditional Route (CDR3)

● This CDR route **shall not** be available for flight planning at all. Flights shall not be planned on these routes but ATC may issue tactical clearances on such route segments.

The Conditional Route Availability Message (**CRAM**) contains information on availability of CDR1 and CDR2 routes for a 24-hour period. The CRAM is published by EUROCONTROL (section: OPSD - ADOU – CADF) daily at 17:00 local and disseminated to operators for flight planning purposes. The CRAM shall cover the 24 hours' time period between 0600 UTC the next day and 0600 UTC the following day and may be accessed via the CIA application.

RPL General

The RPL system does not receive the CRAM as it is not possible to apply the conditions listed in the CRAM to those affected RPLs prior to their generation to the IFPS.

(2)   *Requirements*

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ shall be submitted to IFPS for processing and shall contain a route, which shall be available at the time and level calculated by the IFPS profile calculation. [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS], [see SECTION 76. ITEM 15: ROUTE].

Special care shall be taken in the use of Conditional Routes (CDR), which have been established for the implementation of FUA [see SECTION 7. RPL PROCESSING].

The availability of CDR1 and CDR2 routes shall be published on a daily basis by the CRAM message. The applicability of the CRAM shall extend over a 24-hour period for the following day.
It is the responsibility of the flight plan filer to check the condition of the CDR availability in the CRAM prior to submitting any messages to the IFPS for processing.

In accordance with arrangements agreed under the Flexible Use of Airspace (**FUA**) Concept, some Fridays shall be designated as Busy Fridays in the airspace of a number of European states where harmonised **early access to weekend/conditional route structure is permitted from 10h00** instead of 15h00 on those designated Busy Fridays. Such additional route availability is normally published by AIP or AIC and is defined in the CFMU environment database [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)].

RPL Requirements

All RPLs for IFR/GAT flights operating within the IFPZ shall be submitted to the RPL team for processing. They shall contain a route, which should be permanently available at the time and level established by the RPL system profile calculation.
[see SECTION 34.], [see SECTION 76.].
CDR 2 and CDR 3 routes may not be used in RPLs.

Where there are differences between week, weekend and night route availability, each aircraft operator whose RPLs are affected by such differences shall provide separate weekday, weekend and night RPLs based on those differences for the flights concerned.

(4) System Processing

The CRAM message shall be transmitted to the CFMU environment system where it is automatically processed and the CDR conditions of routes are dynamically updated. This information is automatically transmitted to the IFPS system and the route conditions updated accordingly.

The route availability conditions used by the IFPS when processing flight plans and associated messages shall be updated automatically when the CRAM is transmitted each day.

The IFPS shall automatically check the availability of Conditional Routes and invalidate those messages where the IFPS calculates the profile of any IFR/GAT part of the route to enter a CDR segment that is not available at that time and level [see SECTION 34.].

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

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(5)   *Error Messages*

[P5] PROF: <Route> IS A CLOSED CDR_1 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR1 at the calculated time of entry by this flight.	The profile calculation for each message will check the calculated arrival time and flight level of the flight for each segment of a route, and cross-check this time against the published availability conditions for that segment of the route at that time.

[P6] PROF: <Route> IS NOT OPENED CDR_2 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR2 at the calculated time of entry by this flight.	The profile calculation for each message will check the calculated arrival time and flight level of the flight for each segment of a route, and cross-check this time against the published availability conditions for that segment of the route at that time.

[3] PROF: <Route> IS A CDR_3 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR3 at the calculated time of entry by this flight.	The profile calculation for each message will check the calculated arrival time and flight level of the flight for each segment of a route, and cross-check this time against the published availability conditions for that segment of the route at that time.

IFP Indicators

[see SECTION 66. IFP INDICATORS].
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(6)   *General Procedures*

In the event, that the CRAM cannot be processed automatically by the IFPS, flight plans and associated messages submitted to the IFPS for processing may fail automatic processing where those messages are filed on CDR routes. Those messages shall be passed for manual treatment by the IFPS staff.

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44.1. CDR1 Closure

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> CLOSED CDR_1 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)
Explanation:	This error indicates that the flight has been calculated to enter a CDR1 route segment, which has been closed between the levels specified in the error message.
Instruction:	• If an alternative route is available and **does not require a change** of trajectory (a change of RFL is to be considered as a change in trajectory), the IFPS staff shall correct.
	• If an alternative available route **requires a change** of trajectory, the IFPS staff shall apply **SCP1**.

44.2. CDR2 Closure

Valid from:	Permanent
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> NOT OPENED CDR_2 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)
Explanation:	This error indicates that the flight has been calculated to enter a closed CDR2 route segment, which has not been opened by CRAM between the levels specified in the error message.
Instruction:	• If an alternative route is available and **does not require a change** of trajectory (a change of RFL is to be considered as a change in trajectory), the IFPS staff shall correct.
	• If an alternative available route **requires a change** of trajectory, the IFPS staff shall apply **SCP1**.

44.3. CDR3 Closure

Valid from:	Permanent
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> CDR_3 ON PORTION <Portion> ON FL RANGE <Fl_Range> (<City Pair>)
Explanation:	This error indicates that the flight has been planned to enter a route segment at a level, which is defined as CDR 3 between the levels indicated in the error message. It is not permitted to flight plan on such a route segment.
Instruction:	• If an alternative route is available and **does not require a change** of trajectory (a change of RFL is to be considered as a change in trajectory), the IFPS staff shall correct.
	• If an alternative available route **requires a change** of trajectory, the IFPS staff shall apply **SCP1**.

RPL General Procedures

Only those RPLs that have been submitted using routes that are permanently open shall be accepted by the RPL team. Any RPL submitted using a CDR 2 or CDR 3 route shall not be accepted for processing, and where such are submitted, the aircraft operator shall be contacted and an alternative routing should be proposed by the RPL team.

Where any RPLs have been accepted on a CDR 1 route, should that route be subsequently published by NOTAM as unavailable, the relevant aircraft operators must take the appropriate action to re-route any of their RPLs that are affected by such a change of conditions.

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PART 1
Chapter Route Availability Document (RAD)

45. ROUTE AVAILABILITY DOCUMENT (RAD)

(1) General

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

The document is divided into 2 unique parts:

<u>Part I</u>   consists of a separate Annex for each State identified by the ICAO 2 letter identifier (e.g. ANNEX LF for France) together with an Annex for the North Atlantic Traffic (NAT) and an Annex dedicated to routes for military traffic flying as GAT (MIL).
5 Appendices are included in Part 1:

  − Appendix 1 defines the RAD.

  − Appendix 2 defines Area Definitions (TMA, FIR etc.).

  − Appendix 3 defines City Pair Level Caps.

  − Appendix 4 defines the DCT (direct) flight plan filing limitations imposed by each national authority.

<u>Part II</u> is a pan-European document that lists all restrictions across the European theatre of operations. The list of restrictions is defined alphabetically (e.g. A1, UA1, A2, UA2….Z999, UZ999). It is the responsibility of each State to ensure that the restrictions listed in Part II are aligned with those listed in Part I.

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

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

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

(2) Requirements

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

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

Exceptions to these schemes are not envisaged under normal conditions, however, **FMPs and ATSUs occassionally authorise the use of non-compliant routes, on their initiative, for very specific flights (aircraft delivery, equipment test, etc). Such routes should be confirmed in writing, for example by fax or by e-mail, to the IFPS Supervisor. These one-off authorised exceptions shall be noted in the IFPS operational log book and briefed to the IFPS staff by the IFPS Supervisor. Any additional information or list of authorised flights shall be held at the IFPS Supervisor position. A remark in Item 18, indicating the prior authorisation, will facilitate the identification of these cases during the treatment of the message by the IFPS.**

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

For those messages containing route details, the IFPS shall determine the availability of that route or each part thereof, at the time and level calculated for that flight during the profile calculation carried out by the IFPS [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS], [see SECTION 76. ITEM 15: ROUTE].

The IFPS shall check all IFR/GAT flights or parts thereof operating within the IFPZ for compliance with any relevant RAD restrictions, including those military flights operating under GAT conditions [see SECTION 35. MILITARY FLIGHTS].

The RAD document shall be updated each AIRAC cycle to reflect periodical changes in the airspace of the IFPZ and shall be available via the CFMU website at www.cfmu.eurocontrol.int.

Temporary changes to the RAD restrictions due to exceptional circumstances shall be published by AIM giving details of the traffic affected, the period of activation and, where practical, the corresponding routings.

Where a RAD restriction is required to be modified or cancelled on-line after an operational incident report, or on request for a new RAD restriction, it shall be entered into the CFMU Environment database on-line only after having been approved by the CFMU RAD Management Team and validation by the CFMU Operational section.

Note   Those flight plans impacted by any modified or cancelled RAD restrictions that have already undergone reprocessing at EOBT-4 hours shall not be captured in the IFPS, and shall be transmitted to the ETFMS without notification to the message originator. In order to capture such flights, the ATFM service may impose an appropriate zero rate.

(4)   *System Processing*

Where a route listed in the RAD document is filed in the route of Item 15: Route in a message, the IFPS shall check that route for RAD compliance.

Route is RAD compliant

Those messages containing route details that are RAD compliant may be processed automatically by the IFPS and distributed to the relevant ATC Units and ETFMS. An Acknowledgement (**ACK**) message shall be returned to the message originator/aircraft operator [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)].

Route is not RAD compliant

Those messages containing route details that are not RAD compliant may fail automatic processing and be presented to the IFPS staff for manual treatment. [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES]. A Manual (**MAN**) message shall be returned to the flight plan originator / aircraft operator [see SECTION 17.].

Depending on manual processing procedures, the IFPS staff may accept a message containing a non-RAD compliant route and shall indicate this with the inclusion of the IFP/ERROUTRAD indicator [see SECTION 66. IFP INDICATORS]. The message shall be distributed to the relevant ATC Units and ETFMS, with the warning indicator 'IFP/ERROUTRAD', and an Acknowledgement (**ACK**) message including the warning indicator shall be returned to the message originator / aircraft operator [see SECTION 17.].

Note   With regards to the rules pertaining to the ICAO flight plan form. In the route, where a change of speed or level is indicated, the correct interpretation of this provision is that a change in level is to be **initiated** at the point indicated in the route of the filed flight plan.

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

Where a RAD restriction is modified or introduced on-line, the impact on those affected flight plans held in the IFPS valid flight plan database shall be indicated to the IFPS staff when the IFPS reprocessing event takes place at 4 and 12 hours prior to the EOBT of that flight.

Problems in RAD implementation for the AIRAC cycle

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

● Route is RAD compliant but generates incorrectly a RAD error.

Where a route complies with the restrictions detailed in the RAD, a message may fail automatic processing and may be presented to the IFPS staff for manual treatment. [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES]. This may happen where a specific restriction incorrectly generates an error, causing the IFPS staff to manually force the acceptance of the message. A Manual (**MAN**) message shall be returned to the message originator / aircraft operator [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)], followed by an Acknowledgement (**ACK**) message.

● Route is not RAD compliant but is automatically accepted by the IFPS.

Where a route does not comply with the restrictions detailed in the RAD document, a message may be automatically processed by the IFPS and distributed to the relevant ATC Units and ETFMS without a warning indicator. This may happen where the Airspace Data Section has disabled a specific restriction, or has wrongly implemented a restriction. Where and if required, the ETFMS may create a 'zero-rate regulation' in order to make the originator aware, of the RAD non-compliance. An Acknowledgement (**ACK**) message shall be returned to the message originator / aircraft operator [see SECTION 17.]. This 'zero-rate regulation' may result in the application of a substantial delay to that flight by the ETFMS [see CFMU HANDBOOK - ATFCM Users Manual].

Where a route does not comply with the restrictions detailed in the RAD document, a message may be automatically processed by the IFPS and distributed to the relevant ATC Units and ETFMS, with the warning indicator 'IFP/ERROUTRAD'. This may happen where a specific restriction has been implemented incorrectly and where the Airspace Data Section has qualified the restriction to be 'soft'. An Acknowledgement (**ACK**) message including the warning indicator shall be returned to the message originator / aircraft operator.
[see SECTION 17.]

(5)　　　*Error Messages*

[P12] PROF : RS: OFF MANDATORY ROUTE:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair>	
Reason	**Requirements**
The route detailed in the submitted message does not comply with the specified mandatory RAD route.	The filed route must comply with all relevant RAD restrictions.

[P22] PROF : RS: ON FORBIDDEN ROUTE: < > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair>	
Reason	**Requirements**
The route detailed in the submitted message follows the listed forbidden RAD route.	The filed route must comply with all relevant RAD restrictions.

[P8] PROF RS: CLOSED AT:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair>	
Reason	**Requirements**
The route detailed in the submitted message follows the listed closed RAD route.	The filed route must comply with all relevant RAD restrictions.

IFP Indicators

[see SECTION 66. IFP INDICATORS]. IFP/ERROUTRAD

(6)   *General Procedures*

45.1.   **RAD Errors**

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF : RS: OFF MANDATORY ROUTE:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair> PROF : RS: ON FORBIDDEN ROUTE: < > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair> PROF RS: CLOSED AT:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair>
Explanation:	An error has been detected either where the flight has not been filed on a mandatory point or route, or has routed through a forbidden point or route, or has routed through a closed airspace, or has not respected a level restriction.
Instruction:	• The IFPS staff shall verify the correctness of the raised error. If the error has been raised incorrectly, refer to General Procedure § RAD errors due to an Environment database deficiency. • If the error has been raised correctly, but an exemption is granted by the relevant FMP, the IFPS staff shall **ignore** the error and make an entry in the log book. • In all other cases **SCP1** shall be applied.

45.2.   **Busy Friday and Public Holiday**

The weekend route structure is normally made available from 15h00 on the day proceeding a Public Holiday until 07h00 on the day after. This availability is entered in the CFMU environment system either following publication in AIPs and AICs or via the CRAM.

In accordance with arrangements agreed under the FUA Concept, some Fridays shall be designated as Busy Fridays in the airspace of a number of European states where **Harmonised Early Access to weekend/conditional route structure is permitted from 10h00** instead of the standard 15h00. Such additional route availability is normally published by AIP or AIC and shall be reflected in the CFMU Environment [see SECTION 44.].

45.3.   **RAD Errors due to a CFMU Environment Database Deficiency**

Restrictions shall be described in one of three different modes in the CFMU Environment Database system:

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

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

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

Note   The IFPS Software Requirements Document states that only flights that are IFR/GAT at the entry in the reference location are subject to the unit; flights are not subject where they are in OAT, VFR or IFPSTOP.

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF : RS: OFF MANDATORY ROUTE:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair> PROF : RS: ON FORBIDDEN ROUTE: < > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair> PROF RS: CLOSED AT:< > LEVELS: <FL_Band> REF: <Pub_Ref> UNIT: <Unit> BETWEEN: <Citypair>
Explanation:	An error has been detected either where the flight has not been filed on a mandatory point or route, or has routed through a forbidden point or route, or has routed through a closed airspace.
Instruction:	The IFPS staff shall verify the correctness of the raised error: • If the error has been raised incorrectly due to a known Environment database deficiency, the IFPS staff shall apply the correction procedure as detailed in the operational instructions. • If the error has been raised incorrectly due to an Environment database deficiency, the IFPS staff shall raise the corresponding CCMS and **ignore** the error.

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45.4.   **Preparation of On-line RAD Modifications**

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

1.   **Reception of Request from:**

- OPS incident report asking to correct a wrongly implemented restriction. The OPS section is getting the result of the investigation about a wrongly implemented RAD restriction. A decision of disabling the restriction, ignoring the error in IFPS, or correcting the restriction is taken.

- A National RAD Coordinator asking to implement a new restriction based on a NOTAM.

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

- Operational goal.

- Impact on traffic.

- Potential Impact on Flight planning reprocessing.

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

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

5.   Once the restriction is implemented, a validation process should take place in NMC in coordination between DT and OPS section in order to evaluate the impact of the new/corrected restriction.

6.   The decision to enable the restriction in OPS section is taken or not depending on the evaluation result of point 5.
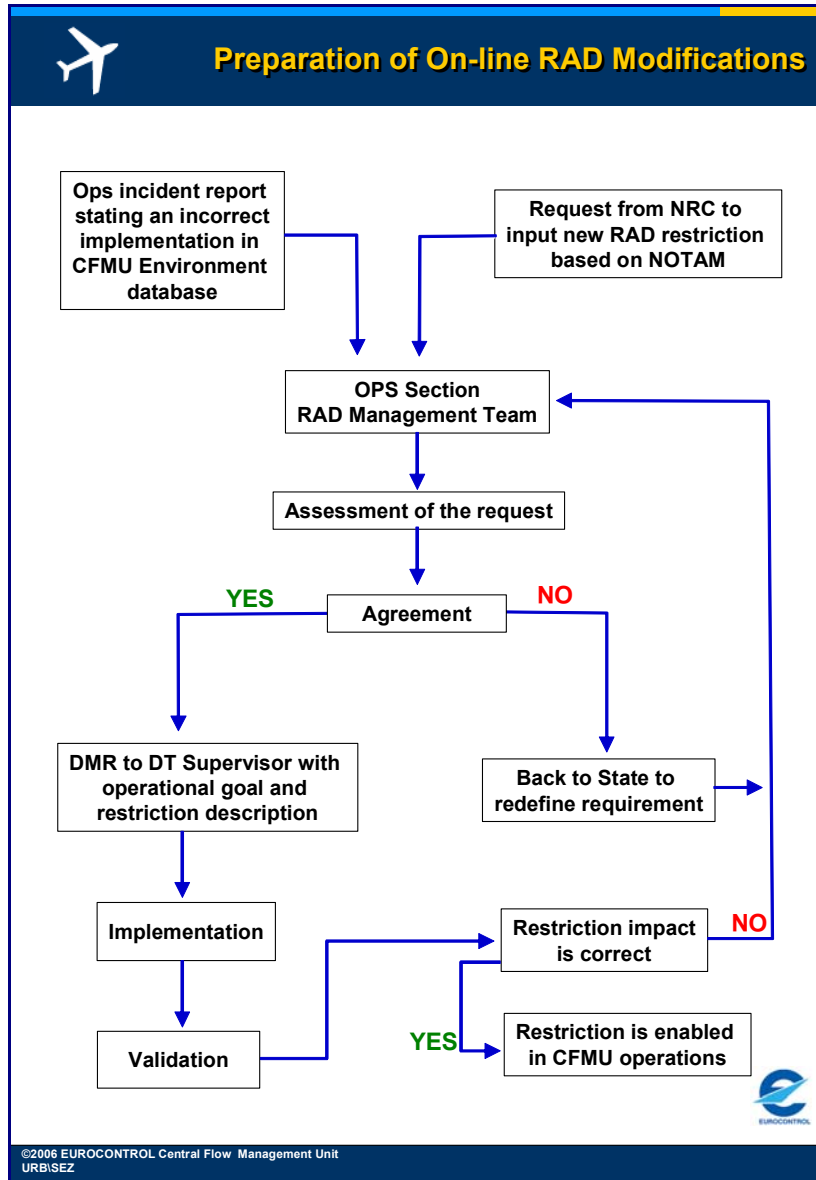
Figure 45-1   Preparation of On-line RAD Modifications

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46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)

(2) *Requirements*

All flights operating in the EUR RVSM area between FL290 and FL410 shall be suitably equipped to do so.

Those flights that are suitably equipped to operate in the EUR RVSM airspace shall indicate such with the letter W in the equipment [see SECTION 74. ITEM 10: EQUIPMENT] of a flight plan, regardless of the filed flight level.

Only RVSM approved aircraft and non-RVSM approved State aircraft shall operate between FL290 – FL410 inclusive within the lateral limits of the EUR RVSM airspace.

Non-RVSM approved aircraft shall operate below FL290 or above FL410 inside the lateral limits of the EUR RVSM airspace.

Flights operating under VFR shall not be authorised within the lateral limits of the EUR RVSM airspace between FL290-FL410 inclusive.

Civil formation flights shall not be authorised within the lateral limits of the EUR RVSM airspace between FL290-FL410 inclusive.

(3) *Message Format*

RVSM approved aircraft shall include the following in the flight plan and any associated messages:

Equipment [see SECTION 74.] W
Route [see SECTION 76.] FL290 - FL410 inside the EUR RVSM airspace.
RVSM entry/exit point + speed level group if entering or leaving the EUR RVSM airspace from or to non-RVSM airspace.

Non-RVSM approved State aircraft or formation flight of State aircraft shall include the following in the flight plan and any associated messages:

Type of Flight [see SECTION 72.] M
Route [see SECTION 76.] FL290 – FL410 inside the EUR RVSM airspace.
RVSM entry/exit point + speed level group if entering or leaving the EUR RVSM airspace from or to non-RVSM airspace.
Other information [see SECTION 83.] STS/NONRVSM

Non RVSM approved aircraft shall include the following in the flight plan and any associated messages:
Route [see SECTION 76.] below F290 inside the EUR RVSM airspace.
RVSM entry/exit point + speed level group if entering or leaving the EUR RVSM airspace from or to non-RVSM airspace.

(4) *System Processing*

The IFPS shall check that any flight planning to enter the EUR RVSM airspace is suitably equipped and approved to do so by checking Items 8: Type of Flight, Item 10: Equipment, Item 15: Route and Item18: Other Information in any submitted message.

Those flights planning to enter or leave the EUR RVSM airspace **from or to a non-RVSM airspace** shall include in the route [see SECTION 76.] of the flight plan the entry point and/or exit point at the lateral limits of the EUR RVSM airspace. At this point the requested speed and flight level for that portion of the route commencing immediately after the RVSM entry point shall be indicated.

State formation flights shall not insert W in the equipment indicators of a message submitted to the IFPS for processing.

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Those flights whose planned trajectory indicates that they shall be established in the descent phase to an adjacent destination aerodrome at the RVSM entry/exit points, shall include the RVSM entry/exit point in the submitted route and, where appropriate, the co-located STAR [see SECTION 76. ITEM 15: ROUTE].

There is no requirement for an indicated requested flight level and speed to be associated with the RVSM entry/exit point under these conditions.

Those messages that fail automatic processing for reasons related to RVSM shall be presented for manual treatment by the IFPS staff, who under certain circumstances may force certain RVSM errors through processing. This shall result in the automatic inclusion of an IFP indicator [see SECTION 66. IFP INDICATORS] in the message.

Where an AFP/AFIL [see SECTION 126. AIRBORNE MESSAGE TYPES] is the source of the flight plan, the system shall automatically insert IFP/RVSMUNKNOWN [see SECTION 66.] in Item 18 of that message.

(5) *Error Messages*

[R25] ROUTE: INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION	
Reason	**Requirements**
The level indication at the RVSM entry/exit point and/or the RVSM entry/exit point has not been included in the submitted route, or if there is an invalid route given immediately after the RVSM entry/exit point.	It is required to indicate the speed and level at the EUR RVSM entry/exit point, and a valid route immediately after the RVSM entry/exit point.

[R24] ROUTE: INVALID RFL AT EUR RVSM AIRSPACE ENTRY/EXIT	
Reason	**Requirements**
The level indication at the RVSM entry/exit point does not correspond to the correct cruise level for that route.	The level indicated at the RVSM entry/exit point must comply with the RVSM levels published for that route.

[R62] ROUTE: VFR NOT PERMITTED IN OR ABOVE EUR RVSM AIRSPACE	
Reason	**Requirements**
The submitted message indicates that the flight intends to change to VFR in or above RVSM airspace.	VFR at or above F290 is not permitted in the EUR RVSM airspace.

[E46] EFPM: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE	
Reason	**Requirements**
In the submitted message, the flight rules are not M, the equipment does not contain W, and STS/NONRVSM is not found in the message.	Flights within the EUR RVSM airspace are required to be suitably equipped (equipment includes 'W') or to be a military flight (flight type is 'M') and the exemption STS/NONRVSM.

[E30] EFPM: CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE	
Reason	**Requirements**
In the submitted message, the flight type is not given as M, and the number of aircraft indicated is more than 1.	Within the EUR RVSM airspace, formation flights are only allowed for military flights.

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[E58] EFPM: STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT	
Reason	**Requirements**
In the submitted message, the flight type is given as M; the equipment does not contain W, and STS/NONRVSM is not found in the message.	Within the EUR RVSM airspace, an approved State flight (flight type 'M') that is non-RVSM equipped is required to indicate that state approval by including STS/NONRVSM.

[E56] EFPM: FIELDS 10 AND/OR FIELDS 18 INCORRECT FOR STATE FORMATION FLIGHT IN EUR RVSM AIRSPACE	
Reason	**Requirements**
In the submitted message, the flight type is given as M; the number of aircraft indicated is more than 1, and either W is included in the equipment indicators or STS/NONRVSM is not included in the message.	Within the EUR RVSM airspace, State formation flights shall not include W in the equipment, but must include STS/NONRVSM in the message.

[E57] EFPM: NON RVSM APPROVED FLIGHT WITHIN THE EUR RVSM AIRSPACE AND STS/NONRVSM IS NOT EXPECTED FOR A CIVIL FLIGHT	
Reason	**Requirements**
In the submitted message, the flight type is not given as M, the equipment does not contain W, and STS/NONRVSM is in the message.	Within the EUR RVSM airspace, civil flights shall not be given STS/NONRVSM.

[E59] EFPM: STS/NON RVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE	
Reason	**Requirements**
In the submitted message, the equipment contains W, but STS/NONRVSM is included in the message.	Within the EUR RVSM airspace, where a flight indicates 'W' in the equipment, then STS/NONRVSM should not be included in the message.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/NONRVSM
                                       IFP/RVSMUNKNOWN
                                       IFP/RVSMVIOLATION

Note   All RVSM IFP indicators shall be added automatically by the IFPS. The IFPS staff shall not be required to add them manually.

(6)   *General Procedures*

The IFPS staff shall apply SCP1 [see SECTION 26; IFPS MANUAL PROCESSING PROCEDURES] procedures for all errors; however errors [R24], [R62], [E46], [E58], [E57], [E59], may require special manual processing.

Note   If a flight with a departure aerodrome outside the IFPZ area has an RVSM error that cannot be corrected by the IFPS staff, and contact with the originator cannot be made, the IFPS staff shall force the flight plan through processing. An IFP indicator [see SECTION 66.] shall be automatically inserted in the message.

The IFPS staff shall not be expected to propose an alternative route to non-RVSM approved aircraft.

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46.1. VFR Flights in RVSM Airspace

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	System deficiency.
Error message ref.	ROUTE: VFR NOT PERMITTED IN OR ABOVE EUR RVSM AIRSPACE
Explanation:	The error may be raised incorrectly due to profile description
Instruction:	The IFPS staff shall check the list profile of that flight. If the flight level at all points of the VFR portion are lower than FL290, **ignore** the error, otherwise apply **SCP1**.

46.2. Military Flights along LG-HE Interface

Valid from:	Permanent.
Valid until:	UFN
Reason:	Non-standard routing.
Error message ref.	ROUTE: INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION ROUTE: INVALID RFL AT EUR RVSM AIRSPACE ENTRY/EXIT
Explanation:	Some US military flights have to follow non-standard routes along the LG/HE boundary that will raise RVSM entry/exit errors.
Instruction:	The IFPS staff shall check that the route follows the LG/HE boundary, and **ignore** the errors where it does.

46.3. Invalid EUR RVSM Airspace entry/exit Condition

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	System deficiency.
Error message ref.	ROUTE: INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION
Explanation:	The error is raised within the EUR RVSM airspace and either no speed/level indication is given at the RVSM entry/exit point, or the route does not include an RVSM entry/exit point. The error may also be raised where the airway following the RVSM exit point is unknown or incomplete in the CFMU Environment database.
Instruction:	Where the error results from an unknown or incomplete airway, the IFPS staff shall insert IFPSTOP at the RVSM exit point, and IFPSTART at the next point along the route. Where the flight profile indicates that the flight is at top of descent to destination at the RVSM entry/exit point, the IFPS staff shall insert IFPSTOP at the exit point. Where the flight is exiting GCCC and entering LPPO where no RVSM entry/exit points are defined, the IFPS staff shall insert IFPSTOP before the boundary point and IFPSTART at the first point after the boundary.
RPL Instruction:	Where the error results from an unknown or incomplete airway, the RPL team shall ignore the error. Where the flight profile indicates that the flight is at top of descent to destination at the RVSM entry/exit point, the RPL team shall ignore the error. Where the flight is exiting GCCC and entering LPPO where no RVSM entry/exit points are defined, the RPL team shall ignore the error.

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46.4. **OAT/GAT Flight**

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	System deficiency.
Error message ref.	ROUTE: INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION
Explanation:	The error is raised incorrectly for a mixed OAT/GAT flight with initial RFL > FL290 and all subsequent GAT RFL < FL290.
Instruction:	The IFPS staff shall repeat the subsequent GAT speed/level change at the RVSM exit point.

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47. 8.33kHz CHANNEL SPACING

(1) General

Due to a congested VHF radio frequency band, the switch from 25kHz to 8.33kHz channel frequency spacing in VHF voice communications was designed to increase the number of available frequencies.

The carriage of 8.33kHz channel spacing capable radio equipment has been **made** mandatory **from** the **15th March 2007**, for aircraft operating in the IFPZ above **FL195**, on the understanding that an individual state may grant exemptions within its area of responsibility.

A number of states within the IFPZ may implement 8.33kHz channel spacing operation at a later stage; these states are Albania, Bulgaria, Cyprus, Greece, Malta, Monaco, Turkey and Moldova. For details see the EUROCONTROL web-site www.eurocontrol.int/vhf833/

(2) Requirements

All IFR/GAT flights or parts thereof operating in 8.33kHz airspace above **FL195** within the IFPZ are required to carry the 8.33kHz radio equipment, except where exemptions apply (as defined in the national AIP of the State concerned) and as specified by the terms of those exemptions.

Whenever an aircraft is equipped with the 8.33kHz radios, the letter Y shall be inserted in Item 10: Equipment, of the filed flight plan.

If the aircraft is not equipped with 8.33kHz radios but the aircraft is exempted from the carriage of the 8.33kHz radios, the letter Y shall **not** be inserted in Item 10: Equipment, but STS/EXM833 **shall** be inserted in the filed flight plan.

Only those State aircraft [see Note below] that are **not** equipped with 8.33kHz capable radios but are equipped with UHF, shall be permitted to fly in 8.33kHz airspace where UHF coverage is provided or special procedures are implemented [see the national AIP of the State concerned]. To indicate such, the letter 'M' shall be inserted in Item 8: Flight Type, the letter 'U' shall be inserted in Item 10: Equipment and 'STS/EXM833' shall be inserted in the filed flight plan.

Medical flights specifically declared by the medical authorities and aircraft engaged in search and rescue missions [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)], are not automatically exempted from the 8.33kHz mandatory carriage requirements. However, these special flights shall not be rejected by the IFPS whenever STS/HOSP or STS/SAR are identified by the IFPS system in the filed flight plan.

Those flights that originate from outside the IFPZ planning to enter the IFPZ at a flight level above **FL195** are required to be equipped with 8.33kHz radios. However, for an unequipped flight under such conditions, where the message originator cannot be contacted by the IFPS staff, that message shall not be rejected by the IFPS. The subsequent error shall be ignored and the IFP indicator 'IFP/NON833' shall be inserted in the message distributed by the IFPS.

Where the status of the 8.33kHz radio capability changes, such a change shall be notified to the IFPS by means of a change message or by filing a new flight plan.

Note   For ATM purposes and with reference to Article 3(b) of the Chicago Convention, only aircraft used in military, customs and police services shall qualify as State aircraft. Accordingly:

- Aircraft on a military register, or identified as such within a civil register, shall be considered to be used in military service and hence qualify as State aircraft.
- Civil registered aircraft used in military, customs and police service shall qualify as State aircraft.
- Civil registered aircraft used by a state for other than military, customs and police service shall not qualify as State aircraft.

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(3)   *Message Format*

IFPS Reference Graph for 8.33 kHz Flight Planning

- **8.33 equipped?** — YES → **Insert Y in Flight Rules**
- NO ↓
- **Do not insert Y in Flight Rules**
- ↓
- **State Flight (see note) and Equipped with UHF?** — YES → **Insert M in Flight Type / Insert U in Equipment / Insert STS/EXM833 in the message**
- NO ↓
- **Plan the flight below F195**

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Figure 47-1   IFPS Reference Graph for 8.33kHz Fight Planning

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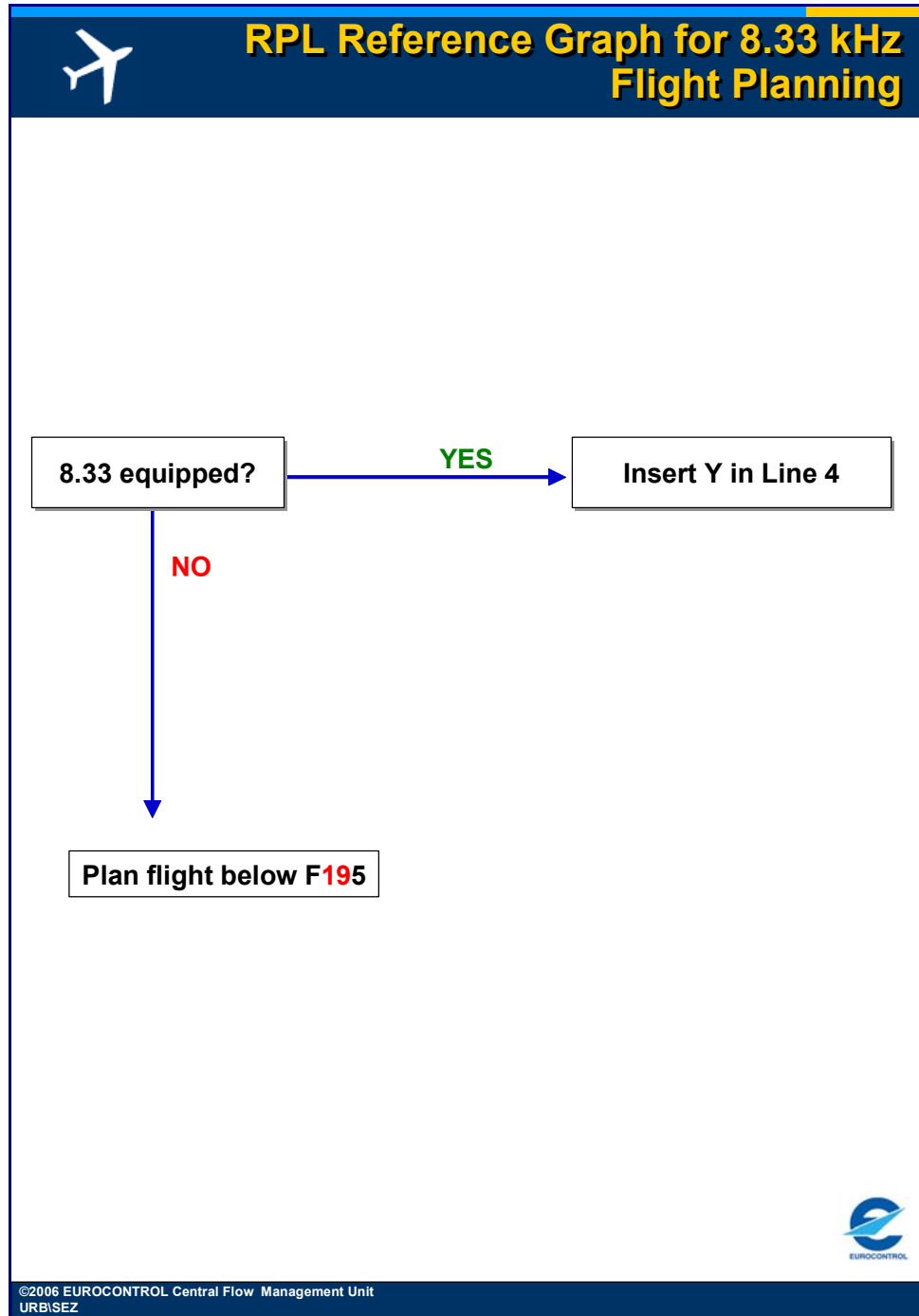
Figure 47-2   RPL Reference Graph for 8.33kHz Flight Planning

(4)   *System Processing*

Four 8.33kHz regions are defined in the CFMU ENV Database which the IFPS uses to perform the 8.33kHz flight plan checks. The regions for the 8.33kHz checking mechanism are:

8.33 Region Indicator	Description
833_EUR_IFPS	Composed of all the ATC Unit Airspaces (AUAs) in the ICAO EUR Region within which the 8.33kHz flight plan checking is required to be carried out by the IFPS.
833_VHF_UHF	Composed of all those AUAs within which both 8.33kHz equipped and UHF-only equipped state flights are allowed.
833_VHF_ONLY	Composed of all those AUAs within which only 8.33kHz equipped flights are allowed.
833_WARNING	Composed of all those AUAs within which 8.33kHz operations shall be implemented and warning messages for currently exempted flights are to be output by the IFPS.

The IFPS shall make a crosscheck between the concerned airspaces crossed by the flight profile and the radio communication equipment indicated in Item 10: Equipment and/or type of flight in Item 8: Type of Flight and/or Item 18: other information, provided in the submitted message.

If Item 10: Equipment of the submitted message contains Y, then that flight is considered to be compliant.

If Item 10: Equipment of the submitted message does **not** contain Y, the exemption indicator STS/EXM833 is present in Item 18: Other Information, and the flight is filed above FL**19**5 within 8.33kHz airspace, then that flight shall be considered compliant unless one or both of the following conditions are met:

The flight is penetrating the IFPZ 8.33 airspace classified as 8.33_VHF_ONLY

- Where the radio communication equipment Item 10: Equipment of the message only contains a U.

The flight is penetrating the IFPZ 8.33 airspace classified as 8.33_VHF_UHF

- Where the radio communication equipment Item 10: Equipment of the message does not contain a U.

If Item 10: Equipment of the submitted message does not contain Y, the exemption indicator STS/EXM833 is not present in that message, and the flight is filed above FL**19**5 within 8.33 kHz airspace, then that flight shall be considered non-compliant and shall fail automatic processing by the IFPS.

When a flight is deemed to be non-compliant by the IFPS, the following is applied in order of priority:

- Whenever the flight is indicated as a STS/SAR or STS/HOSP flight then it is accepted and the following comment is added in the operational reply message from IFPS: 'FLIGHT PLAN IS NOT COMPLIANT WITH 8.33KHZ RADIO EQUIPMENTS; EXPECT SIGNIFICANT OPERATIONAL PENALTY'.

- In case the flight plan is sent for manual processing by the IFPS staff and the 8.33kHz error is manually ignored then the following comment is added in the operational reply message from IFPS: 'THIS FLIGHT DOES NOT COMPLY WITH 8.33 RADIO EQUIPMENT'.

- If the departure aerodrome is outside the IFPZ and the flight is planned to penetrate the IFPZ 8.33kHz airspace but there is no indication of 8.33kHz radio carriage in the flight plan and no contact can be made with the originator of the flight plan, then the flight plan is accepted and the corresponding error shall be ignored by the IFPS staff. The following comment shall be automatically added in the operational reply message from IFPS: 'THIS FLIGHT DOES NOT COMPLY WITH 8.33 RADIO EQUIPMENT'.

IACH and IDLA messages shall **not** be checked for 8.33kHz compliance.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/NON833
                                      IFP/833UNKNOWN

(5)   *Error Messages*

[P27] PROF: FIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS	
Reason	**Requirements**
The flight does not comply with those mandatory conditions associated with the IFPZ 8.33kHz airspace.	The flight must be compliant with all 8.33kHz conditions in Items 10, 15 & 18 when that flight is planned to enter the IFPZ 8.33kHz airspace.

[P26] PROF: USE OF UHF NOT PERMITTED IN 8.33 SECTOR(S)	
Reason	**Requirements**
The indicated equipment contains U, but the flight is calculated to enter a sector(s) that requires Y equipage.	The indicated sector(s) require that all flights intending to use that airspace carry the full 8.33kHz equipage (Y in Item 10); UHF (U in Item10) alone as indicatd in the submitted message is not sufficient.

[P27] PROF: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS	
Reason	**Requirements**
The flight does not comply with those mandatory conditions associated with the IFPZ 8.33kHz airspace.	The flight must be compliant with all 8.33kHz conditions in Items 10, 15 & 18 when that flight is planned to enter the IFPZ 8.33kHz airspace.

(6)   *General Procedures*

Exceptionally, and at the duty supervisor's discretion, it may be necessary to re-route a flight **for reasons of 8.33kHz-compliance**. If such a situation occurs, the IFPS staff shall take the following into account:

- Descent and climb ('YOYO' flights) to avoid the IFPZ 8.33kHz airspace shall not be used. If a descent is required, the remainder of the flight shall be conducted below FL**19**5 in the IFPZ.

- If a route is proposed to avoid the IFPZ 8.33kHz airspace, it should be noted that this change of route could take the flight into states for which the flight has no 8.33kHz exemption and may therefore not be accepted by the states concerned.

For flights that depart from within the IFPZ, the Requested Flight Level within the IFPZ is considered for 8.33kHz compliance, even if the profile calculation remains below FL**19**5.

Errors shall not be manually ignored for those flights where the profile is below FL**19**5 but the requested flight level is above FL**19**5.

Non-implementing states within the 8.33kHz mandatory carriage area.

Some States within the area of mandatory carriage have currently not implemented 8.33kHz channel-spacing operations in their airspace and area of responsibility. An exemption allows non-8.33kHz equipped aircraft to fly within that portion of the airspace of mandatory carriage where the exemption applies.

47.1. Indicated Equipment and STS do not comply with 8.33 Airspace Requirements

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	PROF: FPL DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS
Explanation:	Indicates the omission of Y or U in the equipment and/or the omission of STS/EXM833 for a flight with a RFL >**19**5 within the ICAO EUR Region (833_EUR_IFPS).
Instruction:	The IFPS staff shall apply **SCP1** except for those flights taking place within, or between adjacent, non-implementing states within the 8.33kHz mandatory carriage area. Such flights must contain STS/EXM833, but are not required to carry 8.33kHz equipment.

47.2. Non-8.33 or UHF Equipped Flight planned in 8.33kHz Airspace

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	PROF: NON 8.33 AND NON UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE
Explanation:	An unequipped flight penetrates an IFPZ 8.33kHz airspace in which both 8.33kHz equipped and UHF-only equipped state flights are allowed.
Instruction:	The IFPS staff shall apply **SCP1**.

47.3. UHF only Equipped Flight planned in 8.33kHz Airspace

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	PROF: NON 8.33 BUT UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE NOT HANDLING UHF
Explanation:	A UHF equipped flight penetrates an airspace in which only 8.33 kHz equipped aircraft are allowed.
Instruction:	The IFPS staff shall apply **SCP1**.

48. SSR MODE-S

(1) General

The SSR Mode-S enhanced surveillance programme is designed to provide more and better quality information on aircraft in flight for air traffic control. Mode-S aircraft equipment shall only be mandatory in those airspaces participating in the Mode-S programme. Mode-S airspace is defined as those airspaces from ground up to unlimited for which the MODE_S rules are applicable.

Further details are available at www.eurocontrol.int or the relevant National AIPs.

The principle of Mode-S dictates that each aircraft is assigned an individual and unique identification number known as an ICAO 24-bit Aircraft Address (AA), which is pre-set and cannot be changed from the cockpit.

Two types of Mode-S shall be available:

a) Elementary surveillance: position + altitude + downlinked aircraft identification.

b) Enhanced surveillance: as in Elementary surveillance + heading + speed + selected vertical intention.

The carriage and operation of Mode-S enhanced surveillance functionality shall be mandatory for all aircraft with:

either   a maximum take-off mass in excess of 5700 kg;

or   a maximum cruising true airspeed in excess of 250kts;

or   both a maximum take-off mass in excess of 5700 kg and a maximum cruising true airspeed in excess of 250kts.

These criteria shall apply to those aircraft conducting IFR flights as General Air Traffic (**GAT**) in designated airspace.

Note   Although the IFPS shall not process VFR flights or those parts of flights conducted under VFR, such flights may be subject to Mode-S requirements. For further details it is advised to check the relevant national AIPs.

(2) Requirements

Those flights that are suitably equipped to operate within the Mode-S airspace shall indicate such in Item 10: Equipment of the flight plan by inserting one of the following letters:

I   (Transponder-Mode S, including aircraft identification transmission, but no pressure-altitude transmission).

or

S   (Transponder-Mode S, including both pressure-altitude and aircraft identification transmission).

(3) Message Format

In addition to those standard equipment designators [see SECTION 74. ITEM 10: EQUIPMENT], **I** or **S**, as appropriate for the equipment for that aircraft, shall be inserted in Item 10: Equipment.

(4)   *System Processing*

The IFPS shall check compliance with Mode-S requirements, and shall insert the IFP indicator MODESASP where that compliance is met. Such compliance shall comprise:

- **I** or **S** in Item 10: Equipment.

- The flight takes place entirely within the MODE_S declared airspace.

- The flight enters the declared MODE_S airspace and remains entirely within the MODE_S airspace for the rest of that flight.

Where compliance is not met, the IFPS shall not fail the processing of that message, and shall not pass such messages for manual treatment by the IFPS staff.

It shall be possible to indicate the unique Mode S airframe code by inserting the sub-field CODE followed by a '/', then 6 **hexadecimal characters** e.g. CODE/A1234D.

When the sub-field CODE is not followed by 6 **hexadecimal characters** and there was no CODE value from a previously processed message for that flight, the IFPS shall attach the following warning message to the ORM [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)]:

WARN: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

and the IFPS shall automatically remove the CODE from that message.

Where the CODE sub-field is not followed by 6 **hexadecimal characters** and the IFPS holds a CODE value from a previously processed message for that flight, the IFPS shall attach the following warning messages to the ORM [see SECTION 17]:

WARN: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

and the IFPS shall remove the CODE from that message **and** the CODE from the previously processed message.

When a submitted message (AFP, CHG or FPL) changes the status of the IFP/MODESASP indicator, then:

- if the existing valid flight plan held by the IFPS contains the IFP/MODESASP indicator, then the distributed message resulting from the new message shall contain the full new Item 18 where such is present.

- if the existing valid flight plan held by the IFPS does not contain the IFP/MODESASP indicator, then the distributed message resulting from the new message shall contain the IFP/MODESASP indicator.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/MODESASP

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49.   EN-ROUTE STAY INDICATOR

(1)   *General*

The STAY indicator has been introduced by the IFPS to enable time delays associated with certain special en-route activities such as training flights, air-to-air refuelling, photographic missions etc. to be entered into the route of a flight plan. This feature shall enable the IFPS to make a more accurate profile calculation.
[see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]
The STAY indicator may be used in association with any significant point in the route, including the first and last points, but it may not be associated with an aerodrome or terminal procedure.

(2)   *Requirements*

Where a flight plans to carry out special activities in an area, the STAY indicator may be used in the route [see SECTION 76. ITEM 15: ROUTE] between the point of entry of the STAY area and the point of exit of the STAY area.

The STAY indicator shall only be used for en-route special activities.
The STAY indicator shall only be used for those flights that are completely within the IFPZ.
The time given in the STAY indicator shall be less than the total estimated elapsed time of the flight.
The STAY indicator shall only be available for use in messages with title FPL, CHG or AFP.
It shall be possible to indicate the reason for the STAY in the flight plan.

RPL Requirements

The STAY indicator shall not be used in RPLs.

(3)   *Message Format*

The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

Example   …. WAL STAY1/0100 DCS….

The entry point to the STAY area and the exit point from the STAY area may be the same or different points.

Example   …. WAL STAY1/0100 WAL….
                  …. WAL STAY1/0100 DCS….

More than one STAY indicator may be used if so required. Where more than one STAY indicator shall be used, then a sequence number shall be attached to each STAY indicator, using the format of the sequence number up to a maximum value of 9, followed by a '/', then the time indicator.

Example   …. WAL STAY1/0100 DCS DCT TLA STAY2/0045 FOYLE….

It shall be possible to indicate changes to the speed and flight level at the entry point to the STAY area or the exit point from the STAY area.

Example   …. WAL/N0427F240 STAY1/0100 DCS/N0442F340 DCT TLA STAY2/0045

It shall be possible to indicate changes to the flight rules (IFR/VFR) or type of flight (GAT/OAT) at the entry point to the STAY area or the exit point from the STAY area.

Example   …. WAL VFR STAY1/0100 DCS/N0442F340 IFR DCT TLA STAY2/0045 ….
                …. WAL OAT STAY1/0100 DCS GAT DCT TLA STAY2/0045 ….

It shall be possible to indicate the reason for the STAY in the flight plan; for this purpose the sub-field heading 'STAYINFO' shall be used, immediately followed by a '/', then free alpha-numeric text.

Example   Item 15: Route   ….WAL STAY1/0100 WAL….
                Item 18: Other Information   STAYINFO1/CALIBRATION OF WAL

It shall not be possible to have more than one consecutive STAY indicator associated with the same point.

(4)   *System Processing*

The IFPS shall check in the route of all IFR/GAT flight plans and associated messages for those flights operating entirely or partly within the IFPZ for the STAY indicator. If a STAY indicator is found that does not follow the correct format, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where a correctly formatted STAY indicator is identified in a flight entering or leaving the IFPZ at any point, that message shall fail automatic processing and shall be passed for manual treatment by the IFPS staff.

Where a correctly-formatted STAY indicator is identified in a flight entirely within the IFPZ, the time given with the STAY indicator shall be taken into account when calculating the total estimated elapsed time of that flight.

Where the calculated total elapsed time of the flight [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS] plus the STAY time indicator are greater than the total estimated elapsed time of the flight given in the flight plan or associated message, then that message shall fail automatic processing and be passed for manual processing by the IFPS staff.

Note   Those route parts after the start point and before the end point of a STAY indicator shall not be automatically addressed by the IFPS. Should any extra addressing for such be required, it shall be the responsibility of the message originator to ensure any such addresses receive a copy of the message. The Re-addressing function [see SECTION 15. RE-ADDRESSING] may be used for this purpose.

(5)   *Error Messages*

[P23] PROFILE: TOTAL STAY TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME	
Reason	**Requirements**
The submitted message contains an en-route STAY indicator with a time greater than the total estimated elapsed time indicated in Item 16b.	The IFPS checks the given EET of submitted messages and where a STAY indicator is used in the route, the associated time is also checked. Where the STAY time is incompatible with the calculated total EET of that flight (including its accepted percentage difference), an error is generated.

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[P24] PROFILE: TTL_EET DIFFERENCE > nn%, CALCULATED TTL_EET FROM <>TO <> =nn

Reason	Requirements
The total EET given is greater than the accepted maximum calculated by the IFPS for this trajectory.	The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is outside the accepted percentage difference based on this figure.

[R37] ROUTE: A POINT IS EXPECTED BEFORE AND AFTER A STAY INDICATOR

Reason	Requirements
A STAY indicator has been filed without the required point before and after the indicator.	The STAY indicator is preceded by the point at which the STAY starts, and is followed by the point at which the flight resumes the flight-planned route.

[R13] ROUTE: CONSECUTIVE STAY INDICATORS NOT ALLOWED

Reason	Requirements
Consecutive STAY indicators have been found associated with the same point.	Each STAY indicator must have a point before and after that STAY information. It is not possible to have consecutive STAY indicators at the same point.

[R53] ROUTE: THE STAY PORTION xx IS NOT PERMITTED FOR A FLIGHT GOING OUT OF THE FPM_DIST AREA

Reason	Requirements
A STAY indicator has been used for a flight that intends to operate outside the IFPZ as well as inside.	The STAY indicator is only permitted for use with those flights that remain entirely within the IFPZ.

[S23] SYN: INVALID ID USED IN FIELD x AT ROW=xx, COL= xx (STAY)

Reason	Requirements
Multiple STAY indicators with the same sequence number have been used in Item 15.	Where more than one STAY indicator is used in the route, each indicator must have a separate and consecutive sequence number, to a maximum value of 9.

IFP Indicators

[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

49.1.   **STAY Indicator in Flight Operating outside the IFPZ**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: THE STAY PORTION xxx IS NOT PERMITTED FOR A FLIGHT GOING OUT OF THE FPM_DIST AREA
Explanation:	The STAY indicator is only allowed to be used for flights operating entirely within the IFPZ and not over flying any IFPZ entry/exit points at any stage of that flight.
Instruction:	• For those flights departing from an aerodrome inside the IFPZ, the IFPS staff shall apply **SCP1**, as all STAY indicators must be removed from the route or the entire route must remain within the boundaries of the IFPZ.
	• For those flights departing from an aerodrome outside the IFPZ, where no contact with the message originator is possible, the IFPS staff shall remove any STAY indicators from the route and copy that information to the RMK sub-field of the message. If a total EET error is consequently raised, ignore that error.
	Note Where multiple STAY indicator errors are presented in an invalid message, the IFPS staff should correct this error first, as subsequent error messages may be falsely generated as a result of this error.

49.2.   **STAY Time is incompatible with Total EET**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	PROFILE: TOTAL STAY TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME
Explanation:	The STAY time indicator combined with the calculated flying time is incompatible with the given total EET in the submitted flight plan.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.3.   **STAY Indicator not associated with a Point**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: A POINT IS EXPECTED BEFORE AND AFTER A STAY INDICATOR
Explanation:	The STAY indicator is not clearly associated with a specific significant point before and/or after the STAY indicator.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.4. Consecutive STAY Indicators

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: CONSECUTIVE STAY INDICATORS NOT ALLOWED
Explanation:	More than one STAY indicator is associated with the same significant point.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.5. More than one STAY Indicator with the same Sequence Number

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID ID USED IN FIELD x AT ROW=xx, COL= xx (STAY)
Explanation:	Multiple STAY indicators with the same sequence number have been used in the route.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.6. STAY Indicator associated with a Route

Valid from:	Permanent.
Valid until:	UFN
Reason:	System deficiency.
Error message ref.	ROUTE: UNKNOWN DESIGNATOR <route name>
Explanation:	A STAY indicator is associated with a route instead of a point.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.7. Too many STAY Indicators

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID ID USED IN FIELD AT ROW =X, COL =XX(STAY)
Explanation:	More than the maximum number of 9 STAY indicators have been used in the message.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

49.8.   **STAY Indicator starts with a Bearing and Range from a Point**

Valid from:	08/11/04
Valid until:	UFN
Reason:	
Error message ref.	PROF:TTL_EET difference > 60% , calculated TTL_EET from ADEP to ADES=HHMM
Explanation:	The system does not calculate the STAY time when a point with bearing/distance is used in the Item 15, Route and drop the STAY indicator from the output.
Instruction:	In all cases, the IFPS staff shall change the point bearing/distance given in the route into co-ordinates and process message.

50. SPECIAL STATUS FLIGHTS (STS)

(1) *General*

Those IFR/GAT flights or parts thereof operating within the IFPZ that require special handling may use the sub-field STS indicator to indicate those needs. However, the CFMU has developed a number of specific STS designators that have a defined content to indicate particular conditions for that flight, some of which shall have an impact on any flow regulations that may apply to that flight.

(2) *Requirements*

The STS indicators listed below shall be given an automatic exemption from ATFM measures by the CFMU (flights exempted from ATFM measures shall not receive ATFM departure slots).

STS/EMER
STS/SAR
STS/HEAD
STS/ATFMEXEMPTAPPROVED

Note   These exemption designators shall only be used with the proper authority. Any wrongful use of these designators to avoid flow regulation shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.

The CFMU shall produce a monthly summary report of flights for which exemptions from ATFM measures have been granted (sensitive flights shall be excluded from this report).

A number of other specific STS indicators have been developed by the CFMU which shall not have a direct influence on any exemption on flow regulations that may apply to those flights using them. These indicators are:

STS/HOSP
STS/HUM
STS/STATE
STS/PROTECTED
STS/EXM833
STS/NONRVSM
STS/NIL

(3) *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', then the standardised abbreviation or free text, as relevant.

The maximum number of characters that may be used as free text is limited only by the maximum number of characters that may be accepted in any given message.

Where more than one STS indicator is required by the message originator, each indicator shall be preceded by the letters STS, followed by a '/', and each indicator shall be separated from each other by a space.

Examples   STS/HEAD
STS/HEAD   STS/PROTECTED   STS/ATFMEXEMPTAPPROVED   STS/NO DEVIATION FROM FLIGHT PLANNED ROUTE ALLOWED

(4)   *System Processing*

Those sub-field STS standardised abbreviations that have been created for use by the CFMU have the following meaning attached to each designator:

STS TYPE	Description
STS/EMER	For flights in a state of emergency.
STS/SAR	For flights engaged in Search and Rescue missions
STS/HEAD	For flights with 'Head of State' status.
STS/ATFMEXEMPTAPPROVED	For a flight specially authorised by the National Body established for the purpose to be exempted from ATFM measures, regardless of any other STS/indicator used (if any).
STS/HOSP	For a medical flight specifically declared by the medical authorities.
STS/HUM	For flights operating for humanitarian reasons.
STS/STATE	For military registered aircraft or civil registered aircraft used in military and/or customs and/or police services.
STS/PROTECTED	For use in flight plans which should only be available to ATC. Normally flights which are security sensitive.
STS/EXM833	For flights exempted from carriage of 8.33kHz compatible equipment.
STS/NONRVSM	For flights which are not RVSM equipped.
STS/NIL	A CHG message with STS/NIL included shall remove all instances of the STS/ indictors from a flight plan except for STS/PROTECTED. IFPS does not output the NIL indicator.

The following recognised sub-field STS indicators shall be cross referenced by the IFPS to other Items in the flight plan message:

● STS/EXM833 shall be cross-referenced to equipment, [see SECTION 74. ITEM 10: EQUIPMENT] and the route [see SECTION 76. ITEM 15: ROUTE].

● STS/NONRVSM shall be cross-referenced to type of flight [see SECTION 72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT], number of aircraft [see SECTION 73. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY], equipment [see SECTION 74.] and the route [see SECTION 76.].

To remove the STS indicator(s) from the flight plan currently held by the IFPS, a change message may be submitted to the IFPS for processing that contains the STS/NIL indicator. This shall remove all instances of STS, including those containing free text, but shall not remove any instance of STS/PROTECTED.

50.1.   Dynamic Properties of the STS sub-field

STS values can be changed by the subsequent arrival of any of FPL, AFP or CHG:

● If an associated FPL is received, any STS values it contains completely replace those that were previously held.

● If an AFP is received, the STS values it contains are added to those that were previously held.

● If a CHG is received:

– the PROTECTED value is retained if already present.

– other known values are replaced only if new known values appear in the message.

– the unformatted text in the message is added to the previous unformatted text.

51. STS/EMER INDICATOR

(2) *Requirements*

Only those flights that are in a state of emergency shall use the sub-field STS/EMER indicator.
By using this STS/EMER indicator the flight shall automatically be exempted from any relevant ATFM measures.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow restriction shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.

(3) *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by EMER.

(4) *System Processing*

Those messages containing the Item 18 sub-field STS/EMER indicator that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system, where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/EMER indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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52. STS/SAR INDICATOR

(2) Requirements

Only those flights that are engaged in Search and Rescue missions shall use the sub-field STS/SAR indicator.

By using this STS/SAR indicator the flight shall automatically be exempted from any relevant ATFM measures.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow restriction shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by SAR.

(4) System Processing

Those messages containing the Item 18 sub-field STS/SAR that are syntactically and semantically correct, shall be processed by the IFPS system and transmitted to the ETFMS system, where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/SAR indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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53. STS/HEAD INDICATOR

(2) Requirements

Only those flights that are with Head of State status shall use the sub-field STS/HEAD indicator.

By using this STS/HEAD indicator the flight shall automatically be exempted from any relevant ATFM measures.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow restriction shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by HEAD.

(4) System Processing

Those messages containing the Item 18 sub-field STS/HEAD that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/HEAD indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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54.   STS/ATFMEXEMPTAPPROVED INDICATOR

(2)   *Requirements*

Those flights that do not require special handling but which are specifically authorised by the relevant national authority to be exempted from any ATFM measures may use the sub-field STS/ATFMEXEMPTAPPROVED indicator.

This exemption designator shall only be used with the proper authority. Any wrongful use of this designator to avoid flow restriction shall be regarded by the relevant states as a serious breach of procedure and shall be dealt with accordingly.

Note   The rules for acquiring the necessary permissions to use STS/ATFMEXEMPTAPPROVED may be found in the appropriate section of the national Aeronautical Information Publication (**AIP**) of the country in which the aerodrome of departure is located.

(3)   *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by ATFMEXEMPTAPPROVED.

(4)   *System Processing*

Those messages containing the sub-field STS/ATFMEXEMPTAPPROVED that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS where the flight shall be exempted from any relevant flow regulations.

It shall be possible for a message originator to remove the STS/ATFMEXEMPTAPPROVED indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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55.   STS/HOSP INDICATOR

(2)   *Requirements*

The sub-field STS/HOSP may be used for those flights categorised as a medical flight specifically declared by the relevant medical authorities.

Routine positioning flights e.g. returning empty after an evacuation or positioning for fuel or positioning to an airport to collect a patient some time after arrival (i.e. not time critical) shall not qualify for use of the sub-field STS/ATFMEXEMPTAPPROVED.

(3)   *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by HOSP.

(4)   *System Processing*

Those messages containing the sub-field STS/HOSP indicator that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system.

It shall be possible for a message originator to remove the STS/HOSP indicator by using the NIL indicator [see SECTION 61. STS/NIL].

<u>Note</u>   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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56. STS/HUM INDICATOR

(2)   *Requirements*

Only those flights that are undertaken for humanitarian reasons shall use the sub-field STS/HUM indicator.

Those flights using STS/HUM shall not automatically qualify for exemption from any relevant ATFM measures.

(3)   *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by HUM.

(4)   *System Processing*

Those messages containing the sub-field STS/HUM indicator that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system but will not automatically qualify for exemption from any relevant ATFCM measures.

It shall be possible for a message originator to remove the STS/HUM indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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57. STS/STATE INDICATOR

(2)   Requirements

Only those flights that are other than Head of State, and that are specifically required by the State Authorities, e.g. military or civil registered aircraft used in military, customs and police services, shall use the sub-field STS/STATE indicator.

Flights using STS/STATE shall not automatically qualify for exemption from any relevant ATFM measures.

(3)   Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by STATE.

(4)   System Processing

Those messages that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system, but shall not automatically qualify for exemption from any relevant ATFM measures.

It shall be possible for a message originator to remove the STS/STATE indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note   When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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58. STS/PROTECTED INDICATOR

(2) *Requirements*

Only those flights for which the details should only be available to a restricted audience (e.g a security sensitive flight) shall use the STS/PROTECTED indicator.

Those flights using STS/PROTECTED shall not automatically qualify for exemption from any relevant ATFM measures.

(3) *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by PROTECTED.

(4) *System Processing*

Those messages that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system, but shall not automatically qualify for exemption from any relevant ATFM measures.

The STS/PROTECTED indicator shall not appear in either the Operational Reply Messages [see SECTION 21. COPY OPERATIONAL REPLY MESSAGE (ORM)] or the distributed flight plan. It shall however be retained by the CFMU internal systems, in order to ensure protection of the archiving and log files.

It shall **not** be possible to remove the STS/PROTECTED from the flight plan held by the IFPS by using the STS/NIL indicator. To remove the STS/PROTECTED it will be necessary to **cancel** the flight plan by the IFPS and **re-file** that flight plan without the STS/PROTECTED indicator.

Request Flight Plan (**RQP**) messages [see SECTION 124. REQUEST FLIGHT PLAN (RQP)] relating to flight plans held by the IFPS that contain STS/PROTECTED shall be presented for manual processing. The IFPS staff may only transmit a copy of that flight plan to the originator of the RQP when the flight plan originator has given authorisation, or where the requesting address is determined to be affected by the trajectory of that flight.

<u>Note</u>   Normally only those ATS Unit(s) directly affected by the trajectory of the flight shall be authorised to receive the required information.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(5) *Error Messages*

[E51] EFPM: FLIGHT PLAN DATA HAS RESTRICTED ACCESS	
<u>Reason</u>	<u>Requirements</u>
The requested flight plan is not available for unauthorised access.	The requested flight plan has been classified as sensitive and is not available for unauthorised access.

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59. STS/EXM833 INDICATOR

(2) *Requirements*

Only those flights where an aircraft is **not** equipped with 8.33kHz capable radios but that are EXEMPTED from the carriage requirements shall use the sub-field STS/EXM833 indicator.

Note The rules for acquiring the necessary permissions to use STS/EXM833 may be found in the appropriate section of the national Aeronautical Information Publication (**AIP**).

Those flights using STS/EXM833 shall not automatically qualify for exemption from any relevant ATFM measures.

[see also SECTION 47. 8.33KHZ CHANNEL SPACING].

(3) *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by EXM833.

(4) *System Processing*

Those messages containing the sub-field STS/EXM833 indicator that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system but shall not automatically qualify for exemption from any relevant ATFM measures.

It shall be possible for a message originator to remove the STS/EXM833 indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

(5) *Error Messages*

For details [see SECTION 47. 8.33KHZ CHANNEL SPACING].

(6) *General Procedures*

For details [see SECTION 47. 8.33KHZ CHANNEL SPACING].

IFP Indicators

[see SECTION 66. IFP INDICATORS].

For details [see SECTION 47. 8.33KHZ CHANNEL SPACING].

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60. STS/NONRVSM INDICATOR

(2) *Requirements*

Only those State flights (e.g. military, police or customs) which do **not** indicate RVSM equipment in the message shall use the STS/NONRVSM indicator.

Those flights using STS/NONRVSM shall not automatically qualify for exemption from any relevant ATFM measures.

[see also SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)].

(3) *Message Format*

The sub-field shall be denoted with the letters STS followed by a '/', followed by NONRVSM.

(4) *System Processing*

Those messages containing the sub-field STS/NONRVSM indicator that are syntactically and semantically correct shall be processed by the IFPS system and transmitted to the ETFMS system but shall not automatically qualify for exemption from any relevant ATFM measures.

It shall be possible for a message originator to remove the STS/NONRVSM indicator by using the NIL indicator [see SECTION 61. STS/NIL].

Note When used, STS/NIL shall remove all instances of STS except STS/PROTECTED.

(5) *Error Messages*

For details [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)].

IFP Indicators

[see SECTION 66. IFP INDICATORS].

For details [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)].

(6) *General Procedures*

For details [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)].

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61. STS/NIL INDICATOR

(2) Requirements

Those message originators requiring to delete all STS indicators from a flight plan held by the IFPS may do so through the submission of a change message containing STS/NIL.

Note   It shall not be possible to remove any instance of STS/PROTECTED from the flight plan held by the IFPS through the use of STS/NIL.

Where it is required by a message originator to remove STS/PROTECTED from a flight plan held by the IFPS, that flight plan must be cancelled and re-filed with the STS/PROTECTED removed.
[see also SECTION 63. NIL INDICATOR].

(3) Message Format

The sub-field shall be denoted with the letters STS followed by a '/', followed by NIL.

(4) System Processing

Those change messages containing the sub-field STS/NIL that are syntactically and semantically correct shall be processed by the IFPS which shall remove any examples of STS held in the associated flight plan except those examples of STS/PROTECTED.

It shall only be possible for a message originator to use the STS/NIL function in a change message and it shall appear as the only STS value in the change message upon successful processing by the IFPS.

Upon successful processing of a change message containing STS/NIL by the IFPS, that STS/NIL shall not be output in the subsequent Operational Reply Message.
[see SECTION 21. COPY OPERATIONAL REPLY MESSAGE (ORM)]

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(5) Error Messages

[E43] EFPM: NIL NOT EXPECTED	
Reason	**Requirements**
A STS indicator other than STS/NIL has been submitted with STS/NIL in the same CHG message, or STS/NIL has been submitted in a message other than a CHG message.	STS/NIL may only be used in a CHG message. No other STS indicators may be submitted in that same message.

(6)   *General Procedures*

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: NIL NOT EXPECTED
Explanation:	• A submitted FPL/AFP(APL) contains STS/NIL in Item18. or • STS/NIL is present at the same time as other STS indicators. or • The original FPL/APL does not contain a STS/ indicator but STS/NIL is present in a subsequent update message.
Instruction:	• Where those flight plan or AFP messages submitted for processing contain STS/NIL, the IFPS staff shall remove STS/NIL. • Where the existing flight plan or APL contains no STS indicators, but an associated update message contains STS/NIL, the IFPS staff shall remove STS/NIL. • Where STS/NIL is present with other valid STS indicators in an associated update message submitted for processing, the IFPS staff shall apply SCP1, **unless** the departure aerodrome is outside the IFPZ, and no contact is possible, when the existing flight plan contains a known STS indicator that is different to that contained in the associated update message, the IFPS staff shall remove STS/NIL from the associated update message, but retain the known STS indicator in that message.

62. RUNWAY VISUAL RANGE (RVR)

(2) *Requirements*

All IFR/GAT flights or parts thereof intending to operate within the IFPZ are recommended to include in the flight plan the landing Runway Visual Range (**RVR**) capabilities of that flight. Landing RVR information may be used for flow management during low visibility conditions (full details are available in the ATFCM Users Manual).

Where low visibility conditions apply within a part or parts of the IFPZ that influence the arrival capacity at one or more aerodromes, the ETFMS may use the RVR value given in the current flight plan to regulate the traffic flow to those aerodromes.

The ETFMS may issue an AIM requesting the confirmation of the RVR by the aircraft operators by means of a Flight Confirmation Message (FCM).

(3) *Message Format*

The sub-field shall be denoted with the letters RVR followed by a '/', then not more than three digits to indicate the runway visual range in metres for that flight.

Example RVR/250

(4) *System Processing*

The IFPS shall check any sub-field RVR, entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

On acknowledgement of the message, the RVR information shall be distributed to the relevant ATC Units and to the ETFMS where it may be used for ATFCM measures under low visibility conditions.

Example Submitted to the IFPS for processing: RVR/250 RVR/600
Output by the IFPS after processing: RVR/600

It shall be possible for a message originator to remove the RVR details by using the NIL indicator [see SECTION 63. NIL INDICATOR].

(5) *Error Messages*

[S61] SYN: FIELD TEXT TO LONG AT ROW=<number>, COL=<number> (RVR)	
Reason	**Requirements**
More than 3 characters have been used in the RVR sub-field.	The RVR is expressed in not more than 3 digits.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedure*

Incorrect treatment of the RVR can have a direct impact on any Calculated Take-Off Time (**CTOT**) sent to an Aircraft Operator and care should therefore be taken when treating the RVR.

62.1.   RVR Text too Long

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TO LONG AT ROW=<number>, COL=<number> (RVR)
Explanation:	Not more than 3 digits are to be used for this item.
Instruction:	If the departure aerodrome is inside the IFPZ, the IFPS staff shall apply **SCP1**. If the departure aerodrome is outside the IFPZ and contact with the message originator is not possible, the IFPS staff shall change to RMK/RVRXXXX.

62.2.   Multiple RVR Value

Valid from:	09/01/2006
Valid until:	UFN
Reason:	Certain national authorities require more than one RVR value to be included in Item 18, but the IFPS only accepts one such value.
Error message ref.	SYN: DUPLICATE ERROR AT ROW=<number>, COL=<number> (RVR)
Explanation:	More than one RVR value is indicated in Item 18.
Instruction:	Where RMK/LVTO RVR/nnn is present in Item 18 in addition to another RVR value, the IFPS staff shall contact the message originator to agree the RVR value to be retained. The second RVR value, where it is necessary to retain such, must be entered into the RMK sub-field in the format RMK/RVR nnn. Where more than one RVR value is indicated no contact with the message originator is possible, the IFPS staff shall enter the lowest RVR value into the RMK sub-field in the format RMK/RVR nnn.

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63.   NIL INDICATOR

(1)   General

The IFPS has developed a function to make it possible for message originators to remove the contents of certain sub-fields in Items 18 and 19 of a flight plan held by the IFPS without having to cancel and re-file that flight plan.

This function is the NIL indicator and it may only be used in CHG messages submitted to the IFPS for processing.

(2)   Requirements

It shall be possible for a message originator to remove the following sub-fields from Items 18 and 19 of a flight plan held by the IFPS. It shall only be possible to remove these sub-fields by using a CHG message.

Removable sub-fields from **Item 18**	Removable sub-fields from **Item 19**	
ALTN	**A**	(Colour of the aircraft and Significant markings)
COM	**C**	(Pilot in Command)
DAT	**D**	(Dinghies)
EET	**E**	(Total fuel Endurance)
NAV	**J**	(Life Jackets)
OPR	**N**	(Other survival equipment)
PER	**P**	(Total number of persons on board)
RALT	**R**	(Emergency radio)
REG	**S**	(Survival equipment)
RIF		
RVR		
SEL		
STS		
(except PROTECTED)		
TYP		
CODE		
STAYINFO		

(3)   Message Format

The Item 18 or 19 shall be followed by a '/', then the sub-field to which the NIL is to apply, followed by a '/', then NIL.

<u>**Example**</u>   (CHG-ABC567-EGLL1500-KJFL-18/ALTN/NIL-19/A/NIL)

<u>**Note**</u>   Where more than one entry for a sub-field exists, then the use of the NIL function shall remove all entries in that sub-field. Where the NIL function is used in the sub-field STS, the NIL function shall not remove any examples of STS/PROTECTED where that has been filed. All other cases of STS shall be removed, but STS/PROTECTED may only be removed by cancelling that flight plan and re-submitting the flight plan without the STS/PROTECTED.

(4)   *System Processing*

Upon receipt of a syntactically and semantically correct change message containing the NIL indicator, the IFPS shall remove the indicated sub-field or sub-fields from the flight plan by the IFPS. The information shall also be transmitted to the ETFMS. In the event that one of the indicators removed by the NIL indicator is one that automatically exempts the flight from relevant ATFCM measures, a Calculated Take-Off Time (**CTOT**) may be generated.

Upon receipt of the NIL indicator, the IFPS shall cross-reference COM, NAV and DAT to the equipment indicated in the flight plan held by the IFPS and shall cross reference ALTN against the alternate aerodrome of the flight plan held by the IFPS.

Whenever the information that links to the COM, NAV, DAT and ALTN is still present, in the currently held flight plan in the IFPS system, the IFPS system shall generate a MAN message and present the message for manual treatment to one of the IFPS Operators.

Note   The STS/NIL indicator shall remove all the existing STS indicators (except STS/PROTECTED) from the flight plan held by the IFPS.
After reception of the RMK/NIL indicator, the text in the RMK sub-field, if any, shall be replaced by RMK/NIL.

(5)   *Error Messages*

[E43] EFPM: NIL NOT EXPECTED	
Reason	**Requirements**
The NIL indicator is not allowed for use in the indicated (sub)field.	The NIL indicator may only be used in certain sub-fields where it is intended to cancel all existing data in that sub-field.

For error message generated for STS/NIL.
[see SECTION 50. SPECIAL STATUS FLIGHTS (STS)]

For error messages generated in relation to NAV, COM or DAT information.
[see SECTION 83. ITEM 18: OTHER INFORMATION]

(6)   *General Procedures*

For error message generated for STS/NIL.
[see SECTION 50.]

For error messages generated in relation to NAV, COM or DAT information.
[see SECTION 83.]

64. ORIGINATOR (ORGN) INDICATOR

(1) General

In order to indicate the AFTN or SITA address of the originator of certain message types, the IFPS has developed a sub-field titled ORGN that is inserted by the IFPS into those message types during processing by the IFPS. With this information available, recipients of those messages may, if required, contact the message originator directly rather than request messages be forwarded on their behalf.

(2) Requirements

The following message types shall have the sub-field ORGN indicator and the relevant AFTN or SITA address details automatically inserted by the IFPS during processing of that message:

- **FPL**   (Flight Plan).
- **FPL**   (Flight Plan, submitted by ACC for an aircraft in flight with source **AFIL**).
- **ACH**   (ATC Flight Plan Change for an aircraft in flight).
- **RPL**   (Repetitive Flight Plan).

(4) System Processing

Upon successful processing of those message types listed in Requirements, the IFPS shall automatically insert the sub-field title ORGN followed by a '/', then the AFTN or SITA address of the message originator

Example   ORGN/EGLLABCX

Note   RPL messages shall not have an AFTN or SITA address inserted in the sub-field ORGN; instead the indicator 'RPL' shall be inserted.

Example   ORGN/RPL

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65. SOURCE (SRC) INDICATOR

(1) General

In order to indicate the source of a message processed by the IFPS, the CFMU has developed a sub-field titled SRC that shall be inserted automatically by the IFPS into certain message types during processing. The source refers to the original message from which the message distributed by the IFPS was constructed.

(2) Requirements

The following message types shall have the sub-field SRC -indicator and the relevant source details automatically inserted into all ADEXP format messages [see SECTION 16. ATS DATA EXCHANGE PRESENTATION (ADEXP], and certain ICAO format messages, by the IFPS during processing of that message. The source information inserted by the IFPS shall be an indication of the type of message received by the IFPS from which the processed message was constructed.

- **RPL** (Repetitive Flight Plan).
- **FPL** (Flight Plan).
- **FPL** (Flight Plan, submitted by ATC for an aircraft in flight with source AFIL).
- **APL** (ATC Plan as a result of an AFP, FNM or MFS).
- **ACH** (ATC Flight Plan change, for an aircraft in flight, as a result of an AFP, FNM or MFS).
- **RQP** (Request Flight Plan).

(4) System Processing

Upon successful processing of those message types listed in Requirements, the IFPS shall automatically insert the sub-field title SRC followed by a '/', then the source details of that message as relevant for that message format or type of message.

Only where a FPL, ACH or APL is distributed in ICAO format, the sub-field title SRC/FNM, SRC/MFS, SRC/AFP and SRC/RQP shall be automatically inserted by the IFPS as appropriate.

Example   SRC/FNM

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66. IFP INDICATORS

(1) *General*

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

The following message types shall not be rejected by IFPS, but the output resulting from the receipt of these messages shall, where appropriate, have IFP indicators inserted corresponding to the errors raised:

– **FPL with source AFIL.**

– **AFP.**

– **FNM & MFS.**

– **FPL with STS/EMER or STS/SAR or STS/HOSP (subject to conditions).**

The IFP indicators are intended for information purposes only. ATC Units are not obliged to react to the reception of a flight plan or associated message containing IFP indicators; however certain errors indicated through the use of IFP indicators are operationally more significant than others.

The following IFP indicators have been created by the CFMU:

IFP indicators	Explanation
ERROUTRAD	The route does not conform to the RAD rules.
ERROUTWE	The route does not conform to the weekend routings.
ERROUTE	An error that can not be corrected has been found in the route.
ERRTYPE	An error that can not be corrected has been found in the aircraft type.
ERRLEVEL	An error that can not be corrected has been found in the requested flight level.
ERREOBT	An earlier EOBT exists.
NON833	Flight does not comply with 8.33 kHz requirements.
833UNKNOWN	Flight compliance with 8.33 kHz requirements is unknown.
NONRVSM	Flight is not RVSM approved.
RVSMUNKNOWN	RVSM approval status of this flight is unknown.
RVSMVIOLATION	Violates RVSM rules, originator of the flight plan cannot be contacted.

Note   **MODESASP** is another indicator that is a part of a fully automated process within the IFPS, and the IFPS staff have no influence over its use.

The IFPS shall automatically insert the IFP indicators relating to errors ignored for RVSM and 8.33kHz.

Once applied to a message, IFP indicators cannot be removed. Should a message originator wish to file another route in order to correct those routing errors identified by IFP indicators, for example for STS/EMER STS/SAR STS/HOSP, they must cancel the existing flight plan and submit a replacement flight plan.

(2) *Requirements*

Those messages relating to flights depart**ing, arriving or overflying** the IFPZ that fail automatic processing may be passed for manual treatment by the IFPS staff **in accordance with SCP1**.

Where an error is ignored by the IFPS staff, that error shall be indicated by the insertion of the appropriate IFP Indicator.

As many IFP indicators as are appropriate shall be used.

(3) *Message Format*

The indicator shall be denoted in the message with the letters IFP followed by a '/', then the text as appropriate for the error.

(4) *System Processing*

The following IFP indicators may be inserted manually by the IFPS staff:

– **ERROUTRAD**
– **ERROUTWE**
– **ERRROUTE**
– **ERRTYPE**
– **ERRLEVEL**
– **ERREOBT**

The following IFP indicators shall be inserted **automatically** by the IFPS system whenever the indicated errors or conditions have been ignored in order to force a message into the IFPS.

Note IFP/ERROUTRAD may also be inserted either automatically or manually by the IFPS staff as necessary.

NON833

Whenever the flight is not 8.33kHz compliant and has STS/HOSP or STS/SAR in the message, **STS/NON833** shall be inserted where the following error messages have been ignored during manual processing by an IFPS staff:

PROFILE: FPL DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS
PROFILE: UNEQUIPPED FLIGHT ENTERS 8.33 SECTOR(S)
PROFILE: USE OF UHF NOT PERMITTED IN 8.33 SECTOR(S)

Note for full details on the error message, [see SECTION 47. 8.33KHZ CHANNEL SPACING].

833UNKNOWN

Whenever the source of a flight plan is an APL or AFIL [see SECTION 126. AIRBORNE MESSAGE TYPES] and the flight plan does not contain STS/EXM833 or the equipment of those message types does not contain Y.

RVSMVIOLATION

Shall be inserted where the following error messages have been ignored during manual processing by an IFPS staff:
EFPM: FIELDS 10 AND/OR 18 INCORRECT FOR STATE FORMATION FLIGHT IN EUR RVSM AIRSPACE
EFPM: CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE
EFPM: STS/NONRVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE
ROUTE: INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION
ROUTE: VFR NOT PERMITTED IN OR ABOVE EUR RVSM AIRSPACE
ROUTE: INVALID RFL AT EUR RVSM AIRSPACE ENTRY/EXIT

Note   For full details on the error messages.
[see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)]

NONRVSM

Shall be inserted where the following error messages have been ignored during manual processing by an IFPS staff:

EFPM: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE
EFPM: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE AND
         STS/NONRVSM IS NOT EXPECTED FOR A CIVIL AIRCRAFT
EFPM: STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT

Note   For full details on the error messages.
[see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)]

ERROUTRAD

Shall be automatically inserted where a RAD restriction has been set to SOFT [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)], and may be added manually by the IFPS staff where a RAD violation in a submitted message cannot be corrected.

Where more than one IFP Indicator has been inserted, the IFPS shall merge them into a single IFP field, containing one space between each item.

Example   During IFPS processing, the IFP Indicators ERROUTRAD and NONRVSM have been inserted by the IFPS system, but the IFPS shall output after processing: IFP/ERROUTRAD NONRVSM.

(6) *General Procedures*

The IFPS system shall automatically insert the IFP indicators relating to errors ignored for RVSM and 8.33kHz.

Once applied to a message, IFP indicators cannot be removed. Should a message originator wish to file another route in order to correct those routing errors identified by IFP indicators, they must cancel the existing flight plan and submit a replacement flight plan.

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67. IFPS TEST SYSTEM (IFPUV)

(1)   *General*

An IFPS validation system (IFPUV) has been made available to enable message originators, who so wish, to submit their flight plan to a dedicated test address for flight plan validation, prior to their submission to the operational IFPS. The aim of this system is to provide the means with which message originators may improve the automatic processing rate of flight plans submitted to the operational IFPS.

Message originators wishing to test flight plans through the IFPUV prior to their submission to the IFPS shall submit those flight plans to one of the following addresses:

- To the AFTN address **EBBDZMFV**

- To the SITA address   **BRUEY7X**

- Via the internet to either of the following editor windows in the CFMU pages of the EUROCONTROL website www.eurocontrol.int :

  − A structured editor that mimics the official ICAO flight plan form.

  − A free text editor that allows a plain text flight plan in ICAO format.

Note   Message originators wishing to test flight plans shall not submit those test messages to the operational IFPS.

The test flight plans may be submitted with a date of flight (DOF) up to 120 hours (5 days) in advance of EOBT by inserting the DOF/<YYMMDD> where YY indicates the year MM indicates the month and DD indicates the day in that flight plan.

The DOF facility may be used to validate route data that becomes applicable after an AIRAC date. The environment data relevant for the next AIRAC cycle shall normally be loaded into the IFPUV **5** days in advance of that AIRAC change.

It should be noted that the IFPUV facility shall undergo normal CFMU system maintenance and for that reason may not be available for a short period of time. Such periods of outage shall normally be a maximum of 2 hours during a Wednesday night, once per month.

(2)   *Requirements*

The IFPUV is a fully automated system and shall normally be used by external message originators independently. Assistance from the IFPS staff for difficulties encountered on the IFPUV should be kept to a minimum, as such assistance reduces the time available for real-time operational work in the manual processing of messages.

(4)   *System Processing*

The IFPUV contains the current IFPS software and receives copies of the updates to the operational environment database fed by live updates in the same way as the operational IFPS, and is therefore an accurate reflection of the operational IFPS.

The IFPUV system undertakes the same checking mechanisms as the IFPS in the following order:

- Syntax.

- Semantics.

- Route analysis.

Then the system builds a profile and continues with the following checks:

- RAD restrictions, 8.33kHz and RVSM compliance.

It is important that a flight plan submitted to the IFPUV is syntactically and semantically correct as the IFPUV shall fail any flight plan on those errors it finds in the order described. To avoid syntax errors it is recommended to use the structured editor when using the IFPUV through the internet.

The IFPUV is not connected to the operational IFPS and test messages are neither distributed by nor stored in the IFPUV. Since flight plans are not stored in the IFPUV, flight plan associated messages (CHG, DLA, CNL, RQP, etc.) shall be rejected by the IFPUV with the message.

EFPM: NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE

Flight plan validation reply via the AFTN or SITA

The system will respond to flight plan submissions by means of a reply message in the form of either an ACK (Acknowledgement) which indicates that the flight plan should pass automatic processing, or a REJ (rejection) which indicates that the flight plan would fail automatic processing in the IFPS. In the case of REJ the reply message shall contain a system generated indication of the reason for failure.

The IFPUV shall not generate MAN (Manual) messages.

Every reply message from the IFPUV contains the phrase:

"THIS MESSAGE HAS BEEN SENT BY A TEST SYSTEM AND MUST NOT BE USED OPERATIONALLY".

This message is added to ensure that there is no confusion between submissions to the IFPUV and those to the operational IFPS.

Flight plan validation reply via Internet

The system shall respond to the submission to the IFPUV by means of a reply message that shall appear at the bottom of the web page. The reply consists of a copy of the ICAO format message as it has been submitted, followed by the list of errors. In case the flight plan is valid, the text: "NO ERRORS" shall be displayed.

Note   It should be noted that occasionally a flight plan may fail the processing due to an error which is not inherent in the received message but which may be due to environment inconsistencies or even a processing error. If in doubt concerning a specific error, the FP1 supervisor should be contacted.

(5) *Error Messages*

As the IFPUV is a reflection of the IFPS, all errors as that may be raised in the IFPS may also be raised when using the IFPUV.

(6) *General Procedures*

Should difficulties in accessing the IFPUV be experienced, the IFPS staff should be contacted by phone at ++32 (0)2 745 1950. In order to avoid confusion, it should be clearly indicated that the call refers to the IFPUV. It should also be stated whether the message was filed via a secure connection (with a CFMU token) or not, as the secure and non-secure IFPUV applications are maintained on separate servers, and are thus accessed by the IFPS staff differently.

Note   Message originators filing via AFTN or SITA are directed to the secure server.

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68. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)

(1) General

The Aircraft Operator What-If Re-route (**AOWIR**) function shall allow an Aircraft Operator to request a modification to a filed flight plan routing within the CFMU system using the CIA terminal.

The procedures described in the following sections shall only relate to the flight planning aspects; any ETFMS actions are detailed in the ATFCM Users Manual.

(2) Requirements

The user of the AOWIR function shall be able to make a series of consultations in order to assess different scenarios. Although it is possible to make several consultations for a suitable re-routing it shall only be possible to apply one re-route per flight.
Whenever a suitable re-route has been chosen, the user shall use one of three possible flight plan re-filing options:

OPTION 1a: Shall be used for a flight plan change (**CHG**)
OPTION 1b: Shall be used for a cancellation of the existing flight plan and the generation of a new flight plan.
OPTION 2: Shall be used whenever the CFMU shall simultaneously initiate a flight plan cancellation (**CNL**) and a slot booking, where the user shall re-file the flight plan via AFTN or SITA.

(3) Message Format

For the format, see the relevant pages of the ATFCM Users Manual.

(4) System Processing

68.1. OPTION 1a: The flight plan is changed

The IFPS proceeds as if a change (**CHG**) message had been submitted by the user. As a consequence the following actions shall be initiated by the CFMU:

- The original flight plan shall be updated and all IFPS messages indicating this change (FPL, CHG) shall be flagged with "AWR/Rn" and shall be distributed to the appropriate ATC addresses.

- A (long) Acknowledgement (**ACK**) message (see § ORM), with '—MSGTYP IFPL', shall be sent to the address associated to the CFMU terminal having made the re-routeing acceptance and to the originator of the initial flight plan, if identifiable, and to the originator of the latest flight plan message received prior to the AOWIR, if any. The ACK shall contain all the flight plan details of the re-routed flight as accepted by the CFMU and 'AWR/Rn' shall also be automatically inserted into the message.

In addition, the ACK shall contain a message:
—COMMENT FLIGHT PLAN CHANGED AS A RESULT OF AOWIR

In order to be consistent with the existing ICAO Replacement Flight Plan procedure, the IFPS shall additionally insert or increment an 'RFP/Q' indicator in the FPL in accordance with the following rules:

- If no 'RFP/Q' indicator is given in the FPL which is being treated for re-routeing, the IFPS shall insert both the 'RFP/Q1' and 'AWR/R1' in the message.

- If an 'RFP/Q' indicator is given in the FPL which is being treated for re-routeing, the IFPS shall increment the 'RFP/Q' indicator and shall insert 'AWR/R1' in the message.

  e.g.   received FPL gives RFP/Q3
        output FPL will give RFP/Q4 + AWR/R1

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68.2.   **OPTION 1b: The system cancels the flight plan and a new flight plan is generated**

In certain circumstances there could be a mismatch between the last known EOBT stored in IFPS and the latest known EOBT stored in ETFMS. If such a case occurs then the IFPS shall NOT proceed as if a change (**CHG**) message had been submitted by the user but shall:

- Distribute an FPL Cancellation (**CNL**) to the appropriate ATC addresses.

- Sent a (short) Acknowledgement (**ACK**) message, with '—MSGTYP ICNL' including the flag 'AWR/Rn' to the address associated to the CFMU terminal having made the re-routeing acceptance and to the originator of the initial Flight Plan if identifiable and to the originator of the latest Flight Plan message received prior to the AOWIR, if any.

In addition, the ACK shall contain a message:

—COMMENT FLIGHT PLAN CANCELLED AS A RESULT OF AOWIR

- A Slot Cancellation (**SLC**) message is distributed in accordance with the existing addressing rules for this message.

The message shall include the comments:

—COMMENT FLIGHT REROUTED BY AO FPL CANCELLED   and

—REASON RRTE

- Wait for an appropriate period (to allow adequate time for the transmission of the cancellation message).

- Sent a new FPL to the appropriate ATC addresses using the latest known EOBT from ETFMS and insert 'AWR/Rn' in the message.

- Sent a (long) Acknowledgement (**ACK**) message with '—MSGTYP IFPL' to the address associated to the CFMU terminal having made the re-routeing acceptance.

The ACK contains all the flight plan details of the re-routed flight as accepted by the CFMU and sub-fields 'RFP/Qn' and 'AWR/Rn' shall also be inserted therein.

In order to be consistent with the existing ICAO Replacement Flight Plan procedure, the IFPS shall additionally insert or increment an 'RFP/Q' indicator in the FPL.

Appropriate ATFM messages (SAM, FLS) shall be send according to the existing rules for these messages.

68.3.   **OPTION 2: The flight plan is cancelled and a new slot is booked**

The IFPS proceeds as if a flight plan cancellation (**CNL**) message had been submitted by the user, i.e.:

- A flight plan cancellation (**CNL**) message shall be distributed to the appropriate ATC addresses.

- As a consequence of the flight plan cancellation (**CNL**) an Acknowledgement (**ACK**) message with '—MSGTYP ICNL', including the flag 'AWR/Rn', shall be sent to the address associated to the CFMU terminal having made the re-routeing acceptance and to the originator of the initial flight plan message, if identifiable and to the originator of the latest flight plan message received prior to the AOWIR, if any.

In addition, the ACK shall contain a message:

—COMMENT FLIGHT PLAN CANCELLED AS A RESULT OF AOWIR

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- A slot cancellation (**SLC**) message shall be distributed in accordance with the existing addressing rules for this message.

The message shall include the comments:

—COMMENT FLIGHT REROUTED BY AO FPL CANCELLED   and

—REASON RRTE

- A re-routeing notification (**RRN**) message shall be generated by the ETFMS to the address associated to the CFMU terminal having made the re-routeing acceptance and to the same addresses as for re-routeing proposal (**RRP**)/slot improvement proposal (**SIP**) messages. This message shall include the new route description and the new slot calculation result e.g.:

—NEWCTOT 1130   or

—REASON OUTREG when the new route is not submitted to ATFCM regulation.

Aircraft Operator/Air Traffic Services response Requirements

After the reception of an ACK for the CNL message, the user shall file a new flight plan to the IFPS Units in accordance with the normal rules and where appropriate to all relevant units outside the IFPS distribution area. The flight plan shall include the flags 'RFP/Qn' and 'AWR/Rn' in the message.

Note   The route in the new flight plan shall be fully consistent with the one provided within the RRN message.

The booked slot shall be used only if the profile of the flight plan matches with the profile of the booked flight representing the accepted re-routeing.

The matching is using the following rules:

- Only the aerodromes and en-route points of the point profile are used in the matching points on the departure or arrival procedure shall be ignored.

- There can be more points in the route of the replacement flight plan than in new route description of the provisional flight plan reserved in the ETFMS. All additional points found in the flight plan are ignored.

- The sequence of the en-route points must be identical.

- The levels and the timing on the points must be similar (a very small tolerance is accepted).

- The criteria indicated above are intended to give a reasonable flexibility (i.e. additional points for level/speed, SID/STAR free choice) without being too permissive.

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Processing of the New Flight plan by CFMU

When the new flight plan is received and has been processed successfully by the IFPS then:

- An ACK message shall be sent to the address(es) associated to the originator of the flight plan. The ACK shall give the complete flight plan concerning the re-routed flight and shall include the flags 'RFP/Qn' and 'AWR/Rn', as provided by the aircraft operator, in the message.

- The flight plan (including the flags 'RFP/Qn' and 'AWR/Rn' as provided by the aircraft operator) shall be distributed to the appropriate ATS Units.

- In the exceptional case that the new flight plan fails automatic processing in the IFPS, the user upon receipt of the Manual (**MAN**) message shall call the responsible IFPS Unit.

- In the case of an flight plan being rejected by the IFPS a Rejection (**REJ**) message shall be sent back to the originator in accordance with to normal rules. The user must resubmit a correct flight plan.

(5)   *Error Messages*

The message generated through the AOWIR functionality shall undergo the same treatment as relevant for that type of message in the IFPS (see the relevant sections for the error messages).

IFP Indicators

[see SECTION 66. IFP INDICATORS].

The message generated through the AOWIR functionality shall have the same IFP indicators attached as relevant for that type of message when processed by the IFPS.

(6)   *General Procedures*

The message created as a result of the AOWIR functionality shall be treated in IFPS no differently than any other message.

69. DIVERSION ARRIVAL MESSAGES

(2) *Requirements*

The IFPS shall not accept messages with title 'DIVARR'. Where a flight shall divert to an aerodrome other than the filed destination, an Arrival (**ARR**) message in the format described in [see SECTION 123. ARRIVAL (ARR)] shall be submitted to the IFPS for processing.

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70. ITEM 3: MESSAGE TITLE

(2) *Requirements*

All messages submitted to the IFPS for processing shall contain Item 3: Message title information.

The message titles recognised by the IFPS in submitted messages shall be:

- FPL, CHG, DLA, CNL, DEP, ARR, RQP, RQS, AFP, FNM and MFS.

RPL Requirements

All messages submitted to the RPL team shall only contain a message title of RPL.

(3) *Message Format*

It is required that those flight data messages submitted to the IFPS for processing shall contain 3 letters indicating one of the recognised message titles. These 3 letters shall immediately follow the opening bracket of the message.

(4) *System Processing*

The IFPS shall check the message title in all messages submitted to the IFPS for processing for compliance with the recognised message titles. Where a message title is not identified, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where a message submitted to the IFPS for processing contains a recognised message title, the IFPS shall process that message according to the requirements of that recognised message type.

[see SECTIONS 117. FLIGHT PLAN (FPL), 119. CHANGE (CHG), 120. DELAY (DLA), 121. CANCEL (CNL), 122. DEPARTURE (DEP), 123. ARRIVAL (ARR),and 124. REQUEST FLIGHT PLAN (RQP)]
[see SECTIONS 125. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS), 128. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP), 135. FLIGHT NOTIFICATION MESSAGE (FNM),and 136. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)]

(5) *Error Messages*

[S22] SYN: INVALID FIELD AT ROW=<number>COL=<number> (TITLE)	
Reason	**Requirements**
The message title contains invalid characters or is incomplete.	All messages must contain one of those titles recognised by the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

70.1.   **Invalid Message Title**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID FIELD AT ROW= <number> COL= <number> (TITLE)
Explanation:	The message title is incomplete or not recognised.
Instruction:	The IFPS staff shall apply **SCP1**. Where the flight departs from **outside** the IFPZ, the IFPS staff shall contact the message originator where possible to co-ordinate a correction. Where no contact is possible, the message title shall be corrected to the most logical title according to the message format.

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71.   ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE

(2)   Requirements

All messages submitted to the IFPS for processing shall contain the aircraft identification information to indicate the radio call sign of that flight.

The aircraft identification shall contain **either** the aircraft registration markings or the ICAO telephony designator of the aircraft operating agency followed by the flight identification.

It shall be possible for the message originator to include the SSR mode after the aircraft identification by inserting the A and the SSR code that flight, where it is known.

Note   The IFPS shall accept an SSR code for mode A or mode C only when they are prefixed by the letter A.

RPL Requirements

The SSR mode and code shall not be accepted in RPL submissions other than as a textual comment in the line 4 sub-field RMK, or, if just the mode, in the line 4 sub-field EQPT, as it shall be assumed that all aircraft operating on RPLs are equipped with 4 096-code transponders with modes A or C. Should an RPL have any other SSR mode, it shall be notified as a comment in either the sub-field RMK or the sub-field EQPT.

(3)   Message Format

The aircraft identification in a message submitted to the IFPS for processing shall contain a minimum of 2 and a maximum of 7 alpha numerics. The SSR mode and code may be included for those aircraft that wish to do so, it shall consist of the letter A and it shall be followed four numerics and shall be separated from the aircraft identification **by a slash '/'**.

The maximum number of characters accepted by the IFPS in the aircraft identification and SSR mode and code, including the '/' shall be 13.

Examples   ABC567C
                 ABC567C/A3359

(4)   System Processing

The IFPS shall check aircraft identification in all messages submitted to the IFPS for processing for compliance with the required format. Where the required format is not complied with, those messages shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where SSR mode and code is included in a message submitted to the IFPS for processing, the IFPS shall check for compliance with the required format. Where the Item does not comply with the required format, those messages shall fail automatic processing and be passed for manual treatment by the IFPS staff.

RPL System Processing

Where an RPL has an SSR mode other than A or C indicated in the sub-fields RMK or EQPT, that information shall remain in the sub-field.

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(5)   *Error Messages*

[S61] SYN: FIELD TEXT TOO LONG AT ROW.\<number>COL.\<number>(ARC_ID)	
Reason	**Requirements**
The aircraft identification contains more than the maximum allowed of 7 alpha numeric characters.	The aircraft identification shall contain not more than 7 alpha numeric characters.

[S62] SYN: FIELD TEXT TOO SHORT AT ROW=\<number>, COL \<number> (ARC_ID)	
Reason	**Requirements**
The aircraft identification contains less than the minimum allowed of 2 alphanumeric characters.	The aircraft identification shall contain not less than 2 alphanumeric characters.

[S44] SYN: MISSING FIELD AT ROW=\<number>, COL=\<number>(ARC_ID)	
Reason	**Requirements**
The aircraft Identification can not be identified.	The aircraft identification is required in all messages submitted to the IFPS for processing.

[S61] SYN: FIELD TEXT TOO LONG AT ROW \<number>COL\<number>.(SSR_CODE)	
Reason	**Requirements**
The SSR code contains more than the maximum allowed of 4 numerics.	The SSR code shall contain not more than 4 numerics.

[S62] SYN: FIELD TEXT TOO SHORT AT ROW=\<number>, COL \<number> (SSR_CODE)	
Reason	**Requirements**
The SSR code contains less than the minimum allowed of 4 numerics.	The SSR code shall contain not less than 4 numerics.

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=\<number>, COL\<number>(SSR_CODE)	
Reason	**Requirements**
The SSR code contains a letter other than the permitted letter A.	Only the letter A may be used to indicate the SSR mode.

RPL Error Messages

[E40] EFPM: MISSING OR ERRONEOUS FIELD (ARC_ID)	
Reason	**Requirements**
The aircraft identification is not present or can not be identified.	The aircraft identification is required in all RPLs submitted for processing.

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) (ARC_ID)	
Reason	**Requirements**
The aircraft identification contains characters other than those allowed.	The aircraft identification may only contain those approved characters.

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(6)   *General Procedures*

71.1.   **Aircraft Identification too long**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW. <number> COL. <number> (ARC_ID)
Explanation:	The aircraft identification has been submitted with more than 7 characters.
Instruction:	In all cases, the IFPS staff shall apply **SCP2**.
RPL Instruction:	The aircraft operator shall be contacted by the RPL team to confirm the correct call sign.

71.2.   **Aircraft Identification too short**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO SHORT AT ROW=<number>, COL <number> (ARC_ID)
Explanation:	The aircraft identification has been submitted with less than 2 characters.
Instruction:	In all cases, the IFPS staff shall apply **SCP2**.
RPL Instruction:	The aircraft operator shall be contacted by the RPL team to confirm the correct call sign.

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72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT

(1) *General*

The IFPS shall only process those flight plans and associated messages that contain the flight rules & type of flight information as relevant for an IFR/GAT flight or part thereof intending operating within the IFPZ.

RPL General

RPLs submitted to the RPL team for processing do not require the inclusion of the flight rules or type of flight information, as all RPLs are automatically processed as IFR scheduled flights (IS).

(2) *Requirements*

72.1. **Flight Rules**

The following indications of flight rules may be used when submitting a flight plan or associated message to the IFPS for processing:

I for those flights that are to be conducted entirely under IFR conditions.
V for those flights that are to be conducted entirely under VFR conditions.
Y for those flights that shall commence under IFR conditions and shall change to VFR conditions.
Z for those flights that shall commence under VFR conditions and shall change to IFR conditions.

Of these possible flight rule indicators, the IFPS shall only process those messages that relate to flights conducted fully or partially under IFR conditions within the IFPZ.

72.2. **Type of Flight**

The following types of flight may be used when submitting a flight plan or associated message to the IFPS for processing:

S if the flight is a scheduled air transport flight.
N if the flight is a non-scheduled air transport flight.
G if the flight is a general aviation flight.
M if the flight is a military flight.
X for all other type of flights.

RPL Requirements

It is not a requirement to indicate the flight rules or the type of flight in RPL submissions to the RPL team as they are always processed as flight rules **I** and the flight type **S**. Should an RPL be any other type of flight than scheduled, it shall be notified in the sub-field RMK.

(3) *Message Format*

The flight plan or associated message shall contain one of the flight rules indicators followed by one of the type of flight indicators.

Examples **VG** represents a VFR general aviation flight.
IS represents an IFR scheduled flight.

RPL Message Format

No flight rules or type of flight information is required in RPL submissions as all RPLs shall be processed as scheduled flights operating under IFR.

(4)   *System Processing*

Only those flight plans and associated messages that indicate in flight rules that the flight shall be conducted wholly or partially under IFR conditions within the IFPZ shall be processed by the IFPS. Those flight plans that indicate an intention to operate under VFR conditions only within the IFPZ shall fail automatic processing by the IFPS and shall be rejected.

Where a flight plan or associated message submitted to the IFPS for processing contains the flight rules **I**, **Z** or **Y**, the IFPS shall crosscheck that information against the route data.

Should a change of flight rules be given that is not supported by an identifiable indication of that change in the route of that message, then that message shall fail automatic processing and shall be presented for manual processing by the IFPS staff.

The IFPS shall crosscheck the type of flight information against the restriction modules used in the Airspace Data Section database for those flights entering RAD restrictions and or routes for military flights only. Where the type of flight is not allowed for that route, that message shall fail automatic processing and be passed to the IFPS staff for manual treatment.

Note   The IFPS shall react differently in message association whenever the type of flight is given as X [see SECTION 33; MESSAGE ASSOCIATION].

RPL System Processing

Only those RPLs that intend to operate solely under IFR/GAT conditions shall be processed by the RPL system.

Where a processed RPL is generated to the IFPS, that flight plan shall always be processed and output by the IFPS indicating that flight operating under IFR as a scheduled flight. Should the flight type be notified as anything else, that information shall remain in the sub-field RMK.

(5)   *Error Messages*

[R40] ROUTE: FLIGHT NOT APPLICABLE TO IFPS	
Reason	**Requirements**
The submitted message does not indicate an IFR/GAT route portion within the IFPZ.	Those fights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

[R21] ROUTE: FLIGHT RULES I WITH VFR PART	
Reason	**Requirements**
The flight rules have been submitted as IFR only, but a change to VFR is indicated at a point in the route.	If a change to VFR, then the flight rules should be given as Y (IFR then VFR).

[R63] ROUTE: FLIGHT RULES Y WITH NO VFR PART	
Reason	**Requirements**
The flight rules are Y (IFR then VFR) but no VFR indicator is given in the route.	The VFR indicator should be given in the route to indicate at which point the flight intends to change to VFR.

[R64] ROUTE: FLIGHT RULES Z WITH NO IFR PART	
Reason	**Requirements**
The flight rules are Z (VFR then IFR), but no IFR indicator is given in the route.	The IFR indicator should be given in the route to indicate at which point the flight intends to change to IFR.

[R22] ROUTE: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES (RFL)	
Reason	**Requirements**
The flight rules are Y or Z, but the IFPS is unable to identify conditions within the route that are consistent with the given flight rules.	The flight rules and any changes thereto in the route must correspond.

[E40] EFPM: MISSING OR ERRONEOUS FIELD (FLYT_TYP)	
Reason	**Requirements**
The message does not contain an indication of the type of flight.	The type of flight must be indicated in the message.

[S10] SYN: MISSING OR INVALID FLIGHT RULES	
Reason	**Requirements**
The message does not contain an indication of the flight rules.	The flight rules must be indicated in the message.

[S11] SYN: MISSING OR INVALID FLIGHT TYPE	
Reason	**Requirements**
The message does not contain an indication of the type of flight.	The type of flight must be indicated in the message.

(6)   *General Procedures*

72.3.   **Flight not applicable to IFPS**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT NOT APPLICABLE TO IFPS
Explanation:	No IFR/GAT portion of the flight may be determined inside the IFPZ.
Instruction:	Where the flight rules are given as V, and no reasonable indication of an IFR/GAT change is given in the route within the IFPZ, the IFPS staff shall reject.
	Where the flight rules are given as V, and a speed and level change is given in the route within the IFPZ, the IFPS staff shall apply **SCP1**.

72.4. The Flight Rules and Route are Incompatible

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT RULES I WITH VFR PART ROUTE: FLIGHT RULES Y WITH NO VFR PART ROUTE: FLIGHT RULES Z WITH NO IFR PART ROUTE: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES (RFL) ROUTE: FLIGHT NOT APPLICABLE TO IFPS
Explanation:	The flight rules information does not correspond to the route and vice versa.
Instruction:	In all cases, the IFPS staff shall apply **SCP1**.

72.5. Type of Flight is Missing

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref	EFPM: MISSING OR ERRONEOUS FIELD (FLYT_TYP) SYN: MISSING OR INVALID FLIGHT TYPE
Explanation:	The type of flight is missing from the submitted message
Instruction:	Where the message originator can be contacted, the IFPS staff shall correct accordingly. Where the message originator can not be contacted, the IFPS staff shall change the type of flight to **G** if the aircraft identification is a registration and to **N** if the aircraft identification is an alphanumeric company callsign.

72.6. Flight Rules are Missing or Invalid

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: MISSING OR INVALID FLIGHT RULES
Explanation:	The flight rules are missing or do not use any of the correct indicators in the submitted message.
Instruction:	Where the message originator can be contacted, the IFPS staff shall correct accordingly. Where the message originator can not be contacted, the IFPS staff shall change the flight rules to **I**, **Y** or **Z**, according to the information available in the route.

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Chapter ITEM 9 Number and Types of
Aircraft and Wake Turbulence Category

73.   ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

(1)   General

When processing flight plans and associated messages, the IFPS shall take into account the performance of identifiable individual aircraft types.

In order to calculate more accurate flight profiles, the CFMU has built a table of aircraft performance figures, with all recognised ICAO aircraft type designators having a specific series of performance data.

(2)   Requirements

Where required, the number of aircraft shall be indicated. The number of aircraft may be included if that flight consists of only one aircraft, but it shall be included if more than one aircraft is involved in that flight.

The flight plan or associated message submitted to the IFPS for processing shall indicate the ICAO aircraft type designator where it is known.

Where the aircraft type does not have an approved ICAO designator, that aircraft type shall be filed as ZZZZ, with the details of that aircraft type given in the sub-field TYP.

The message shall indicate the wake turbulence category of that aircraft type. The IFPS shall accept only the following 3 wake turbulence categories:

L (light), **M** (medium) or **H** (heavy).

L   Shall be inserted for an aircraft with a maximum certified take off mass of 7000 kg or less.

M   Shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 kg but more than 7000 kg.

H   Shall be inserted for an aircraft with a maximum certified take off mass of 136000 kg or more.

RPL Requirements

Each RPL shall always be for only one aircraft, and this shall not be indicated in the RPL submitted for processing. The type of aircraft and the wake turbulence category of that aircraft type shall be indicated on line 2 of an RPL.

The RPL system shall not accept any RPL with an aircraft type given as ZZZZ.

(3)   Message Format

The number of aircraft may be included if that flight consists of only one aircraft, but it shall be included if more than one aircraft is involved in that flight. The number of aircraft indicated shall be given as not more than two numerics.

The type of aircraft shall be given as the ICAO designator for that type, or where the type is not known or not an ICAO designator, ZZZZ shall be inserted. Where ZZZZ is used, the details of the aircraft type shall be given in the sub-field TYP.

The aircraft type shall be followed by a '/' then the letter L, M or H to indicate the wake turbulence category of the aircraft type indicated.

RPL Message Format

In RPL the number of aircraft shall not be indicated.

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(4)   *System Processing*

The IFPS shall check any aircraft type given in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the IFPS staff where the required format is not followed.

The IFPS shall check all filed aircraft types for compliance with the known ICAO aircraft type designators. Where an unknown designator is found, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where the aircraft type is filed as ZZZZ, the IFPS shall check the sub-field TYP for the details of that aircraft type.

Example   One unknown type of aircraft
                Item 9:   ZZZZ/M   Item 18: TYP/D9FF

Where the aircraft type is filed as ZZZZ, that message shall fail automatic processing in order that the IFPS staff may apply an appropriate performance category for that flight for the flight profile calculation [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. These generic aircraft performances are:

- SEEE   (SINGLE ENGINE)

- MEEE   (MULTI-ENGINE)

- TPPP   (TURBO-PROP)

- TJJJ   (TURBO-JET)

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given. The lowest-performing aircraft type shall be given, with any other aircraft types indicated in the sub-field RMK. Where the aircraft types are unknown, or have no ICAO designators, the aircraft type shall be given as ZZZZ, with the sub-field TYP giving the details of the lowest performance aircraft in the formation, and RMK giving the details of any other aircraft types.

Example 1   Two or more unknown types of aircraft
                  Item 9:   2ZZZZ/M   Item 18: TYP/D9FF RMK/SECOND AC TYPE D7FF
Example 2   Two known aircraft types
                  Item 9:   2BE20/M   Item18: RMK/SECOND AC TYPE BE9L

Where no WTC is given by the originator of the message and the aircraft type is known in the CFMU database, the IFPS shall automatically insert the wake turbulence category of that aircraft type. If the aircraft type is unknown and no wake turbulence category is given by the originator of the message, the IFPS shall automatically insert a internal value for profile calculation but shall not output this internal value.

The IFPS shall not accept a known aircraft type in the flight plan in combination with the sub-field TYP.

Where ZZZZ is used in the flight plan, and a sub-field TYP entry has been made that indicates a known ICAO aircraft type designator, the IFPS shall automatically update the aircraft type to that known aircraft type and remove the sub-field TYP.

When calculating the profile of a flight, the IFPS shall apply performance data specific to each aircraft type given.

The IFPS shall confirm the wake turbulence category given with the aircraft type to the ICAO wake turbulence category assigned to that aircraft type.

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The following table shall show the processing of the **wake turbulence category** by the IFPS:

	No wake turbulence category in flight plan	Valid wake turbulence category in flight plan	Unknown wake turbulence category in flight plan
Valid wake turbulence category in IFPS Database for this type of aircraft	Automatic inclusion of the Wake Turbulence Category as held in the IFPS System	Wake Turbulence Category from IFPS Database inserted	Wake Turbulence Category from IFPS Database inserted
No wake turbulence category in IFPS database for this type of aircraft	Wake Turbulence category shall be empty	Wake Turbulence Category as filed shall be maintained in the output	Wake Turbulence Category shall be removed from flight plan
Aircraft type is ZZZZ	Wake Turbulence category shall be empty	Wake Turbulence Category as filed shall be maintained in the output	Flight plan not accepted Flight plan shall come up for manual treatment by IFPS Staff

Note Where an aircraft type is filed as ZZZZ, that message shall always fail automatic processing in order that the IFPS staff may apply an appropriate aircraft performance to that flight.

RPL System Processing

The RPL system shall check the filed aircraft type for compliance with the known ICAO aircraft type designators. Where an unknown designator is found, that message shall fail automatic processing and be passed for manual treatment by the RPL team.

Where the aircraft type is not known, or does not have an approved ICAO designator the RPL system shall not accept that RPL.

The RPL system shall not accept a known aircraft type on line 2 of the RPL in combination with line 4 sub-field TYP with a known aircraft type.

(5) ### Error Messages

[E35] EFPM: INVALID VALUE (AIRCRAFT TYPE)	
Reason	**Requirements**
An unknown aircraft type designator has been filed.	A known ICAO aircraft type designator must be used, or indicated as ZZZZ with appropriate aircraft type details in the sub-field TYP.

[S77] SYN: INVALID WAKE TURBULENCE CATEGORY AT ROW=n, COL=n (WK_TRC)	
Reason	**Requirements**
The aircraft type is filed as ZZZZ and the wake turbulence category given is not L, M or H.	Where an aircraft type is given as ZZZZ, the correct wake turbulence category must be given.

RPL Error Messages

[E35] EFPM: INVALID VALUE (AIRCRAFT TYPE)	
Reason	**Requirements**
An unknown aircraft type designator has been filed.	The correct ICAO aircraft type designator must be used.

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[E11] EFPM: AIRCRAFT TYPE AND TYP_Z PRESENT	
Reason	**Requirements**
The aircraft type has been filed on line 2 and on line 4 under sub-field TYP.	Where a known ICAO aircraft type designator is used in line 2, the line 4 TYP/ sub-field should not also be used. Any further details should be included in the line 4 RMK sub-field.

[E12] EFPM: AIRCRAFT TYPE IS ZZZZ (AIRCRAFT TYPE)	
Reason	**Requirements**
The aircraft type is filed on line 2 as ZZZZ.	The RPL system does not accept ZZZZ as an aircraft type.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERRTYPE

(6)   *General Procedures*

73.1.   **Unknown Aircraft Type Given**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INVALID VALUE (AIRCRAFT TYPE)
Explanation:	An aircraft type that does not exist in ICAO Doc.8643 has been submitted.
Instruction:	If a valid ICAO designator may be clearly identified, the IFPS staff shall correct that designator.
	In all other cases, the IFPS staff shall contact the message originator to co-ordinate a correction.
	If no contact with the message originator is possible, the IFPS staff shall either:
	● Change aircraft type to ZZZZ Insert TYP/ <original type> and select appropriate ZZZZ performance (see **Note** below);or
	If the error appears to be caused by CFMU ENV Database deficiency:
	● Change the aircraft type to ZZZZ and insert TYP/<original type>. Select the appropriate ZZZZ performance from the performance table (see **Note** below). Report problem.

Note   ZZZZ generic aircraft performances:

        SEEE   (SINGLE ENGINE)
        MEEE   (MULTI-ENGINE)
        TPPP   (TURBO-PROP)
        TJJJ   (TURBO-JET)

These aircraft performance categories are applied internally by the IFPS staff, and are required in order that the IFPS may build a more accurate profile for that flight.

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73.2. Incorrect Wake Turbulence Category for Aircraft Type

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID WAKE TURBULENCE CATEGORY AT ROW=n, COL=n (WK_TRC)
Explanation:	The aircraft type is submitted as ZZZZ and the wake turbulence category given is **not** L, M or H.
Instruction:	Where the message originator can be contacted, the IFPS staff shall:
	● **change** to the correct wake turbulence category for that aircraft type **OR**
	Where the message originator can not be contacted and the message needs to be treated according to SCP1, the IFPS staff shall:
	● **delete** the wake turbulence category and let the system automatically insert a value.

RPL General Procedures

73.2.1. Unknown Aircraft Type Given

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INVALID VALUE (AIRCRAFT TYPE) EFPM: AIRCRAFT TYPE IS ZZZZ (AIRCRAFT TYPE)
Explanation:	An aircraft type that does not exist in ICAO Doc.8643 has been submitted.
Instruction:	If a valid ICAO aircraft type designator may be clearly identified, the RPL team shall correct that designator. In all other cases, contact should be made with the aircraft operator to co-ordinate a solution.
	Note Where a flight plan for a flight that has an aircraft type with no ICAO designator must be filed, it may be necessary for the aircraft operator to file a flight plan directly with the IFPS instead of via the RPL team, as only the IFPS is capable of accepting an unknown aircraft type.
	If the error appears to be caused by a CFMU ENV Database deficiency, the RPL team shall raise a CCMS report. Meanwhile another solution shall be found in agreement with the aircraft operator as the RPL can not be processed with an unknown aircraft type.

73.2.2. The Aircraft Type has been filed on line 2 and on line 4 under sub-field TYP

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: AIRCRAFT TYPE AND TYP_Z PRESENT
Explanation:	An aircraft type entry has been identified on line 2 and on line 4 sub-field TYP.
Instruction:	The RPL team shall contact the aircraft operator to co-ordinate a correction.

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74.   ITEM 10: EQUIPMENT

(1)   General

The IFPS is only required to check certain equipment, regardless of other requirements specified in the relevant national AIPs. The checks carried out by the IFPS are for compliance with UHF, 8.33kHz, RVSM, Datalink, and where Other Equipment (Z in Equipment) is specified in the flight plan message, that the corresponding details are given in Item 18 of the flight plan.

(2)   Requirements

The flight plan shall indicate the serviceable radio communication, navigation and approach aid equipment carried by that aircraft.

The flight plan shall also indicate the serviceable surveillance equipment carried by that aircraft.

The equipment of the aircraft shall require certain conditions to be applied to that flight.

Where the aircraft type specified in an existing flight plan processed by the IFPS has to be changed by the aircraft operator, the equipment of the replacement aircraft shall, where different from that of the original aircraft, be specified in the change message.

(3)   Message Format

The flight plan shall indicate the serviceable radio communication, navigation and approach aid equipment by inserting the appropriate designator letter or letters for the relevant equipment, followed by a '/'. The flight plan shall also indicate the serviceable surveillance equipment by inserting the appropriate designator, with a maximum of two letters used to indicate such.

Only those messages that contain the following approved designators shall be accepted by the IFPS.

74.1.   Radio Communication, Navigation and Approach Aid Equipment

There are three options available to indicate the status of the radio communication, navigation and approach aid equipment:

- The letter **N** to indicate that no radio communication, navigation or approach aid equipment for the route to be flown is carried or the equipment is unserviceable.

- The letter **S** to indicate that the standard radio communication, navigation and approach aid equipment for the route to be flown is carried and serviceable.

- Standard equipment **S** is considered to be VHF RTF, ADF, VOR and ILS unless another combination is prescribed by the appropriate ATS Authority.

- The letter **S** (see option 2) and one or more of the following letters to indicate the serviceable radio communication, navigation and approach aid equipment:

A	(Not Allocated)
B	(Not Allocated)
C	LORAN C
D	DME
E	(Not allocated)
F	ADF

G   (GNSS)
H   HF RTF
I   Inertial Navigation
J   DATA link (whenever **J** is present in the equipment indicator for that flight plan, the sub-field **DAT** shall be added to that flight plan to indicate the type of Data Link used for this flight.

The Data link capacity shall be expressed with one or more of the following letters:

DAT/**S** for satellite data link
DAT/**H** for HF data link
DAT/**V** for VHF data link
DAT/**M** for SSR Mode S data link)
K   (MLS)
L   ILS
M   Omega
O   VOR
P   P-RNAV
Q   (Not allocated)
R   RNP type certification
T   TACAN
U   UHF RTF
V   VHF RTF
W   RVSM [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)]
X   When prescribed by ATS
Y   8.33 kHz Radio spacing [see SECTION 47. 8.33KHZ CHANNEL SPACING]
Z   Other equipment carried (whenever Z is being used in the equipment indicator of that flight plan, a specification shall be made by inserting the sub-field **COM** and/or **NAV** of the flight plan to indicate the type of **COM** and/or **NAV** used for this flight).

74.2.   Surveillance Equipment

A maximum of two of the following letters shall be used to indicate the serviceable surveillance equipment in the equipment indicator of that flight plan, where the second indicator, if used, must be 'D':

N   Nil
A   Transponder-Mode A (4digits-4096 codes)
C   Transponder-Mode A (4digits-4096 codes) and Mode C
X   Transponder-Mode S without both aircraft identification and pressure altitude transmission [see SECTION 48. SSR MODE-S]
P   Transponder-Mode S, including pressure altitude transmission, but no aircraft identification transmission [see SECTION 48.]
I   Transponder-Mode S, including aircraft identification transmission, but no pressure-altitude transmission [see SECTION 48.]
S   Transponder-Mode S, including both pressure-altitude and aircraft identification transmission [see SECTION 48.]

The following letter shall be used to indicate the ADS equipment:

D   ADS capability

(4) *System Processing*

The IFPS shall check any equipment indicators entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

All messages submitted to the IFPS that require a profile calculation to be made shall have the equipment indicators checked for specific equipment levels. Where such equipment is found, it shall be cross-referenced against the relevant conditions elsewhere in the message. Where the submitted message associates with an existing flight plan held by the IFPS, the conditions and/or equipment of that submitted message shall be cross-referenced against those of the existing flight plan.

The specific equipment cross-checks carried out by the IFPS shall be:

- **W** (RVSM)   – flight may enter RVSM airspace (FL290 – FL410).
- Y (8.33kHz) – flight may enter 8.33kHz-only airspace (FL**19**5 and above).
- U (UHF)   – flight may enter UHF-minimum airspaces.
- J (DAT)   – The sub-field DAT is present and contains the approved designator(s).
- Z   – The sub-field NAV and/or COM is present with explanatory information.

Submitted messages that associate with an existing flight plan shall be checked by the IFPS to be in compliance with the relevant equipment specified in that flight plan, and where compliance is not met, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

The IFPS shall output any equipment details in a specific sequence. That sequence shall be the letter S, where present, then any other equipment designators in alphabetic sequence.

RPL System Processing

Where no entries for EQPT are found in line 4 of the RPL, the RPL system shall insert '**C**' as a default value for SSR equipment, and '**S**' for radio communication equipment.

(5) *Error Messages*

[E14] EFPM: C_EQPT HAS J BUT NO DAT IS PRESENT	
Reason	**Requirements**
No details of the DAT equipment indicated are given in the sub-field DAT.	Where J is used in the equipment designators of a flight plan, it is necessary to include the relevant equipment codes in the DAT sub-field.

[E15] EFPM: C_EQPT HAS Z BUT NEITHER NAV OR COM IS PRESENT	
Reason	**Requirements**
COM/NAV equipment contains Z, but no explanation is given.	Where Z is used in the equipment designators of a flight plan, it is necessary to include the relevant equipment codes in the COM or NAV sub-fields.

[S17] SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=x, COL=y (S_EQPT)	
Reason	**Requirements**
The equipment designators contain invalid characters.	The character(s) used in the equipment designators may only be those indicators approved by ICAO.

[S17] SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=x, COL=y (DAT)	
Reason	**Requirements**
The sub-field DAT is present but contains an invalid character.	The character(s) used in the sub-field DAT may only be those indicators approved by ICAO.

[S61] SYN: FIELD TEXT TOO LONG AT ROW=x, COL=y (S_EQPT)	
Reason	**Requirements**
The SSR designator contains too many characters.	A maximum number of two characters may be used in the SSR designators.

RPL Error Messages

[S57] SYN: REMARK RECORD (<number>) CANNOT BE PARSED	
Reason	**Requirements**
Indication of line 4 checking.	The character(s) used shall be approved indicators and in a correct format.

(6)　　　　　*General Procedures*

74.3.　　　　　**The SSR Designator contains too many Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW=x, COL=y (S_EQPT)
Explanation:	The SSR designator contain too many characters.
Instruction:	The IFPS staff shall: • Contact the message originator and correct as agreed. If no contact with message originator: • If only D is present, insert C before D. • If no D is present, remove the invalid character or delete the highest performance surveillance SSR EQPT.

74.4.　　　　　**The SSR Designator contains invalid Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=x, COL=y (S_EQPT)
Explanation:	The SSR designator contains invalid characters.
Instruction:	The IFPS staff shall: • Contact the message originator and correct as agreed. If no contact with message originator: • If only D is present, insert C before D. • If no D is present, remove the invalid character or delete the highest performance surveillance SSR EQPT.

74.5. **The Equipment Indicator contains Z, but no NAV/ or COM/ sub-field is present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C_EQPT HAS Z BUT NEITHER NAV OR COM IS PRESENT
Explanation:	Z is present as an equipment indicator but the NAV and or COM/ sub-fields are missing.
Instruction:	The IFPS staff shall: ● Contact the message originator and correct as agreed. If no contact with message originator: ● If a clear indication of equipment is present: – add NAV/ or COM/ ● If no clear indication of equipment is given: – insert NAV/UNKNOWN BY IFPS.

74.6. **The NAV/ or COM/ sub-fields contain too many Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW=x, COL=y (NAV) SYN: FIELD TEXT TOO LONG AR ROW=x, COL=y (COM)
Explanation:	The text in the NAV or COM sub-fields exceeds the maximum number allowed for those sub-fields.
Instruction:	The IFPS staff shall contact the message originator and correct as agreed. If no contact is possible, the IFPS staff shall insert RMK/ before the NAV or COM, remove the '/' following the NAV or COM, and add NAV/ or COM/UNCLEAR IN IFPS.

74.7. **The Equipment Indicators contain J but no DAT/ sub-field is present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C_EQPT HAS J BUT NO DAT IS PRESENT
Explanation:	J is present in the equipment indicators, but no DAT sub-field is found.
Instruction:	Where DAT may be identified with no ambiguity, the IFPS staff shall correct. Otherwise: ● The IFPS staff shall contact the message originator and correct accordingly. If no contact with the message originator is possible: ● The IFPS staff shall remove J from the equipment indicators/
RPL Instruction:	The RPL team shall contact the aircraft operator and correct as agreed. If no contact is possible, the RPL team shall: ● Correct by inserting DAT/ in front of any DAT equipment designators if such may be identified without any ambiguity. Otherwise: ● Remove J from the EQPT field and process. Inform the aircraft operator of the correction.

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74.8. The DAT sub-field contains invalid Characters

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=<number>, COL<number>
Explanation:	The character in the DAT sub-field is invalid.
Instruction:	The IFPS staff shall contact the message originator and correct accordingly. If no contact with the message originator is possible: • the IFPS staff shall remove the invalid character from the DAT sub-field.
RPL Instruction:	The RPL team shall contact the aircraft operator and correct as agreed. If no contact is possible, the RPL team shall: • Remove the invalid characters from the DAT sub-field. • Inform the aircraft operator of the correction.

74.9. Communications, Navigation and Approach (CNA) Equipment Designator (Item 10a) missing

Valid from:	01/03/06
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED CNA EQUIPMENT DESIGNATOR AT ROW= 3, COL= 1 (C_EQPT)
Explanation:	The communications, navigation and approach equipment designators are missing from the submitted message.
Instruction:	Where the communications, navigation and approach equipment designators are missing from a submitted message, the IFPS staff shall apply **SCP1**. Where, due to the standard correction procedure, the message must be forced into the system, the IFPS staff shall insert the designator S to indicate the CNA equipment, which will result in the errors. PROF: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS EFPM: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE The IFPS staff shall ignore these errors and the system shall then automatically insert IFP/UNKNOWN833 IFP/RVSMUNKNOWN

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74.10.   **SSR Equipment Designator (Item 10b) missing**

Valid from:	01/03/06
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED `/' AT ROW= 3, COL= 1 (S_EQPT) SYN: EXPECTED SSR EQUIPMENT DESIGNATOR AT ROW= 3, COL= 1 (S_EQPT)
Explanation:	The SSR equipment designator is missing or does not use any of the correct indicators in the submitted message.
Instruction:	Where the SSR equipment designator is missing from a submitted message or uses an incorrect designator, the IFPS staff shall apply SCP1. Where, due to the standard correction procedure, the message must be forced into the system, the IFPS staff shall insert, or replace the incorrect the SSR equipment indicator, with the designator C.

RPL General Procedures

74.11.   **The SSR Equipment Field contains invalid Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: REMARK RECORD (4) CANNOT BE PARSED
Explanation:	The SSR equipment field contains invalid characters.
Instruction:	The RPL team shall contact the aircraft operator and correct as agreed. If no contact is possible and if only D is present in the SSR equipment field, the RPL team shall: • Insert C before D. If no D is present in the SSR equipment field, the RPL team shall: • Remove the invalid character or delete the highest performance surveillance SSR EQPT. The RPL team shall inform the aircraft operator of the correction.

74.12.   **The SSR Equipment Field contains too many Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: REMARK RECORD (4) CANNOT BE PARSED
Explanation:	The SSR equipment field contains too many characters.
Instruction:	The RPL team shall contact the aircraft operator and correct as agreed. If no contact is possible and if only D is present in the SSR equipment field, the RPL team shall: ● Insert C before D. If no D is present in the SSR equipment field, the RPL team shall: ● Remove the invalid character or delete the highest performance surveillance SSR EQPT. The RPL team shall inform the aircraft operator of the correction.

74.13.   **The Equipment Field contains Z, but no NAV/ or COM/ on line 4**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C_EQPT HAS Z BUT NEITHER NAV OR COM IS PRESENT
Explanation:	Z is present in the equipment field but NAV and or COM is missing.
Instruction:	The RPL team shall contact the aircraft operator and correct as agreed. If no contact is possible and if a clear indication of equipment is present on line 4, the RPL team shall ● Add NAV/ or COM/ and inform the aircraft operator of the correction. If no clear indication of equipment is given on line 4, the RPL team shall: ● Insert NAV/UNKNOWN on line 4 and process the RPL, then inform the aircraft operator of that correction, requesting them to submit an RLST with correct line 4 information.

75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)

(1) *General*

The IFPS shall calculate a four-dimensional profile for every flight that is submitted for processing, and shall check that profile against the CFMU ENV Database [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. The profile calculation shall start at the aerodrome of departure, or where that is unknown, at the first point given in the route. In order to achieve this, the ICAO four letter aerodrome codes and their geographical locations have been included in the environment database.
The IFPS profile calculation shall commence at the given Estimated Off-Blocks Time (**EOBT**).

(2) *Requirements*

The IFPS shall process those IFR/GAT flight plans and associated messages or parts thereof that intend to operate wholly or in part within the IFPZ.

The IFPS unit that shall process the message shall be determined by the geographical location of the aerodrome of departure given.

Where no ICAO designator exists for the aerodrome or point of departure, that aerodrome or point shall be given as ZZZZ, with corresponding details in the sub-field DEP.
[see SECTION 83. ITEM 18: OTHER INFORMATION].

Note   Where the departure aerodrome is given as ZZZZ, a known ICAO location designator should not be filed in the sub-field DEP.

Where a flight plan is filed for an aircraft in flight, the departure point shall be given as AFIL.

Those aerodromes designated ZZZZ plus those flight plans filed as AFIL shall be considered as aerodrome groups, regardless of geographical location, and each of those aerodrome groups shall be assigned to one of the IFPS units for processing.

The EOBT at the aerodrome or point of departure shall be given. In the case of a flight plan filed for an aircraft in flight, the time given represents the estimated time over the first point indicated in the route.

RPL Requirements

The RPL team shall process each RPL regardless of the geographical location of the departure aerodrome indicated on line 2 of the RPL.

Once the RPL has been generated to the IFPS, it shall become an individual flight plan and shall undergo the same processing by the IFPS as all other such messages, with the same division of processing between the two IFPS units based on the geographical location of the aerodrome of departure as all other messages processed by the IFPS.

(3) *Message Format*

Any flight plan or associated message shall indicate the aerodrome of departure using the ICAO four-letter designator, where that designator is known. Where the aerodrome of departure does not have an ICAO four-letter designator or the flight is departing from a specified location or the ICAO four-letter designator for that aerodrome is not known, ZZZZ shall be used.

For those flights filing a flight plan when already airborne, the text AFIL shall be used.

Where *ZZZZ* is used to indicate the departure aerodrome or point, the corresponding details of that aerodrome or point shall be indicated in the sub-field DEP [see SECTION 83.]

The IFPS shall check all four-letter codes given as the departure aerodrome of all flight plans and associated messages submitted to the IFPS for processing against the CFMU Environment Database. Where an unknown code is submitted, that message shall fail automatic processing and shall be passed for manual treatment by the IFPS staff. For this purpose, ZZZZ and AFIL shall be considered as known codes with a specific IFPS processing meaning.

Where the departure aerodrome or point of a flight plan or associated message is filed as a known ICAO designator or as ZZZZ, then the associated time shall indicate the Estimated Off-Blocks Time of that flight. That EOBT shall be given as UTC expressed as four digits.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the first point given in the route. That ETO/ATO shall be given as UTC expressed as four digits.

Examples   EGLL1500
ZZZZ1200 (with corresponding sub-field DEP/ details)
AFIL0537

(4)   *System Processing*

The IFPS shall check the departure aerodrome in all submitted messages. The system shall first check to identify the ICAO aerodrome code, ZZZZ or AFIL; where such identification cannot be made, that message shall be passed for manual processing at both IFPS units. After manual intervention by the IFPS staff to correct the aerodrome of departure, the responsible IFPS unit may be identified, and that unit shall continue processing while the other unit shall place the message in a backup file.
[see SECTION 28. STANDARD CORRECTION PROCEDURE 2 (SCP2)].

Those flight plans containing ZZZZ with no sub-field DEP information shall fail automatic processing and be passed for manual treatment by the IFPS staff.

In the event that flight plans containing ZZZZ and a known ICAO aerodrome designator in the sub-field DEP are submitted for processing, the IFPS shall automatically replace the ZZZZ indicator with that known ICAO designator give in the sub-field DEP.

When the departure aerodrome has been identified, and the message has been consequently allocated to the appropriate IFPS unit for processing, the EOBT is checked against the current time in the IFPS and against any DOF given in that message.
[see SECTION 83. ITEM 18: OTHER INFORMATION].

The IFPS shall accept flight plans that do not contain a DOF. In such cases, the IFPS shall automatically assume that the flight is to take place in the 24 hour period starting 30 minutes in the past when compared to the current time, and shall add the appropriate DOF to that message.
Where a DOF is included in the flight plan, the IFPS shall take that information into account when processing the EOBT.

For practical reasons it shall be possible for the IFPS system to process those flight plans that contain an EOBT of more than 30 minutes in the past compared to the current IFPS system time. This shall only be possible where the EOBDT (i.e. the combination of the EOBT and DOF) is not more than 12 hours in the past when compared to the current IFPS system date/time. The flight plan shall fail automatic processing but may be manually forced through processing by the IFPS staff.

It shall not be possible to alter the departure aerodrome by means of a change message.
[see SECTION 33. MESSAGE ASSOCIATION].

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RPL System Processing

Where the EOBT has been correctly identified, the RPL system shall calculate the date and time at which that RPL shall be generated into the IFPS, taking into account the indicated days and dates of operation of that RPL.

The RPL shall be generated into the IFPS 20 hours before the EOBT of that RPL.

Note Where an RPL has been suspended for operational reasons (industrial action, etc), that RPL shall not be generated into the IFPS.

(5)   *Error Messages*

[E35] EFPM: INVALID VALUE (ADEP)	
Reason	**Requirements**
The departure aerodrome contains an unknown or unidentifiable location indicator.	The IFPS shall only accept known ICAO location indicators, or AFIL, or ZZZZ with the corresponding details given in the message where the location is unknown or does not have an ICAO code.

[E25] EFPM: ESTIMATED OFF-BLOCK DATE AND TIME NOT IN ACCEPTABLE RANGE, AFTER FILING TIME	
Reason	**Requirements**
The filed EOBT and DOF is more than 30 minutes in the past, or more than 120 hours (5 days) in the future, when compared to current system time.	For DLA and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, and not more than 20 hours in advance of the IFPS time at the time of processing.
	For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS.
	Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 20 minutes in the past when compared to the current time, with the appropriate DOF being inserted automatically by the IFPS.

[E35] EFPM: INVALID VALUE (EOBT)	
Reason	**Requirements**
An incorrect EOBT has been filed.	The EOBT shall be formatted as HHMM.

[S63] SYN: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW= (NR), COL=(NR) (EOBT)	
Reason	**Requirements**
The IFPS is unable to identify a time designator for an EOBT.	The appropriate time for the departure or estimate point must be given.

[S61] SYN: FIELD TEXT TOO LONG AT ROW=(NR), COL= (NR) (EOBT)	
Reason	**Requirements**
The EOBT filed contains more than 4 numerics.	The number of numerics shall be 4 and given as HHMM.

RPL Error Messages

[E40] EFPM: MISSING OR ERRONEOUS FIELD (ADEP)	
Reason	**Requirements**
The line 2, departure aerodrome field, can not be identified.	The RPL system shall only accept known ICAO location indicators, or ZZZZ with the corresponding details given on line 4 sub-field DEP where the location is unknown or does not have an ICAO code.

[E40] EFPM: MISSING OR ERRONEOUS FIELD (EOBT)	
Reason	**Requirements**
The line 2 EOBT-field can not be identified.	The appropriate time for the departure point or aerodrome must be given in line 2.

[S62] SYN: FIELD TEXT TOO SHORT (ADEP)	
Reason	**Requirements**
The line 2 departure aerodrome has less than 4 characters or is wrongly placed.	The departure aerodrome indicator must contain 4 characters and be correctly placed in line 2.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

75.1.   EOBT more than 30 minutes in the Past

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref:	EFPM: ESTIMATED OFF-BLOCK DATE AND TIME NOT IN ACCEPTABLE RANGE, AFTER FILING TIME
Explanation:	The time stated as an EOBT is more than 30 minutes earlier than the IFPS system time.
Instruction:	Where the departure aerodrome is inside the IFPZ, the IFPS staff shall apply **SCP2**. Where the departure aerodrome is outside the IFPZ and no contact is possible, the IFPS staff shall **ignore** the error.

75.2.   EOBT outside acceptable Range

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: ESTIMATED OFF-BLOCK DATE AND TIME NOT IN ACCEPTABLE RANGE, AFTER FILING TIME
Explanation:	In an FPL, the time stated as an EOBT is either more than 120 hrs (5 days) in the future, or more than 12 hours in the past compared to the IFPS system time.
Instruction:	In all cases the IFPS staff shall apply **SCP2**.
Explanation:	In a DLA or CHG message the time stated as an EOBT is either more than 20 hrs in the future, or in the past compared to the IFPS system time.
Instruction:	In all cases the IFPS staff shall **reject** the message.

75.3.   Invalid EOBT

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INVALID VALUE (EOBT)
Explanation:	An incorrect EOBT has been filed e.g. EGLL6000 in stead of EGLL0600.
Instruction:	The IFPS staff shall apply **SCP2**.

75.4.   EOBT containing more than 4 Numerics

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW=(NR), COL= (NR) (EOBT)
Explanation:	The EOBT filed contains more than the mandatory 4 numerics.
Instruction:	The IFPS staff shall apply **SCP2**.

75.5. **Departure Aerodrome Designator is invalid or unknown**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INVALID VALUE (ADEP)
Explanation:	The departure aerodrome is given as an unknown or unidentifiable location indicator.
Instruction:	The IFPS staff shall apply **SCP2**.

RPL General Procedures

75.6. **Missing or Invalid Departure Aerodrome or EOBT**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Unidentifiable departure aerodrome or EOBT.
Instruction:	Where there is no ambiguity of the correction, the RPL shall be corrected by the RPL team and processed. The aircraft operator shall be informed of any such corrections.
	In all other cases, the aircraft operator shall be contacted by the RPL team to agree on a correction.

76. ITEM 15: ROUTE

(2) *Requirements*

The IFPS shall process flight plans and associated messages that may contain information in the route as relevant for an IFR/GAT flight or part thereof operating within the IFPZ.

Where present in a flight plan or associated message submitted to the IFPS for processing, the route shall describe the intended route of the flight and shall be completed in accordance with ICAO requirements. That route shall consist of a sequence of SID (or last point thereof) or point route point or STAR (or first point thereof), where SID and STAR are available. That route may contain changes of speed, level, flight rules, flight conditions and the indicator STAY.

The IFPS shall calculate the profile of all flights for which a flight plan and any associated messages are submitted to the IFPS for processing, using the information given in the route of that message. The IFPS shall check the availability of the requested route in respect to time, level restrictions and any other restriction detailed in the RAD document [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)] or required due to 8.33kHz [see SECTION 47. 8.33KHZ CHANNEL SPACING] and RVSM [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)] checking.

RPL Requirements

The route information shall describe the intended route of the flight. That route may contain changes of speed and level. The use of a DCT shall be avoided wherever possible and no STAY indicator shall be included in for the route of an RPL.

Those RPLs submitted for trans-Atlantic flights shall not be accepted.

The route of an RPL shall not contain SID or STAR designators. Where a departure aerodrome has SIDs or an arrival aerodrome has STARs, the route description in an RPL shall begin and end with the connecting point of the SID or STAR. Upon generation to the IFPS, the most appropriate SID and or STAR shall be automatically inserted by the IFPS.

The RPL system shall calculate a profile for each RPL using the information given in the route of that RPL. The profile shall be calculated using the environment data relevant to the first event of that RPL at the time of processing. The RPL system shall check the availability of the requested route in respect to time, level restrictions and any other restriction detailed in the RAD document [see SECTION 45.] or required due to 8.33kHz [see SECTION 47.] and RVSM [see SECTION 46.] checking.

(6) *General Procedures*

In exceptional cases information for an AIRAC has been issued too late to be implemented in the Environment or has been implemented incorrectly. Errors are subsequently raised incorrectly.

76.1.   AIRAC Information incorrect in the CFMU ENV Database

Valid from:	CFMU10
Valid until:	UFN
Reason:	
Error message ref.	Various error messages might refer.
Explanation:	In exceptional cases information for an AIRAC has been issued too late to be implemented in the CFMU Environment Database, or has been implemented incorrectly.
Instruction:	Errors are raised incorrectly by the system and shall be corrected manually. The IFPS staff shall refer to the operational instructions in force.

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77.   INITIAL SPEED AND LEVEL

(2)   *Requirements*

The IFPS shall accept speed and level indications in the route of a flight plan or associated messages that are submitted to the IFPS for processing. These speed and level indications shall be taken into account by the IFPS when calculating the profile of that flight.

(3)   *Message Format*

It is required that an accurate indication of the speed and level of that flight be given at the start of the route.

77.1.   Speed

Speed may be indicated in three ways:

- Knots, denoted by an 'N', immediately followed by four numerics.
- Mach number, denoted by an 'M', immediately followed by three numerics.
- Kilometres per hour, denoted by a 'K', immediately followed by four numerics.

Examples   N0485
M087
K0835

77.2.   Flight Level

Flight level may be indicated in four ways:

- Flight level, denoted by an 'F', immediately followed by three numerics.
- Altitude in hundreds of feet, denoted by an 'A', immediately followed by three numerics.
- Standard metric level in tens of meters, denoted by an 'S', immediately followed by four numerics.
- Altitude in tens of metres, denoted by an 'M', immediately followed by four numerics.

Examples   F330
A030
S1190
M0850

(4)   *System Processing*

For each flight plan or associated message submitted to the IFPS for processing, the IFPS shall verify that all speed and level indicators in the route correspond to the aircraft performance of the aircraft type given in the message.
[see SECTION 73. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY].

Where the required format is not followed, or the indicator is beyond the performance of that aircraft type, the message shall fail automatic processing and shall be passed for manual processing by the IFPS staff.

Where a level in a flight plan or associated message submitted to the IFPS for processing is given in metric units, the IFPS shall convert that information into the corresponding flight level for the purpose of profile calculation [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. The IFPS shall not output that converted value; that value shall be output in the original format.

Where a speed indicator is not present in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall automatically insert a given average speed, in knots, for that aircraft type at the indicated level.

The IFPS shall use the indicated speed and level given in any flight plan or associated message submitted to the IFPS for processing to calculate the profile of that flight, and to verify the availability of the route as filed. An appropriate error shall be raised when any part or parts of that route are calculated as being not available for that flight [see SECTION 34.]. The profile shall be adapted with a performance factor, which expresses the difference between the requested speed and the optimal speed (taken from the performance table) at RFL. This factor is applied to the climb and descent speed.

All flight plans and associated messages for IFR/GAT flights or parts thereof operating within the IFPZ submitted to the IFPS for processing shall have any indicated levels checked for compliance with RVSM [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)] and 8.33kHz [see SECTION 47. 8.33KHZ CHANNEL SPACING].

(5)   *Error Messages*

[R4] ROUTE: CRUISING SPEED IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (SPEED)	
Reason	**Requirements**
The filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type.	The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

[R3] ROUTE: CRUISING FLIGHT LEVEL INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (RFL)	
Reason	**Requirements**
The filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type.	The IFPS holds a performance table for each aircraft type that includes the maximum known flight level attainable for that type. Where the filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type, an error is generated.

[R30] ROUTE: MISSING CRUISING FLIGHT LEVEL (RFL)	
Reason	**Requirements**
No flight level has been filed in the route or that filed flight level is unrecognisable.	The cruising flight level must be indicated in the route.

[P4] PROF: CANNOT CLIMB OR DESCEND ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)	
Reason	**Requirements**
The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level.	When building a flight profile, the IFPS checks for unavailable levels between the previous and current flight level on the route segment in which the climb or descent takes place. During the initial climb phase and the final descend phase the terminal procedures and undefined airspaces are not checked.

[P14] PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>)	
Reason	**Requirements**
The given route is classified as unavailable at the requested flight level between the indicated points.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERRLEVEL
IFP/ERRTYPE

(6)   General Procedures

77.3.   Route not available on Flight Level Range

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>)
Explanation:	The profile of a flight has been calculated by the system to transit a route segment in cruise at an unavailable level.
Instruction:	• If an alternative route is available and does not require a change of trajectory. [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES], then the IFPS staff shall insert the alternative route. • If any change of trajectory is required, then the IFPS staff shall apply **SCP1**.

77.4.   Missing Cruising Flight Level or Invalid Level Designator

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: MISSING CRUISING FLIGHT LEVEL (RFL)
Explanation:	The flight level information is missing, and the system requires level information for profile calculation. This level error cannot be forced through manual processing.
Instruction:	The IFPS staff shall apply **SCP1**. Where due to standard correction procedure, the message must be forced into the system, the IFPS staff shall insert a logical RFL value and insert IFP/ERRLEVEL.
RPL Instruction:	The RPL team shall insert a logical RFL value, if such can be identified in another RPL from the same aircraft operator, and the aircraft operator informed of that change. If such can not be identified, the aircraft operator shall be contacted in order to co-ordinate a correction.

77.5. Cruising Speed is invalid or incompatible with Aircraft Performance

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: CRUISING SPEED IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (SPEED)
Explanation:	The system requires speed information for profile calculation. The speed error cannot be ignored but due to standard correction procedure, the message may have to be forced through manual processing.
Instruction:	The IFPS staff shall apply **SCP1**.
	Where the data is confirmed as correct by the message originator, the IFPS staff shall change the aircraft type to *ZZZZ* and add the aircraft type details in the sub-field TYP/.
	Note It will be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the *ZZZZ* value with the recognised aircraft type in that in the sub-field TYP.
	Where due to standard correction procedure, the message must be forced into the system, the IFPS staff shall remove the invalid speed value and allow the IFPS system to automatically insert the corresponding value of the aircraft type performance table in the output message.
RPL Instruction:	The RPL team shall check if the speed in any other RPL of that aircraft operator corresponds to the one that is invalid. If a valid speed can be identified, the invalid value shall be corrected using that information.
	If no valid speed can be identified, the RPL team shall remove the invalid speed value and the RPL system will automatically insert the corresponding value of the aircraft type performance table in the output message.
	In all cases the aircraft operator shall be informed of the correction.

77.6. Cannot Climb or Descend on Flight Level Range

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>) PROF: CANNOT CLIMB OR DESCEND ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)
Explanation:	The profile of a flight has been calculated by the system to transit a route segment in climb or descend at an unavailable level.
Instruction:	• If an alternative route is available and does not require a change of trajectory. [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES], then the IFPS staff shall insert the alternative route. • If any change of trajectory is required, then the IFPS staff shall apply **SCP1**.

77.7. **Cruising Level is invalid or incompatible with Aircraft Performance**

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: CRUISING FLIGHT LEVEL INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (RFL)
Explanation:	The system requires level information for profile, but the filed flight level does not correspond to the aircraft performance tables in the CFMU Environment database calculation. This level error cannot be forced through manual processing by the IFPS staff.
Instruction:	The IFPS staff shall apply **SCP1**. Where the error appears to be caused by a CFMU Environment database deficiency, or due to standard correction procedure, the message must be forced into the system, the IFPS staff shall: • Change Item 9: Aircraft Type to ZZZZ. • Insert TYP/<*original type*> and IFP/ERRTYPE. • Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, turbojet). **Note** It will be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.
RPL Instruction:	The RPL team shall confirm from the aircraft operator that the correct aircraft type has been filed, and correct accordingly if it is in error. Where the error appears to be caused by a CFMU Environment database deficiency, the highest value accepted by the RPL system shall be inserted, and the aircraft operator shall be informed of the correction and the reason for such change. The RPL team shall raise a CCMS report detailing the incident for further investigation. Alternatively the aircraft operator may file a flight plan directly with the IFPS instead of via the RPL team, giving the aircraft type as ZZZZ in order to achieve the required flight level, as only the IFPS is capable of accepting an unknown aircraft type.

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78.   EN-ROUTE CHANGE OF SPEED / LEVEL

(2)   *Requirements*

Changes to the speed and/or level may be indicated in the route field of a flight plan or associated message submitted to the IFPS for processing; any such change of speed and/or level shall be associated with a specified point [see SECTION 80. POINTS] in the route of that flight.

The IFPS shall take into account any change in speed and/or level when calculating the profile of that flight.

In respect to cruise climb, the IFPS shall not check conformity with requirements or restrictions published by National Authorities.

(3)   *Message Format*

Where a message originator requires to indicate a change of speed and/or level in the route field of a flight plan or associated message submitted to the IFPS for processing, the point at which that change of speed and/or level is made shall be followed by a '/', then the revised speed and level.

Any change of speed shall be accompanied by an associated indication of level, and any change of level shall be accompanied by an associated indication of speed.

The point at which the change is indicated may be a known significant point, a set of geographical co-ordinates, or a bearing and range from a named navigation aid.

Examples   LN/N0450F330
MAY/N0250A030
HADDY/M083F310
46N078W/K0410S1190
DUB180040/K0200M0150

The point at which a change to cruise climb is indicated may be a known named navigation beacon, a set of geographical co-ordinates, or a bearing and range from a named navigation beacon.

The IFPS shall not check conformance with any cruise climb requirements or restrictions published by National Authorities.

Examples   C/48N050W/M082F290F350
C/48N050W/M082F290PLUS

(4)   *System Processing*

The IFPS shall verify that the speed and level in the route corresponds to the aircraft performance of the indicated aircraft type [see SECTION 73. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY] of the flight plan or associated message. Where the required format is not followed, or the indicator is beyond the performance of that aircraft type, the message shall fail automatic processing and shall be passed for manual processing by the IFPS staff.

The IFPS shall use the indicated speed and level given in any flight plan or associated message submitted to the IFPS for processing to calculate the profile of that flight, and to verify the availability of the route as filed. An appropriate error shall be raised when any part or parts of that route are calculated as being not available for that flight [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. The profile shall be adapted with a performance factor, which expresses the difference between the requested speed and the optimal speed (taken from the performance table) at RFL. This factor is applied to the climb and descent speed.

The IFPS shall take the point at which a change in speed/level is indicated to be the point at which the change in speed and/or level is to commence, and the profile shall be calculated accordingly.

Note   It is recognised that a number of aircraft operator flight planning systems do not interpret speed level change information in accordance with the ICAO interpretation. This may give rise to flight plans being referred for manual processing by the IFPS staff where a flight plan indicates a change of level at a point from which a RAD level restriction applies. In order to ensure that the restriction is fully respected (and thus ensure automatic processing by IFPS) flight plan originators should submit flight plans that adhere to the ICAO interpretation of a speed and level change [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)], [see SECTION 34.], however, where this is not possible for the aircraft operator, the IFPS staff should ignore any associated errors.

Where a flight plan or associated message submitted to the IFPS for processing relates to a flight entering the OCA Oceanic Airspace, the IFPS shall check for the required speed and level conditions at that Oceanic entry point [see SECTION 43. NORTH ATLANTIC (NAT) TRAFFIC].

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

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

(5)   *Error Messages*

[S32] SYN: INVALID SPEED DESIGNATOR AT ROW= < >, COL= < > (SPEED)	
Reason	**Requirements**
Incorrect syntax for the speed/level group has been used.	The speed indication must use the correct format.

[S25] SYN: INVALID LEVEL DESIGNATOR AT ROW= < >, COL= < > (RFL)	
Reason	**Requirements**
Incorrect syntax for the speed/level group has been used.	The level indication must use the correct format.

[S22] SYN: INVALID FIELD AT ROW= < >, COL= < > (RFL)	
Reason	**Requirements**
Incorrect syntax for level has been used.	The level must be filed according to the correct format.

[R7] ROUTE: SPEED AT <Point> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (SPEED)

Reason	Requirements
The speed filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.	The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed speed at the specified point is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

[R6] ROUTE: FLIGHT LEVEL AT <Point> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (RFL)

Reason	Requirements
The flight level filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.	The IFPS holds a performance table for each aircraft type that includes the maximum known flight level attainable for that type. Where the filed flight level at the specified point is either incorrect or beyond the known performance of the filed aircraft type, an error is generated.

[P4] PROF: CANNOT CLIMB OR DESCEND ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)

Reason	Requirements
The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level.	When building a flight profile, the IFPS checks for unavailable levels between the previous and current flight level on the route segment in which the climb or descent takes place. During the initial climb phase and the final descend phase the terminal procedures and undefined airspaces are not checked.

[P14] PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>)

Reason	Requirements
The given route is classified as unavailable at the requested flight level between the indicated points.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERRLEVEL
                                        IFP/ERRTYPE

(6)   *General Procedures*

78.1.   Route not available on Flight Level Range

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>)
Explanation:	The profile of a flight has been calculated by the system to transit a route segment in cruise at an unavailable level.
Instruction:	• If an alternative route is available and does not require a change of trajectory. [see SECTION 24.], then the IFPS staff shall insert the alternative route. • If any change of trajectory is required, then the IFPS staff shall apply **SCP1**.
RPL Instruction:	In all cases the RFL or route must be changed. Minor changes should be carried out by the RPL team and the aircraft operator shall be informed of that change. Should a major change be required, the RPL team should either reject that RPL or co-ordinate an appropriate correction to the route with the aircraft operator.

78.2.   Missing Cruising Flight Level or Invalid Level Designator

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID LEVEL DESIGNATOR AT ROW= < >, COL= < > (RFL) SYN: INVALID FIELD AT ROW= < >, COL= < > (RFL)
Explanation:	The system requires level information for the profile calculation, so the level errors cannot be ignored.
Instruction:	The IFPS staff shall apply **SCP1**. • Where due to standard correction procedure, the message must be forced into the system, the IFPS staff shall insert a logical RFL value and insert IFP/ERRLEVEL.

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78.3. **Cannot Climb or Descend on Flight Level Range**

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> NOT AVAILABLE ON PORTION <Point Point> IN FL RANGE (<Citypair>)
	PROF: CANNOT CLIMB OR DESCEND ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)
Explanation:	The profile of a flight has been calculated by the system to transit a route segment in climb or descend at an unavailable level.
Instruction:	• If an alternative route is available and does not require a change of trajectory. [see SECTION 24.], then the IFPS staff shall insert the alternative route
	• If any change of trajectory is required, then the IFPS staff shall apply **SCP1**.

78.4. **Invalid Speed Designator or Speed is incompatible with Aircraft Performance**

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID SPEED DESIGNATOR AT ROW= < >, COL= < > (SPEED)
	ROUTE: MISSING SPEED AT <Point> (SPEED)
	ROUTE: SPEED AT <Point> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (SPEED)
Explanation:	The system requires speed information for the profile calculation, so the speed errors cannot be ignored.
Instruction:	The IFPS staff shall apply SCP1.
	Where the data is confirmed as correct by the message originator, the IFPS staff shall change the aircraft type to ZZZZ and add the aircraft type details in the sub-field TYP/.
	Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.
	Where due to standard correction procedure, the message must be forced into the system, the IFPS staff shall insert a logical speed value based on the aircraft type performance table.
RPL Instruction:	The invalid speed value shall be replaced with a logical speed value by the RPL team, using other RPLs from the same aircraft operator, or if none exist, using the aircraft type performance table as a reference.
	The aircraft operator shall be informed of that change.

78.5.   Missing Cruising Flight Level or Invalid Level Designator

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT LEVEL AT <Point> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (RFL)
Explanation:	The filed level does not correspond to the level kept in the aircraft performance tables in the CFMU Environment Database; the system requires level information for the profile calculation, so this level error cannot be ignored.
Instruction:	The IFPS staff shall apply SCP1. Where the error appears to be caused by an CFMU Environment Database deficiency, or due to standard correction procedure, the message must be forced into the system, the IFPS staff shall: ● change the aircraft type to ZZZZ. ● insert TYP/*<original type>* and IFP/ERRTYPE. ● select an appropriate aircraft performance type (single engine, multiple engine, turboprop, turbojet). **Note** It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the *ZZZZ* value with the recognised aircraft type in that Item18 sub-field.

RPL General Procedures

78.6.   Invalid Level Designator

Valid from:	CFMU 9.3
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID LEVEL DESIGNATOR (RFL) SYN: INVALID FIELD (RFL)
Explanation:	The RPL system requires level information for the profile calculation. Such level errors cannot be ignored.
Instruction:	If there is no ambiguity of the RFL, or if the RFL can be identified in another RPL from the same aircraft operator, it shall be corrected by the RPL team and the aircraft operator shall be informed of the correction. In all other cases, the aircraft operator shall be contacted to co-ordinate a correction.

78.7. Level is incompatible with Aircraft Performance

Valid from:	CFMU 9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: FLIGHT LEVEL AT <Point> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE (RFL)
Explanation:	The filed level does not correspond to the level kept in the aircraft performance tables in the Environment database, and the RPL system requires level information for the profile calculation. Such level errors cannot be ignored.
Instruction:	If the error appears to be caused by a CFMU Environment database deficiency, the RPL team shall change the RFL to the highest value accepted by the RPL system and the aircraft operator shall be informed of the change and the reason for that change. The RPL team may use other RPLs from the same aircraft operator as a reference for the RFL and change to the same value. The aircraft operator shall be informed of the change. If no RFL can be identified, the aircraft operator shall be contacted to co-ordinate a correction.

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79.   SID/STAR

(2)   *Requirements*

Within the IFPZ, the IFPS is required to provide a route that starts and finishes with points that allow the relevant ATS units to insert the appropriate terminal procedure with no other modification to that route.

Message originators shall file terminal procedures in the filed route of a flight plan or associated message submitted to the IFPS for processing according to the published requirement of those aerodromes.

Where no SIDs or STARs are published for an aerodrome within the IFPZ, it shall remain the responsibility of the message originator to confirm whether that aerodrome requires only VFR [see SECTION 42. VISUAL FLIGHT RULES (VFR)] arrivals or departures.

Note   Currently the IFPS does not check aerodrome IFR/VFR requirements as defined per aerodrome. This functionality is foreseen in a future CFMU software release.

Certain aerodromes within the IFPZ have no terminal procedures, but do not require solely VFR arrivals or departures. When planning to depart from or arrive at these aerodromes, the message originator should, where possible, connect the aerodrome to the nearest airway within the DCT limit of that aerodrome.

RPL Requirements

RPL submissions should not have SID or STAR designators inserted in individual RPLs.

(3)   *Message Format*

The IFPS shall accept published ICAO terminal procedures. The format for these procedures shall be the procedure name, in letters to a maximum of five, immediately followed by the sequence number, then the runway designator, given as a letter.

Examples   DUB1A
                 KODAP2B

(4)   *System Processing*

1.   Where the aerodrome requires a terminal procedure (TP) to be included in the flight plan distributed by the IFPS:

   i.   When a TP is specified in the filed route of a flight plan or associated message received, the IFPS shall check the validity of that TP.

   - Where the TP is valid, the IFPS shall accept and transmit that TP in the distributed message.

   - Where the TP is not valid, the IFPS shall propose a valid TP where existing that shall be included in the distributed flight plan after validation by the IFPS staff.

   - Where no valid TP can be proposed, the message will be presented with the error message: 'TP not valid, DCT is assumed, other possibilities are NONE' to the IFPS staff for manual correction. Connecting points should be found, to allow valid TP to be included by the IFPS in the distributed messages.

   ii.   When a TP is not specified in the filed route of a flight plan or associated message received, the IFPS shall:

   - Check that the first/last point extracted from the filed route is a connecting point (CP) from a valid TP for that aerodrome and if so, insert in the distributed message a valid TP.

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- Where the first/last point extracted from the filed route is a CP from a valid TP for that aerodrome, raise a SID/STAR DCT limit for that aerodrome and present the message for manual correction in order for the IFPS staff to find a CP that connects the route to a valid TP.

2. **Where the aerodrome does <u>not</u> requires a TP to be included in the flight plan distributed by IFPS:**

   i. When a TP is specified in the filed route of a flight plan or associated message received, the IFPS shall check the validity of the TP.

      - Where the TP is valid, the IFPS shall use it for its internal profile, but shall not transmit it in the distributed message.

      - Where the TP is not valid, the IFPS shall use a valid TP where existing for its internal profile but shall not transmit it in the distributed message.

      - Where no valid TP can be used, the message shall be presented to the IFPS staff for manual correction, with the error message 'TP not valid, DCT is assumed, other possibilities are NONE'.

      - Where a TP exist for that aerodrome, the route field should be corrected to connect that aerodrome with a CP of that valid TP.

      - Where no TP exists, but CPs from a DCT route segment are defined for the aerodrome, one those CPs should be inserted.

      - Where no CPs are defined for that aerodrome, a point that is within the SID/STAR DCT limit should be inserted.

   ii. When a TP is not specified in the filed route of a flight plan or associated message received, the IFPS shall:

      - Accept the flight plan where the first/last point extracted from the route field is within the maximum SID/STAR DCT limit for that aerodrome.

      - Where the first/last point of the route field exceeds the maximum SID/STAR DCT limit, check that the first/last point specified in the filed route is a CP from a valid TP. If so, the TP will be used in its internal profile but not transmitted in the distributed message.

      - When the first/last point specified in the filed route is not a CP from a valid TP, raise a SID/STAR DCT limit for that aerodrome and present the message for manual correction by the IFPS staff.

      - Where a CP exists for that aerodrome, it should be inserted.

      - Where no CP exists for that aerodrome, a point that is within the SID/STAR DCT limit should be inserted.

<u>Note</u> To be considered valid, a terminal procedure must:

   a) Not have any active TP restrictions (type of flight, aircraft type and equipment)   and

   b) Be available in time and level (the minimum level on the first/last route segment is ≤ to the requested flight level)   and

   c) Connect to the route   and

   d) Belong to the aerodrome.

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RPL System Processing

When an RPL is generated to the IFPS, any terminal procedures indicated in that RPL shall be automatically removed by the system. All RPLs shall be stored without any terminal procedures. When individual RPLs are generated to the IFPS as flight plans, a new profile calculation shall be performed by the IFPS, with relevant terminal procedures being automatically inserted as required by the relevant states.

(5)   *Error Messages*

[R51] ROUTE: THE SID LIMIT IS EXCEEDED FOR AERODROME <ADEP>	
Reason	**Requirements**
No existing/valid departure procedure exists between the aerodrome and the specified first point of the route, and/or the direct distance exceeds the maximum allowed for departures at that aerodrome.	Where a departure procedure exists, a CP from a valid TP should be used to link the aerodrome with the route field. Where no departure procedure exists, the distance from the departure aerodrome to the first point of the route must be within the limits for that aerodrome.

[R52] ROUTE: THE STAR LIMIT IS EXCEEDED FOR AERODROME <ADES>	
Reason	**Requirements**
No existing/valid arrival procedure exists between the aerodrome and the specified last point of the route, and/or the direct distance exceeds the maximum allowed for arrivals at that aerodrome.	Where an arrival procedure exists, a CP from a valid TP should be used to link the route field with the aerodrome. Where no arrival procedure exists, the distance from the last point of the route to the arrival aerodrome must be within the limits for that aerodrome.

[R5] ROUTE: UNKNOWN DESIGNATOR <Designator>	
Reason	**Requirements**
An unknown SID/STAR designator used.	The IFPS shall only accept published terminal procedures.

[R54] ROUTE: THE <TP> IS NOT VALID. <TP> IS ASSUMED. OTHER POSSIBLE TPS ARE<>	
Reason	**Requirements**
An unknown SID/STAR designator used.	The IFPS shall only process published terminal procedures that fulfill all necessary criteria of aircraft type, flight type, aircraft equipment, and any flight level or time constraints.

IFP Indicators
[see SECTION 66. IFP INDICATORS].   IFP/ERROUTE

(6)   *General Procedures*

Where a message submitted to the IFPS for processing contains errors in the arrival or departure phase, the message shall fail automatic processing and pass for manual treatment by the IFPS staff.

Where a message containing errors in the arrival or departure phase is presented to the IFPS staff for manual treatment, the IFPS staff shall always verify that the aerodrome of departure and/or aerodrome of destination are correct and do not contain a semantics error.

<u>**Example**</u>   The departure aerodrome is submitted as LFBP instead of LFPB.

Should published terminal procedures exist for the concerned aerodrome, the Standard Correction Procedure, SCP1 [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES], shall be applied. Either the last point of the SID/first point of the STAR or a connecting point shall be proposed as a solution.

In the event that the only error contained in the terminal procedure is the sequence number, the IFPS staff shall change that number to the sequence number held by the CFMU. No co-ordination with the message originator shall be made for this action.

79.1.   Exceptional Procedures

The Airspace Data Management Section (DT) may have created artificial SID/STAR designators for some aerodromes; these contain values for SID between 50-89 and for STAR between 10-49. The IFPS shall not output these designators.

Where **no** published terminal procedures exist for the concerned aerodrome, and the departure aerodrome and the first point/last point and destination aerodrome may be connected by an airway without changing the trajectory and within the direct (**DCT**) limit for that aerodrome, the IFPS staff may make the correction without the need of co-ordination with the message originator or aircraft operator.

Where **no** published terminal procedures exist for the concerned aerodrome and the necessary correction requires a **change of trajectory**, the Standard Correction Procedure SCP1 [see SECTION 26.] shall be applied.

79.2.   Italian SID/STAR Limit Errors

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: THE SID LIMIT IS EXCEEDED FOR AERODROME <ADEP>
	ROUTE: THE STAR LIMIT IS EXCEEDED FOR AERODROME <ADES>
Explanation:	Most SID/STAR DCT limits within the Italian FIR have been set to 0 or 1 and Italian aerodromes without SID/STAR or connecting points are to be considered purely VFR aerodromes.
Instruction:	The IFPS staff shall apply **SCP1** in all cases.
	The IFPS staff shall not ignore the error, but change the flight rule to Z/Y and begin/end the route with VFR in co-ordination with the message originator.
RPL Instruction:	Where an aerodrome has been identified as a VFR aerodrome, it may not be used in RPLs.

80. POINTS

(2) *Requirements*

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

Where a route is made up of more than a direct (**DCT**) route between the departure and destination aerodromes, that route shall give details of any relevant significant geographical points.

Where a flight intends to fly on an airway, the route given in the flight plan shall indicate the point at which the flight intends to join that airway and the point at which the flight intends to leave that airway.

Any flight intending to enter or leave the European RVSM [see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)] airspace from or to non-RVSM airspace within the vertical limits of the RVSM airspace is required to indicate in the route of the flight plan or any associated messages the RVSM entry/exit point plus the planned speed and level at that point.

(3) *Message Format*

The IFPS shall accept an indication of location as a named navigation beacon, a set of geographical co-ordinates, or as a bearing and range from a named navigation beacon.

Those navigation beacons in the route field of flight plans or associated messages submitted to the IFPS for processing that have a published ICAO designator shall be accepted by the IFPS.

Significant points (waypoints and navigation aids) shall be given as named points with a minimum of 2 and a maximum of 5 letters indicating the name of that point.

Examples   LN
MAY
HADDY

A position may be expressed as a bearing and range from a significant point, where 3 digits for the bearing and 3 digits for the distance shall immediately follow the significant point name from the navigation aid. The correct number of digits shall be made up, where necessary, by the insertion of zeros.

Examples

LN180040 indicates a point 180° magnetic at a distance of 40 nautical miles from 'LN'
DUB090050 indicates a point 90° magnetic at a distance of 50 nautical miles from 'DUB'

Geographical co-ordinates shall consist of either 2 degrees latitude followed by 3 degrees longitude, or 2 degrees and two minutes latitude followed by 3 degrees and two minutes longitude.

Examples   46N078W
4620N05805W

Note   The IFPS will automatically accept those co-ordinates where one digit is missing, and will add a 0 (zero) to the front of the incomplete co-ordinate, provided that the first digit present is not a 0 (zero).

Example

4N40W and 04N40W	accepted as 04N040W
4N04W and 04N04W	rejected
400N40000W and 0400N4000W	accepted as 0400N04000W
400N0400W and 0400N0400W	rejected

(4)   *System Processing*

Where a navigation aid name is given in the route of a message submitted to the IFPS for processing, the IFPS shall confirm that the name given is correct and unambiguous. In the event that the IFPS cannot clearly identify a navigation aid, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where a navigation aid is indicated as being a part of an airway or a terminal procedure in a message submitted to the IFPS for processing, the IFPS shall verify that the navigation aid is a part of that airway or terminal procedure. Where a navigation aid inside the IFPZ cannot be identified by the IFPS, the IFPS shall fail the automatic processing of that message and pass it for manual treatment by the IFPS staff.

Where more than one point exists with the same name, the IFPS may create a homonym in order to prevent ambiguity when processing those points.

Note   Where geographical co-ordinates are given in a route, the IFPS shall check those co-ordinates against the co-ordinates of the known navigation aids held in the CFMU Environment database, and subsequently carry out the processing described above.

Should the co-ordinates be found to match those of an existing navigation aid, the IFPS shall carry out the necessary checks associated to that navigation aid, but shall output only the original co-ordinates in any accepted version of the message.

Given the large number of named navigation aids, occasionally there may be several points in different states with the same name. When this situation is identified, the CFMU Environment creates homonyms in order that the IFPS is able to unambiguously identify those points when they are given in the routes of messages submitted to the IFPS for processing.

Where a navigation aid is preceded or followed by another navigation aid without the indication of either DCT or an airway, the IFPS shall check if an available airway exists between those two points. The IFPS shall use an algorithm to determine if the airway shall be inserted automatically between those two points.

Where the IFPS cannot determine an airway between two navigation aids, the message shall fail automatic processing and be passed for manual correction by the IFPS staff.

(5)   *Error Messages*

[R9] ROUTE: <Point_A> AND <Point_B> CANNOT BE SEQUENTIAL	
Reason	**Requirements**
No available route may be found between the two points.	Where two consecutive points are filed, the IFPS will check for any available routes not more than 1% different to the direct route between those points; if one is available, it will be used automatically, otherwise an error is generated.

[R27] ROUTE: MULTIPLE JUNCTIONS BETWEEN <ROUTE_A> AND <ROUTE_B>

Reason	Requirements
More than one possible junction point exists between the indicated airways.	A specific point must be given at the junction between two airways.

[R33] ROUTE: NO JUNCTION BETWEEN <Route_A> AND <Route_B>

Reason	Requirements
No known junction exists between the indicated airways.	No known junction exists between the indicated airways, so a route should be built to connect them.

[R12] ROUTE: CANNOT FIND ENTRY EXIT ITEM

Reason	Requirements
The IFPS is unable to automatically determine the IFPZ entry or exit point of the flight.	An IFPZ entry or exit point should be included in the route.

[R45] ROUTE: THE POINT <Point_A> IS NOT ON THE ROUTE <ATS_RT>

Reason	Requirements
The indicated point is not part of the given route	Any point filed as part of a route must be recognised as being associated with that route.

[R48] ROUTE: CANNOT HAVE A ROUTE BETWEEN THE SAME POINT; ROUTE: <ROUTE NAME>

Reason	Requirements
It is not possible to file a route from a point to that same point.	The filed route must ensure that the point - route – point sequence is correct and progressive.

[R46] ROUTE: <ROUTE NAME> IS FOLLOWED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT)

Reason	Requirements
The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

[R47] ROUTE: <ROUTE NAME> IS PRECEDED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT)

Reason	Requirements
The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

[R61] ROUTE: INSUFFICIENT DATA TO RESOLVE HOMONYM AT < point name >

Reason	Requirements
The indicated point has one or more homonyms and it is not possible to determine which one is relevant to this flight plan	The specified point exists in more than one location, and IFPS is unable to determine which of those points is the intended one, given the information in the message.

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[R5] ROUTE: UNKNOWN DESIGNATOR <Designator>	
Reason	**Requirements**
An unknown point designator has been used.	The IFPS shall only accept published point designators.

[S22] SYN: INVALID FIELD (ROUTE) **[S60] SYN: SUSPECT TEXT TOO LONG AT ROW= < >, COL= < > (GEO)** **[S55] SYN: NO PARALLEL ALLOWED IN FIELD AT ROW= < >, COL= < > (GEO)** **[S38] SYN: NO MERIDIAN ALLOWED IN FIELD (GEO)**	
Reason	**Requirements**
The syntax for the geographical co-ordinate is not correct.	The correct syntax must be used for geographical co-ordinates.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERROUTE

(6)   *General Procedures*

Where a message containing errors in the navigation aid names is presented to the IFPS staff for manual treatment, the IFPS staff shall only amend those names without prior co-ordination with the message originator where a correction may be positively and unambiguously identified.

80.1.   Geographical Coordinate too long

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID FIELD (ROUTE) SYN: SUSPECT TEXT TOO LONG AT ROW= < >, COL= < > (GEO) SYN: NO PARALLEL ALLOWED IN FIELD AT ROW= < >, COL= < > (GEO) SYN: NO MERIDIAN ALLOWED IN FIELD (GEO)
Explanation:	Error messages resulting from incorrect syntax for geographical co-ordinates may be due to those co-ordinates being specified in degrees minutes and seconds. The syntax used by the IFPS is degrees and minutes only, i.e. maximum: longitude 4, latitude 5, minimum: longitude 2 latitude 3. **Note** The CFMU Environment database may internally define geographical co-ordinates to a maximum of longitude 6 latitude 7, i.e. degrees, minutes and seconds.
Instruction:	The IFPS staff shall correct by rounding the geographical co-ordinate off to the nearest minute. **Example** 471615N0050550E becomes 4716N00506E 501030N0060029E becomes 5011N00600E

80.2.   Homonyms

Where a homonym problem is identified (i.e. a point name included in the route that exists elsewhere in the IFPZ, and the system erroneously calculates the latter location as being part of the route), the details shall be reported via an operational report (addressed to GIC: ADS) by the IFPS duty supervisor in order to have the CFMU Environment database corrected, and to avoid the repetitive aspect of these errors.

Until the modification of the CFMU Environment database is completed the following AIRAC, a common list of homonyms detected and reported in both IFPS units shall be maintained by the IFPS supervisors in order to avoid duplication on operational reports.

The correction of repetitive errors concerning previously unidentified homonym problems shall not be considered to be within the scope of the rejection of repetitive errors in messages submitted for processing.

80.3.   Point is not on the Route

The plot route function must always be used to investigate the validity of this error. The route profile shall be checked to ensure duplicate points or reverse trajectories are not included in the final processing. The IFPS staff shall not propose DCT between point and route as a correction, but DCT between the point and the next point along the route may be used.

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: THE POINT <Point_A> IS NOT ON THE ROUTE <ATS_RT> ROUTE: <ROUTE NAME> IS FOLLOWED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT) ROUTE: <ROUTE NAME> IS PRECEDED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT)
Explanation:	Two routes intersect without a common point.
Instruction:	The IFPS staff shall apply **SCP1** in all cases. If this error is raised due to a CFMU ENV Database deficiency, the IFPS staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.
RPL Instruction:	If the error is raised due to a CFMU ENV Database deficiency, the RPL team shall raise a CCMS report and connect the point with the following point on the route via a DCT.

80.4.   Multiple Junction Points or no Junction Point found between two Route Designators

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: MULTIPLE JUNCTIONS BETWEEN <ROUTE_A> AND <ROUTE_B> ROUTE: NO JUNCTION FOUND BETWEEN <Route_A> AND <Route_B>
Explanation:	Two routes intersect on several common points or no common point found between two routes.
Instruction:	Where a correct junction point can be **positively** identified to connect the two routes without changing the trajectory, the IFPS staff shall correct. In all other cases the IFPS staff shall apply **SCP1**.

RPL General Procedures

Where an RPL containing errors in the navigation aid names is presented to the RPL team for manual treatment, the RPL team shall make the necessary corrections where it may be positively and unambiguously identified, and the aircraft operator shall be informed of such corrections. In the RPL system the plot route shall be used to determine the correction which may require the removal of a homonym outside the IFPZ from the original route. The correction in RPL shall not include IFPSTOP or IFPSTART.

In all other cases the correction shall be co-ordinated with the aircraft operator by the RPL team.

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81. AIRWAYS

(2) *Requirements*

The IFPS requires that all flight plans or associated messages submitted to the IFPS for processing shall contain details of the route intended to be flown by that flight.

The minimum possible for the route is a direct (**DCT**) route between the departure and destination aerodromes; the availability of that direct route, and any other routes mentioned shall be verified by the IFPS.

Where a flight intends to fly on a route, whether a named airway, or a direct routing, the route given in the flight plan or any associated messages shall indicate the points at which the flight intends to join and leave that route.

Note   Where a flight intends to fly only on a DCT route between the departure and the destination aerodrome, the IFPS may accept this route as the only route entry. The IFPS shall verify the DCT against any cross border or maximum DCT limit requirements (both en-route and aerodrome) issued by the relevant National Authorities.

The relevant National Authorities may decide a maximum DCT length, in nautical miles, that shall be allowed within a specified airspace. Additionally a state may declare specific DCT portions as forbidden or allowed, regardless of the DCT limit of the airspace. Details for DCT limits can be found in Appendix 4 of the RAD document [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)]. The allowed maximum DCT length may be defined per airspace slice and type of flight.

The relevant National Authorities may declare the crossing of an international boundary on a DCT routing to be forbidden or allowed.

The designator T for truncated route shall not be accepted by the IFPS.

The route information shall be used in the profile calculation [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS] for that flight. The IFPS shall not check the cruising levels against the flight level series defined for the flown segment except for the entry and exit requirements of the EUR RVSM airspace.

A check shall be executed for the use of DCT between two points, **therefore** it is **recommended** to use DCT only where a connection to a point is not possible via an ATS route or a SID/STAR.

(3) *Message Format*

The route designator in the route shall be preceded by a point followed by a space, and shall consist of a combination of between two and seven characters indicating the coded designator assigned to that route, or DCT, followed by a space and the next point.

Example   ELB UA1 SPR UA24 NIK

(4) *System Processing*

The IFPS shall check the route details in any message submitted to the IFPS for processing, and where a route designator is found, the IFPS shall confirm that the given designator matches that one given in the CFMU Environment database as being the correct route between the given points. Where no such match is found, the IFPS shall pass those messages for manual processing by the IFPS staff.

Should the route start with a route rather than a point, the IFPS shall use an algorithm to determine which point to extract as the first point of the route for the profile calculation. This point shall then be used for terminal procedure checking [see SECTION 79. SID/STAR].

Should the route end with a route rather than a point, the IFPS shall use an algorithm to determine which point to extract as the last point of the route for the profile calculation. This point shall then be used for terminal procedure checking [see SECTION 79. SID/STAR].

The IFPS shall verify that the given point preceding the ATS route and the given point following the ATS route are part of that ATS route.

Where an airway is preceded or followed by another airway without the indication of a point at the intersection of those airways, the IFPS shall check if an available point exists between those two airways. The IFPS shall use an algorithm to determine if the point shall be inserted automatically between those two airways.

Where the IFPS cannot determine a unique intersection between two airways, the message shall fail automatic processing and be passed for manual correction by the IFPS staff.

Where a DCT route is filed between two points, the IFPS shall confirm whether there is an available airway between those two points with not more than a 1% deviation over a direct route. Where such is found, the IFPS shall automatically replace the DCT with the available airway.

Where the airway between the two points is not available, the message shall fail automatic processing and be passed for manual correction by the IFPS staff.

Where no unavailable route is found between those two points, the availability of the filed DCT route shall be confirmed against the unavailable DCT routes provided by the national authorities and against the maximum allowed DCT length for that airspace. Should the DCT route fail either of these checks, the message shall fail automatic processing and be passed for manual correction by the IFPS staff.

Where a DCT route is filed across an international boundary, the IFPS shall confirm whether or not the relevant states permit the use of cross-border DCT routes. Should the DCT route fail this check, the message shall fail automatic processing and be passed for manual correction by the IFPS staff.

The IFPS shall calculate the profile of the flight and check the availability of the requested route in respect to time, level and any other restriction detailed in the RAD document.

The IFPS shall drop any repetitive ATS routes and output the route in a simplified form.

Example
Submitted to the IFPS: LATEK UN871 OBUTO UN871 GONUP UN871 TOU UN871 GIPNO
Output by the IFPS: LATEK UN871 GIPNO.

(5)   *Error Messages*

[R5] ROUTE: UNKNOWN DESIGNATOR ATC	
Reason	**Requirements**
The designator ATC is not a valid route item.	The filed route may contain only legitimate route items.

[R10] ROUTE: MULTIPLE ROUTES BETWEEN <POINT_A> AND <POINT_B> POSSIBLE ROUTES ARE: <ROUTE_A> AND <ROUTE_B>	
Reason	**Requirements**
More than one available route exists between the indicated points.	Several possible routes exist between the indicated points and the appropriate one should be specified.

[R17] ROUTE: THE DCT SEGMENT <Point> TO <Point>: NM IS TOO LONG FOR <FIR> MAXIMUM IS : <NUM>

Reason	Requirements
The portion of the specified DCT segment within the limits of an FIR exceeds the 'en-route DCT limit' for that FIR and the system is unable to connect the two points via an airway.	The specified direct route in the submitted flight plan exceeds the given maximum for the indicated airspace, so an available route using the ATS route structure is required for this segment.

[R9] ROUTE: <Point_Item_A> AND <Point_Item_B> CANNOT BE SEQUENTIAL

Reason	Requirements
No available route may be found between the two points.	Where two consecutive points are filed, the IFPS will check for any available routes not more than 1% different to the direct route between those points; if one is available, it will be used automatically, otherwise an error is generated.

[R16] ROUTE: A DIRECT ROUTE (DCT) CANNOT APPEAR BETWEEN <Route_Item_A> AND <Route_Item_B>

Reason	Requirements
A DCT route is not allowed to connect two route designators.	The two routes must be connected either by a common point, or by a route between a point on each route.

[R14] ROUTE: INVALID DCT SEGMENT <Point> TO <Point> NOT ALLOWED TO CROSS THE <FIR/UIR> BORDER

Reason	Requirements
The specified DCT routing is not allowed as it crosses the indicated FIR border.	Each FIR may specify whether or not it will allow DCT routings across its border, so the specified DCT routing is not allowed as it crosses the indicated FIR border.

[R5] ROUTE: UNKNOWN DESIGNATOR ATS

Reason	Requirements
The designator ATS is not a valid route item.	The filed route may contain only legitimate route items.

[R45] ROUTE: THE POINT <Point> IS NOT ON THE ROUTE <Route> (ATS_RT)

Reason	Requirements
The indicated point is not part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

[R11] ROUTE: CANNOT EXPAND THE ROUTE <Route> (ATS_RT)

Reason	Requirements
The flight has been calculated to transit an artificial route segment (GAP).	Such a route segment cannot be used; an alternative route must be used instead.

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[R46] ROUTE: <ROUTE NAME> IS FOLLOWED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT)	
Reason	**Requirements**
The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

[R47] ROUTE: <ROUTE NAME> IS PRECEDED BY <pt id> WHICH IS NOT ONE OF ITS POINTS (ATS_RT)	
Reason	**Requirements**
The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

[P9] PROF: THE DCT SEGMENT PointPoint IS NOT AVAILABLE [ON PORTION] <Point> <Point> IN FL RANGE <FL_Range> (<Citypair>)	
Reason	**Requirements**
The indicated DCT route has been classified as unavailable at the requested flight level filed and the system is unable to connect the two points via an airway.	The specified direct route in the submitted flight plan is not available at the requested flight level, so an available route using the ATS route structure is required for this segment.

[P11] PROF: <Route> DOES NOT EXIST ON PORTION <Point Point> IN FL RANGE <FL_Range> (<Citypair>)	
Reason	**Requirements**
The given route **does not exist** at the requested flight level between the indicated points.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published **existence** for that part of that route at that time.

[P5] PROF: <Route> IS A CLOSED CDR_1 ON PORTION <Portion> ON FL RANGE <FL_Range> (<Citypair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR1 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

[P4] PROF: CANNOT CLIMB OR DESCENT ON <Route> SEGMENT <Portion> IN FL RANGE <FL_Range> BECAUSE OF UNAVAILABLE LEVELS (<Citypair>)	
Reason	**Requirements**
The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level.	When building a flight profile, the IFPS must find at least one available level between the previous and current flight level on the route segment in which the climb or descent takes place.

[P6] PROF: <Route> IS A NOT OPENED CDR_2 ON PORTION <Portion> ON FL RANGE <FL_Range> (<Citypair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR2 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

[P7] PROF: <Route> IS A CDR_3 ON PORTION <Portion> ON FL RANGE <FL_Range> (<Citypair>)	
Reason	**Requirements**
The given route segment is classified as unavailable CDR3 at the calculated time of use by this flight.	The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route, and cross-check this time against the published availability conditions for that part of that route at that time.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERROUTE
                                       IFP/ERRLEVEL

(6)   *General Procedures*

In all cases, Standard Correction Procedure (**SCP1**) shall be applied for errors in relation to routes. Only where a correction can be positively identified that shall not change the trajectory of the flight shall that correction be made without prior co-ordination with the message originator.

Exceptions are not envisaged under normal conditions, however, FMPs and ATSUs occasionally authorise the use of non-standard routes. Such routes should be confirmed in writing, for example by fax or by e-mail, to the IFPS Supervisor. These one-off authorised exceptions shall be noted in the log book and briefed to the staff by the IFPS Supervisor. Any additional information or list of authorised flights shall be held at the IFPS Supervisor position. A RMK/ in Item 18 indicating the prior authorisation will facilitate the identification of these cases during the treatment of the flight plan.

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

Hereafter are listed the exceptions to the Standard Correction Procedure:

81.1. En-route DCT Limit exceeded for Flight Type X

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: DCT SEGMENT <Point> TO <Point>: NM IS TOO LONG FOR <FIR> MAXIMUM IS : <NUM>
Explanation:	To facilitate the routes of training flights (flight type X), the en-route DCT limit may need to be exceeded.
Instruction:	The IFPS staff shall apply SCP1.
	If a major re-route would be required in order to follow the ATS route structure, the IFPS staff shall **ignore** the error and insert IFP/ERROUTE.
	Note **DCT limit errors for Flight Type X within Italian airspace are to be treated following requirements specified in the procedure 'En-route DCT Limit exceeded for Italian Airspace'**

81.2. En-route DCT Limit exceeded

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: DCT SEGMENT <Point> TO <Point>: NM IS TOO LONG FOR <FIR> MAXIMUM IS : <NUM>
Explanation:	The entire DCT segment is within one FIR/UIR and exceeds the authorized DCT limit. or
	The entire DCT segment crosses two airspaces (FIR/UIR or NAS) horizontally or vertically and exceeds one or both authorized DCT limits.
	Note Not all DCT conditions mentioned in the RAD document Appendix 4 might be implemented in the EUROCONTROL environment database.
Instruction:	The IFPS staff shall refer to Appendix 4 of the RAD document.
	Where the DCT is allowed under conditions specified in the RAD document, Appendix 4, the IFPS staff shall **ignore** the error according to these conditions.
	The IFPS staff shall refer to the following procedures on:
	• En-route DCT limit exceeded for Flight Type X.
	• En-route DCT limit exceeded for **Flight Type X within Italian Airspace within the limit described in the procedure 'En-route DCT Limit exceeded for** Italian Airspace'.
	• En-route DCT limit exceeded for MARPOL flights.
	In all other cases the IFPS staff shall apply **SCP1**.

81.3. En-route DCT Limit exceeded for Italian Airspace

Valid from:	04/12/2006 reference NOTAM A6084
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: DCT SEGMENT <Point> TO <Point>: NM IS TOO LONG FOR <FIR> MAXIMUM IS : <NUM>
Explanation:	The use of DCT **limit is permitted by Italian authorities for Flight Type X up to a maximum of 30NM, where the DCT is necessary for approach training at an intermediate aerodrome.**
Instruction:	The IFPS staff shall apply SCP1. **If a major re-route would be required in order to follow the ATS route structure, the IFPS staff shall ignore the DCT error up to a maximal range of 30 NM and insert IFP/ERROUTE.**

81.4. En-route DCT Limit exceeded for MARPOL Flights

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: DCT SEGMENT <Point> TO <Point>: NM IS TOO LONG FOR <FIR> MAXIMUM IS : <NUM>
Explanation:	Flight plans with the callsign MARPOL, followed by one letter or numeric, are exempt for DCT errors.
Instruction:	The IFPS staff shall verify that the message contains the information OPR/DOUANES and STS/DETECT POLLU. The IFPS staff shall **ignore** the error.

81.5. Multiple Route Designators or Missing Route Designator between Two Points

Valid from:	CFMU10
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: <Point> and <Point> CANNOT BE SEQUENTIAL
	ROUTE: MULTIPLE ROUTES BETWEEN <POINT_A> AND <POINT_B> POSSIBLE ROUTES ARE: <ROUTE_A> AND <ROUTE_B>
Explanation:	The IFPS system cannot identify a route segment between the two points
Instruction:	Where an available airway can be **positively** identified to connect the two points without changing the trajectory, the IFPS staff shall **correct**. In all other cases the IFPS staff shall apply **SCP1**. Where the message has to be forced into the IFPS system because of SCP1, the IFPS staff shall:
	• insert DCT and ignore DCT limit errors, should those arise or
	• insert a logical proposed route between the two points.

81.6. POGO Flights in the Paris TMA

Valid from:	
Valid until:	UFN
Reason:	Non-standard routings detailed in the French AIP
Error message ref.	
Explanation:	Positioning flights within the Paris TMA may use standard routes the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.
Instruction:	Where a DCT error is raised for a flight entirely within the Paris TMA, and the POGO indicator is found in Item 18, the IFPS staff shall ignore any DCT limit errors.

81.7. Test Flights

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Non standard routeings for test flights **which** require co-ordination with the concerned FMP.
Instruction:	Where a flight plan with a non-standard route includes a RMK/ in FIELD 18 clearly indicating that the route has prior co-ordination and approval from an **approving authority such as an FMP/ATSU, the IFPS staff shall check for that approval in writing and ignore errors for that portion of the route which has received prior approval.** **If no such approval is received, the IFPS staff shall apply SCP1 for a change of route or the requirement for written approval as per sections 45 and 81 of the CFMU IFPS Users Manual.**

81.8. Route does not exist at Flight Level

Valid from:	26th October 2006
Valid until:	UFN
Reason:	
Error message ref.	PROF: <Route> does not exist <Point Point> AT LEVEL (<Citypair>)
Explanation:	The profile of a flight has been calculated by the system to transit a route segment above **or below** the defined **vertical** limit of the airway.
Instruction:	The IFPS staff shall **apply SCP1 except where** the error **refer to** flights planning to operate above airways that are defined only up to FL460, **in which case the IFPS staff**.**shall ignore the error.**

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RPL General Procedures

Where minor changes to trajectory are required, the RPL team shall correct and the aircraft operator shall be informed of that change. Should a major change be required, the RPL team should either reject that RPL or co-ordinate an appropriate correction to the route with the aircraft operator.

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82. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)

(1) *General*

The IFPS shall calculate a four-dimensional profile for every flight that is submitted for processing, and shall check that profile against the CFMU **Environment** Database [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS]. The profile calculation shall end at the destination aerodrome, or where that is unknown, at the last point given in the route. In order to achieve this, the ICAO four-letter aerodrome codes and their geographical locations have been included in the CFMU **Environment** Database.

(2) *Requirements*

The IFPS shall process those IFR/GAT flight plans and associated messages or parts thereof intending to operate wholly or in part within the IFPZ.

In order to help determine whether a flight operates wholly or in part within the IFPZ, the IFPS shall identify the geographical location of the destination aerodrome, where that aerodrome of destination is given as a known ICAO code.
Where no ICAO designator exists for the aerodrome or point of destination, that aerodrome or point shall be given as *ZZZZ* with corresponding details, where known, **in the** sub-field DEST. [see SECTION 83. ITEM 18: OTHER INFORMATION]

The total estimated elapsed time (**EET**) given shall be considered by the IFPS to be the total time calculated for that flight from departure to the point at which that flight lands at the aerodrome or point of destination.

Where an alternate destination aerodrome is given, that aerodrome shall be given as a known ICAO code, otherwise *ZZZZ* shall be used.
Where *ZZZZ* is used, the corresponding details shall be given in the sub-field ALTN.
The IFPS shall accept a maximum of two alternate destination aerodromes, but shall only accept one entry of *ZZZZ* indicating an unknown alternate aerodrome.

It shall be possible to indicate more than one sub-field ALTN.

(3) *Message Format*

A flight plan or associated message shall indicate the destination aerodrome using the ICAO four-letter designator, where that designator is known. Where the destination aerodrome does not have an ICAO four-letter designator, or the destination of that flight is a specified location, or the ICAO four-letter designator for that aerodrome is not known, *ZZZZ* shall be used.

Where *ZZZZ* is used for the destination or alternate aerodrome, the corresponding details of that aerodrome or point shall be indicated in the sub-field DEST and or ALTN.
(see SECTION 83.]

Those messages submitted to the IFPS for processing that contain *ZZZZ* for the destination aerodrome without the corresponding details in the sub-field DEST shall fail automatic processing and be passed for manual treatment by the IFPS staff.

The total EET given in the message shall be expressed in hours and minutes (HHMM).

Examples   KJFK0721 KEWR
         ZZZZ0214   (with corresponding details in the sub-field DEST)
         EKCH0233 ZZZZ EKBI   (with corresponding details in the sub-field ALTN)

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(4)   *System Processing*

The IFPS shall check Item 16 in all submitted messages. The system shall first check to identify any known ICAO aerodrome codes or ZZZZ that shall be present; where such identification cannot be made, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where ZZZZ is found for the destination aerodrome, the IFPS shall check for the sub-field DEST giving the name of the destination (see SECTION 83. ITEM 18: OTHER INFORMATION]. Should no sub-field DEST information be given when ZZZZ is used for the destination aerodrome, the message shall fail automatic processing and shall be presented for manual treatment by the IFPS staff.

Where ZZZZ is used for the destination aerodrome and a known aerodrome of destination is used in the sub-field DEST the IFPS system shall replace ZZZZ by the known DEST.

Where ZZZZ is found for the alternate aerodrome, the IFPS shall check for the sub-field ALTN giving the name of the alternate destination aerodrome (see SECTION 83.]. Should no sub-field ALTN information be given when ZZZZ is used for the alternate aerodrome, the message shall fail automatic processing and shall be presented for manual treatment by the IFPS staff.

Where ZZZZ is used for the alternate aerodrome and a known alternate aerodrome is used in the sub-field ALTN the IFPS system shall replace ZZZZ by the known ALTN.

Note   The IFPS shall not distribute any flight plans or associated messages to the alternate or en-route alternate aerodromes given in the flight plan [see SECTION 14. MESSAGE DISTRIBUTION BY THE IFPS]. It shall remain the responsibility of the message originator to ensure the distribution of the flight plan and all subsequent associated messages to the alternate or en-route alternate aerodromes.
It is possible for the message originator to use the Re-addressing function [see SECTION 15. RE-ADDRESSING] to ensure message distribution to any alternate aerodromes.

Following the destination and alternate aerodrome checks, the IFPS shall check the time given for the total EET, against the profile calculation [see SECTION 34. PROFILE CALCULATION/ROUTE ANALYSIS] made by the IFPS. Should there be a discrepancy of more than 40%, 60% or 100% (depending on the length of that flight) between the given and calculated total EETs, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Note   Where the Ignore function is used against a total EET error to manually force a message through processing, the total EET of that message calculated by the IFPS shall be used to calculate the flight profile.

RPL System Processing

Where a maximum of two alternate aerodromes have been indicated in the line 4 sub-field ALTN, the RPL system shall check to identify any known ICAO aerodrome code or codes. Upon generation of that RPL into the IFPS where such is found, that information shall be copied to Item 16c of the flight plan.

Where more than two or an unknown alternate destination aerodrome have been indicated on line 4 sub-field ALTN, upon generation of that RPL into the IFPS, the entire details of the sub-field ALTN shall be output in Item 18: Other Information, with ZZZZ indicated as the alternate aerodrome of that flight plan.

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(5)　　　*Error Messages*

[P24] PROF: TTL_EET difference> % CALCULATED TTL_EET FROM (ADEP) TO (ADES)=(HHMM)	
Reason	**Requirements**
The total EET given is greater than the accepted maximum calculated for this trajectory.	The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is outside the accepted percentage error based on this figure.

[E35] EFPM : INVALID VALUE (ADES)	
Reason	**Requirements**
The aerodrome of destination has no known ICAO location indicator.	If the destination aerodrome is not a known ICAO designator, it must be indicated as ZZZZ and the sub-field DEST/<destination details> shall be entered.

[E35] EFPM: INVALID VALUE (ALTN)	
Reason	**Requirements**
The alternate aerodrome has no known ICAO location indicator.	If the alternate destination aerodrome is not a known ICAO designator, it must be indicated as ZZZZ, and the sub-field ALTN/<alternate destination details> shall be entered.

[S63] SYN: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW=< >, COL=< > (TTL_EET)	
Reason	**Requirements**
The total EET is missing.	The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is missing.

RPL Error Messages

[E40] EFPM: MISSING OR ERRONEOUS FIELD (ADES)	
Reason	**Requirements**
Line 2 DEST-field can not be identified.	The RPL system shall only accept known ICAO location indicators, or ZZZZ with the corresponding details given on line 4 sub-field DEST where the location is unknown or does not have an ICAO aerodrome designator.

[R49] ROUTE: ALTN CONTAINS FREE TEXT OR MORE THAN TWO ALTERNATE AERODROMES (call sign)	
Reason	**Requirements**
The alternate aerodrome indicated on line 4 sub-field ALTN is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been indicated.	The RPL system shall check the line 4 sub-field ALTN. When the alternate aerodrome indicated is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been indicated, the error is presented. This error may be manually ignored.

[S62] SYN: FIELD TEXT TOO SHORT (ADES)	
Reason	**Requirements**
The line 2 destination aerodrome has less than 4 characters or is wrongly placed.	The destination aerodrome indicator must contain 4 characters and be correctly placed in line 2.

(6)   *General Procedures*

82.1.   **Destination Aerodrome or Alternate Aerodrome is invalid or unknown**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM : INVALID VALUE (ADES)
Explanation:	Destination aerodrome or alternate aerodrome has an unknown location indicator.
Instruction:	The IFPS staff shall apply **SCP2**.
RPL Instruction:	Where the destination or alternate aerodrome is unknown or invalid, the RPL team shall contact the aircraft operator to confirm the correct aerodrome designator.
	If the destination aerodrome designator is confirmed by the aircraft operator as correct, but is unknown in the CFMU ENV Database, the RPL team shall replace that designator with ZZZZ and insert the relevant details in Line 4, sub-field DEST.
	If an alternate aerodrome designator that is not known in the CFMU ENV Database is confirmed by the aircraft operator as correct, the RPL team shall ignore the associated error.
	In other cases, the invalid designator shall be corrected in co-ordination with the aircraft operator.

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82.2. Filed Total EET differs from Calculated Total EET

The use of the ignore function shall result in the calculated TTL_EET being used to calculate the flight profile.

Valid from:	CFMU9.3
Valid until:	UFN
Reason:	Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_LONG_FLIGHT) **40 % for 'long flights'**. A 'long flight' is a flight greater than 299 minutes = (MEDIUM_FLIGHT_MAX) or Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_MEDIUM_FLIGHT) **60% for 'medium flights'**. A 'medium flight' is a flight greater than 59 minutes but less than 299 minutes = (SHORT_FLIGHT_MAX)><(MEDIUM_FLIGHT_MAX) or Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_SHORT_FLIGHT) **100% for 'short flights'**. A 'short flight' is a flight less than 59 minutes = (SHORT_FLIGHT_MAX)
Error message ref.	PROF: TTL_EET DIFFERENCE > % CALCULATED TTL_EET FROM <departure aerodrome> TO <destination aerodrome>=(hhmm)
Explanation:	Homonym problems.
Instruction:	The IFPS staff shall use the plot route function to check the trajectory and: • If the route plot reveals a homonym problem, insert IFPSTOP and IFPSTART around the unknown homonym. Plot the route to check the flight trajectory. If the error is cleared, check the addressing and continue to process the flight plan. • If the problem still occurs, check the filed aircraft speeds are realistic. • If the problem still occurs, **the IFPS staff shall apply SCP1.**
Explanation:	**This error may be displayed when one or more of the following conditions are encountered:** • Training flights. • Round robin flights. • OAT/GAT flights. • VFR/IFR flights. • Inaccurate Aircraft Speed. • IFPSTOP/IFPSTART or STAY.
Instruction:	If one of these conditions applies, the IFPS staff shall check the aircraft speed. Where the aircraft speeds are in accordance with the performance tables, the IFPS staff shall **ignore** the error.
Explanation:	If the error is displayed due to a genuine error in the total EET.
Instruction:	The IFPS staff shall apply **SCP1**.

82.3.   **The Total EET is missing**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW=< >, COL=< > (TTL_EET)
Explanation:	The total estimated elapsed time is missing.
Instruction:	Where the departure aerodrome is inside the IFPZ, the IFPS staff shall apply **SCP1**.
	Where the departure aerodrome is outside the IFPZ and no contact with the message originator or aircraft operator is possible, the IFPS staff shall:
	• Insert the value 0001.
	• Select 'TEST'.
	• Replace by the calculated system-time.
	The plot route function shall always be used to check the trajectory.

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RPL General Procedures

82.4.   **Total EET Errors**

Valid from:	Permanent.
Valid until:	UFN
Reason:	Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_LONG_FLIGHT) 40 % for "long flights". A "long flight" is a flight greater than 299 minutes = (MEDIUM_FLIGHT_MAX) or
	Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_MEDIUM_FLIGHT) 60% for "medium flights". A "medium flight "is a flight greater than 59 minutes but less than 299 minutes = (SHORT_FLIGHT_MAX)><(MEDIUM_FLIGHT_MAX) or
	Filed total EET differs from calculated total EET by (TTL_EET_DIFFERENCE_SHORT_FLIGHT) 100% for "short flights". A "short flight "is a flight less than 59 minutes = (SHORT_FLIGHT_MAX)
Error message ref.	PROF: TTL_EET difference> % CALCULATED TTL_EET FROM (ADEP) TO (ADES)=(HHMM)
Explanation:	Filed total EET differs from the TTL_EET calculated by the IFPS
Instruction:	The RPL team shall use the plot route function to check the trajectory and:
	• If the route plot reveals a homonym problem, it may be necessary to delete the point. Plot the route to check the flight trajectory. If the error is cleared, continue to process the flight plan.
	• If the problem still occurs, check the filed aircraft speeds are realistic. If the speed appears invalid for the aircraft type, check the value against other valid RPLs of that aircraft operator using the same aircraft type, and replace with that valid speed indicator. If no such valid RPLs exist, remove the invalid speed indicator and allow the system to insert a default value. Inform the aircraft operator of the change.
	• If the problem still occurs, replace the EET with a value given by the RPL system and inform the aircraft operator of the change.

83.   ITEM 18: OTHER INFORMATION

(2)   *Requirements*

The IFPS shall process flight plans and associated messages that may contain information as relevant for an IFR/GAT flight or part thereof operating within the IFPZ.
The IFPS system shall check all those sub-field indicators detailed in System Processing.

(3)   *Message Format*

The total number of characters that may be used is restricted by the maximum number of 2100 characters allowed for the total flight plan message, including the header, or 1800 characters of pure text.
Certain sub-fields are restricted in the number of characters in that sub-field. The relative details are given in the relevant section of this document.

(4)   *System Processing*

The following elements shall be recognised by the IFPS as sub-field indicators and shall be processed by the IFPS:

-EET/
-EQPT/
-RIF/
-REG/
-SEL/
-OPR/
-STS/
-TYP
-PER/
-COM/
-DAT/
-NAV/
-DEP/
-DEST/
-ALTN/
-RALT/
-RMK/
-DOF/
-RFP/
-RVR/
-CODE/
-STAYINFO/

The details of the NIL indicator may be found in [see SECTION 61. STS/NIL INDICATOR].

The following recognised ICAO indicators shall be cross-referenced by the system to other Items in the flight plan message:

EET/   (to total EET)
STS/   (to Number of Aircraft)
STS/   (to Equipment)
STS/   (to Route)
TYP/   (to Aircraft Type)
COM/   (to Equipment
DAT/   (to Equipment
NAV/   (to Equipment)
DEP/   (to Departure Aerodrome)
DEST/   (to Destination Aerodrome)
ALTN/   (to Alternate Aerodrome)

For messages distributed by the IFPS the following sub-field indicators may be inserted by the IFPS after processing of the message.
[see SECTION 64. ORIGINATOR (ORGN) INDICATOR], [see SECTION 66. IFP INDICATORS], [see SECTION 68. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)], [see SECTION 65. SOURCE (SRC) INDICATOR]

-ORGN/
-IFP/
-AWR/
-SRC/
-DOF/

The IFPS shall output the Item 18 sub-fields in the order:

EET, RIF, REG, SEL, OPR, STS, TYP, PER, COM, NAV, DAT, DEP, DEST, ALTN, CODE, RMK, DOF, RFP, IFP, RALT, EST, SRC, EQPT, RVR, AWR, ORGN, STAYINFO

RPL System Processing

The following recognised ICAO indicators shall be cross-referenced by the system with other Items in the RPL:

STS/   with EQPT field
STS/   with line 3 Route details
ALTN/   with line 2 DEST field
COM/   with EQPT field
DAT/   with EQPT field
NAV/   with EQPT field

Where an aircraft type is given as ZZZZ, the RPL system shall cross-check that information against the contents of the indicator in the TYP/ sub-field.

Any EET/ indicator values present shall not be cross-checked against the total estimated flying time of that RPL.

The following indicators are not used in RPL:

DOF/
RFP/
CODE/
STAYINFO/

(6)   *General Procedures*

83.1.   **Item 18 contains Characters Incorrectly interpreted as Item 19 sub-fields**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID FIELD AT ROW = <number>, COL= <number>
	Note Other errors may also be raised, depending upon the nature of the text identified by the system.
Explanation:	In Item 18 sub-field texts, where '/' is used with an Item 19 sub-field indicator before it, the system may misinterpret that piece of data as an Item 19 entry. Where the text following the '/' is appropriate for that heading, the system may automatically extract that information string as Item 19 data. If the text following the '/' is incorrect for the sub-field heading, then the system shall raise an error, based on the assumption that it is an Item 19 sub-field.
Instruction:	Where the system raises an incorrect error that assumes an Item 18 information string is an Item 19 sub-field, that information must be disguised by the IFPS staff; normally, replacing the '/' with a space is sufficient.

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84.   ESTIMATED ELAPSED TIME (EET)

(2)   *Requirements*

The IFPS shall check the syntax and semantics of any Estimated Elapsed Time (**EET**) given in a flight plan or associated message.

The IFPS shall not check conformance with any published EET requirements of National Authorities. This information shall be found in the relevant National AIP, ENR section.

The IFPS shall accept an EET value from 0000 to a maximum of 2359.

The IFPS shall not accept duplicate EET information.

(3)   *Message Format*

The EETs given in the sub-field EET, shall indicate the significant point, FIR boundary designators or geographical co-ordinates, immediately followed by the EET over those points.

Example   EET/NTM0120 LOVV0210 56N010E0306 011E0309 57N0321

Where the EET point is a geographical co-ordinate, the IFPS shall accept several formats. The geographical co-ordinate shall be expressed in 2 digits latitude and 3 digits longitude, or 4 digits latitude and 5 digits longitude [see SECTION 76. ITEM 15: ROUTE]. The EET point however, may also be expressed as only 2 digits latitude, or only 3 digits longitude.

(4)   *System Processing*

The IFPS shall check any sub-field EET entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

The IFPS shall also check that no EET is duplicated.

Where an EET is given in the sub-field EET, the IFPS shall confirm that the estimate point given in the sub-field EET shall relate unambiguously to the same point in the route [see SECTION 76.] of the related flight plan route. Where the EET point is a geographical co-ordinate expressed only in two digits latitude or only in three digits longitude, the IFPS shall check that these relate unambiguously to a set of geographical co-ordinates in the route of the message. Should there be more than one possible match, that message shall be passed for manual processing by the IFPS staff.

It shall be possible for a message originator to remove the EET indicators from the sub-field EET by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5)   *Error Messages*

[R8] ROUTE: INVALID TIME GIVEN FOR <EET_PT>	
Reason	**Requirements**
The time given for an EET for a boundary or point is incorrectly formatted.	The time given for an EET point must be correctly formatted with a value between 0000 and 2359.

[S37] SYN: DUPLICATE DATA AT ROW= <number>, COL= <number> (EET-)	
Reason	**Requirements**
The EET for a boundary or point is exactly duplicated in both the point and the estimate time.	The IFPS cannot accept duplicates where the point and the estimate times are identical.

RPL Error Messages

[S57] SYN: REMARK RECORD (4) CANNOT BE PARSED (number>, <number>)	
Reason	**Requirements**
The time given for an EET for a boundary or point is incorrectly formatted or duplicated.	The time given in the EET must be correctly formatted and not duplicated.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

84.1.   **EET/Value Outside the Accepted Range**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	ROUTE: INVALID TIME GIVEN FOR <EET_PT>
Explanation:	The EET described in the sub-field EET/ is not conforming to the allowed window of 0000-2359.
Instruction:	Where the departure aerodrome is inside the IFPZ, the IFPS staff shall apply **SCP1**.
	Where the departure aerodrome is outside the IFPZ and no contact with the message originator or aircraft operator is possible, the IFPS staff shall insert RMK/ in front of the EET value while leaving the value unchaged.

84.2.   **Duplicate EET/ Data**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN:DUPLICATE DATA AT ROW= <number>, COL= <number> (EET)
Explanation:	Duplicate data not allowed but identical data found.
Instruction:	The IFPS staff shall remove the duplicate EET data.

85. RE-CLEARANCE IN FLIGHT (RIF)

(2)   *Requirements*

The sub-field RIF shall be used to indicate the route details to the revised destination aerodrome followed by the ICAO four-letter code for that revised destination aerodrome. The revised route shall be subject to re-clearance in flight.

(3)   *Message Format*

The sub-field shall be denoted with the letters RIF followed by a '/', then the route details, in free text, to the revised destination aerodrome, followed by the ICAO four-letter location indicator of that aerodrome.

Example   RIF/DTA KLAX
RIF/LEMD

(4)   *System Processing*

The IFPS shall check any sub-field RIF, entries in messages submitted to the IFPS for processing.

Where more than one such entry is found, the IFPS shall not raise an error, but only the associated text of the last found replicate of those multiple RIF indicators shall be retained by the IFPS for further processing.

Example   Submitted to the IFPS for processing: RIF/DCT KBOS RIF/DCT KLAX
Output by the IFPS after processing: RIF/DCT KLAX

It shall be possible for a message originator to remove the RIF details from the sub-field RIF, by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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86. AIRCRAFT REGISTRATION (REG)

(2) *Requirements*

The IFPS shall accept the sub-field REG to indicate the registration markings of the aircraft, whenever necessary and if different from the aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE].

Where possible, the aircraft registration should be submitted to the IFPS, and where an aircraft change is made for that flight, the registration should be updated accordingly.

(3) *Message Format*

The sub-field shall be denoted with the letters REG followed by a '/', then the registration details of the aircraft, if different from the aircraft identification [see SECTION 71.], with a minimum of 2 characters to a maximum of 7 characters.

(4) *System Processing*

The IFPS shall check any sub-field REG entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where more than one REG indicator is found, only the associated text of the last found replicate shall be retained by the IFPS for further processing.

It shall be possible for a message originator to remove the aircraft registration details from the sub-field REG by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

RPL System Processing

Where more than one REG indicator is found, only the associated text of the last replicate shall be retained by the RPL system for output to the IFPS.

(5) *Error Messages*

[S61] SYN: FIELD TEXT TOO LONG AT ROW = <number>, COL= <number> (REG)	
Reason	**Requirements**
The number of characters exceeds seven or multiple registration after one REG sub-field indicator.	The number of characters shall not exceed seven per REG indicator and a maximum of one registration is allowed in the REG indicator.

RPL Error Messages

[S57] SYN: REMARK RECORD (4) CAN NOT BE PARSED (number>, number)	
Reason	**Requirements**
The number of characters exceeds seven or multiple registration after one REG sub-field indicator.	The number of characters shall not exceed seven REG indicator and a maximum one registration is allowed per REG indicator.

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IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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87. SELCAL (SEL)

(2) Requirements

The sub-field SEL shall be used to indicate the SELCAL code of the aircraft to which the flight plan relates.

A maximum of one SELCAL code for each flight plan shall be accepted by the IFPS.

(3) Message Format

The sub-field shall be denoted with the letters SEL followed by a '/', then the SELCAL code details of the aircraft, in 4 letters; the IFPS system shall not accept numerics.

Example   SEL/ADBF

(4) System Processing

The IFPS shall check any sub-field SEL entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

Where a message submitted to the IFPS for processing contains more than one SEL indicator, no error shall be raised, but only the associated text of the last found replicate of those multiple SEL indicators shall be retained by the IFPS for further processing.

Example   Submitted to the IFPS for processing   SEL/ABCD SEL/EFGH
              Output by the IFPS after processing   SEL/EFGH

It shall be possible for a message originator to remove the SEL details from the sub-field SEL by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) Error Messages

[S62] SYN: FIELD TEXT TOO SHORT AT ROW = \<number>, COL = \<number> (SEL)	
Reason	**Requirements**
A 4 letter code is expected but less then 4 letters are present.	The number of letters shall be 4.

[S61] SYN: FIELD TEXT TOO LONG AT ROW = \<number>, COL =\<number> (SEL)	
Reason	**Requirements**
Too many characters or more than one SEL indicator have been found in one flight plan or associated message.	The number of letters shall not exceed 4 in the SEL indicator.

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW =\<number>, COL= \<number>	
Reason	**Requirements**
Numerics have been used instead of letters in a SEL indicator.	The characters used shall be letters.

RPL Error Messages

[S57] SYN: REMARK RECORD (4) CANNOT BE PARSED (<number>, <number>)	
Reason	**Requirements**
A 4 letter code is expected but the required format is not respected.	The number of letters shall not exceed 4 and numerics shall not be inserted.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

87.1.   **SEL Text too long or too short**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO SHORT AT ROW = <number>, COL = <number> (SEL) SYN: FIELD TEXT TOO LONG AT ROW = <number>, COL =<number> (SEL)
Explanation:	The number of letters in a SELCAL shall be 4.
Instruction:	Where the number of letters in the sub-field SEL are more or less than 4, the IFPS staff shall apply **SCP1**.
RPL Instruction:	Where the number of letters on line 4 sub-field SEL are more or less than 4, the RPL team shall contact the aircraft operator and correct accordingly.

88. AIRCRAFT OPERATOR (OPR)

(2) *Requirements*

The sub-field OPR shall be used to indicate the aircraft operator of the aircraft to which that flight plan relates.

A maximum of one OPR code for each flight plan shall be accepted by the IFPS.

(3) *Message Format*

The sub-field shall be denoted with the letters OPR followed by a '/', then the details of the aircraft operator in free alphanumeric text.

__Example__   OPR/BRITISH AIRWAYS
OPR/BAW

(4) *System Processing*

The IFPS shall check any sub-field OPR entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for recognised aircraft operators and, where such is found, the IFPS shall then check for any specified requirements of that aircraft operator to receive copies of ORMs.
[see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)]

Where a message submitted to the IFPS for processing contains more than one OPR indicator, no error shall be raised, but only the associated text of the last found replicate of those multiple OPR indicators shall be retained by the IFPS for further processing.

__Example__   Submitted to the IFPS for processing   OPR/CHARTER FLIGHT OPR/BAW
Output by the IFPS after processing   OPR/BAW

It shall be possible for a message originator to remove the OPR details from the sub-field OPR by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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89.   STATUS (STS)

(2)   *Requirements*

The sub-field status (STS) may be used in a flight plan or associated message by those aircraft operators requiring special handling for that flight.

In addition to the ICAO STS format, the CFMU has developed a number of prescribed STS indicators for use by aircraft operators in specific circumstances. These STS indicators and their conditions for use are:

STS/EMER	For flights in a state of emergency.
STS/SAR	For flights engaged in Search and Rescue mission.
STS/HEAD	For flights with Head of State.
STS/ATFMEXEMPTAPPROVED	For a flight specially authorised by the National authority.
STS/HOSP	For medical flights specially declared by medical authorities.
STS/HUM	For flights operating for humanitarian reasons.
STS/STATE	For aircraft used in military customs and police service.
STS/PROTECTED	For security sensitive flights.
STS/EXM833	For flights exempted from 8.33kHz.
STS/NONRVSM	For flights not RVSM equipped.
STS/NIL	For removing all STS indicators except PROTECTED.

RPL Requirements

The RPL system shall accept all STS indicators **except NIL**.

(3)   *Message Format*

The sub-field shall be indicated with the letters STS followed by a '/', then free text or a prescribed designator as appropriate).

Example   STS/NONRVSM
                     STS/ONE ENG INOP

The IFPS shall accept multiple STS indicators. Where multiple STS indicators are necessary, the sub-field STS indicator shall head each replicate, plus each replicate shall be separated by a space.

Example   STS/HEAD STS/PROTECTED STS/ATFMEXEMPTAPPROVED

(4)   *System Processing*

The IFPS shall check any STS indicator in a flight plan or associated message submitted to the IFPS for processing.

Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

Where more than one STS indicator is found, the associated text of all found replicates shall be retained by the IFPS for further processing. The system shall create a string of indicators after STS.

Example   Submitted to the IFPS for processing: STS/HEAD STS/STATE STS/NONRVSM

Output by the IFPS after processing: STS/HEAD STATE NONRVSM

In the event that the indicator is a prescribed designator, the IFPS shall confirm that the associated conditions, where appropriate are correct.

Example   STS/NONRVSM must be a State flight.
[see SECTION 46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)]

The CFMU system may use some STS indicators for granting exemption from flow regulations (see SECTION ATFM EXEMPTIONS of the ATFCM Users Manual).

It shall be possible for a message originator to remove the STS details from the sub-field STS by using the NIL indicator [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)].

(5)   *Error Messages*

[see SECTION 50. SPECIAL STATUS FLIGHTS (STS)].

IFP Indicators

[see SECTION 66. IFP INDICATORS].
[see SECTION 50.]

(6)   *General Procedures*

[see SECTION 50.]

90.   AIRCRAFT TYPE (TYP)

(2)   *Requirements*

The IFPS shall accept the approved ICAO designators for aircraft types in a flight plan or associated message. Where an aircraft does not have such a designator, or the aircraft type is not known, the message originator shall insert 'ZZZZ' in the flight plan or associated message. The message originator shall also then include the sub-field TYP that shall contain details of the aircraft type, preceded by the number of aircraft, as necessary.

(3)   *Message Format*

The sub-field shall be denoted by the letters TYP followed by a '/', then free text detailing the aircraft type and number of aircraft if necessary.

Note   The IFPS shall accept an indicator of the number of aircraft where the aircraft type is indicated as unknown. The IFPS shall also accept an indicator of the number of aircraft, sub-field TYP where the aircraft type is indicated as unknown.

Example   03ZZZZ/M

Where the flight is a formation flight with more than one aircraft type, the IFPS shall only accept one sub-field TYP indicator in each flight plan. Where there is more than one unknown aircraft type in a formation flight, the first aircraft type shall be detailed in the sub-field TYP and all other unknown aircraft types shall be detailed in the sub-field RMK.

(4)   *System Processing*

Where ZZZZ is indicated as the aircraft type and the details are included in the sub-field TYP in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator and a known aircraft type indicator in the sub-field TYP, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known aircraft type designator indicated in the sub-field TYP.

For those flight plans or associated messages submitted to the IFPS for processing that require to indicate a formation flight with an unknown aircraft type designator, the aircraft type shall be given as ZZZZ, with the aircraft type details indicated in the sub-field TYP. The number of aircraft may be indicated with the aircraft type or in the sub-field TYP. Where more than one aircraft type shall be in that flight, only one aircraft type details should be included in sub-field TYP.

If more than one the sub-field TYP is included, the IFPS shall only process the last mentioned sub-field TYP details, and shall drop all other sub-field TYP entries. Where more than one aircraft type details are required to be included in the flight plan or associated message, the details of all aircraft types other than the one detailed in sub-field TYP shall be detailed in the sub-field RMK.

Where an aircraft type is indicated, the IFPS shall not accept a sub-field TYP to be included for that flight.

Where an aircraft type is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field TYP details for that flight.
It shall be possible for a message originator to remove the sub-field TYP indicator by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR], however the message must also contain the new details of the aircraft type.

(5)   *Error Messages*

[E13] EFPM: AIRCRAFT TYPE IS ZZZZ BUT TYP_Z IS NOT PRESENT	
Reason	**Requirements**
The aircraft type is given, but the sub-field TYP is also present or a message containing TYP/NIL has been submitted that has not replaced the aircraft type designator *ZZZZ* with a known aircraft type designator.	Where a known ICAO type designator is used, the sub-field TYP should not also be used. Any further details should be included in the sub-field RMK.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(5)   *Error Messages*

90.1.   **Aircraft Type is given as ZZZZ but no sub-field TYP/ is given**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: AIRCRAFT TYPE IS ZZZZ BUT TYP_Z IS NOT PRESENT
Explanation:	ZZZZ is given as the aircraft type but no sub-field TYP/ is given.
Instruction:	If no contact with the message originator is possible to arrange a correction, the IFPS staff shall insert TYP/UNKNOWN and select the appropriate ZZZZ performance; see **Note**.

Note   ZZZZ generic aircraft performances
. SEEE   (SINGLE ENGINE)
. MEEE   (MULTI ENGINE)
. TPPP   (TURBO-PROP)
. TJJJ   (TURBO-JET)

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91. AIRCRAFT PERFORMANCE (PER)

(2) *Requirements*

The sub-field PER shall be used to indicate any aircraft performance data whenever that information is necessary.

(3) *Message Format*

The sub-field shall be denoted with the letters PER followed by a '/', then free text up to a maximum of 16 alphanumerics.

Example   PER/MAX FL240

(4) *System Processing*

The IFPS shall check any sub-field PER, entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where more than one PER indicator is given in a message submitted to the IFPS for processing, the IFPS shall not raise an error, but shall only process the associated text of the last found replicate.

It shall be possible for a message originator to remove the aircraft performance information details from the sub-field PER by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

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92. COMMUNICATIONS EQUIPMENT (COM)

(2) *Requirements*

The sub-field COM shall be used to indicate significant data related to the communication equipment of that aircraft, whenever necessary. Where the sub-field COM is used in a message submitted to the IFPS for processing, the associated Item 10a must include a 'Z' to indicate that other equipment is carried.

Example Item 18: Other Information: COM/INOPERABLE
Item 10: Equipment: Z

(3) *Message Format*

The sub-field shall be denoted with the letters COM followed by a '/', and free text up to a maximum of 20 alphanumerics.

(4) *System Processing*

The IFPS shall check any sub-field COM entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

Should the Equipment indicators contain Z but the sub-field COM be missing, the IFPS shall invalidate that message and pass it for manual processing by the IFPS staff.

Where more than one sub-field COM entry is found for one flight plan, the IFPS shall process only the associated text of the last found replicate of those entries.

Example Submitted to the IFPS for processing   COM/INOPERABLE COM/UNKNOWN
Output by the IFPS after processing   COM/UNKNOWN

It shall be possible for a message originator to remove the sub-field COM details by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR], however, the message must also remove the Z from the Equipment indicators.

(5) *Error Messages*

[E15] EFPM: C-EQUPT HAS Z BUT NEITHER NAV OR COM IS PRESENT	
Reason The Equipment indicators contains Z, but no explanation is given in the sub-field COM.	**Requirements** Where Z is used in the Equipment indicators of a flight plan, it is necessary to include the relevant details the sub-fields COM or NAV.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

92.1.   **Item 10: Equipment, contains Z, but no COM/ in Item 18: Other Information**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C-EQUPT HAS Z BUT NEITHER NAV OR COM IS PRESENT
Explanation:	Z is present in the equipment indicators but the sub-field COM/ is missing.
Instruction:	The IFPS staff shall: • Contact the message originator and correct as agreed. If no contact with message originator: • If a clear indication of equipment is present in Item 18: add COM/. • If no clear indication of equipment is given in Item 18: insert COM/UNKNOWN BY IFPS in Item 18.
RPL Instruction:	Where a clear indication of COM equipment is present in line 4, the RPL team shall add COM/. If no clear indication of equipment is given in line 4, the RPL team shall contact the aircraft operator and correct accordingly.

92.2.   **Sub-field COM/ contains too many Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AR ROW=x, COL=y (COM)
Explanation:	The text in the sub-field COM exceeds the maximum number allowed for this sub-field.
Instruction:	• The IFPS staff shall contact the message originator and correct as agreed. • If no contact is possible, the IFPS staff shall insert RMK/ before the COM, remove the '/' following the COM, and add COM/UNCLEAR IN IFPS.

93. DATA LINK CAPABILITY (DAT)

(2)   Requirements

The sub-field DAT shall be used to indicate significant data related to data link capability, using the letters S, H, V or M, as appropriate. Where this sub-field is used, a letter J in the Equipment indicators shall accompany it.

The following letters represent the types of data link:

DAT/S   for satellite data link.
DAT/H   for HF data link.
DAT/V   for VHF data link.
DAT/M   for SSR Mode S data link.

(3)   Message Format

The sub-field shall be denoted with the letters DAT followed by a '/', then S, H, V or M as appropriate for the data link capability of that aircraft.

Example   Item 18: DAT/S
Item 10: J

(4)   System Processing

The IFPS shall check any sub-field DAT entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check that the letter entered after the sub-field indicator is one of the specified for this item (see requirements), and that the associated Equipment indicators of the flight plan contains the letter J.

Should the Equipment indicators contain J but the sub-field DAT be missing, the IFPS shall invalidate that message and pass it for manual processing by the IFPS staff.

Where more than one sub-field DAT entry is found for one flight plan, the IFPS shall process only the associated text of the last found replicate of those entries.

Example   Submitted to the IFPS for processing: DAT/S DAT/H
Output by the IFPS after processing: DAT/H

It shall be possible for a message originator to remove the sub-field DAT indicator by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR], however, the message must also remove the DAT equipment indicator from the Equipment indicators.

(5)   Error Messages

[E14] EFPM: C_EQPT HAS J BUT NO DAT IS PRESENT	
Reason	**Requirements**
J is present in the Equipment indicators but the sub-field DAT cannot be identified.	Where J is used in the Equipment indicators of a flight plan, it is necessary to include the relevant equipage codes in the DAT sub-field.

RPL Error Messages

[S57] SYN: REMARK RECORD CANNOT BE PARSED (<number>, <number>)	
Reason	**Requirements**
The line 4 sub-field DAT has been identified, but it contains invalid characters.	Where the line 4 sub-field DAT is used, it shall contain only the approved characters.

[S17] SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=<number>, COL<number>	
Reason	**Requirements**
The sub-field DAT has been identified, but it contains invalid characters.	Where the sub-field DAT is used, it shall contain only the approved characters.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

93.1.   **The Equipment Indicators contains J but no DAT/ sub-field is present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C_EQPT HAS J BUT NO DAT IS PRESENT
Explanation:	J is present in the Equipment indicators, but no DAT sub-field is found.
Instruction:	• Where DAT may be identified with no ambiguity, the IFPS staff shall **correct**. Otherwise: • The IFPS staff shall contact the message originator and **correct** accordingly. If no contact with the message originator is possible: • The IFPS staff shall **remove** J from the Equipment indicators.
RPL Instruction:	• Where a clear indication of DAT equipment is present in line 4, the RPL team shall add DAT/. • If no clear indication of equipment is given in line 4, the RPL team shall contact the aircraft operator and correct accordingly.

93.2.   **The sub-field DAT contains invalid Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTERS AT ROW=<number>, COL<number>
Explanation:	The character in the DAT sub-field is invalid.
Instruction:	• The IFPS staff shall contact the message originator and **correct** accordingly. If no contact with the message originator is possible: • The IFPS staff shall **remove** the invalid character from the sub-field DAT.
RPL Instruction:	The RPL team shall contact the aircraft operator and correct accordingly.

94. NAVIGATION EQUIPMENT (NAV)

(2) Requirements

The sub-field NAV shall be used to indicate significant data related to the navigation equipment of that aircraft, whenever necessary. Where the sub-field NAV is used in a message submitted to the IFPS for processing, the associated Equipment indicators must include a 'Z' to indicate that other equipment is carried.

(3) Message Format

The sub-field shall be denoted with the letters NAV followed by a '/', and free text up to a maximum of 20 alphanumerics.

| **Example** | Item 18: NAV/RNAV NAV/INOPERABLE |
| | Item 10: Z |

(4) System Processing

The IFPS shall check any sub-field NAV entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

Should the Equipment indicators contain Z but the sub-field NAV be missing, the IFPS shall invalidate that message and pass it for manual processing by the IFPS staff.

Where more than one sub-field NAV entry is found for one flight plan, the IFPS shall process only the associated text of the last found replicate of those entries.

Example

Submitted to the IFPS for processing   NAV/RNAV NAV/INOPERABLE NAV/UNKNOWN
Output by the IFPS after processing   NAV/UNKNOWN

It shall be possible for a message originator to remove the sub-field NAV details by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR], however, the message must also remove the Z from the Equipment indicators.

(5) Error Messages

[E15]EFPM: C-EQPT has Z but neither NAV or COM is present	
Reason	**Requirements**
The Equipment indicators contains Z, but no explanation is given in the sub-field NAV.	Where Z is used in the Equipment indicators of a flight plan, it is necessary to include the relevant details in the sub-fields COM or NAV.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

94.1.   **The Equipment Indicators contains Z, but no sub-field NAV/ is present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: C-EQUPT HAS Z BUT NEITHER NAV OR COM IS PRESENT
Explanation:	Z is present in the Equipment indicators but the sub-field NAV/ is missing.
Instruction:	The IFPS staff shall: • Contact the message originator and correct as agreed. If no contact with message originator: • If a clear indication of equipment is present in Item 18: add NAV/. • If no clear indication of equipment is given in Item 18: insert NAV/UNKNOWN BY IFPS in Item 18.
RPL Instruction:	Where a clear indication of NAV equipment is present in line 4, the RPL team shall add NAV/. If no clear indication of equipment is given in line 4, the RPL team shall contact the aircraft operator and correct accordingly.

94.2.   **The sub-field NAV/ contains too many Characters**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AR ROW=x, NAV=y (NAV)
Explanation:	The text in the NAV sub-field exceeds the maximum number allowed for this sub-field.
Instruction:	• The IFPS staff shall contact the message originator and correct as agreed. • If no contact is possible, the IFPS staff shall insert RMK/ before the NAV, remove the '/' following the NAV, and add NAV/UNCLEAR IN IFPS.

95. DEPARTURE AERODROME (DEP)

(2) *Requirements*

The IFPS shall accept the approved ICAO aerodrome designators in Item 13: Departure Aerodrome of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' and include the sub-field DEP that shall contain details of the departure aerodrome of that flight.

Example   Item 13: Departure Aerodrome: ZZZZ
Item 18: Other Information: DEP/CENTRE HOSPITAL

(3) *Message Format*

The sub-field shall be denoted by the letters DEP followed by a '/', then free text to a maximum of 50 characters detailing the departure aerodrome.

(4) *System Processing*

Where ZZZZ is indicated as the departure aerodrome and details are included in the sub-field DEP in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the departure aerodrome and a known ICAO aerodrome designator in the sub-field DEP, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field DEP.
[see SECTION 75.]

If more than one sub-field DEP is included in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall only process the last mentioned sub-field DEP details, and shall drop all other sub-field DEP entries.

Where a known aerodrome designator is indicated as the departure aerodrome, the IFPS shall not accept the sub-field DEP to be included for that flight.

Example
Submitted to the IFPS for processing   DEP/ZZZZ IS HOSPITAL DEP/CENTRE OF MUNICH
Output by the IFPS after processing   DEP/CENTRE OF MUNICH

Where a departure aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field DEP details for that flight.

(5)   *Error Messages*

[E5] EFPM: AERODROME IS ZZZZ BUT DEP IS NOT PRESENT	
Reason	**Requirements**
The departure aerodrome is given as ZZZZ but no sub-field DEP is present.	Where a departure aerodrome is given as ZZZZ, it is necessary to include the sub-field DEP with relevant details of the aerodrome.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

95.1.   Aerodrome is not ZZZZ but DEP is present

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: AERODROME IS NOT ZZZZ BUT DEP IS PRESENT
Explanation:	The departure aerodrome is not ZZZZ but the sub-field DEP is present.
Instruction:	• The IFPS staff shall apply **SCP2**. • Where contact is not possible with the message originator, the IFPS staff shall insert RMK/ before the DEP and remove the slash following DEP.

95.2.   Aerodrome is ZZZZ but DEP is not present

Valid from:	Permanent.
Valid until:	UFN
Reason:	Aerodrome is ZZZZ but DEP is not present.
Error message ref.	EFPM: AERODROME IS ZZZZ BUT DEP IS NOT PRESENT
Explanation:	The departure aerodrome is ZZZZ, but no sub-field DEP details are given.
Instruction:	• The IFPS staff shall apply **SCP2**. • Where contact with the message originator is not possible, the IFPS staff shall insert DEP/UNKNOWN BY IFPS.

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96. DESTINATION AERODROME (DEST)

(2) *Requirements*

The IFPS shall accept the approved ICAO aerodrome designators in Item 16: Destination Aerodrome, of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' and include the sub-field DEST that shall contain details of the destination aerodrome of that flight.

Example	Item 16: Destination Aerodrome: ZZZZ
	Item 18: Other Information: DEST/CENTRE HOSPITAL

(3) *Message Format*

The sub-field shall be denoted by the letters DEST followed by a '/', then free text to a maximum of 50 characters detailing the destination aerodrome.

(4) *System Processing*

Where ZZZZ is indicated as the destination aerodrome and details are included in the sub-field DEST in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the destination aerodrome and a known ICAO aerodrome designator in the sub-field DEST, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field DEST [see SECTION 82].

If more than one sub-field DEST is included in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall only process the last mentioned sub-field DEST details, and shall drop all other sub-field DEST entries.

Where a known aerodrome designator is indicated as the destination aerodrome, the IFPS shall not accept the sub-field DEST to be included for that flight.

Example	Submitted to the IFPS for processing	DEST/ZZZZ IS CENTRE HOSPITAL
		DEST/CENTRE OF OSLO
	Output by the IFPS after processing	DEST/ CENTRE OF OSLO

Where a destination aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field DEST, giving details for that flight.

(5) *Error Messages*

[E5] EFPM: AERODROME IS ZZZZ BUT DEST IS NOT PRESENT	
Reason	**Requirements**
The destination aerodrome is given as ZZZZ but no sub-field DEST is present.	Where a departure aerodrome is given as ZZZZ, it is necessary to include the sub-field DEST with relevant details of the aerodrome.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

96.1.   **Aerodrome is not ZZZZ but DEST is present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: AERODROME IS NOT ZZZZ BUT DEST IS PRESENT
Explanation:	The destination aerodrome is not ZZZZ but the sub-field DEST is present.
Instruction:	• The IFPS staff shall apply **SCP2**. • Where contact is not possible with the message originator, the IFPS staff shall insert RMK/ before the DEST and remove the slash following DEST.

96.2.   **Aerodrome is ZZZZ but DEST is not present**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: AERODROME IS ZZZZ BUT DEST IS NOT PRESENT
Explanation:	The destination aerodrome is not ZZZZ but no sub-field DEST is present.
Instruction:	• The IFPS staff shall apply **SCP2**. • Where contact is not possible with the message originator, the IFPS staff shall insert DEST/UNKNOWN BY IFPS.

97. ALTERNATE DESTINATION AERODROME (ALTN)

(2) *Requirements*

The IFPS shall accept the approved ICAO aerodrome designators in Item 16: Alternate Aerodrome, of a flight plan or associated message. Where an aerodrome does not have such a designator, or the designator is not known, the message originator shall insert 'ZZZZ' and include the sub-field ALTN that shall contain details of the alternate destination aerodrome of that flight.

| **Example** | Item 16 Alternate Aerodrome: KJFK0700 ZZZZ |
| | Item 18: Other Information: ALTN/CASTLE AIRSTRIP |

RPL Requirements

The RPL system shall accept ALTN designators on line 4 sub-field ALTN. The message originator shall include in sub-field ALTN the details of the alternate aerodrome of that flight. That aerodrome shall be given as a known ICAO code or where the aerodrome or point of alternate destination has no ICAO four-letter designator, the full name of that aerodrome or point shall be indicated.

(3) *Message Format*

The sub-field shall be denoted by the letters ALTN followed by a '/', then free text to a maximum of 50 characters detailing the alternate aerodrome.

RPL Message Format

The sub-field shall be denoted by the letters ALTN followed by a '/', then free text to a maximum of 50 characters detailing the alternate destination aerodrome.

| **Example** | ALTN/EGLL |
| | ALTN/<free text> |

(4) *System Processing*

Where ZZZZ is indicated as an alternate aerodrome and the alternate aerodrome details are included in the sub-field ALTN in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall accept that information.

Where a flight plan or associated message is submitted to the IFPS for processing containing a ZZZZ indicator as the alternate aerodrome and a known ICAO aerodrome designator in the sub-field ALTN, the IFPS shall accept that information. However, under these conditions, the IFPS shall automatically replace the ZZZZ with the known ICAO aerodrome designator indicated in the sub-field ALTN.

If more than one sub-field ALTN is included in a flight plan or associated message submitted to the IFPS for processing, the IFPS shall only process the last mentioned sub-field ALTN details, and shall drop all other sub-field ALTN entries.

Where a known aerodrome designator is indicated as an alternate aerodrome, the IFPS shall not accept the sub-field ALTN to be included for that flight.

Example

Submitted to the IFPS for processing	ALTN/ZZZZ AIRSTRIP NEXT TO CASTLE
	ALTN/CASTLE HOWARD
Output by the IFPS after processing	ALTN/CASTLE HOWARD

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Where an alternate aerodrome is indicated as ZZZZ in a flight plan or associated message, the IFPS shall not accept that message without the sub-field ALTN details for that flight.

It shall be possible for a message originator to remove the ALTN sub-field by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR], however, the message must then contain the new alternate aerodrome ICAO code.

RPL System Processing

Where an ALTN has been indicated on the line 4 sub-field ALTN, the RPL system shall accept that information.

If a maximum of 2 known alternate aerodromes has been indicated in sub-field ALTN, these will be copied in the output to the IFPS in Item 16: Alternate Aerodromes.

Where more than two or an unknown alternate destination aerodrome have been indicated on line 4 sub-field ALTN, upon generation of that RPL into the IFPS, the entire details of the sub-field ALTN shall be output in Item 18: Other Information, with ZZZZ indicated as the alternate aerodrome of that flight plan.

(5)   *Error Messages*

[E9] EFPM: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT	
Reason	**Requirements**
The alternate aerodrome is given as ZZZZ but no ALTN sub-field is present.	Where an unclassified alternate destination aerodrome is indicated as ZZZZ, it is necessary to include the sub-field ALTN with relevant details of that aerodrome.

[E9] EFPM: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT (altn2)	
Reason	**Requirements**
There is more than one alternate aerodrome given as ZZZZ and more than one ALTN sub-field is present.	The IFPS can only accept one alternate destination aerodrome designated as ZZZZ and only one sub-field ALTN.

RPL Error Messages

[R49] ROUTE: ALTN CONTAINS FREE TEXT OR MORE THAN TWO ALTERNATE AERODROMES (c/s)	
Reason	**Requirements**
The alternate aerodrome indicated on line 4 sub-field ALTN is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been inserted.	The RPL system shall check the line 4 sub-field ALTN. When the alternate aerodrome indicated is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been indicated, the error is raised. This error can be ignored.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

97.1.   Alternate Aerodrome contains two ZZZZ and two ALTN sub-fields are present

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT (altrnt2).
Explanation:	Only one alternate aerodrome may be given as ZZZZ and only one ALTN sub-field is allowed.
Instruction:	• If contact with the message originator is possible, the IFPS staff shall **correct**. • If contact is not possible, the IFPS staff shall remove one of the ZZZZ and insert the information on the second alternate as free text in the RMK sub-field.

97.2.   Alternate Aerodrome is ZZZZ and no ALTN sub-field is present

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT
Explanation:	Where the alternate aerodrome is given as ZZZZ, the ALTN sub-field must also be present.
Instruction:	• If contact with the originator of the message is possible, the IFPS staff shall **correct**. • If contact is not possible, the IFPS staff shall insert ALTN/UNKNOWN.

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98. EN-ROUTE ALTERNATE AERODROME (RALT)

(2) *Requirements*

Where a flight is required to indicate en-route alternates, that information shall be indicated in the sub-field RALT.

(3) *Message Format*

The sub-field shall be denoted by the letters RALT followed by a '/', then free text to a maximum of 40 alphanumerics detailing the en-route alternate information.

Example RALT/BIKF

(4) *System Processing*

The IFPS shall accept the sub-field RALT indicator when it is present in a message submitted to the IFPS for processing.

The IFPS shall not accept more than one sub-field RALT indicator per message, with as many aerodrome indicators or free text as required within that sub-field, up to the maximum total of 40 alphanumerics. Where more than one sub-field RALT indicator is found for one flight plan, the IFPS shall process only the associated text of the last found replicate of those entries.

Example Submitted to the IFPS for processing   RALT/BIKF RALT/LFPG
Output by the IFPS after processing   RALT/LFPG

It shall be possible for a message originator to remove the RALT indicator from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) *Error Messages*

[S61] SYN: FIELD TEXT TOO LONG AT ROW = <number>, COL =<number> (RALT)	
Reason	**Requirements**
Too many alphanumerics in the RALT sub-field have been found in one flight plan or associated message.	The number of alphanumerics shall not exceed 40 in the RALT sub-field.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

98.1.   **RALT text too Long or too short**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW = <number>, COL =<number> (RALT)
Explanation:	The number of alphanumerics in a RALT sub-field shall not exceed 40.
Instruction:	Where the number of alphanumerics in the Item 18 sub-field RALT are more than 40, the IFPS staff shall apply **SCP1**. Where the departure aerodrome is outside the IFPZ and no contact is possible with the message originator, the IFPS staff shall move any alphanumerics in excess of the permitted 40 from the RALT sub-field, and move them to a RMK sub-field, in the format RMK/RALT xxxx xxxx
RPL Instruction:	Where the number of alphanumerics in the sub-field RALT are more than 40, the RPL team shall contact the aircraft operator to co-ordinate a correction.

99. REMARKS (RMK)

(2) Requirements

The sub-field RMK shall be used to indicate any plain language remarks required by the appropriate ATS authority or deemed necessary by the pilot-in-command for the provision of air traffic services.

The '/' and '-' shall not be used in the RMK sub-field other than following the RMK. Whenever '/' or '-' are used in the free text of the sub-field RMK it may happen that the IFPS disregards all information after the '/' and or '–' and valid information for that flight might get lost.

(3) Message Format

The sub-field shall be denoted with the three letters RMK followed by a '/', then free text. The RMK sub-field shall have no limit to the number of characters other than the maximum number of characters possible for the entire message (2100).

Example   RMK/DIP CLEARANCE 410 23 5486

(4) System Processing

The IFPS shall check any sub-field RMK entries in messages submitted to the IFPS for processing.

Where such entries are found, the IFPS shall not check the contents of that sub-field, other than for the following characters which are not allowed for use in that sub-field:
" ( ) ^ % $ # / -

Where more than one sub-field RMK entry is found in a message, the IFPS shall accept those entries but shall concatenate them into a single sub-field RMK entry.

Example

Submitted to the IFPS for processing:	RMK/DIP CLEARANCE NUMBER 410 23 5486 RMK/NO OVERFLIGHT CLEARANCE FOR SWITZERLAND
Output by the IFPS after processing:	RMK/DIP CLEARANCE NUMBER 41023 5486 NO OVERFLIGHT CLEARANCE FOR SWITZERLAND

It shall not be possible to remove a sub-field RMK indicator by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR]. In the event that the NIL indicator is used in the sub-field RMK, then the letters NIL shall replace all existing information in that sub-field.

Where an associated message contains the sub-field RMK, information that is different to that which is contained in the existing flight plan held by the IFPS, then the information in the sub-field RMK of the latest associated message shall overwrite that information in the same sub-field of the existing flight plan.

(5) Error Messages

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW = <number>, COL= <number> (RMK)	
Reason	**Requirements**
One or more invalid characters have been used in the text.	Ensure only valid characters are used in the text.

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IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

99.1.   RMK sub-field contains invalid Character(s)

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FILED CONTAINS INVALID CHARACTER(S) AT ROW = <number>, COL= <number> (RMK)
Explanation:	The RMK sub-field contains invalid characters.
Instruction:	If no contact with the message originator is possible, the IFPS staff shall delete the invalid character(s).

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100. DATE OF FLIGHT (DOF)

(2) *Requirements*

The sub-field DOF shall be used to indicate the date of flight of that flight. The IFPS shall accept a date of flight for any flight; it is recommended to include the date of flight in all flight plans and associated messages submitted to the IFPS for processing.

A date of flight shall be included in all messages where the estimated off-blocks time is more than 24 hours in advance, but not more than 120 hours (5 days) in advance the time at that message is processed by the IFPS.

The IFPS shall not accept any flight plan filed more than 120 hours (5 days) in advance the time at the time that message is processed by the IFPS.

The IFPS shall not accept a date of flight in the past.

(3) *Message Format*

The sub-field shall be denoted with the letters DOF followed by a '/', then six numbers in the format YYMMDD, where YY indicates the year, MM indicates the month, and DD indicates the day.

Example   **DOF/040503 = 04** Year 2004, **05** Month (May), **03** Day 3 of the month.

(4) *System Processing*

The IFPS shall check any sub-field DOF entries in all messages submitted to the IFPS for processing.

Where no sub-field DOF is included in a message submitted to the IFPS for processing, then the IFPS shall assume that the message is for a flight to take place within the next 24 hours.

The IFPS shall accept a flight plan with no DOF and an EOBT up to a maximum of 30 minutes in the past when compared to current system time at the time of processing as being a flight for that same day.

The IFPS shall check Item 18: Other Information of a flight plan or associated message for a sequence of the letters D, O and F, regardless of other characters between those letters. Where those letters are found, then the IFPS shall fail the automatic processing of that message and pass that message for manual processing by the IFPS staff. Where such a message is presented for manual processing, the IFPS staff shall confirm the correct date of flight for that message, if necessary, through co-ordination with the message originator.

The IFPS shall accept the sub-field DOF in associated messages (CHG, DLA, ARR, CNL, and DEP) and shall use it for association purposes [see SECTION 33. MESSAGE ASSOCIATION]. However, in this case, the DOF shall not be output by the IFPS.

Example
Submitted to the IFPS: (CHG-ABC567-EGLL-KJFK-DOF/040503-9/B744/H)
Output by the IFPS: (CHG-ABC567-EGLL-KJFK-9/B744/H)

(5)   *Error Messages*

[E35] EFPM: INVALID VALUE (EOBD)	
Reason	**Requirements**
Incorrect format of the sub-field DOF indicator.	The DOF sub-field must be in the format YYMMDD.

[E50] EFPM: POSSIBLE DOF SUBFIELD WITH WRONG SYNTAX DETECTED IN FIELD18 (EOBD)	
Reason	**Requirements**
A possible incorrectly formatted DOF has been identified in the message.	The IFPS shall check for a DOF in the correct format of DOF/YYMMDD. The IFPS shall also check for any sequence of the letters D, O and F, even when other characters may separate those letters, and raise the error as a warning where this is found.

[E27] EFPM: ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE: DDHHMM TO DDHHMM	
Reason	**Requirements**
The filed DOF is more than 30 minutes in the past, or more than 120 hours (5 days) in the future, when compared to current system time.	For DLA and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, and not more than 20 hours in advance of the IFPS time at the time of processing.
	For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS.
	Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 30 minutes in the past when compared to the current time, with the appropriate DOF being inserted automatically by the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

100.1.   Invalid EOBD

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: INVALID VALUE (EOBD)
Explanation:	The sub-field DOF indicator has been incorrectly formatted.
Instruction:	The IFPS staff shall apply **SCP2**.

100.2.   Possible EOBD with wrong Syntax

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: POSSIBLE DOF SUBFIELD WITH WRONG SYNTAX DETECTED IN FIELD18 (EOBD)
Explanation:	The characters D, O and F appear in sequence within other data in Item 18.
Instruction:	- If date of flight information is present, but is incorrectly formatted, e.g. RMK/DOF040608, the IFPS staff shall correct the syntax, taking into account the requirements laid out in the Quality of Submitted Messages. - If the letters D, O and F data appears in sequence within other data in the message, the IFPS staff shall insert RMK/ in an appropriate place in that message in order to separate the characters D O F e.g. RMK/L<u>D</u>Z<u>O</u> RMK/ <u>F</u>PL arrived

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101. REPLACEMENT FLIGHT PLAN (RFP)

(2) *Requirements*

The sub-field RFP shall be used to indicate where a revised routing is filed during the pre-flight stage (within four hours of estimated off-blocks time) for an existing flight plan.

(3) *Message Format*

The sub-field shall be denoted with the letters RFP followed by a '/', followed by Q and a number from 1 to 9 to indicate the sequence of that route.

The message originator shall follow the following procedure to ensure correct processing:

a) The original flight plan is cancelled by submitting a cancellation [see SECTION 121.] using the DD priority indicator when filing via the AFTN.

b) The replacement flight plan shall be filed upon receipt of an ACK message [see SECTION 17.] for that cancellation message. The replacement flight plan shall contain the aircraft identification [see SECTION 71.]; the departure aerodrome [see SECTION 75.]; the destination aerodrome [see SECTION 82]; the date of flight (recommended, (see SECTION 83.)), and the complete new route in Item 15 [see SECTION 76.], and in Item 18, the indication RFP/Q <number> (see SECTION 83.].

Note Where more than one replacement flight plan is submitted, the procedure as explained in a) and b) shall be followed again.

Example 1st replacement flight plan - Item 18: Other Information - RFP/Q1
2nd replacement flight plan - Item 18: Other Information - RFP/Q2

(4) *System Processing*

The IFPS shall check any sub-field RFP entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing by the IFPS staff where the required format is not followed.

It shall only be possible to use the numbers 1 up to and including 9 to indicate the latest RFP, if a number is entered that exceeds one character or the number 0, the message shall fail automatic processing and shall be invalidated and sent for manual processing by the IFPS staff.

Where more than one sub-field RFP entry is found for one flight plan, the IFPS shall process only the associated text of the last found replicate of those entries.

Example submitted to the IFPS for processing: RFP/Q3 RFP/Q4
output by the IFPS after processing: RFP/Q4

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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102.   RUNWAY VISUAL RANGE (RVR)

[see Section 62. RUNWAY VISUAL RANGE (RVR)]

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103.   CODE

(2)   *Requirements*

The sub-field CODE shall be used to indicate the unique 24-bit ICAO code of the airframe for this aircraft.

(3)   *Message Format*

The sub-field shall be denoted with the letters CODE followed by a '/', followed by 6 alphanumerics ranging from 0 to 9 and/or from A to F.

(4)   *System Processing*

The IFPS shall check that the sub-field CODE contains 6 alphanumerics ranging from 0 to 9 and/or from A to F where A=10 ,….,F=15.

When the sub-field CODE is present in a message submitted to the IFPS for processing which does not contain 6 alphanumerics in the correct format, and the IFPS **does not** hold a CODE value from a previously-processed associated message, then the sub-field CODE shall automatically be deleted from that message.

The warning message: COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED
shall be included in the ACK message.
[see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)]

Whenever the sub-field CODE is present in a message submitted to the IFPS for processing that does not contain 6 alphanumerics in the correct format, and the IFPS **does** hold a CODE value from a previously-processed associated message, then the sub-field CODE and its contents shall be automatically removed from that message and from the previously-processed associated message.

The following warning message: COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED
shall be included in the ACK message [see SECTION 17.].

It shall be possible to remove the sub-field CODE by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

IFP Indicators

[see SECTION 66. IFP INDICATORS]

Not relevant.

(6)   *General Procedures*

When the warning message:**WARN: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED** is presented in an invalid message, no action shall be taken by the IFPS staff to validate the message against that warning message.
Should the warning message be presented at the same time as any other error messages, only those other errors shall be corrected.

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104. STAYINFO

(2) *Requirements*

The sub-field STAYINFO, followed by the appropriate sequence number, may be used to provide information on those STAY indicators detailed in the route.

The sequence number of the sub-field STAYINFO shall correspond to the sequence number of the STAY indicator detailed in the route.

(3) *Message Format*

The sub-field shall be denoted with the letters STAYINFO followed by a sequence number ranging from 1 to 9 as appropriate, then '/', followed by free text.

(4) *System Processing*

The IFPS shall not perform a crosscheck between any sub-field STAYINFO indicators and any STAY indicators in the route.

The IFPS shall check that the sub-field STAYINFO has a sequence number ranging from 1 to 9 attached to it. Where such a sequence number is not found, that message fail automatic processing and be passed for manual treatment by the IFPS staff.

(5) *Error Messages*

[S22] SYN: INVALID FIELD AT ROW= <NUMBER>, COL=<NUMBER>	
Reason	**Requirements**
The STAYINFO indicator has no sequence number or one that is higher than 9.	The STAYINFO indicator shall be followed by a sequence number ranging from 1 to 9.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) *General Procedures*

104.1. **No STAYINFO Sequence Number between 1 and 9**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID FIELD AT ROW= <NUMBER>, COL=<NUMBER>
Explanation:	The STAYINFO indicator has no sequence number or one that is higher than 9.
Instruction:	If contact with the message originator is possible, the IFPS staff shall correct accordingly. If no contact with the message originator is possible, the IFPS staff shall place the STAYINFO in the Item 18 RMK sub-field.

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105. ADDITIONAL OUTPUT BY THE IFPS

For messages distributed by the IFPS the following Item 18 indicators may be automatically inserted by the IFPS:

- ORGN   [see SECTION 64. ORIGINATOR (ORGN) INDICATOR].
- IFP   [see SECTION 66. IFP INDICATORS].
- AWR   [see SECTION 68. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)].
- SRC   [see SECTION 65. SOURCE (SRC) INDICATOR].
- DOF   (see SECTION 83. ITEM 18: OTHER INFORMATION].

A detailed description of these indicators is given in the relevant section.

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106.   ITEM 19: SUPPLEMENTARY INFORMATION

(2)   *Requirements*

It is required that accurate supplementary flight plan information for a flight shall be available in the event that an ATS Unit should require it. It shall be the responsibility of the aircraft operator to ensure that the supplementary flight plan information is available at all times according to the requirements of the relevant States.

Where supplementary flight plan information for any IFR/GAT flights, or parts thereof, operating within the IFPZ, is submitted to the IFPS in a flight plan or associated message, the IFPS shall accept that information and shall store the information in the IFPS database. Where the IFPS has received supplementary flight plan information, the IFPS shall transmit that information in the form of a SPL message upon receipt of an RQS message.
[see SECTION 125. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)]

The IFPS shall only carry out syntax checking on any Item 19 information that may be submitted for processing.

RPL Requirements

When submitting RPL files to the RPL team, it is required to indicate a location where supplementary information shall be available immediately upon request. It shall be the responsibility of the aircraft operator to ensure that the supplementary flight plan information is available at all times according to the requirements of the relevant States. When this information is given on line 1 of the RPL file, it shall be stored in the RPL database.

(3)   *Message Format*

The supplementary information indicators that are to be used in the flight plan or associated message shall be organised into a string of elements separated by spaces and shall contain some or all parts of the supplementary information indicators.
Certain sub-fields are restricted in the number of characters in that sub-field; where this is the case, the details are given in the section relevant to that subject.

Example

E/0430 **P**/89 **R**/UV **S**/PDM **J**/LFU **D**/4 160 C ORANGE **A**/WHITE WITH GREEN TAIL **N**/EXTRA POLAR SURVIVAL EQUIPMENT CARRIED **C**/WILKINSON

RPL Message Format

In RPL files the location where supplementary information is available shall be indicated on line 1 of the RPL [see SECTION 6. IFPS RPL FORMAT].

(4)   *System Processing*

Where supplementary information sub-field information is submitted to the IFPS in a flight plan or associated message, that information shall be stored within the IFPS database without transmitting the data in the flight plan output message. The sub-field information held by the IFPS shall be made available upon receipt of an RQS message.
[see SECTION 125.].

The following elements shall be recognised by the IFPS as supplementary information sub-field indicators and shall be processed by the IFPS:

E/   total fuel Endurance expressed in hours and minutes.
P/   total number of Persons on board.
R/   emergency Radio
S/   Survival equipment.
J/   life Jackets
D/   Dinghies
A/   colour of the Aircraft and significant markings (this may include the registration)
N/   other survival equipment.
C/   pilot in Command.

RPL System Processing

When such information has been given on line 1 of the RPL file, it is stored in the RPL database but shall not appear in the processed version of that flight plan distributed by the IFPS.

(6)   *General Procedures*

Should a message submitted to the IFPS for processing fail automatic processing and be passed for manual treatment by the IFPS staff due to errors in any part of Item 19: Supplementary Information; the Standard Correction Procedure 1 [see SECTION 27. STANDARD CORRECTION PROCEDURE 1 (SCP1)] shall **not** be applied to that message, **nor shall that message be subject to the Requirements laid out in the Quality of Submitted Messages** [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES]. Where the departure aerodrome is outside the IFPZ, and no contact is possible with the message originator, the message shall not be rejected, so the following modifications to those sub-fields causing the errors may be necessary to ensure processing of that message:

● Those sub-fields that contain the letters 'TBN' where such is not accepted shall have those letters removed.

   Example   E/TBN is corrected to E/

● Those sub-fields containing non-standard characters shall have those characters removed.

   Example   R/VHF is corrected to R/V

106.1. Item 18 contains Characters incorrectly interpreted as Item 19 sub-fields

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: INVALID FIELD AT ROW = <number>, COL= <number>
	Note Other errors may also be raised, depending upon the nature of the text identified by the system.
Explanation:	In Item 18 sub-field texts, where '/' is used with an Item 19 sub-field indicator before it, the system may misinterpret that piece of data as an Item 19 entry. Where the text following the '/' is appropriate for that heading, the system may automatically extract that information string as Item 19 data. If the text following the '/' is incorrect for the sub-field heading, then the system shall raise an error, based on the assumption that it is an Item 19 sub-field.
Instruction:	Where the system raises an incorrect error that assumes an Item 18 information string is an Item 19 sub-field, that information must be disguised, and normally, replacing the '/' with a space is sufficient.

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107. TOTAL FUEL ENDURANCE: E/

(2)   *Requirements*

The sub-field E shall be used to indicate the total fuel endurance of that flight.

The IFPS shall not check conformance with any fuel endurance requirements published by National Authorities.

(3)   *Message Format*

The sub-field shall be denoted with the letter E followed by a '/' then the time given for the fuel endurance in hours and minutes (HHMM).

Example   E/0246

(4)   *System Processing*

The IFPS shall check any sub-field E entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the endurance details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5)   *Error Messages*

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=\<number>, COL=\<number> (SPL_E)	
Reason	**Requirements**
The sub-field does not have the required 4 digits indicating hours and minutes (HHMM).	The total fuel endurance shall be expressed in 4 digits as hours and minutes (HHMM).

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field E, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=\<number>, COL=\<number> (SPL_E)
Explanation:	The fuel endurance sub-field does not contain the required 4 digits indicating hours and minutes (HHMM).
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

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108. TOTAL NUMBER OF PERSONS ON BOARD: P/

(2) Requirements

The sub-field P shall be used to indicate the total number of persons on board that flight.

The IFPS shall not check conformance with any persons on board indication requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter P followed by a '/' then the number of persons on board that flight expressed in digits to a maximum of three.

Example   P/23

Where the number of persons on board of that flight is not available at the time of filing of that message, then the number may be indicated as To Be Notified, by inserting the letters TBN instead of any digits.

Example   P/TBN

(4) System Processing

The IFPS shall check any sub-field P entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the persons on board details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) Error Messages

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_P)	
Reason	**Requirements**
The maximum of 3 digits that is allowed for the sub-field are exceeded.	The persons on board shall be expressed as a maximum of 3 digits.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field P, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_P)
Explanation:	The persons on board sub-field contains more than the maximum of 3 digits allowed for that sub-field.
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

109. EMERGENCY RADIO: R/

(2) *Requirements*

The sub-field R shall be used to indicate the emergency radio capabilities of that flight.

The IFPS shall not check conformance with any indication of emergency radio capability requirements published by National Authorities.

(3) *Message Format*

The sub-field shall be denoted with the letter R followed by a '/' then the prescribed indicator or indicators, to a maximum of three, for the emergency radio capabilities of that flight.

The prescribed indicators for the emergency radio capabilities that shall be listed consecutively when more than one, of a flight are:

U if frequency 243.0 (UHF) is available.
V if frequency 121.5 (VHF) is available.
E if emergency location beacon-aircraft ELBA is available.

Example R/UVE

(4) *System Processing*

The IFPS shall check any sub-field R entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the emergency radio capability details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) *Error Messages*

[S17] SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_R)	
Reason	**Requirements**
The letter(s) used do not correspond to the prescribed indicators for the sub-field.	The letters used in the emergency radio sub-field may only be U, V and/or E.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field R, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_R).
Explanation:	The emergency radio sub-field contains characters other than the prescribed indicators.
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

110.   SURVIVAL EQUIPMENT: S/

(2)   *Requirements*

The sub-field S shall be used to indicate the survival equipment capabilities of that flight.

The IFPS shall not check conformance with any indication of survival equipment capability requirements published by National Authorities.

(3)   *Message Format*

The sub-field shall be denoted with the letter S followed by a '/' then the prescribed indicator or indicators, to a maximum of four, for the survival equipment capabilities of that flight.

The prescribed indicators for the emergency radio capabilities that shall be listed consecutively when more than one, of a flight are:

P   if polar survival equipment is carried.
D   if desert survival equipment is carried.
M   if maritime survival equipment is carried.
J   if Jungle survival equipment is carried.

Example   S/PM

(4)   *System Processing*

The IFPS shall check any sub-field S entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the survival equipment capability details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5)   *Error Messages*

[S17] SYN: FIELD CONTAINS INVALID CHARACTER (S) AT ROW=<number>, COL=<number> (SPL_S)	
Reason	**Requirements**
The letter(s) used do not correspond to the prescribed indicators for the sub-field.	The letters used in the survival equipment sub-field may only be P, D, M and/or J.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field S, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_S)
Explanation:	The survival equipment sub-field contains characters other than the prescribed indicators.
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

111. LIFE JACKETS: J/

(2) *Requirements*

The sub-field J shall be used to indicate the life jacket capabilities of that flight.

The IFPS shall not check conformance with any indication of life jacket capability requirements published by National Authorities.

(3) *Message Format*

The sub-field shall be denoted with the letter J followed by a '/' then the prescribed indicator or indicators, to a maximum of four, for the life jacket capabilities of that flight.

The prescribed indicators for the life jacket capabilities that shall be listed consecutively when more than one, of a flight are:

L   if the life jackets are equipped with lights.
F   if the life jackets are equipped with fluorescent, followed by space followed by.
U   if any life jacket radio is equipped with UHF on frequency 243.0mHz.
V   if any life jacket radio is equipped with VHF on frequency 121.5mHz.

Example   J/LFV

(4) *System Processing*

The IFPS shall check any sub-field J entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the life jacket capability details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) *Error Messages*

[S17] SYN: FIELD CONTAINS INVALID CHARACTER (S) AT ROW=<number>, COL=<number> (SPL_J)	
Reason	**Requirements**
The letter(s) used do not correspond to the prescribed indicators for the sub-field.	The letters used in the life jackets sub-field may only be L, F, U and/or V.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field J, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_J)
Explanation:	The life jackets sub-field contains characters other than the prescribed indicators.
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

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112.   DINGHIES: D/

(2)   Requirements

The sub-field D shall be used to indicate the dinghy capabilities of that flight.

The IFPS shall not check conformance with any indication of life dinghy requirements published by National Authorities.

(3)   Message Format

The sub-field shall be denoted with the letter D followed by a '/', then one or more of the following, separated by single spaces:

2   Numerics giving the number of dinghies carried.
3   Numerics giving the total capacity, in persons carried, of all the dinghies.
C   if dinghies are covered.
The colour of the dinghies.

Example   D/3 60 C YELLOW

Note   Each part of this sub-field shall be separated by a single space. More than one space between each part shall create a syntax error.

(4)   System Processing

The IFPS shall check any sub-field D entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the dinghy capability details from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5)   Error Messages

[S17] SYN: INVALID FIELD AT ROW=<number>, COL=<number>(SPL_DNB)	
Reason	**Requirements**
Too many spaces in between the sub-field items or one of the sub-field items contains invalid characters.	Each sub-field item may only be separated by a single space and must contain information that is syntactically correct.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field D, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_D)
Explanation:	The dinghies sub-field contains invalid characters or too many spaces in between the sub-field items.
Instruction:	The IFPS staff shall correct the spaces between the sub-field items or
	move the closing bracket of the message from the end of Item 19 to the end of Item 18 where the sub-field information is incorrect.

113. AIRCRAFT COLOUR AND SIGNIFICANT MARKINGS: A/

(2) *Requirements*

The sub-field A shall be used to indicate the colour and significant markings of the aircraft making that flight.

The IFPS shall not check conformance with any indication of colour and significant markings of the aircraft requirements published by National Authorities.

(3) *Message Format*

The sub-field shall be denoted with the letter A followed by a '/', then plain text indicating the colour and any significant markings of the aircraft.

Example A/WHITE WITH BLUE AND RED STRIPE AND GREEN TAIL

(4) *System Processing*

The IFPS shall check any sub-field A entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message **(2100 characters including header text; 1800 characters of pure text)**.

It shall be possible for a message originator to remove the details of the colour and any significant markings of the aircraft from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

(5) *Error Messages*

[S61] SYN: FIELD TEXT TOO LONG AT ROW=<number>, COL=<number>(SPL_A)	
Reason	**Requirements**
The sub-field text exceeds the maximum of 50 alpha numerics.	The sub-field text may contain up to a maximum of 50 alpha numerics.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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(6)   *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field A, those messages shall not be rejected by the IFPS.

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD CONTAINS INVALID CHARACTER(S) AT ROW=<number>, COL=<number> (SPL_A)/
Explanation:	The sub-field text exceeds the maximum of 50 alphanumerics.
Instruction:	The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

114. OTHER SURVIVAL EQUIPMENT N/

(2) *Requirements*

The sub-field N shall be used to indicate any other survival equipment carried and any other useful remarks for that flight.

The IFPS shall not check conformance with any other survival equipment carried and any other useful remarks requirements published by National Authorities.

(3) *Message Format*

The sub-field shall be denoted with the letter N followed by a '/', then plain text indicating any other survival equipment carried and any other useful remarks.

Example   N/EXTRA POLAR SURVIVAL EQPT

(4) *System Processing*

The IFPS shall check any sub-field N entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the details of any other survival equipment carried and any other useful remarks from a message by using the NIL indicator [see SECTION 61. STS/NIL INDICATOR].

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) *General Procedures*

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field N, those messages shall not be rejected by the IFPS.

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115. PILOT IN COMMAND: C/

(2) Requirements

The sub-field C shall be used to indicate the name of the pilot in command of that flight.

The IFPS shall not check conformance with any other pilot in command requirements published by National Authorities.

(3) Message Format

The sub-field shall be denoted with the letter C followed by a '/', then plain text indicating the name of the pilot in command.

Example C/WILKINSON

(4) System Processing

The IFPS shall check any sub-field C entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format, and pass those messages for manual processing where the required format is not followed.

Where the total number of characters in the sub-field exceeds the maximum allowed for the sub-field, the sub-field shall be automatically truncated by the IFPS to the allowed maximum length of the message.

It shall be possible for a message originator to remove the details of the pilot in command from a message by using the NIL indicator[see SECTION 61. STS/NIL INDICATOR].

(5) Error Messages

[S61] SYN: FIELD TEXT TOO LONG AT ROW=<number>, COL=<number>(SPL_C)	
Reason	**Requirements**
The sub-field text exceeds the maximum allowed alpha numeric characters.	Ensure that the text does not exceed the maximum allowed alpha numeric characters.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) General Procedures

Where flight plans and associated messages submitted to the IFPS for processing contain errors in the sub-field C, those messages shall not be rejected by the IFPS.

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116. MESSAGE TYPES

(2)   Requirements

The IFPS shall accept and process the following message types relating to IFR/GAT flights or parts thereof intending to operate within the IFPZ:

- FPL, CHG, DLA, CNL, DEP, ARR, RQP, RQS, FPL with source RPL [see Section 126. AIRBORNE MESSAGE TYPES] [see also Sections 127., 128., 135. and 136].

After processing these messages, the IFPS shall distribute the following message types:

- FPL, CHG, DLA, CNL, DEP, ARR, ACK, MAN, REJ [see Section 137. ATC FLIGHT PLAN (APL)] (see also Sections 138., 127.].

It is strongly recommended that the Date Of Flight (DOF) is included in all flight plans and associated messages submitted to the IFPS for processing.

(6)   General Procedures

Message matches multiple flight plans.

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

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

In order to minimise the possibility of subsequent messages associating with multiple existing flight plans, message originators are strongly recommended to include the EOBT [see Section 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] and date of flight [see Section 83. ITEM 18: OTHER INFORMATION] in all associated messages submitted to the IFPS for processing.

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117.   FLIGHT PLAN (FPL)

The flight plan message consists of a number of individual Items, each of which is described, in detail in the relevant sections of this manual.

Item 3 –   message title
[see SECTION 70. ITEM 3: MESSAGE TITLE].

Item 7 –   aircraft identification and SSR mode/SSR code
[see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE].

Item 8 –   flight rules and type of flight
[see SECTION 72. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT].

Item 9 –   number and type of aircraft, and wake turbulence category
[see SECTION 73. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY].

Item 10 –   equipment
[see SECTION 74. ITEM 10: EQUIPMENT].

Item 13 –   aerodrome of departure and estimated off-blocks time
[see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)].

Item 15 –   route
[see SECTION 76. ITEM 15: ROUTE].

Item 16 –   destination aerodrome, total estimated elapsed time and alternate aerodromes
[see SECTION 82].

Item 18 –   other information
[see SECTION 83. ITEM 18: OTHER INFORMATION].

Item 19 –   supplementary information
[see SECTION 106. ITEM 19: SUPPLEMENTARY INFORMATION].

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PART 3
Chapter Repetitive Flight Plan (RPL)

118.   REPETITIVE FLIGHT PLAN (RPL)

[see SECTION 4. REPETITIVE FLIGHT PLAN (RPL)].

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119.   CHANGE (CHG)

(2)   *Requirements*

Within the parameters specified in ICAO Annex 2, any changes to a previously submitted flight plan for an IFR/GAT flight or part thereof operating within the IFPZ shall be submitted to the IFPS for processing.

It shall not be possible to modify certain key fields [see SECTION 32. KEY FIELDS] within a flight plan, as these fields are used for message association purposes [see SECTION 33. MESSAGE ASSOCIATION].

These non-modifiable key fields are:

● Aircraft Identification.

● Aerodrome of Departure.

● Aerodrome of Arrival.

● Estimated Off-Block Date.

To change any of these items, it shall be necessary to cancel the original flight plan and re-file a flight plan containing the corrected data. The RFP procedure shall not be used for such changes.

Where a change message relates to an RPL, that change message shall not be submitted to the IFPS for processing more than 20 hours in advance of the EOBT of that flight.

(3)   *Message Format*

All change messages submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] and arrival aerodrome [see SECTION 82.].

In addition, all change messages are **strongly** advised to contain the estimated off-blocks time [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] immediately after the departure aerodrome, and date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION] separated from the destination aerodrome by a hyphen, in order to make more accurate message association [see SECTION 33. MESSAGE ASSOCIATION].

Each item submitted in a change message to update existing data shall be prefixed by a hyphen and the item number for that. Any number of items may be updated in a single change message.

Example
(CHG-ABC567-EGLL1500-KJFK-DOF/040503-9/B744/H-10/SRWYHIR/S-18/REG/GCHGR)

Note   When updating certain items of a flight plan, it is necessary to consider any impact on other Items in that flight plan. For example, where an aircraft type and the requested cruising flight level are updated, the equipment of that new aircraft should also be replaced, as should the registration (where filed), and any route amendments resulting from the revised cruising flight level should also be included in a new route description.

Example

Original flight plan held by the IFPS:

(FPL-ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM
UN873 JUIST UP729 LUGAS
-EKCH0130
-REG/GBAWC)

Message submitted to the IFPS for processing:

(CHG-ABC345-EGLL1200-EKCH-9/A321/M-SHIRWY/S-15/N0428F180-RMK/TECHNICAL
PROBLEMS REQUEST LOW LEVEL)

The Item 10: equipment indicators are missing; the revised route from upper airspace to
lower airspace is not included; the registration of the new aircraft is not included, and no
Item 18: Other Information is given, resulting in the message failing automatic processing,
and risking rejection by the IFPS staff.

The correct CHG message should read:

(CHG-ABC345-EGLL1200-EKCH-9/A321/M-**10/**SHIRWY/S-15/N0428F180 **BPK M185 CLN
L620 TULIP R12 GRONY G105 EEL G10 WSR Z102 HAM P605 GES T57 CDA**-
18/RMK/TECHNICAL PROBLEMS REQUEST LOW LEVEL)

Care should also be taken with total estimated elapsed times in Item 16 [see SECTION 82.]
and any en-route estimated elapsed times in the sub-field EET [see SECTION 83. ITEM 18:
OTHER INFORMATION] that may have been filed.

(4)   *System Processing*

The IFPS shall automatically process those change messages that are syntactically and
semantically correct and associate with a single valid flight plan in the IFPS database.

The estimated off-blocks time (**EOBT**) of an existing flight plan may be updated using a
change message, however, the same constraints that apply to delay messages [see
SECTION 120. DELAY (DLA)] also apply to those change messages that intend to modify the
EOBT. Those constraints are that the IFPS shall not accept:

- A 'negative delay', i.e. a new EOBT which is earlier than the existing EOBT in the flight
  plan.

- A new EOBT which is more than 20 hours in the future compared to the existing
  EOBT in the flight plan.

- A new EOBT which is in the past compared to the current IFPS system time at the
  time the message is processed.

Note   The existing EOBT in the flight plan is the original EOBT given in the flight plan plus
         any subsequent updates that have been processed by the IFPS.

Example

(CHG-ABC567-EGLL1500-KJFK-DOF/040503-13/EGLL1545)
This shall have the same effect as submitting a delay message [see SECTION 120.]:

(DLA-ABC567-EGLL1545-KJFK-DOF/040503)

Where a flight plan submitted to the IFPS for processing associates with an existing flight plan, any differences in the second flight plan shall be considered and treated by the IFPS as changes. The IFPS shall accept that second flight plan and after processing, output any changes to the existing processed flight plan as a change message.

Note   Where a second flight plan is submitted to update an existing flight plan, it is not possible to update the existing EOBT. **The EOBT held in the existing processed flight plan shall be retained, regardless of any new EOBT submitted in the second flight plan.**

The submission of a second flight plan should not be considered a legitimate means of updating an existing flight plan; the correct procedure to update an existing flight plan held by the IFPS should be through the use of a change or delay message.

(5)   *Error Messages*

The variety of content possible in a change message makes it impractical to list all possible error messages in one group. Where errors are made in change messages, if the message syntax is correct, check for specific errors in the sections relevant to those item(s) being changed.

IFP Indicators

[see Section 66. IFP INDICATORS].

(6)   *General Procedures*

See also those sections relevant to the subject of the change message.

119.1.   **EOBDT not in acceptable range due to long Processing Time**

Valid from:	19.03.04
Valid until:	UFN
Reason:	
Error message ref.	EFPM: ESTIMATED OFF-BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME
Explanation:	Manual processing delays caused by incorrectly-raised route errors resulting from an Environment database deficiency (e.g. incorrectly implemented RAD) may cause the requested new EOBT to be earlier than the current system time.
Instruction:	Where manual processing delays have taken the message outside the parameters, the IFPS staff shall apply SCP1 and, where contact is possible, advise the originator that the earliest acceptable EOBT has to respect the parameters and therefore has to be later than the IFPS system time. It is preferable that the IFPS staff executes the agreed correction to the EOBT, as this will avoid a possible further delay in processing the message due to the invalid message queue length. **Note** If, during SCP1, the message has to be rejected, the IFPS staff should take into account a possible further delay in processing due to the invalid message queue length.

119.2.   **Changes Resulting from the AOWIR Function**
[see Section 68. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)].

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120.   DELAY (DLA)

(2)   Requirements

The IFPS shall accept those delay messages that are not more than 20 hours in advance of the current EOBT held for the flight plan and not less than the current system time at the time the message is processed.

Any delay of more than 15 minutes and less than 20 hours for an IFR/GAT flight or part thereof operating within the IFPZ shall be submitted to the IFPS for processing.

The IFPS shall not accept a delay of more than 20 hours in advance of the current EOBT held for the flight.

The IFPS shall not accept any delay that is a negative time compared to the current system time at the time of processing that delay message by the IFPS.

Submission for Flights Issued with ATFCM Slot

For those flights that have been issued with an ATFCM Slot, a detailed description of the procedures for submitting a delay message is available in the ATFCM Users Manual.

(3)   Message Format

The delay message shall contain an opening bracket, the message title, departure aerodrome, requested new estimated off-blocks time, destination aerodrome, and **is strongly advised to** also contain any relevant date of flight, in the format:

(DLA-ABC567-EGLL1545-KJFK)
(DLA-ABC567-EGLL1545-KJFK-DOF/040305)

An existing EOBT may also be delayed using a change message [see SECTION 119. CHANGE (CHG)].

(4)   System Processing

The IFPS shall automatically process those delay messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database.

On receipt of a delay message that is not earlier than system time at the time that message is processed by the IFPS, and not more than 20 hours in advance of the current EOBT of the flight, the IFPS shall re-calculate the profile of that flight based on the revised EOBT. The IFPS shall automatically reject any delay message that does not respect these time parameters.

When re-calculating the flight profile using the revised EOBT, the IFPS shall apply the route and airspace availability checks relevant to that flight. Where any unavailable items are found, that message shall fail automatic processing and be passed for manual processing by the IFPS staff. This may also be a result of delay messages that take the flight into a new AIRAC or a new conditional route availability message (CRAM) [see SECTION 44.] period.

Where the EOBT of a flight is to be changed to an earlier time, the existing flight plan shall be cancelled, and a new flight plan containing the revised EOBT shall be submitted to the IFPS for processing (see ATFCM Users Manual).

Where the processing of a delay message must be forced [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES] by the IFPS staff, appropriate IFP indicators [see SECTION 66. IFP INDICATORS] shall be attached to that message.

(5)   *Error Messages*

[E25] EFPM: ESTIMATED OFF-BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE <> TO <> (EOBD)

Reason	Requirements
For a FPL, the filed EOBT and DOF is more than 30 minutes in the past, or more than 120 hours (5 days) in the future, when compared to the current system time. For a DLA or CHG message, the filed EOBT and DOF is more than 0 minutes in the past, or more than 20 hours in the future, when compared to current system time.	For DLA messages and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, or not more than 20 hours in advance of the IFPS time at the time of processing. For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS. Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 30 minutes in the past when compared to the current time, with the appropriate DOF being automatically inserted by the IFPS.

[E27] EFPM: ESTIMATED OFF-BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME

Reason	Requirements
The given EOBT is outside the maximum range accepted by the IFPS.	For DLA messages and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, or not more than 20 hours in advance of the IFPS time at the time of processing. For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS. Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 30 minutes in the past when compared to the current time, with the appropriate DOF being automatically inserted by the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].   IFP/ERROUTE
                                            IFP/ERROUTWE
                                            IFP/ERRLEVEL
                                            IFP/ERRRAD

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(6)   *General Procedures*

IFPS staff shall apply SCP1 [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES] when a syntax error occurs in the EOBT [see SECTION 82]

120.1.   Difficulties in Processing DLA Messages due to AIRAC Switch

Valid from:	27.05.03
Valid until:	UFN
Reason:	Route structure change due to new AIRAC.
Error message ref.	
Explanation:	It is possible for a flight with a date of flight of AIRAC – 1 to be delayed through into the new AIRAC, and this may create route problems where data from the first DOF is no longer valid for the new delayed DOF. Where this happens, the DLA message will go for manual processing, giving an error indicating route problems.
Instruction:	The IFPS staff may convert the original DLA message into a CHG message containing information to update the new EOBT, plus route information to correct the route to the new AIRAC data. The IFPS staff shall apply SCP1 to any necessary route updates.

120.2.   DLA Message Raises Route Availability or RAD Problems

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	A delay message may push a previously correct flight plan into periods of route unavailability, or raise RAD errors caused by a switch between week and weekend RAD routes, that take place within the time difference between the original EOBT and the revised EOBT in the delay message.
Instruction:	The IFPS staff shall apply **SCP1**.

120.3. EOBDT not in Acceptable Range due to Long Processing Time

Valid from:	19.03.04
Valid until:	UFN
Reason:	
Error message ref.	EFPM: ESTIMATED OFF-BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME
Explanation:	Manual processing delays caused by incorrectly-raised route errors resulting from a CFMU ENV database deficiency (e.g. incorrectly implemented RAD) may cause a delay time to be earlier than the current system time.
Instruction:	Where manual processing delays have taken the message outside the parameters, the IFPS staff shall apply SCP1 and, where contact is possible, advise the originator that the earliest acceptable EOBT has to respect the parameters and therefore has to be later than the IFPS system time. It is preferable that the IFPS staff execute the agreed correction to the EOBT, as this will avoid a possible further delay in processing the message due to the invalid message queue length. **Note** If, during SCP1, the message has to be rejected, the IFPS staff should take into account a possible further delay in processing due to the invalid message queue length.

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PART 3
Chapter Cancel (CNL)

121. CANCEL (CNL)

(2) *Requirements*

A flight plan cancellation (**CNL**) message shall be submitted to the IFPS for processing for any flight plan that has been submitted to and processed by the IFPS and is subsequently to be cancelled.

Where key field data [see SECTION 33. MESSAGE ASSOCIATION] is required to be changed, the existing processed flight plan shall be cancelled and a new flight plan containing the revised data shall be submitted to the IFPS for processing. An exception to this rule is where an EOBT is to be delayed to a later time, in which case the flight plan may be updated with a delay [see SECTION 120. DELAY (DLA)] or a change [see SECTION 119. CHANGE (CHG)] message, rather than the flight plan be cancelled and re-filed with the later EOBT.

(3) *Message Format*

All cancel messages submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)], and arrival aerodrome [see SECTION 82].

In addition, **it is strongly advised that** all cancel messages contain the EOBT [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] immediately after the departure aerodrome, and date of flight [see SECTION 100. DATE OF FLIGHT (DOF)] separated from the destination aerodrome by a hyphen, in order to make more accurate message association [see SECTION 33. MESSAGE ASSOCIATION].

Example   (CNL-ABC567-EGLL-KJFK)
          (CNL-ABC567-EGLL1500-KJFK-DOF/040503)

(4) *System Processing*

The IFPS shall automatically process those cancellation messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database.

Where more than one flight plan exists with which the cancel message may associate, the IFPS shall invalidate that cancel message and raise an error indicating that the cancel message may associate with more than one existing valid flight plan [see SECTION 33.].

It is recommended that the EOBT and date of flight of the referent flight plan be included in the submitted cancel message in order to increase the accuracy of association in the event that the IFPS holds multiple valid flight plans with which the submitted cancellation may otherwise be associated.

Where the IFPS holds no valid flight plan with which the submitted cancel may associate, the IFPS shall reject that cancel message with an error indicating such [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)].

(5) *Error Messages*

[E41] EFPM: MESSAGE MATCHES MULTIPLE FLIGHT PLANS	
Reason	**Requirements**
The IFPS holds more than one valid flight plan with which the invalid message may match.	Where there is more than one matching flight plan is held in the IFPS, the correct message association may be increased in accuracy by adding the EOBT and DOF of the submitted message.

[E45] EFPM: NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE	
Reason	**Requirements**
The IFPS does not hold a valid flight plan that matches the key fields indicated in the submitted message.	The referent flight plan may or may not have been filed; it may have been cancelled or closed by another party, or the key fields in the submitted message do not match. Also, the referent flight plan may be an RPL that has not yet been generated in IFPS (maximum 20 hours in advance of EOBT).

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) *General Procedures*

121.1. **Multiple Associated Message Window containing a CNL Message**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	It is possible for the IFPS staff to be presented with a multiple associated message window containing a cancellation message following a flight plan. This is due to the cancellation message being submitted to the IFPS before the associated flight plan has been processed, and is more commonly found in times of heavy traffic. To successfully process and distribute a flight plan, closely followed by an associated cancellation is time consuming for the IFPS staff and potentially confusing for those in receipt of both messages.
Instruction:	Two main scenarios may be encountered: **FPL – CNL – FPL** are presented in the same window for manual processing. The IFPS staff shall **reject** the first FPL and the CNL, then **process** the second FPL. **FPL – CNL** are presented in the same window for manual processing. The IFPS staff shall first check for any existing associated flight plans held by the IFPS; if one is found, then an attempt shall be made to **contact** the message originator to clarify which flight plan they wish cancelled. Where no contact is possible, or where no existing associated flight plan is found, both invalid messages shall be **rejected**.

122. DEPARTURE (DEP)

(2) Requirements

A departure message shall be submitted to the IFPS for processing when so defined by the National Authority under whose authority the departure aerodrome lies for any IFR/GAT flight or part thereof operating within the IFPZ.

(3) Message Format

The departure message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] and actual time of departure, and arrival aerodrome [see SECTION 82.]. The Actual time of departure shall be expressed in 4 numbers, in the format HHMM.

The message may also contain the date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION], separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples   (DEP-ABC567-EGLL1507-KJFK)
(DEP-ABC567-EGLL1507-KJFK-DOF/040503)

(4) System Processing

The IFPS shall accept a departure message for any existing flight plan provided the departure time indicated in the message is not in the future when compared to the system time at the time of processing. Where the departure time is indicated to be in the future, such messages shall be automatically rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] by the IFPS.

Output Messages

Where a date of flight is included in the submitted message, that date of flight shall be automatically stripped from the output version of the departure message.

(5) Error Messages

[S61] SYN: FIELD TEXT TOO LONG AT ROW= , COL= (ATD)	
Reason	**Requirements**
The actual time of departure (**ATD**) does not comply with the required format of HHMM.	The actual time of departure (**ATD**) shall be expressed in 4 numbers, in the format HHMM.

[S62] SYN: FIELD TEXT TOO SHORT AT ROW= , COL= (ATD)	
Reason	**Requirements**
The actual time of departure (**ATD**) does not comply with the required format of HHMM.	The actual time of departure (**ATD**) shall be expressed in 4 numbers, in the format HHMM.

[S63] SYN: EXPECTED TIME DESIGNATOR NO FOUND AT ROW= , COL= (ATD)	
Reason	**Requirements**
The actual time of departure (**ATD**) does not comply with the required format of HHMM.	The actual time of departure (**ATD**) shall be expressed in 4 numbers, in the format HHMM.

[E25] EFPM: ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE hh:mm to hh:mm

Reason	Requirements
For a FPL the filed EOBT and DOF is more than 30 minutes in the past, or more than 120 hours (5 days) in the future, when compared to current system time. For a DLA or CHG the filed EOBT and DOF is more than 0 minutes in the past, or more than 20 hours in the future, when compared to current system time.	For DLA messages and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, or not more than 20 hours in advance of the IFPS time at the time of processing. For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS. Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 30 minutes in the past when compared to the current time, with the appropriate DOF being automatically inserted by the IFPS.

[E3] EFPM: ACTUAL DATE AND TIME OF DEPARTURE IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME

Reason	Requirements
The filed departure time is more than 10 minutes in the future, when compared to the current system time.	Where a DEP message is received, the departure time should not be in the future.

IFP Indicators

[see SECTION 66. IFP INDICATORS]. Not relevant.

(6)   *General Procedures*

122.1.   **ATD too long**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW= , COL= (ATD)
Explanation:	The actual time of departure contains more than 4 numbers.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

122.2.   **ATD too short**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO SHORT AT ROW= , COL= (ATD)
Explanation:	The actual time of departure contains less than 4 numbers.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

122.3.   ATD not found

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED TIME DESIGNATOR NO FOUND AT ROW= , COL= (ATD)
Explanation:	The actual time of departure is missing.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

122.4.   Incorrectly sent DEP Message

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Occasionally a plain text message is received indicating that a DEP message submitted to and processed by the IFPS was incorrect and should be cancelled, as the flight has not actually departed. Such instances have an impact in the IFPS, and in the ETFMS.
Instruction:	On receipt of such a message, the IFPS staff shall contact the ETFMS and request them to de-activate the flight. The ATFCM staff will then insert a new activation time, usually one minute after the de-activation time, in their system, resulting in a disparity of EOBT between the IFPS and the ETFMS. To correct this, the originator of the message should be contacted by the IFPS staff and advised to submit a DLA message to provide an accurate EOBT that will re-align the EOBTs held in both systems.
	The IFPS is unable to inform all addresses to which the erroneous DEP message was distributed, and the message originator shall be advised of this in a plain text message via the Transmit function.

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123. ARRIVAL (ARR)

(2) *Requirements*

Where an arrival message is required for an IFR/GAT flight or part thereof operating within the IFPZ, the appropriate air traffic services unit shall submit such to the IFPS for processing.

Where an IFR/GAT flight or part thereof operating within the IFPZ diverts to an aerodrome other than that indicated as the arrival aerodrome in the processed flight plan, that flight shall have an arrival message submitted by the appropriate air traffic services unit to the IFPS for processing.

(3) *Message Format*

123.1. Message Format - ARR

The arrival message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)], and arrival aerodrome [see SECTION 82.] and actual time of arrival.

It is strongly advised that the message also contains the date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION], separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples   (ARR-ABC567-EGLL-KJFK2207)
                 (ARR-ABC567-EGLL-KJFK2207-DOF/040503)

123.2. Message Format – Diversion Arrival

The diversion arrival message submitted to the IFPS for processing shall contain the message title, that shall be ARR, aircraft identification [see SECTION 71.], departure aerodrome [see SECTION 75.], original planned destination aerodrome [see SECTION 82.], and actual destination aerodrome and actual time of arrival.

Note   The use of the term 'DIVARR' as a message title shall not be accepted by the IFPS, as this is not a recognised ICAO message title.

The message may also contain the date of flight (see SECTION 83.], separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples   (ARR-ABC567-EGLL-KJFK-BIKF1807)
                 (ARR-ABC567-EGLL-KJFK-BIKF1807-DOF/040503)

(4) *System Processing*

On processing an arrival message, the IFPS shall distribute that message to the aerodrome control tower, approach and ATS reporting office of the aerodrome of departure where that aerodrome has specified a requirement to receive such messages, and is located within the IFPZ. The IFPS shall also send a copy of that arrival message to any extra addresses included in the re-addressing function [see SECTION 15. RE-ADDRESSING].

On processing a diversion arrival message, the IFPS shall distribute that message to all ATC units that have been calculated in the processing of the associated flight plan, also to any extra addresses included in the re-addressing function [see SECTION 15.].

In addition, the IFPS shall also close the associated flight plan, at which point the flight plan data shall become inaccessible outside the IFPS.

(5)   *Error Messages*

[E25] EFPM: ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE HH:MM to HH:MM	
Reason	**Requirements**
The filed EOBT and DOF is more than 30 minutes in the past, or more than 120 hours (5 days) in the future, when compared to current system time.	The IFPS shall not accept a message with an EOBT and DOF more than 120 hours in the future, or more than 30 minutes in the past.

[E2] EFPM: ACTUAL DATE AND TIME OF ARRIVAL IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME	
Reason	**Requirements**
The filed arrival time is more than 10 minutes in the future, when compared to the current system time.	Where an ARR message is received, the arrival time should not be in the future.

[S61] SYN: FIELD TEXT TOO LONG AT ROW= , COL= (ATA)	
Reason	**Requirements**
The actual time of departure (ATD) does not comply with the required format of HHMM.	The actual time of departure (ATD) shall be expressed in 4 numbers, in the format HHMM.

[S62] SYN: FIELD TEXT TOO SHORT AT ROW= , COL= (ATA)	
Reason	**Requirements**
The actual time of departure (ATD) does not comply with the required format of HHMM.	The actual time of departure (ATD) shall be expressed in 4 numbers, in the format HHMM.

[S63] SYN: EXPECTED TIME DESIGNATOR NO FOUND AT ROW= , COL= (ATA)	
Reason	**Requirements**
The actual time of departure (ATD) does not comply with the required format of HHMM.	The actual time of departure (ATD) shall be expressed in 4 numbers, in the format HHMM.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

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PART 3
Chapter Arrival (ARR)

(6)   *General Procedures*

123.3.   **'DIVARR' Message Treatment**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Messages titled 'DIVARR' may be received for those flights that have diverted to another aerodrome than that given as their flight-planned destination.
Instruction:	Where a diversion arrival message is received in the IFPS with the message title 'DIVARR', the IFPS staff shall correct the title to 'ARR'. If any subsequent errors are raised, the IFPS staff shall apply SCP1. On processing the message, the IFPS staff shall contact the ATFCM staff and request them to delete that flight plan from the ETFMS.

123.4.   **Diversion ARR Message**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Diversion messages titled 'ARR' may be received for those flights that have diverted to another aerodrome than that given as their flight-planned destination. If any scheduled Transmit events exist in the future for the associated flight plan, that diversion ARR message shall not automatically close the flight plan in the IFPS.
Instruction:	Where a diversion arrival message is received in the IFPS with the message title 'ARR', the IFPS staff shall check for any scheduled Transmit events in the future for the associated flight plan. Where such an event is identified, after processing the diversion ARR message, the IFPS staff shall delete the associated flight plan, and contact the **ATFCM** staff to deactivate the original flight plan held in the ETFMS.

123.5.   **ATA too long**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO LONG AT ROW= , COL= (ATA)
Explanation:	The actual time of arrival contains more than 4 numbers.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

123.6.   ATA too short

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: FIELD TEXT TOO SHORT AT ROW= , COL= (ATA)
Explanation:	The actual time of arrival contains less than 4 numbers.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

123.7.   ATA not found

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED TIME DESIGNATOR NO FOUND AT ROW= , COL= (ATA)
Explanation:	The actual time of arrival is missing.
Instruction:	Subject to the requirements laid out in the Quality of Submitted Messages, the IFPS staff shall apply **SCP2**.

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PART 3
Chapter Request Flight Plan (RQP)

124. REQUEST FLIGHT PLAN (RQP)

(2) *Requirements*

A request flight plan message shall be submitted to the IFPS when an external user wishes to obtain flight plan data for an IFR/GAT flight or part thereof operating within the IFPZ. Where the IFPS holds a processed flight plan matching the request, the IFPS shall return a copy of that flight plan to the originator of the request flight plan except where that flight plan is in a protected status [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)].

(3) *Message Format*

The request flight plan message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)], and arrival aerodrome [see SECTION 82.], and shall be sent to both IFPS units, regardless of the aerodrome of departure.

It is strongly advised that the message also contains the EOBT [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] and the date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION], if they are known, separated from the destination aerodrome by a hyphen, in order to enable more accurate message association.

Examples   (RQP-ABC567-EGLL-KJFK)
            (RQP-ABC567-EGLL1500-KJFK-DOF/040503)

(4) *System Processing*

The IFPS shall automatically process those RQP messages that are syntactically and semantically correct and associate with a single valid flight plan in the IFPS database except those RQP messages that relate to flights using the STS/PROTECTED function [see SECTION 50.].

Where the IFPS receives an RQP message for an identifiable flight, it shall send a copy of that flight plan to the originating address of that RQP message. The IFPS shall indicate that the transmission of that flight plan is a result of a request flight plan in the SRC sub-field [see SECTION 65. SOURCE (SRC) INDICATOR] of that transmitted flight plan by the insertion of 'RQP' therein.

Note   Where an RQP associates with an identifiable flight that has been modified at any stage by an ATC-generated message (AFP, FNM or MFS), then the IFPS shall output a message type APL, and that message shall contain a comment in the Item 18 sub-field RMK 'APL IS AN FPL UPDATED BY ATC'

Where the IFPS receives an RQP message for an identifiable flight that is using the STS/PROTECTED function, that message shall be passed to the IFPS staff for evaluation.

Under no circumstances shall the IFPS staff make an unauthorised transmission of a flight plan using the STS/PROTECTED function.

(5) *Error Messages*

[E51] EFPM: FLIGHT PLAN DATA HAS RESTRICTED ACCESS	
Reason	**Requirements**
The requested flight plan is not available for unauthorised access.	The requested flight plan has been classified as sensitive and is not available for unauthorised access.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
Not relevant.

(6)   *General Procedures*

The RQP message should only be used by ATC units. Where an RQP message submitted to the IFPS for processing fails automatic processing, the IFPS staff shall apply the following procedures:

124.1.   Incomplete RQP submitted by an ATC Unit

Where a request flight plan is received with incomplete data, e.g. either or both departure aerodrome and destination aerodrome missing, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff. The IFPS staff shall check the valid flight plan database for any flights using the same aircraft identification. Where an appropriate match is found, the IFPS staff shall send a copy of that flight plan(s) to the AFTN or SITA originator address of the RQP message.

124.2.   RQP submitted by an ATC Unit with no Matching Flight Plan

Where no valid flight plan matches those details in the request flight plan, the IFPS staff shall check the valid flight plan database for any flights using the same aircraft identification but using a different city pair. Where an appropriate match(es) is found, the IFPS staff shall reject the request flight plan message and then manually transmit a copy of that flight plan to the AFTN or SITA originator address of the RQP message.

Note   When an RQP message is rejected by the IFPS, the rejection message shall list any potentially-matching flight plans held by that IFPS unit.

124.3.   RQP for a STS/PROTECTED Flight Plan

In relation to those flights using the STS/PROTECTED function, for those RQP messages received from ATS units relevant to the trajectory of that flight, a copy of the flight plan may be sent to that message originator without any co-ordination.

Should the originator of the RQP message have no apparent relevancy to that flight, then the IFPS staff may seek authorisation to send a copy of that flight plan to that address, where possible, through contact with the originator of the flight plan. Where no contact with the flight plan originator is possible, and in all other cases, the IFPS staff shall delete that RQP message and transmit a message to the originator of the flight plan, indicating that an RQP message was received from that address, and deleted.

Note   Where an RQP is received from EDBBZR** for a STS/PROTECTED flight, the IFPS staff may send a copy of the requested flight plan, as this is the address of the German air defence.

124.4.   RQP to associate with an Existing Invalid Message

Where an RQP message is submitted to associate with an existing invalid message, that RQP, plus the invalid message to which it associates shall be systematically rejected by the IFPS staff.

Note   Where message originators have an urgent operational need to have an existing invalid message treated by the IFPS staff, contact with the IFPS shall be made by telephone in order that any necessary amendments may be made to that message in the most expeditious manner. This procedure shall only be used in the most urgent cases, and shall not be used as a matter of course.

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PART 3
Chapter Request Supplementary Flight Plan
(RQS)

125. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)

(2) *Requirements*

A request supplementary flight plan message shall be submitted to the IFPS when an ATS unit wishes to obtain supplementary flight plan data for an IFR/GAT flight or part thereof operating within the IFPZ.

(3) *Message Format*

The request supplementary flight plan message submitted to the IFPS for processing shall contain an opening bracket, the message title, aircraft identification [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE], departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)], and arrival aerodrome [see SECTION 82.]

The message may also contain the EOBT [see SECTION 75.] and the date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION], if they are known, separated from the destination aerodrome by a hyphen, in order to make more accurate message association.

Examples   (RQS-ABC567-EGLL-KJFK)
              (RQS-ABC567-EGLL1500-KJFK-DOF/040503)

(4) *System Processing*

Where the IFPS receives a message titled RQS, that message shall be presented as an 'Alert' message on all active IFPS workstations in both IFPS units. Where an RQS message matches an identifiable flight, the IFPS shall send a copy of that supplementary flight plan to the originator of the RQP message in the form of an SPL (supplementary flight plan).

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PART 4
Chapter Airborne Message Types

126.   AIRBORNE MESSAGE TYPES

(1)   General

The IFPS shall accept and process the following message types from ATC sources relating to IFR/GAT flights or parts thereof operating within the IFPZ:

- FPL with source AFIL, AFP, FNM and MFS.

After processing these messages, the IFPS shall distribute the following message types:

- APL, ACH, FPL with source AFIL.

Airborne flight messages shall not be rejected by the IFPS.
[see SECTION 116. MESSAGE TYPES].

The IFPS shall process those messages relating to flights already airborne. The purpose of processing these types of message is to allow the IFPS to provide the ETFMS and those ATC units downstream of the reported change with updated information on the predicted trajectory of the flight.

The types of flights concerned with airborne update messages are:

- Those flights with a significant change of trajectory, whether track, level or time.

- Those flights for which the relevant ATC units do not have any details.

When processing messages containing clearance limits and/or estimate points, the IFPS shall not change those points in any way.

Where no route details are given between two points in a cleared route submitted to the IFPS for processing, the IFPS shall assume the route to be direct (DCT), and shall automatically insert either DCT, regardless of any maximum DCT limit errors, or the appropriate airway designator where both points are on the same airway.

From the clearance limit onwards, the IFPS staff shall, if necessary, construct a logical route to connect that cleared route either with the existing route as previously filed, or with the destination **or where that flight exits the IFPZ**, where no associated filed flight plan exists.

(4)   System Processing

The IFPS shall check to ensure airborne messages update or create flight plans with time and date information representative of the current real world time. This ensures:

- Flight plans are not updated with time data causing immediate closure.

- Airborne message ETO data are realistic with respect to the current real world time.

- Airborne messages are rejected when filed well outside the possible time the flight could have been flying.

The comparisons are based upon the EOBT value (for flight plans with source AFIL) and the ETO over an 'entry' point for the remaining airborne messages.

FNM, MFS and AFP Message

FNM, MFS and AFP messages can be filed containing any time value as an ETO, (i.e. 0000 to 23:59). From the given ETO the system creates two time values, one 12 hours in the future the other 12 hours in the past. A check is then made to determine which of the time values lies closest to the current system time. The date for the ETO becomes today minus 1 if the closest time lies in the past and today or today plus 1 if the time lies in the future.

Flight Plans with source AFIL

The EOBT is used to determine if a flight plan with source AFIL violates timing constraints. Flight plans with source AFIL can be filed with an EOBT up to 23 hours and 55 minutes in the past and 24 hours and 05 minutes in the future. Exceeding these limits generates an error that cannot be ignored. Such wide tolerances can lead to peculiar filing situations, e.g.

- The flight plan with source AFIL may be filed outside the EET of the flight; conceptually this implies the flight plan was filed before the calculated time at the first point on the route, hence the pilot could not have been airborne when the message was filed.

- Filing in the past can lead to the calculated arrival time lying in the past; again implying the pilot has landed his aircraft before filing the message.

Note   The EOBT field in the context of a flight plan with source AFIL is not the EOBT but the ETO at the first point given in the route. Throughout the IFPS Users Manual, where reference is made to the EOBT within the context of a flight plan with source AFIL, that EOBT shall refer to the ETO at the first route point.

(6)   *General Procedures*

When processing messages containing clearance limits and/or estimate points, the IFPS shall not change those points in any way.

Where no route details are given between two points in a cleared route submitted to the IFPS for processing, the IFPS shall assume the route to be direct (DCT), and shall insert such, regardless of any maximum DCT limit errors. Such errors shall be forced through manual processing by the IFPS staff.

From the clearance limit onwards, the IFPS staff shall, if necessary, construct a logical route to connect that cleared route either with the existing route as previously filed, or with the destination **or where that flight exits the IFPZ**, where no associated filed flight plan exists.

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Chapter Airborne Message Types

126.1. AFP/FNM/MFS with no associated Flight Plan received by the IFPS

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Where the IFPS receives an AFP, FNM or MFS for which no associated flight plan is held, where possible the IFPS **staff should check the flight plan history for any previously-submitted flight plan data relating to that flight**.
Instruction:	On receipt of an AFP, FNM or MFS for which the IFPS holds no associated flight plan, **from the last point in the AFP, the IFPS staff shall construct a logical route to connect that cleared route with the destination or or where that flight exits the IFPZ.** **Previously-submitted flight plan data held in the flight plan history file that relates to the AFP may be used as a guideline to build the APL route from the last point in the AFP to the destination or where that flight exits the IFPZ. However, any invalid route portions in such historical data should not be used, as the route created by IFPS must be made RAD- and route availability- compliant.**

126.2. MFS, FNM, FPL with source AFIL, AFP with Estimate Time outside acceptable Range

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	EFPM: FNM ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (EST_DATA) EFPM: MFS ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (EST_DATA)
Explanation:	FNM, MFS and AFP messages may be filed containing any time value, even if that time value is remote when compared to real time.
Instruction:	When the ATO/ETO is outside the acceptable range, the IFPS staff shall contact the message originator to obtain the correct ATO/ETO. Where no contact with the message originator is possible, **and:** • **Where a flight plan exists for the flight concerned, the IFPS staff shall delete the airborne message.** • **Where no valid flight plan exists for the flight concerned, the IFPS staff shall ignore the error.**

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PART 4
Chapter Air-Filed Flight Plans (AFIL)

127. AIR-FILED FLIGHT PLANS (AFIL)

(1) General

Air filed flight plans (**AFIL**) represent flight plans submitted by an ATS unit to the IFPS for processing on behalf of an aircraft already in flight.

(2) Requirements

The IFPS shall accept those flight plans submitted for aircraft already in flight. The route details [see SECTION 76. ITEM 15: ROUTE] given in such messages shall be considered an ATC clearance, and the IFPS staff shall make no manual modifications to the given route, regardless of any indicated errors.

Where the route details given in the message submitted to the IFPS for processing do not connect to the destination aerodrome, the IFPS staff shall construct a logical route to that destination from the last point in the given route.

(3) Message Format

An air-filed flight plan shall use the same format as a standard flight plan except the departure aerodrome [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] shall contain the letters 'AFIL', and the message should contain the sub-field DEP [see SECTION 83. ITEM 18: OTHER INFORMATION] with the details of the departure aerodrome or point of that flight.

The time given in the message that would normally be the EOBT of that flight shall instead indicate the ATO/ETO of the estimate point given in the route of that flight plan.

Example

ICAO format

(FPL-ABC789-IG
-BE9L/L-SRWY/S
-**AFIL**1207
-N0285F230 CPT L9 MALBY
-EGFF0025
-DEP/EGTB)

ADEXP format

-TITLE IFPL
-ADEP AFIL
-ADES LEVS
-ARCID ABC987
-ARCTYP C560
-CEQPT RWYUSDGH
-AFIL_DATA –PTID MOLIN –FL F190 –ETO 050106130400
-EOBD 050106
-EOBT 1245
-TTLEET 0119
-EETPT MOLIN 0119
-SEQPT C
-SSRCODE A6034
-STS STATE
-WKTRC M
-FLTRUL I
-FLTTYP G
-ALTRNT1 LEGT
-ROUTE N0350F200 MOLIN A857 HIJ DCT SVL DCT MRN DCT

(4) System Processing

The IFPS shall accept those flight plan messages with source AFIL and apply the same system processing as used for standard flight plan messages [see SECTION 3. FLIGHT PLANS AND ASSOCIATED MESSAGES].

(5)   *Error Messages*

[R31] ROUTE: MISSING DESIGNATOR (AFIL DATA)	
Reason	**Requirements**
The route must start with a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.	The route must not start with an unknown navigation beacon, an airway, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.

[S63] SYN: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW \<number>, COL \<number>	
Reason	**Requirements**
The IFPS is unable to identify a time designator for the ATO/ETO.	The appropriate time for the departure or estimate point must be given in the message.

[E35] EFPM: INVALID VALUE (AFIL DATA)	
Reason	**Requirements**
The route must start with a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.	The route must not start with an unknown navigation beacon, an airway, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.

[R5] ROUTE: UNKNOWN DESIGNATOR (AFIL DATA)	
Reason	**Requirements**
The indicated designator is not a known entity in the current IFPS environment.	The route must not start with an unknown navigation beacon, an airway, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.

[R45] ROUTE: THE POINT IS NOT ON THE ROUTE (AFIL DATA)	
Reason	**Requirements**
The indicated point is not part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
ERROUTRAD
ERROUTWE
ERROUTE
ERRTYPE
ERRLEVEL
ERREOBT
NON833
833UNKNOWN
RVSMUNKNOWN
RVSMVIOLATION

(6)   *General Procedures*

The route given in a flight plan with source AFIL is an ATC clearance and shall not be amended in any way without co-ordination with the message originator, regardless of any errors in that route.

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Chapter Air-Filed Flight Plans (AFIL)

Those flight plans with source AFIL that are submitted to the IFPS for processing may contain errors in route availability, RAD, DCT limits, RVSM, 8.33kHz, or other such violations within the route given in the ATC clearance. If no contact with the message originator is possible, then those errors shall be ignored, and the appropriate IFP indicators shall be added to the message.

Where the route given in the message is incomplete, the IFPS staff shall construct a logical route from the last point of the given route to the destination, taking into account any restrictions such as RAD and route availability.

127.1.   No ATO/ETO given in the Message

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	SYN: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW \<number>, COL \<number>
Explanation:	No actual or estimate time for the first point in the route is given.
Instruction:	When the ATO/ETO is missing from the message, the IFPS staff shall contact the message originator to obtain the ATO/ETO. Where no contact with the message originator is possible, the IFPS staff shall insert the filing time of the message, in association with the appropriate date of flight.

127.2.   First Route point given is DCT, an Airway or an Unknown Designator

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	• ROUTE: MISSING DESIGNATOR (AFIL DATA) • EFPM: INVALID VALUE (AFIL DATA) • ROUTE: UNKNOW DESIGNATOR (AFIL DATA) • ROUTE: THE POINT IS NOT ON THE ROUTE (AFIL DATA)
Explanation:	The first item mentioned in the route is an airway, DCT or an unknown designator, instead of a know navigation beacon indicator.
Instruction:	• Where DCT is the first point in the route, the IFPS staff shall delete the DCT. • Where the first point in the route is an unknown designator, the IFPS staff shall insert IFPSTART after the first recognised point in the route, then plot the route and check for any necessary manual addressing. • Where the first point in the route is an airway, the IFPS staff shall insert the first point on that airway in the airspace of the originating ATC unit.

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128.   ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)

(1)   *General*

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

Normally AFP messages shall be automatically generated by the respective ATC unit system, based upon an ATC input. AFP messages should not be created manually except where that is a standard operating procedure in that unit.

That AFP information received by the IFPS and transmitted to the ETFMS shall be used to reflect as accurately as possible the current and future trajectory of that flight, allowing comprehensive sector load calculations that will improve the ATFCM performance.

The information received by the IFPS in an AFP shall be distributed in the form of an ATC Flight Plan (**APL**) or ATC Flight Plan Change (**ACH**) to those affected ATS units downstream of the reporting unit, with source [see SECTION 65. SOURCE (SRC) INDICATOR] given as AFP.

(2)   *Requirements*

Those AFP messages submitted to the IFPS for processing that relate to valid flight plans held by the IFPS, or that provide information on a previously unknown IFR/GAT flight or part thereof operating within the IFPZ shall not be rejected.

An AFP shall be submitted to the IFPS by an ATS unit whenever one or more of the following trigger events occur:

● for a missing flight plan.
● for a change of route.
● for a change of requested cruising level.
● for a change of aircraft type.
● for a change of flight rules.
● for a change of flight type (OAT/GAT).

The IFPS shall accept and process updates via AFP messages for the following Items:

● Item 8:   Flight Rules.
● Item 9:   Type of Aircraft.
● Item 9:   Wake Turbulence Category.
● Item 14: Estimate Data.
● Item 15: Route.
● Item 18: Other Information.

Note   The only sub-fields that may be updated by AFP messages are TYP and STS. TYP [see SECTION 83. ITEM 18: OTHER INFORMATION] is to allow a new aircraft type to be specified and STS [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)] is to allow insufficient aircraft equipment and capabilities to be specified.

The IFPS shall delete [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] those AFP messages submitted for processing that do not contain an update for at least one of the above Items or sub-fields.

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Where the route given in the AFP is incomplete, a logical and correct route shall be built by the IFPS staff to connect the last point given in the AFP route to the destination aerodrome or the original route. The route given in the AFP must not be modified in any way, regardless of any contained errors, but any route built to connect the last point in the AFP to the destination must ensure compliance with all relevant RAD restrictions.

128.1. AFP Association

Where an AFP is submitted to the IFPS in ADEXP format, it is possible to include the IFPLID [see SECTION 33. MESSAGE ASSOCIATION], and where this is present, the IFPS shall use it to make any necessary message association.
As a safety precaution, the IFPS shall also check that both the AFP and the associated flight in the database have the same aircraft identification (**ARCID**) [see SECTION 71. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE] and departure aerodrome (ADEP) [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)]. If the aircraft identification and departure aerodrome are the same then the association is confirmed.

If the aircraft identification and departure aerodrome are not the same, then the IFPLID shall be dropped for message association purposes and AFP association shall be carried out as if the IFPLID is not present.

Those AFP messages submitted to the IFPS that have no IFPLID, or have an IFPLID but do not fulfil the additional association criteria, shall be associated with all flights that have an EOBT [see SECTION 75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)] in the past compared to the AFP estimate time, and the same aircraft identification (**ARCID**), departure aerodrome (**ADEP**) and destination aerodrome (**ADES**).

128.2. APL/ACH Addressing

The result of a successful AFP message processing by the IFPS shall be an APL or an ACH message.

The IFPS shall distribute an APL or ACH message to all ATC centres concerned with the flight that are situated downstream of the estimate point in the AFP, but not to the originator of the AFP message.

- An APL message shall be distributed by the IFPS to those ATC centres to whom the IFPS did not send flight plan data for the flight (the new concerned units).

- An ACH message shall be distributed by the IFPS to those ATC centres to whom the IFPS has already sent flight plan data for the flight (the old concerned units).

Where the IFPS receives an RQP message [see SECTION 124. REQUEST FLIGHT PLAN (RQP)] for a flight that has been modified by an AFP, the IFPS shall transmit an APL message to the originator of the RQP. In such cases, the IFPS shall add in the sub-field RMK the text APL IS FPL UPDATED BY ATC in the output message.

Note   RQP messages that relate to flight plans using the STS/PROTECTED function [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)] shall pass for manual processing by the IFPS staff.

(3)   Message Format

AFP messages shall be submitted in ADEXP format. Only the AFP message for a missing flight plan may be submitted in ICAO format if it cannot be submitted in ADEXP format.

Note   It is recommended to use ADEXP format for submission of AFP messages for a missing flight plan as it provides more flexibility and facilities. The format chosen for the submission of messages to the IFPS shall not be dependant upon the format specified for receipt of messages from the IFPS. A unit requesting to receive all output from the IFPS in ICAO format may still submit AFP messages in ADEXP, should it so wish.

The estimate point given in an AFP shall be a published ICAO navigation beacon designator or a set of geographical co-ordinates. It shall not be a published ICAO aerodrome code. **The IFPS shall delete those AFP messages submitted for processing that do not contain a valid estimate point.**

Example of an AFP
AFP submitted to the IFPS for processing:-TITLE IAFP
                                          -ARCID ABC345
                                          -ARCTYP MD90
                                          -CEQPT SRWY
                                          -SEQPT S
                                          -ADEP EGLL
                                          -ESTDATA – PTID ARTOV – ETO 040503122400 –FL F330
                                          -ROUTE N0430F330 BPK UM185 CLN UL620 ARTOV
                                          -ADES EKCH

128.3.   **Compulsory and Optional AFP Information**

ADEXP	AFP
IFPLID	Optional
TITLE	Compulsory
ARCID	Compulsory
SSRMODE	Optional
SSRCODE	Optional
FLTRUL	Optional
FLTTYP	Optional
NBARC	Optional
ARCTYP	Compulsory in ICAO and ADEXP, but optional in ADEXP if associated FPL exists
WKTRC	Optional
CEQPT	Optional
SEQPT	Optional
ADEP	Compulsory
EOBT	Optional
ESTDATA	Compulsory
SPEED & RFL	If speed or RFL is present, then the associated RFL or speed must also be present
ROUTE	Optional
ADES	Compulsory
TTLEET	Optional
various elements	Restricted to EET, TYP, IFP, RVR, DOF, STS, DEP & DEST

Note   In ADEXP format, the estimate data for the specified point shall include the date and the time, including seconds.

Example   ESTDATA –PTID ARTOV –ETO **040503122400** – FL F330

(4)   *System Processing*

Where an AFP associates with an existing flight plan, the IFPS shall check any route details given in the AFP against those of the existing flight plan. Should a difference be identified that cannot be automatically processed, the AFP shall fail automatic processing and be passed for manual treatment by the IFPS staff with the following warning message:

WARN: ACH BUILT FROM AN IAFP

Plus any error messages that may be appropriate.

Where an AFP does not associate with an existing flight plan, that message shall fail automatic processing and be passed for manual treatment by the IFPS.

When processing AFP messages where that AFP associates with a single flight plan, the IFPS shall take a number of actions:
Where the equipment in the AFP is indicated as 'S/C', or the equivalent in ADEXP format, if the equipment levels in the flight plan are higher, they shall not be replaced by the value given in the AFP.
The IFPS shall make an automatic association between the routes of the flight plan and AFP wherever possible. The level of this association shall depend on the information given in the AFP message, and where necessary, the IFPS staff shall build a logical route to connect the AFP route as required.

Note   Where that part of a route copied from an existing flight plan contains designators such as IFR, VFR, GAT, OAT or any change of speed and level, those designators shall also be copied to the AFP route.

Where no route information is given in the AFP message, but the AFP estimate is in the flight plan route, the complete route of the flight plan shall be copied to that of the AFP.

Example
FPL route: BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
AFP route: ARTOV
Resulting AFP route: BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
Note   as such messages contain no practical information for ATC, the IFPS shall only distributed such AFPs to the ETFMS.

Where the first point of the AFP route is found in the expanded flight plan route, that part of the flight plan route from the departure aerodrome to the first point of the AFP route shall be copied to the AFP.

Example
FPL route: BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
AFP route: CLN UL620 ARNEM UG9 ETEBO
Resulting AFP route: BPK UM185 CLN UL620 ARNEM UG9 ETEBO

Note   Route from ETEBO to destination to be built by the IFPS staff.

Where the last point of the AFP route is found in the expanded flight plan route, that part of the flight plan route from the last point of the AFP route to the destination aerodrome shall be copied to the AFP.

Example
FPL route: NOMBO Y161 MAH Y162 MANAL UM736 LIZUM UZ907 VIC UL12 FER UZ902 VALEN UM738 AMTEL UL995 BOL

AFP route:	ANEKI Y163 NATOR UN850 ODINA UM727 SRN UL153 PAR UZ904 VALEN
Resulting AFP route:	ANEKI Y163 NATOR UN850 ODINA UM727 SRN UL153 PAR UZ904 VALEN UM738 AMTEL UL995 BOL

Where the first and last points of the AFP route are found in the expanded flight plan route, those parts of the flight plan route from the departure aerodrome to the first point of the AFP route, and from the last point of the AFP route to the destination aerodrome shall be copied to the AFP route.

Example

FPL route:	BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
AFP route:	JUIST UN873 VES UL983 TUDLO
Resulting AFP route:	BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UN873 VES UL983 TUDLO UP729 LUGAS

Where neither the first nor the last points of the AFP route are found in the expanded flight plan route, then no part of the flight plan route shall be copied to the AFP.

Example

FPL route:	BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
AFP route:	LARGA UP144 GOLUM UL975 VES
Resulting AFP route:	LARGA UP144 GOLUM UL975 VES

Note The route from the departure aerodrome to LARGA, and from VES to the destination to be manually built by the IFPS staff.

In cases where an AFP is displayed for manual processing by the IFPS staff, it shall contain the text 'AFPEND' in the route description immediately following the point that was the last given point in the submitted AFP route. All errors associated with the route prior to the indicator 'AFPEND' shall be automatically ignored by the system. The text 'AFPEND' shall **not** be included in the version of the message distributed to external users.

128.4.   **AFP Warning Messages**

[W1] WARN: ACH BUILT FROM AN IAFP	
Reason	**Requirements**
The AFP route differs from the route in the existing flight plan.	The route must be reviewed as necessary to co-ordinate with the existing flight planned route.

[W2} WARN: APL BUILT FROM AN IAFP	
Reason	**Requirements**
The AFP has no existing flight plan with which to associate.	The route must be reviewed as necessary.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
ERROUTRAD
ERROUTWE
ERROUTE
ERRTYPE
ERRLEVEL
ERREOBT
NON833
833UNKNOWN
RVSMUNKNOWN
RVSMVIOLATION

(6)   *General Procedures*

Those AFP messages submitted to the IFPS for processing that relate to valid flight plans held by the IFPS, or that provide information on a previously unknown IFR/GAT flight or part thereof operating within the IFPZ shall not be rejected.

The IFPS shall delete those AFP messages submitted for processing that do not contain an update for at least one of the allowed Items or sub-fields.

128.5.   Profile Errors in AFP Message Route

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Where an AFP is submitted to the IFPS as a result of a missing flight plan or revised trajectory, the route given in the AFP may contain errors in RAD, 8.33kHz, route availability or RVSM.
Instruction:	Any errors such as RVSM, RAD, route availability, 8.33kHz, etc that are raised for that part of the route given in the AFP shall not be corrected by the IFPS and shall be forced through processing. Where the IFPS staff must construct any part of a route, it shall be made compliant with RAD and route availability requirements.

128.6.   Errors in the Submitted Route

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Any route errors found in the route details given in AFP, FNM and MFS messages should not be corrected as that part of the route represents the trajectory that shall be flown by that flight.
Instruction:	Where route errors are found in the route details given in the submitted message, those errors shall not be corrected by the IFPS but shall be forced through processing.

128.7.   Errors in the Submitted Estimate Data

Valid from:	**Permanent.**
Valid until:	**UFN**
Reason:	
Error message ref.	**EFPM: INVALID VALUE (EST DATA) ROUTE: THE POINT<> FROM ESTIMATE DATA IS NOT IN THE FLIGHT ROUTE**
Explanation:	**AFP messages containing errors in the estimate details such as aerodrome of departure given as estimate point cannot be treated by IFPS.**
Instruction:	**If there is no existing flight plan data for the associated AFP, the IFPS staff shall contact the originator of the airborne message for the correct data. If it is not possible to obtain the correct data, the message shall be deleted and recorded in the IFPS operational log.** **If there is existing flight plan data, the invalid AFP shall be deleted by the IFPS staff. AFPs shall not be rejected.**

128.8.   **STAR Limit too long in AFP Message**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	STAR LIMIT TOO LONG
Explanation:	Where an AFP is submitted to the IFPS, the route given in the AFP may end at a point unconnected with the destination aerodrome, raising an error indicating that the STAR limit is too long.
Instruction:	**1. AFP associates with an existing flight plan:**
	Example Original flight plan: (FPL-ABC345-IS -MD90/M-SRWY/S -EGLL1200 -N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS -EKCH0130) **AFP** submitted to the IFPS for processing: -TITLE IAFP -ARCID ABC345 -ARCTYP MD90 -CEQPT SRWY -SEQPT S -ADEP EGLL -ESTDATA – PTID ETEBO – ETO 040503124200 – FL F330 -ROUTE N0430F330 BPK UM185 CLN UL620 ETEBO -ADES EKCH **ACH** presented to the IFPS staff for manual processing: (ACH-ABC345-EGLL1200-EKCH-14/ETEBO/1242F330-15/N0430F330 BPK UM185 CLN UL620 ETEBO **AFPEND ###FPD.F15:** BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS-18/DOF/040503 SRC/AFP) with the warning and error: WARN: ACH BUILT FROM AN IAFP ROUTE: THE STAR LIMIT IS EXCEEDED FROM AERODROME EKCH CONNECTING TO ETEBO[5208N00653E] After calculating a new RAD-compliant routing from the clearance limit given in the AFP to the destination, the ACH corrected by the IFPS staff should read: (ACH-ABC345-EGLL1200-EKCH-14/ETEBO/1242F330-15/N0430F330 BPK UM185 CLN UL620 ETEBO **AFPEND UL980 DLE UL190 HAM UP605 GES UT57 CDA**-18/DOF/040503 SRC/AFP)

APL output by the IFPS in ICAO format:
(APL -ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-ETEBO/1242F330
-N0430F330 BPK UM185 CLN UL620 ETEBO UL980 DLE UL190 HAM UP605 GES UT57 CDA
-EKCH0130
-DOF/040503 SRC/AFP ORGN/EGTTZQZX)

2. **AFP does not associate with an existing flight plan:**

Example

AFP submitted to the IFPS for processing:
(AFP-ABC345-MD90-SRWY/S-EGLL-ARTOV/1224F330-
N0430F330 ARTOV-EKCH)

An **APL** with the attached warnings shall be presented to the IFPS staff:

(APL-ABC345-IG
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F330
-N0430F330 ARTOV
-EKCH
-DOF/040503 SRC/AFP)

WARN: APL built from an IAFP
ROUTE: THE STAR LIMIT IS EXCEEDED FOR AERODROME EKCH CONNECTING TO ARTOV[5154N00126E]

Note Default flight rules and flight type, and the corresponding wake turbulence category have been inserted automatically.

A logical and correct route must be built by the IFPS staff to connect the last point given in the AFP to the destination aerodrome. The route given in the AFP must not be modified in any way, regardless of any contained errors, but any route built to connect the last point in the AFP to the destination must ensure compliance with all relevant RAD restrictions. The corrected APL should read:

(APL-ABC345-IG
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F330
-N0430F330 ARTOV **UL620 ARNEM UG9 ETEBO UL980 DLE UL190 HAM UP605 GES UT57 CDA**
-EKCH
-DOF/040503 SRC/AFP)

129. AFP FOR A MISSING FLIGHT PLAN

(2) *Requirements*

An AFP message shall be submitted by an ATC centre to the IFPS for processing where a flight plan is found to be missing.

A flight plan for a flight shall be considered to be missing when all the following conditions are met:

● an estimate for the flight is received by the ATC centre.

● no flight plan information was received by that centre from the IFPS.

● the IFPS does not hold a flight plan for that flight.

In order to check if a flight plan for the flight is available with the IFPS, an RQP message [see SECTION 124. REQUEST FLIGHT PLAN (RQP)] should be sent by the ATC centre to the IFPS where possible. Where a flight plan for that flight is held by the IFPS, the flight plan shall be returned to the originator of the RQP message.

If the IFPS does not hold a valid flight plan matching the details given in the submitted RQP, then a reject message [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] shall be returned to the originator of that RQP, indicating that an AFP for a missing flight plan is required.

Note RQP messages that relate to flight plans using the STS/PROTECTED function [see SECTION 50. SPECIAL STATUS FLIGHTS (STS)] shall pass for manual processing by the IFPS staff.

Where an AFP message submitted by an ATC centre to the IFPS for processing results in an ACH message with a new profile, or an APL, all errors related to that new profile (RAD errors, CDR errors, etc) that result from the cleared route given in the submitted AFP shall be forced through manual processing by the IFPS staff. The IFPS staff shall also attach the appropriate IFP indicators [see SECTION 66. IFP INDICATORS] where such errors must be accepted.

(3) *Message Format*

An AFP message for a missing flight plan that is submitted to the IFPS for processing shall contain all flight plan information available for that flight with the originator ATC centre.

The minimum information for such messages shall be:

● opening bracket (compulsory only in ICAO format).

● message title.

● aircraft identification.

● type of aircraft.

● equipment information (compulsory only in ICAO format).

● departure aerodrome.

● estimate data.

● route.

● destination aerodrome.

Note Although it is possible for the IFPS to process an AFP message in ADEXP format without the optional equipment information in that format, it is strongly recommended that all available equipment information is included in the AFP message. In particular, RVSM capabilities, 8.33kHz and UHF equipage status should be confirmed by ATC with the pilot and included in the message.

The aircraft type is normally an optional item in ADEXP format, but when the AFP is for a missing flight plan, the information becomes compulsory.

Example of an AFP with no associated flight plan

AFP submitted to the IFPS for processing in ADEXP format:
-TITLE IAFP
-ARCID ABC345
-ARCTYP MD90
-CEQPT SRWY
-SEQPT S
-ADEP EGLL
-ESTDATA – PTID ARTOV – ETO 040503122400 – FL F330
-ROUTE N0430F330 BPK UM185 CLN UL620 ARTOV
-ADES EKCH

AFP submitted to the IFPS for processing in ICAO format:

(AFP-ABC345-MD90-SRWY/S-EGLL-ARTOV/1244F330-N0430F330 BPK UM185 CLN UL620 ARTOV -EKCH)

The AFP or IAFP will be presented for manual processing with the warning and error:

WARN: ACH BUILT FROM AN IAFP
ROUTE: THE STAR LIMIT IS EXCEEDED FROM AERODROME EKCH CONNECTING TO ARTOV[5154N00126E]

APL output by the IFPS in ICAO format after a route has been constructed by the IFPS staff to connect the last point given, in this case ARTOV, to the destination:

(APL-ABC345-IS
-MD90/M-SRWY/S
-EGLL1211
-ARTOV/1224F330
-N0430F330 BPK UM185 CLN UL620 ARTOV **UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS**
-EKCH0123
-DOF/040503 SRC/AFP ORGN/EGTTZQZX)

(4)   *System Processing*

Upon receipt of an AFP message for a missing flight plan, the IFPS shall build an APL message.

Where the equipment information is not included in the message submitted to the IFPS, then the IFPS shall assume the following information:

- flight rules   =   **I**
- flight type   =   **G**
- communications equipment =   **S**
- surveillance equipment   =   **C**

(6) *General Procedures*

129.1. **Processing an AFP without an Associated Flight Plan**

Where an AFP message submitted by an ATC centre to the IFPS for processing results in an APL, all errors related to that new profile (RAD errors, CDR errors, etc) that result from the cleared route given in the submitted AFP shall be forced through automatic processing by the IFPS.

Where the route given in the AFP is incomplete, a logical and correct route shall be built by the IFPS staff to connect the last point given in the AFP route to the destination aerodrome **or where that flight exits the IFPZ**. The route given in the AFP must not be modified in any way. **A**ny route built to connect the last point in the AFP to the destination **or where that flight exits the IFPZ** must ensure compliance with all relevant RAD restrictions.

The IFPS staff should check the flight plan history for any previously-submitted flight plan related to that flight, as historical flight plan data relating to the AFP may be used as a guideline to build the APL route from the last point in the AFP to the destination or where that flight exits the IFPZ. However, any invalid route portions in such historical data should not be used, as the route created by IFPS be made RAD- and route availability- compliant.

AFP submitted to the IFPS for processing:

(AFP-ABC345-MD90-SRWY/S-EGLL-ARTOV/1224F330-N0430F330 BPK UM185 CLN UL620 ARTOV-EKCH)

An **APL** with the attached warning and error shall be presented to the IFPS staff:

(APL-ABC345-IG
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F330
-N0430F330 N0430F330 BPK UM185 CLN UL620 ARTOV
-EKCH
-DOF/040503 SRC/AFP)

WARN: APL built from an IAFP
ROUTE: THE STAR LIMIT IS EXCEEDED FOR AERODROME EKCH CONNECTING TO ARTOV[5154N00126E]

Note   Default flight rules and flight type, and the corresponding wake turbulence category have been inserted automatically.

The corrected **APL** should read:

(APL-ABC345-IG
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F330
-N0430F330 BPK UM185 CLN UL620 ARTOV **UL620 ARNEM UG9 ETEBO UL980 DLE UL190 HAM UP605 GES UT57 CDA**
-EKCH
-DOF/040503 SRC/AFP)

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130.   AFP FOR A CHANGE OF ROUTE

(2)   *Requirements*

An AFP message shall be submitted by an ATC centre to the IFPS for processing when the exit point from its area of responsibility changes from the exit point indicated in the last route information received from the IFPS.

(3)   *Message Format*

An AFP for a change of route that is submitted to the IFPS for processing shall contain at least the following information:

- message title.

- aircraft identification.

- departure aerodrome.

- estimate data.

- route.

- destination aerodrome.

Example of an AFP submitted to the IFPS for processing
-TITLE IAFP
-ARCID ABC345
-ARCTYP MD90
-CEQPT SRWY
-SEQPT S
-ADEP EGLL
-ESTDATA – PTID ETEBO – ETO 040503124200 – FL F330
-ROUTE N0430F330 BPK UM185 CLN UL620 ETEBO
-ADES EKCH

(6)   *General Procedures*

Example of an AFP with a change of route from the associated flight plan
Original flight plan:

(FPL-ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
-EKCH0130)

AFP submitted to the IFPS for processing:

-TITLE IAFP
-ARCID ABC345
-ARCTYP MD90
-CEQPT SRWY
-SEQPT S
-ADEP EGLL
-ESTDATA – PTID ETEBO – ETO 040503124200 – FL F330
-ROUTE N0430F330 BPK UM185 CLN UL620 ETEBO
-ADES EKCH

ACH presented to the IFPS staff for manual processing:

(ACH-ABC345-EGLL1200-EKCH-14/ETEBO/1224F330-15/N0430F330 BPK UM185 CLN UL620 ETEBO **AFPEND ###FPD.F15:** BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS-18/DOF/040503 SRC/AFP)

with the warning:

WARN: ACH built from an IAFP
ROUTE: THE STAR LIMIT IS EXCEEDED FROM AERODROME EKCH CONNECTING TO ETEBO[5208N00653E]

After calculating a new RAD-compliant routing from the clearance limit given in the AFP to the destination, the **ACH** corrected by the IFPS staff should read:

(ACH-ABC345-EGLL1200-EKCH-14/ARTOV/1224F330-15/N0430F330 BPK UM185 CLN UL620 ARNEM UG9 ETEBO **AFPEND UL980 DLE UL190 HAM UP605 GES UT57 CDA**-18/DOF/040503 SRC/AFP)

APL output by the IFPS in ICAO format:

(APL -ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F330
-N0430F330 BPK UM185 CLN UL620 ARNEM UG9 ETEBO UL980 DLE UL190 HAM UP605 GES UT57 CDA
-EKCH0130
-DOF/040503 SRC/AFP ORGN/EDYYZQZX)

131.   AFP FOR A CHANGE OF REQUESTED CRUISING LEVEL

(2)   *Requirements*

An AFP message shall be submitted by an ATC centre to the IFPS for processing when a requested cruising level of the flight is changed when compared with the cruising level requested in the last route information received from the IFPS.

Such an AFP shall only be submitted to the IFPS for changes to requested cruising levels, and not to intermediate levels or to flight levels assigned on a tactical basis by ATC to that flight.

Note   A requested cruising level indicates the cruising level requested in the filed flight plan. A possible example of where the requested cruising level should change is a non-8.33kHz equipped flight that has requested a cruising level above FL**19**5 within the 8.33kHz area. For such a flight a new requested cruising level below FL**19**5 should be co-ordinated by ATC with the pilot and the new requested cruising level should be transmitted by ATC to the IFPS in an AFP message.

(3)   *Message Format*

An AFP message for a change of requested cruising level that is submitted to the IFPS for processing shall contain at least the following information:

- message title.
- aircraft identification.
- departure aerodrome.
- estimate data.
- route.
- destination aerodrome.

The new requested cruising level shall be indicated in the route information.

Where the level change took place in a previous ATC centre, or at the first point in the AFP route, the new requested level shall be indicated as the initial requested cruising level in the route.

Where the level change is planned to take place within the airspace of the originator ATC unit, the new requested cruising level shall be inserted in the route field at the point at which the level change is planned to take place.

Example of an AFP with a change of requested cruising level from the associated flight plan

Original flight plan:

(FPL-ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
-EKCH0130)

AFP submitted to the IFPS for processing:

-TITLE IAFP
-ARCID ABC345
-ARCTYP MD90
-CEQPT SRWY
-SEQPT S
-ADEP EGLL
-ESTDATA – PTID ARTOV – ETO 040503122400 – FL F**290**
-ROUTE N0430F**290** BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12
BEDUM UN873 JUIST UP729 LUGAS
-ADES EKCH

APL output by the IFPS in ICAO format:

(APL -ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-ARTOV/1224F290
-N0430F290 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM
UN873 JUIST UP729 LUGAS
-EKCH0130)

ACH output by the IFPS in ICAO format:

(ACH-ABC345-EGLL1200-EKCH-14/ARTOV/1224F290-15/N0430F290 BPK UM185 CLN
UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS)

Example
(ACH-ABC345-EGLL1200-EKCH-14/ARTOV/1224F290-15/N0430F330 BPK UM185 CLN
UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS)

(4)   *System Processing*

Where an AFP for a change of requested cruising level is submitted to the IFPS for
processing, the IFPS shall calculate a new flight profile [see SECTION 34. PROFILE
CALCULATION/ROUTE ANALYSIS] based on that new level.
Compliance with route availability, RVSM and 8.33kHz requirements shall be confirmed,
based on the existing flight plan information plus the new requested cruising level, with that
AFP failing processing where the requirements are not fully met.

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132. AFP FOR A CHANGE OF AIRCRAFT TYPE

(2) *Requirements*

An AFP message shall be submitted by an ATC centre to the IFPS for processing when that centre has information that the type of aircraft is different when compared with the one indicated in the last flight plan data received from the IFPS.

(3) *Message Format*

An AFP message for a change of aircraft type that is submitted to the IFPS for processing shall contain at least the following information:

- message title.

- aircraft identification.

- type of aircraft.

- wake turbulence category.

- departure aerodrome.

- estimate data.

- destination aerodrome.

Normally, the aircraft equipment should also change together with the aircraft type. It is required that when a change of aircraft type is noted, the aircraft equipment is also confirmed by the ATC originator centre, and is included in the AFP message. At least the following equipment and capabilities shall be confirmed:

- 8.33kHz equipment status.

- UHF equipment status.

- RVSM approval status.

Example of an AFP with a change of aircraft type from the associated flight plan

Original flight plan:

(FPL-ABC345-IS
-MD90/M-SRWY/S
-EGLL1200
-N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
-EKCH0130)

AFP submitted to the IFPS for processing:

- TITLE IAFP
- ARCID ABC345
- ARCTYP **A321**
- CEQPT SRWY
- SEQPT S
- ADEP EGLL
- ESTDATA – PTID ARTOV – ETO 040503122400 – FL F330
- ROUTE N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
- ADES EKCH

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ACH output by the IFPS in ICAO format:

(ACH-ABC345-EGLL1200-EKCH-9/A321/M-14/ARTOV/1224F330-15/N0430F330 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS)

(4) *System Processing*

Where an aircraft type is updated by an AFP message, the IFPS shall recalculate the profile of that flight using the performance characteristics of that new aircraft type. Should the revised profile contain errors such as RAD [see SECTION 45. ROUTE AVAILABILITY DOCUMENT (RAD)] or route availability [see SECTION 44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)], the IFPS staff shall force that message through manual processing and attach the appropriate IFP indicators [see SECTION 66. IFP INDICATORS].

Where an aircraft type is updated by an AFP message, but no update to the aircraft equipment is included, the IFPS shall retain the equipment information in the existing flight plan.

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133. AFP FOR A CHANGE OF FLIGHT RULES

(2) Requirements

An AFP message shall be submitted by an ATC centre to the IFPS for processing when the flight rules of a flight for a part or the whole route are changed when compared with the flight rules indicated in the last flight plan data information received from the IFPS.

The AFP message shall contain the new flight rules of that flight.

(3) Message Format

An AFP message for a change of flight rules that is submitted to the IFPS for processing shall contain at least the following information:

● message title.

● aircraft identification.

● flight rules.

● departure aerodrome.

● estimate data.

● route.

● destination aerodrome.

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

Example of an AFP with a change of flight rules from the associated flight plan

Original flight plan:

(FPL-ABC645-IS
-BE9L/L-SRWY/N
-EGLL1200
-N0430F310 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
-EKCH0130)

AFP submitted to the IFPS for processing:

- TITLE IAFP
- ARCID ABC645
- FLTRUL **Y**
- ARCTYP BE9L
- CEQPT SRWY
- SEQPT S
- ADEP EGLL
- ESTDATA – PTID ARTOV – ETO 040503122400 – FL F310
- ROUTE N0430F310 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS/**N0430F230 VFR**
- ADES EKCH

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<u>**ACH**</u> output by the IFPS in ICAO format:

(ACH-ABC645-EGLL1200-EKCH0130-8/**Y**S-14/ARTOV/1224F310-15/N0430F310 BPK
UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST
UP729 LUGAS/**N0430F230 VFR**)

134. AFP FOR A CHANGE OF FLIGHT TYPE

(2)   *Requirements*

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

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

(3)   *Message Format*

An AFP message for a change of flight type that is submitted to the IFPS for processing shall contain at least the following information:

● message title.

● aircraft identification.

● departure aerodrome.

● estimate data.

● route.

● destination aerodrome.

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

Example of an AFP with a change of flight type from the associated flight plan

Original flight plan:

(FPL-ABC345-IX
-BE9L/L-SRWY/S
-EGLL1200
-N0230F290 BPK UM185 CLN UL620 ARTOV UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
-EKCH0130)

AFP submitted to the IFPS for processing:

- TITLE IAFP
- ARCID ABC345
- FLTTYP G
- ARCTYP BE9L
- CEQPT SRWY
- SEQPT S
- ADEP EGLL
- ESTDATA – PTID ARTOV – ETO 040503123200 – FL F290
- ROUTE N0430F290 BPK UM185 CLN OAT DCT ARTOV GAT UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS
- ADES EKCH

<u>**ACH**</u> output by the IFPS in ICAO format:

(ACH-ABC345- EGLL1200- EKCH-8/IG- 14/ARTOV/1232F290-15/N0230F290 BPK UM185 CLN OAT DCT ARTOV GAT UP44 SOMVA UP155 ANDIK UR12 BEDUM UN873 JUIST UP729 LUGAS)

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135. FLIGHT NOTIFICATION MESSAGE (FNM)

(1)   *General*

The Flight Notification Message (**FNM**) is an estimate message transmitted by Gander OACC for those flights entering the North Atlantic airspace via Gander. The message is automatically generated at the oceanic entry point where the oceanic clearance is issued for that flight, and gives the complete oceanic routing, with an estimate for the oceanic exit point.

Where an FNM is received, the IFPS shall associate the message with any existing relevant flight plan. In the event that the route details given in the FNM differ from those given in the original flight plan, or where no associated flight plan exists with the IFPS, the FNM shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Upon receipt of such a message, the IFPS staff shall amend as necessary the route details given in the FNM from the point given as the clearance limit. Where possible and practical, any amendments to the route made by the IFPS staff shall be compliant with all routing restrictions, and shall connect the revised routing given in the FNM to the destination **or where that flight exits the IFPZ** in the most logical way **considering the general direction of flight to the destination aerodrome and avoiding significant turns**, using, where practical, the route given in the existing flight plan.

The IFPS shall not distribute messages with title FNM; information submitted to the IFPS in the form of FNM shall be distributed as APL or ACH messages only, with source [see SECTION 65. SOURCE (SRC) INDICATOR)] given as FNM.

(2)   *Requirements*

The IFPS shall accept flight notification messages submitted by Gander OACC for those eastbound trans-Atlantic flights entering the IFPZ.

For those eastbound trans-Atlantic flights entering the London, Scottish, Irish and Brest airspaces, those airspaces are defined in the RAD and relevant national AIPs as having mandatory oceanic exit routes for certain specified destinations, and the IFPS shall confirm compliance with such. Where the oceanic exit point or landfall point given in the FNM differs from that given in the flight plan for such flights, the IFPS shall ensure that the revised route is compliant with the appropriate mandatory routes given in the **NERS**. Where a route must be constructed by the IFPS to connect the clearance limit given in the FNM to either the destination or to make a logical and coherent connection with the existing flight plan route, that route shall be made compliant with all relevant RVSM, 8.33kHz, RAD and route availability restrictions.

When processing flight notification messages, the IFPS staff shall not be required to co-ordinate any necessary route modifications with the message originator.

Where no flight plan is held by the IFPS to which the FNM may associate, the IFPS shall build an APL [see SECTION 137. ATC FLIGHT PLAN (APL)] from the information given in the FNM.

FNMs relating to IFR/GAT flights or parts thereof operating within IFPZ shall not be rejected by the IFPS.

(3)   *Message Format*

Item	ADEXP	FNM
3	TITLE	Compulsory
7a	ARCID	Compulsory
7b	SSRMODE	Optional
7c	SSRCODE	Optional
8a	FLTRUL	Not Allowed
8b	FLTTYP	Not Allowed
9a	NBARC	Optional
9b	ARCTYP	Compulsory
9c	WKTRC	Optional
10a	CEQPT	Not Allowed
10b	SEQPT	Not Allowed
13a	ADEP	Compulsory
13b	EOBT	Optional
14a,b,c	ESTDATA	Compulsory
14d,e	ESTDATA	Not Allowed
15a,b	SPEED & RFL	Optional
15c	ROUTE	Compulsory
16a	ADES	Compulsory
16b	TTLEET	Not Allowed
18	various elements	Restricted to EET, TYP, IFP, RVR, DOF, DEP & DEST

Example of an FNM with no associated flight plan

Submitted message:

(FNM-ABC234-A342/H-KORD-M080F360   LOGSU   49N050W   49N040W   49N030W
50N020W SOMAX KENUK T-LFPG-EST/KENUK0601)

Message distributed by the IFPS after processing:

(APL-ABC234-IG
-A342/H-S/C
-KORD2305
-KENUK/0601F360
-M080F360 LOGSU 49N050W 49N040W 49N030W 50N020W SOMAX UL739 KENUK
UN502 JSY/M080F260 UT220 INGOR UM25 SOKMU
-LFPG0820
-DOF/040503 IFP/833UNKNOWN RVSMUNKNOWN SRC/FNM ORGN/CYQXZRZO)

Example of an FNM with an associated flight plan:
Existing flight plan:

(FPL-ABC225-IS
-B772/H-SRXWY/S
-KDEN0240
-N0479F330 YELLO3 HANKI J148 ONL J114 GEP J21 DLH J533 YQT DCT YMO DCT YKL
DCT HO/M080F370 DCT LOACH DCT 55N050W 55N040W 55N030W 55N020W DCT
MASIT/N0458F370 UN546 DEVOL UL975 WAL UL10 HON BNN3A
-EGLL0850 EGKK
-EET/CZWG0139 CZYZ0154 CZUL0229 50N050W0431 50N040W0511 EGGX0549
51N020W0627 MASIT0659 EISN0700 EGTT0728 REG/GCHGS SEL/EHJK OPR/ABC
DOF/040503 RALT/CYQX LPLA EGFF RMK/TCAS)

Submitted **FNM**:

(FNM-ABC225-B772/H-KDEN-M080F380   LOACH   55N050W   55N040W   55N030W
55N020W NIBOG TADEX T-EGLL-EST/NIBOG1007)

<u>**ACH** presented to the IFPS staff, with warning</u>:

(ACH-ABC225-KDEN0240-EGLL-14/NIBOG/1007F380-15/M080F380   LOACH   55N050W
55N040W   55N030W   55N020W   NIBOG/M080F380   TADEX   WAL   UL10   HON-
18/DOF/040503 SRC/FNM ORGN/CYQXZRZO)

WARN: ACH built from an IFNM
WARN: Review the route from the entry point
EFPM: MISSING ROUTE DATA

<u>**ACH** distributed by the IFPS after manual correction of the route by the IFPS staff</u>:

(ACH-ABC225-KJFK0300-EGLL-14/NIBOG/1007F390-15/M080F380 LOACH 55N050W
55N040W 55N030W 55N020W NIBOG/M084F390 UN551 TADEX UN551 BEL UL10 HON-
18/DOF/040503 SRC/FNM ORGN/CYQXZRZO)

(4)   *System Processing*

On receipt of an FNM, the IFPS shall check for any existing associated flight plan. Where
such is found, the IFPS shall treat that FNM as an amendment message; where no such
flight plan exists, the IFPS shall process that FNM as an APL.

Where a submitted FNM does not include all optional items, the IFPS shall assume no
change from those items as specified in the original flight plan where such exists. If no
associated flight plan has been received by the IFPS, default values shall be inserted into
those optional items that have not been completed.

When processed by the IFPS, flight notification messages shall be distributed as ACH or
APL messages, with source FNM.

(5)   *Error Messages*

Those messages that are presented when a flight notification message fails automatic
processing are initially warnings to indicate that the message originates from an FNM. When
the IFPS staff accepts these, those error messages associated with route problems may be
presented, as appropriate.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
ERROUTRAD
ERROUTWE
ERROUTE
ERRLEVEL
833UNKNOWN
RVSMUNKNOWN

(6)   *General Procedures*

Messages with source FNM shall not be rejected by the IFPS.

When processing flight notification messages, the IFPS staff shall not be required to co-
ordinate any necessary route modifications with the message originator.

Those FNM that are passed for manual treatment by the IFPS staff shall only have those
modifications made to the route that are entirely necessary. Where an error in the route has
been previously forced through processing by the IFPS staff, and that error is not affected by
any modifications caused by a revised NERS routing from the existing or new oceanic exit
point, that error shall continue to be forced through processing.

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Where a route must be constructed by the IFPS to connect the clearance limit given in the FNM to either the destination **(or where that flight exits the IFPZ)** or to make a logical and coherent connection with the existing flight plan route, that route shall be made compliant with all relevant RVSM, 8.33kHz, RAD and route availability restrictions.

135.1.   FNM only provides Route Information to a Point outside the IFPZ

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	The clearance limit given in the submitted FNM is still outside the IFPZ.
Instruction:	Where the details of the flight as far as the estimate point given in the FNM are outside the IFPZ, that message shall be deleted by the IFPS staff, as it cannot be sure at which point that flight will enter the IFPZ.

135.2.   Incompatibility between RAD **NERS** and **National RAD**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	**All FPL, FNM, MFS, ACH, etc. have to be compliant with RAD NERS restrictions, which take priority over national scenarios except when a route availability error is raised when following the NERS.**
Instruction:	**RAD vs. NERS: for messages following the NERS common or non common portion, the IFPS staff shall apply the following:** • **The NERS common and non-common portions for the 12 system airports take precedence over the individual RAD annexes. If there is a RAD error raised on any NERS compliant route, the NERS should be respected and a CCMS claim should be raised.** • **The NERS to the inland fix (given in the NERS Annex) for other airports, takes precedence over the individual RAD annexes. From that point flight plans should follow a RAD compliant route to the destination.** • **If the NERS common or non-common route is filed in the flight plan , but a RAD error is raised relating to a flight level requirement in a national RAD annex then the level in the flight plan can be modified under SCP1 and a claim should be raised in order to have this requirement amended in the RAD** **If a CDR route availability error is raised following the NERS, this error shall not be ignored and rerouting shall be done following another compliant NERS or following the national requirements.**

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135.3. FNM provides Route Information to a Destination outside the IFPZ

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	An FNM is submitted for a flight that takes place entirely outside the IFPZ.
Instruction:	The IFPS staff shall delete the message.

135.4. FNM and Previously-ignored Errors within the IFPZ

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Those flight plans departing from an aerodrome outside the IFPZ may contain ignored errors resulting from being treated according to SCP1.
Instruction:	Upon receipt of an invalid FNM, the IFPS staff shall amend as necessary the route details given in the FNM from the point given as the clearance limit.
	Where applicable, the mandatory routes for specified destinations for eastbound North Atlantic traffic detailed in the RAD **NERS** and/or RAD MIL shall be applied as appropriate to the clearance limit given in the FNM, regardless of the existing flight plan route.
	Where possible, any such mandatory route should be connected to the original flight planned route in the most logical way possible. Any such route amendment connecting the mandatory route to the original route should be fully compliant with all routing restrictions and requirements.
	Such route amendments are not required to be co-ordinated with the aircraft operator or message originator.
	Note The IFPS staff shall not make any corrections to the downstream part of the route after the point at which any such amended route connects to the original flight plan route, regardless of any previously-ignored errors in that downstream part of the route.

135.5. Incompatibility between NAT RAD and Route Availability

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	NAT RAD, RAD EG, RAD EI, RAD LF mandatory routes may generate route availability errors.
Instruction:	Upon receipt of an invalid FNM, the IFPS staff shall amend the route in accordance with **NERS**.
	Should such an amendment raise route availability errors other than CDR route availability, the IFPS staff shall **ignore** those errors.

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135.6.   FNM for Military Flights entering the IFPZ

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	A number of routes specific to military flights routing eastbound across EG airspace with destinations in ED and ET.
Instruction:	Upon receipt of an invalid FNM relating to a military flight with destination ED or ET, the IFPS staff shall amend as necessary the route details given in the FNM from the point given as the clearance limit. Those mandatory routes for eastbound North Atlantic traffic with such destinations detailed in the RAD MIL shall be applied as appropriate to the clearance limit given in the FNM, regardless of the existing flight plan route. Where possible, any such mandatory route should be connected to the original flight planned route in the most logical way possible. Any such route amendment connecting the mandatory route to the original route should be fully compliant with all routing restrictions and requirements. Such route amendments are not required to be co-ordinated with the aircraft operator or message originator. **Note** The IFPS staff shall not make any corrections to the downstream part of the route after the point at which any such amended route connects to the original flight plan route, regardless of any previously-ignored errors in that downstream part of the route.

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136. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)

(1)   *General*

The Message from Shanwick/Santa Maria (**MFS**) is an estimate message transmitted by Shanwick OACC or Santa Maria OACC for those eastbound flights entering the Shanwick or Santa Maria airspaces. The message is automatically generated when the aircraft is 45 minutes before its oceanic exit point, and gives the estimate time for the landfall fix.

Where an MFS is received, the IFPS shall associate the message with any existing relevant flight plan. In the event that the route details given in the MFS differ from those given in the original flight plan, or where no associated flight plan exists with the IFPS, the MFS shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Upon receipt of such a message, the IFPS staff shall amend as necessary the route details given in the MFS from the landfall fix. Where possible and practical, any amendments to the route made by the IFPS staff shall be compliant with all routing restrictions, and shall connect the revised routing given in the MFS from the clearance limit to the destination **or where that flight exits the IFPZ** in the most logical way **considering the general direction of flight to the destination aerodrome and avoiding significant turns**, using, where practical, the route given in the existing flight plan.

The IFPS shall not distribute messages with title MFS; information submitted to the IFPS in the form of MFS shall be distributed as APL or ACH messages only, with source [see SECTION 65. SOURCE (SRC) INDICATOR] given as MFS.

(2)   *Requirements*

The IFPS shall accept MFS submitted by Shanwick or Santa Maria for those eastbound trans-Atlantic flights entering the IFPZ.

For those eastbound trans-Atlantic flights entering the London, Scottish, Irish and Brest airspaces, those airspaces are defined in the RAD and relevant national AIPs as having mandatory oceanic exit routes, and the IFPS shall confirm compliance with such. Where the oceanic exit point given in the MFS differs from that given in the flight plan for such flights, the IFPS shall ensure that the revised route is compliant with the appropriate mandatory routes. Where a route must be constructed by the IFPS to connect the clearance limit given in the landfall point in the MFS to either the destination **(or where that flight exits the IFPZ)** or to make a logical and coherent connection with the existing flight plan route, that route shall be made compliant with all relevant RVSM, 8.33kHz, RAD and route availability restrictions.

When processing MFS, the IFPS staff shall not be required to co-ordinate any necessary route modifications with the message originator.

Where no flight plan is held by the IFPS to which the MFS may associate, the IFPS shall build an APL [see SECTION 137. ATC FLIGHT PLAN (APL)] from the information given in the MFS.

MFS relating to IFR/GAT flights or parts thereof operating within IFPZ shall not be rejected by the IFPS.

(3)   *Message Format*

Item	ADEXP	MFS
3	TITLE	Compulsory
7a	ARCID	Compulsory
7b	SSRMODE	Optional
7c	SSRCODE	Optional
8a	FLTRUL	Not Allowed
8b	FLTTYP	Not Allowed
9a	NBARC	Optional
9b	ARCTYP	Compulsory
9c	WKTRC	Optional
10a	CEQPT	Not Allowed
10b	SEQPT	Not Allowed
13a	ADEP	Compulsory
13b	EOBT	Optional
14a,b,c	ESTDATA	Compulsory
14d,e	ESTDATA	Optional
15a,b	SPEED & RFL	Not Allowed
15c	ROUTE	Not Allowed
16a	ADES	Compulsory
16b	TTLEET	Not Allowed
18	various elements	Not Allowed

Example of an MFS with no associated flight plan

Submitted message: (MFS-ABC907-A342-KORD-KENUK/0601F360-LFPG-JSY)

Message distributed by the IFPS after processing:

(APL-ABC907-IG
-A342/H-S/C
-KORD2305
-KENUK/0601F360
-M080F360 LOGSU 49N050W 49N040W 49N030W 50N020W SOMAX UL739 KENUK
UN502 JSY/M080F260 UT220 INGOR UM25 SOKMU
-LFPG0820
-DOF/040503 IFP/833UNKNOWN RVSMUNKNOWN SRC/MFS ORGN/LPPOZOZX)

Example of an MFS with an associated flight plan

Existing flight plan:

(FPL-ABC225-IS
-B772/H-SRXWY/S
-KDEN0240
-N0479F330 YELLO3 HANKI J148 ONL J114 GEP J21 DLH J533 YQT DCT YMO DCT YKL
DCT HO/M080F370 DCT LOACH DCT 55N050W 55N040W 55N030W 55N020W DCT
MASIT/N0458F370 UN546 DEVOL UL975 WAL UL10 HON BNN3A
-EGLL0850 EGKK
-EET/CZWG0139 CZYZ0154 CZUL0229 50N050W0431 50N040W0511 EGGX0549
51N020W0627 MASIT0659 EISN0700 EGTT0728 REG/GCHGS SEL/EHJK OPR/ABC
DOF/040503 RALT/CYQX LPLA EGFF RMK/TCAS)

Submitted **MFS** presented to the IFPS staff, with warning:

(MFS-ABC225-B772-KDEN-NIBOG/1012F380 -EGLL-TADEX)

ACH presented to the IFPS staff, with warning:

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(ACH-ABC225-KDEN0240-EGLL-14/NIBOG/1012F360-15/M080F360 NIBOG/N0483F360
TADEX UL975 WAL UL10 HON-18/DOF/040503 SRC/MFS ORGN/EGGXZOZX)

WARN: ACH built from an IFNM

ACH distributed by the IFPS after manual correction of the route by the IFPS staff:

(ACH-ABC225-KJFK0300-EGLL-14/NIBOG/1007F390-15/M080F380 NIBOG/M084F390
UN551 TADEX UN551 BEL UL10 HON-18/DOF/040503 SRC/MFS ORGN/EGGXZOZX)

(4)   *System Processing*

On receipt of an MFS, the IFPS shall check for any existing associated flight plan. Where
such is found, the IFPS shall treat that MFS as an amendment message; where no such
flight plan exists, the IFPS shall process that MFS as an APL.

Where a submitted MFS does not include all optional items, the IFPS shall assume no
change from those items as specified in the original flight plan where such exists. If no
associated flight plan has been received by the IFPS, default values shall be inserted into
those optional items that have not been completed.

When processed by the IFPS, flight notification messages shall be distributed as ACH or
APL messages, with source MFS.

(5)   *Error Messages*

Those messages that are presented when an MFS fails automatic processing are initially
warnings to indicate that the message originates from an MFS. When the IFPS staff accept
these, those error messages associated with route problems may be presented, as
appropriate.

IFP Indicators
[see SECTION 66. IFP INDICATORS].
ERROUTRAD
ERROUTWE
ERROUTE
ERRLEVEL
833UNKNOWN
RVSMUNKNOWN

(6)   *General Procedures*

Messages with source MFS shall not be rejected by the IFPS.

When processing MFS, the IFPS staff shall not be required to co-ordinate any necessary
route modifications with the message originator.

Those MFS that are passed for manual treatment by the IFPS staff shall only have those
modifications made to the route that are entirely necessary. Where an error in the route has
been previously forced through processing by the IFPS staff, and that error is not affected by
any modifications caused by a revised NERS routing from the existing or new oceanic exit
point, that error shall continue to be forced through processing.

Where a route must be constructed by the IFPS to connect the clearance limit given in the
landfall point in the MFS to either the destination **(or where that flight exits the IFPZ)** or to
make a logical and coherent connection with the existing flight plan route, that route shall be
made compliant with all relevant RVSM, 8.33kHz, RAD and route availability restrictions.

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PART 4
Chapter Flight Notification Message (FNM)

136.1. SID limit exceeded to/from the Canaries or LPPO

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Those flights routing between EI*/EG* and GC* are subject to MFS issued by LPPOZOZX with an oceanic estimate point. Where a flight plan exists for these flights, the MFS shall generate an ACH with the route starting at the estimate point. These ACH will raise an error indicating that the SID limit is exceeded.
Instruction:	Where an associated flight plan exists, the IFPS staff should **NOT** use IFPSTART at the estimate point unless no other option exists. Where possible, the routing from the departure aerodrome to the estimate point shall be copied from the existing flight plan to the ACH to provide a full route description. Only if this is not possible should IFPSTART be used at the estimate point in the ACH. **Example** Flight plan processed by the IFPS: (FPL-ABC109-IN -A321/M-SIRWXY/S -EGCC1230 -N0458F340 WAL UL10 PENIL UL70 BAGSO UV14 DUB UP600 CRK/M078F350 UN486 OMOKO/M078F340 T16 40N016W/M078F350 T16 NAVIX/N0458F340 T16 SNT UN975 ORTIS -GCTS0425 GCLP) **MFS** received by the IFPS: (MFS-ABC109-A321-EGCC-3531N01614W/1618F340-GCTS-SNT) Initial **ACH** resulting from MFS: (ACH-ABC109-EGCC1245-GCTS-14/3531N01614W/1618F340-15/M077F340 NAVIX/N0458F340 SNT UN975 ORTIS-DOF/040503 SRC/MFS ORGN/LPPOZOZX) With the warning and error messages: WARN: ACH built from an IMFS WARN: Review the route from the entry point EFPM: MISSING ROUTE DATA Processed version of **ACH**: (ACH-ABC109-EGCC1245-GCTS-14/3531N01614W/1618F340-15/M077F340 WAL UL10 PENIL UL70 BAGSO UV14 DUB UP600 CRK UN486 OMOKO T16 NAVIX/N0458F340 SNT UN975 ORTIS-DOF/040503 SRC/MFS ORGN/LPPOZOZX)

136.2. **Unknown Designator, EST Point , with Clearance Limit inside the IFPZ**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	MFS is received with estimate point outside the IFPZ and clearance limit point inside given as IFPZ entry point.
Instruction:	The IFPS staff may use the Geographical Calculation function in the **FCHMI** to calculate the time the flight will take between the estimate point and the clearance limit IFPZ entry point, using the last indicated speed from the existing flight plan. With the calculated time, add this to the estimate point time, and change the estimate point to the clearance limit IFPZ entry point. **Example** MFS submitted to the IFPS: (MFS-ABC110-A343-TFFR-45N020W/0504F350-LFPG-ETIKI) With the warning and error messages: WARN: ACH built from an IMFS WARN: Review the route from the entry point EFPM: MISSING ROUTE DATA Corrected version of the MFS: (MFS-ABC110-A343-TFFR-ETIKI/0605F350-LFPG-ETIKI)

136.3.   Incompatibility between RAD NAT and RAD EG

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	**All FPL, FNM, MFS, ACH, etc. have to be compliant with RAD NERS restrictions, which take priority over national scenarios except when a route availability error other than CDR is raised when following the NERS**
Instruction:	**RAD vs. NERS: for messages following the NERS common or non common portion, the IFPS staff shall apply the following:** • **The NERS common and non-common portions for the 12 system airports take precedence over the individual RAD annexes. If there is a RAD error raised on any NERS compliant route, the NERS should be respected and a CCMS claim should be raised.** • **The NERS to the inland fix (given in the NERS Annex) for other airports, takes precedence over the individual RAD annexes. From that point flight plans should follow a RAD compliant route to the destination.** • **If the NERS common or non-common route is filed in the flight plan, but a RAD error is raised relating to a flight level requirement in a national RAD annex then the level in the flight plan can be modified under SCP1 and a claim should be raised in order to have this requirement amended in the RAD.** **If a CDR route availability error is raised following the NERS, this error shall not be ignored and rerouting shall be done following another compliant NERS or following the national requirements.**

136.4.   MFS and Previously-ignored Errors within the IFPZ

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref	
Explanation:	Those flight plans departing an aerodrome outside the IFPZ may have ignored errors in them resulting from being treated according to SCP1.
Instruction:	Upon receipt of an invalid MFS, the IFPS staff shall amend as necessary the route details given in the MFS from the point given as the clearance limit.
	Where applicable, the mandatory routes for specified destinations for eastbound North Atlantic traffic detailed in the **NERS** and/or RAD MIL shall be applied as appropriate to the clearance limit given in the MFS, regardless of the existing flight plan route.
	Where possible, any such mandatory route should be connected to the original flight planned route in the most logical way possible. Any such route amendment connecting the mandatory route to the original route should be fully compliant with all routing restrictions and requirements.
	Such route amendments are not required to be co-ordinated with the aircraft operator or message originator.
	Note The IFPS staff shall not make any corrections to the downstream part of the route after the point at which any such amended route connects to the original flight plan route, regardless of any previously-ignored errors in that downstream part of the route.

136.5.   Incompatibility between **NERS** and Route Availability

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	NAT RAD mandatory routes may generate route availability errors?
Instruction:	Upon receipt of an invalid MFS, the IFPS staff shall amend the route in accordance with **NERS**.
	Should such an amendment raise route availability errors other than CDR route availability, the IFPS staff shall **ignore** those errors.

136.6.   **MFS for Military Flights entering the IFPZ**

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	A number of routes specific to military flights routing eastbound across EG airspace with destinations in ED and ET.
Instruction:	Upon receipt of an invalid MFS relating to a military flight with destination ED or ET, the IFPS staff shall amend as necessary the route details given in the MFS from the point given as the clearance limit.
	Those mandatory routes for eastbound North Atlantic traffic with such destinations detailed in the RAD MIL shall be applied as appropriate to the clearance limit given in the MFS, regardless of the existing flight plan route.
	Where possible, any such mandatory route should be connected to the original flight planned route in the most logical way possible. Any such route amendment connecting the mandatory route to the original route should be fully compliant with all routing restrictions and requirements.
	Such route amendments are not required to be co-ordinated with the aircraft operator or message originator.
	Note The IFPS staff shall not make any corrections to the downstream part of the route after the point at which any such amended route connects to the original flight plan route, regardless of any previously-ignored errors in that downstream part of the route.

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Chapter ATC Flight Plan (APL)

137.   ATC FLIGHT PLAN (APL)

(1)   *General*

The ATC flight plan (**APL**) is that flight plan type distributed by the IFPS upon receipt and successful processing of an FNM, MFS, AFP for which no existing associated flight plan has been previously distributed by the IFPS.

The APL message distributed by the IFPS shall represent information relevant to a flight as submitted to the IFPS by an ATC unit.

On receipt of AFP, FNM and MFS messages, the IFPS shall check for any associated flight plan. Where such is found, the IFPS shall output any changes from the original flight plan as a change message with title ACH. Where it is necessary to transmit the full flight details to a previously un-addressed ATC unit due to a change in the trajectory of that flight caused by the new information, that flight plan information shall be sent as a message with title APL.
Where no associated flight plan is found, the IFPS shall distribute the details of the AFP, FNM or MFS messages in the form of an APL message to the relevant ATC units.

(2)   *Requirements*

APL messages originating from FNM, MFS and AFP messages that relate to IFR/GAT flights or parts thereof operating within the IFPZ shall not be rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] by the IFPS.

The IFPS shall accept those messages with title AFP [see SECTION 126. AIRBORNE MESSAGE TYPES (AFP) (FNM) (MFS)] relating to IFR/GAT flights or parts thereof operating wholly or partly within the IFPZ that result in the creation of APL messages.

Where the message submitted to the IFPS contains incomplete route details, the IFPS staff shall construct a logical route to connect the last point given in the submitted message to either the aerodrome of destination **(or where that flight exits the IFPZ)**, or to a logical connecting point on the existing route given in the flight plan.
Any such constructed route shall take into account all routing restrictions of RAD, RVSM, 8.33 and route availability.

That part of the route given in the submitted message shall not be modified by the IFPS; where necessary, that part of the route shall be forced through automatic processing by the system.

Where a submitted AFP, FNM or MFS does not include all optional items, the IFPS shall assume no change from those items as specified in the original flight plan where such exists. If no associated flight plan has been received by the IFPS, default values shall be inserted into those optional items that have not been completed.

(3)   *Message Format*

The APL is generated within the IFPS from AFP, FNM and MFS messages.

(4)   *System Processing*

Certain default values are used by the IFPS when processing AFP, FNM or MFS that have no associated flight plan from which to extract those values, and the submitted messages do not contain that information.
The default values assumed by the IFPS when creating an APL for a missing flight plan shall be:

- flight rules   –   **I**
- flight type   –   **G**
- communications equipment –   **S**
- surveillance equipment   –   **C**

(6)   *General Procedures*

[see SECTION 128. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)]
[see SECTION 135. FLIGHT NOTIFICATION MESSAGE (FNM)]
[see SECTION 136. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)]

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Chapter ATC Flight Plan Change (ACH)

138.   ATC FLIGHT PLAN CHANGE (ACH)

(1)   General

The ATC flight plan change (**ACH**) is that change message type distributed by the IFPS upon receipt and successful processing of an FNM, MFS, AFP for which an existing associated flight plan has been previously distributed by the IFPS.

The ACH message distributed by the IFPS shall represent information relevant to a flight as submitted to the IFPS by an ATC unit.

On receipt of AFP, FNM and MFS messages, the IFPS shall check for any associated flight plan. Where such is found, the IFPS shall output any changes from the original flight plan as a change message with title ACH.

(2)   Requirements

ACH messages originating from FNM, MFS and AFP messages that relate to IFR/GAT flights or parts thereof operating within the IFPZ shall not be rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] by the IFPS.

The IFPS shall accept those messages with title AFP [see SECTION 126. AIRBORNE MESSAGE TYPES (AFP) (FNM) (MFS)] relating to IFR/GAT flights or parts thereof operating wholly or partly within the IFPZ that result in the creation of ACH messages.

Where the message submitted to the IFPS contains incomplete route details, the IFPS staff shall construct a route to connect the last point given in the submitted message either to a logical connecting point on the existing route given in the flight plan or to the aerodrome of destination **(or where that flight exits the IFPZ)**.

Any such constructed route shall take into account all routing restrictions of RAD, RVSM, 8.33 and route availability.
That part of the route given in the submitted message shall not be modified by the IFPS; where necessary, that part of the route shall be forced through automatic processing by the system.

(3)   Message Format

The ACH is generated within the IFPS from AFP, FNM and MFS messages.

(4)   System Processing

Where AFP, FNM and MFS messages submitted to the IFPS for processing associate with existing flight plans held by the IFPS, the IFPS shall produce an ACH message to distribute those changes to the relevant ATC units downstream of the ATC unit submitting the AFP, FNM or MFS message.

(6)   General Procedures

[see SECTION 128. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)]
[see SECTION 135. FLIGHT NOTIFICATION MESSAGE (FNM)]
[see SECTION 136. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)]

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139. VOICE COMMUNICATIONS SYSTEM (VCS)

(1) General

The Voice Communications System (**VCS**) is a device used for voice communications within the CFMU operations. It is a digitised telephone system that contains up to a maximum of 15000 stored telephone contact numbers for aircraft operators, handling agencies, air traffic service units and flow management positions. As the total number of contact details is limited, not all message originators may be contacted by telephone when necessary. The majority of contacts that are held in the system are located within the IFPZ, but several of the more regular contacts world-wide are also stored.

Within the IFPS, a large part of the co-ordination to correct flight plans and associated messages **in addition to the handling of general queries** is carried out using the VCS. As such co-ordination is considered to be an official **part of the processing procedures of IFPS. Therefore** all calls, **both incoming and outgoing,** using this system are recorded. **Such recordings are made for investigative purposes, and are retained for a period of 15 months.**

(2) Requirements

All telephone contact, both from and to the IFPS, related to flight plans and associated messages shall be made using the VCS.

All operational calls to the IFPS shall only use those contact numbers indicated in [see SECTION 2. CFMU OPERATIONAL CONTACTS].

All verbal arrangements for the correction of flight plans and associated messages made between the IFPS staff and message originators using the VCS shall be considered an official contract between the two parties.

Co-ordination between the IFPS staff and message originators for the correction of flight plans and associated messages shall be made via the VCS only, and this method shall not be substituted by the use of the Transmit function [see SECTION 140. THE TRANSMIT FUNCTION].

(4) System Processing

The VCS contains telephone contact numbers for a variety of organisations. In order to refine the search when an organisation's ICAO code is entered, each contact number has been grouped under one of several titles:

- FMP (Flow Management Position)
- ARO (ATS Reporting Office)
- FMU (Flow Management Unit)
- AO (Aircraft Operator)
- TWR (Aerodrome Tower)
- ACC (Area Control Centre)

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PART 5
Chapter Voice Communication System

(6)   *General Procedures*

139.1.   **Contingency Diversion of Voice Communications System (VCS)**

It is possible to divert all incoming calls to an IFPS unit to the other unit by means of an intervention by the VCS Support Team in the ENG Division. During extended outages (planned or unplanned) at an IFPS unit, the IFPS unit supervisors shall give consideration to arranging for all incoming calls at the unserviceable unit to be diverted to the other unit.

The explicit approval of the Operational Division management is required before requesting such an intervention.

140.   THE TRANSMIT FUNCTION

(1)   General

The Transmit function is a tool that enables the IFPS staff to construct and send plain text messages to SITA and AFTN addresses directly from the IFPS workstations. The purpose of this function is to enhance the service offered by the IFPS, but it shall not be used to replace any part of that service.

(2)   Requirements

The Transmit function shall not be used to replace verbal co-ordination between the IFPS staff and the message originator where such co-ordination is required to correct any message [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES].

The use of the Transmit function in any situation shall be dependent upon the workload of the IFPS staff at the time, and shall also be dependent upon the quality of submitted messages programme [see SECTION 24. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES].

(3)   Message Format

The following pre-formatted texts are available for use by the IFPS staff:
'YOUR FPL +++ARCID+++ADEPEOBT+++ADES+++ WAS REJECTED BECAUSE THE ROUTE +++XXX+++ IS NOT AVAILABLE FROM +++XXX+++ TO +++XXX+++. PLEASE REFILE.
ONE POSSIBLE ALTERNATIVE ROUTING IS:

+++XXXXXXXXXXXXX+++

BEST REGARDS EUROCONTROL '
'YOUR FPL +++ARCID+++ADEPEOBT+++ADES+++ WAS REJECTED BECAUSE THE ROUTE VIOLATES RS ANNEX +++XX+++. PLEASE REFILE.
    ONE POSSIBLE ALTERNATIVE ROUTING IS:

+++XXXXXXXXXXXXX+++

BEST REGARDS EUROCONTROL '
'PLEASE DO NOT SEND IFPS MESSAGES INTENDED FOR THE FMD.
THE CORRECT ADDRESS FOR FMD MESSAGES IS EBBDZMTA AFTN OR BRUEA7X SITA.
INCORRECTLY ADDRESSED MESSAGES COULD CAUSE DELAYS FOR THE FLIGHTS CONCERNED.

BEST REGARDS EUROCONTROL'
'REF YR FPL +++ARCID+++ADEPEOBT+++ADES+++. ORIGINATOR +++XXXXXXX+++ HAS ADVISED THAT THE ADDITIONAL ADDRESS IS UNKNOWN.
THE MESSAGE HAS NOT BEEN RECEIVED BY THIS ADDRESS.
PLEASE CHECK AND REPEAT YOUR MESSAGE DIRECTLY TO THE CORRECT ADDRESS.
PLEASE DO NOT REPEAT THE MESSAGE TO LFPYZMFP OR EBBDZMFP **.
    BEST REGARDS EUROCONTROL '

* <u>Note</u>   The address LFPYZMFP or EBBDZMFP is automatically selected according to whichever unit is responsible for that message.

'REF YR FPL +++ARCID+++ADEPEOBT+++ADES+++.
PLEASE NOTE THAT IFPS CANNOT ACCEPT DLA/CHG MESSAGES WITH AN EARLIER DEPARTURE TIME.
THEREFORE YOUR MESSAGE HAS BEEN REJECTED.
IF YOU WANT TO DEPART EARLIER, YOU MUST FIRST CANCEL YOUR FPL THEN WAIT FOR THE ACKNOWLEDGEMENT OF YOUR CNL AND THEN SUBMIT A NEW FPL WITH THE NEW EOBT.
IF A SLOT WAS ALREADY GRANTED FOR THE PREVIOUS EOBT THEN PLEASE CONTACT THE FMD ON 00 32 2 745 19 01 TO SECURE A NEW SLOT BEFORE CANCELLING THE ORIGINAL FPL.

BEST REGARDS EUROCONTROL

PLEASE CONTACT XXX OPERATOR XXXXXXXX
BEST REGARDS EUROCONTROL

In all these template messages, the text surrounded by +++ shall be manually replaced by the relevant details of the message involved by the IFPS staff preparing the message for transmission.

Where messages other than these pre-formatted texts are required, the information may be typed in manually or copied from other sources as necessary.

(6)   *General Procedures*

The Transmit function shall not be used to replace verbal co-ordination between the IFPS staff and the message originator where such co-ordination is required to correct any message [see SECTION 26. IFPS MANUAL PROCESSING PROCEDURES].

The IFPS staff may use the Transmit function in the following situations:

● To propose a possible routing to a message originator when telephone contact is not possible, and a message must be rejected [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] by the IFPS staff.

● When the IFPS staff consider further explanation or information than is contained in a reject message would be of benefit to a message originator.

● To transmit a SPL upon receipt of an RQS message [see SECTION 125. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS).

● To send plain text messages upon receipt of overflight clearance messages, routing rejections and other such associated text messages regarding flight plans distributed by the IFPS.

    Note   The IFPS shall not provide a relay service for such messages; the message originator address is included in all flight plans and associated messages sent out by the IFPS in order that any such messages may be sent directly to the message originator.

● To request information from a message originator, for example, a contact telephone number.

● To provide the correct contact details for ATFCM upon receipt of a message to do with flow regulation.

● To indicate the procedure necessary to bring forward the departure time of a flight.

141. SERVICE AND OTHER NON-STANDARD MESSAGES

(1) General

On occasion the IFPS receives plain text messages from a variety of different sources. Such messages may include:

- Internal aircraft operator company messages that may not be relevant for the IFPS.

- Overflight permission refusals from individual states.

- Requests from individual states that a particular flight alters its flight planned route.

and various other types of message.

Service messages are also received from communications centres indicating that they have received from the IFPS a message with an unknown local address, or requesting re-transmission of a particular message.

(2) Requirements

All non-standard messages received by the IFPS shall be checked for any relevance to the IFPS operations or for information necessary to an aircraft operation.

(4) System Processing

The system cannot process non-standard format messages, so all non-standard messages shall fail automatic processing and be passed to the IFPS staff for interpretation.

(6) General Procedures

141.1. Internal Aircraft Operator Messages

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Aircraft Operators occasionally send a copy of the fuel plan for a flight to the IFPS instead of, or as well as, the ICAO flight plan. Such messages are often several pages long, and are received as several individual messages.
Instruction:	The originator of such messages should be contacted and advised that the IFPS does not accept fuel plans and requested to refile, if and where necessary, a flight plan in the correct format.

141.2.   Service Messages Requesting Re-transmission of a Particular Message

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Communications service centres occasionally receive corrupted or incomplete messages, and may send a request for the re-transmission of such messages.
Instruction:	On receipt of such a message, the IFPS staff shall retrieve the relevant message from the IFPS Output log files by: • Open Application/Ifps/Consult system logs. • Press 'View AN1 in' for AN1 input manager or 'View AN1 Out' for AN1 output manager. • Wait until an Emacs window opens. • Press <CTRL> and 's' for forward search or <CTRL> and 'r' for backward search, and release keys. • Below will appear 'I-search:', where the search details are manually entered. • The system will display the first occurrence. • Press <CTRL> and 's' again to see the next occurrence or <CTRL> and 'r' to see the previous one. • check for the required message. On locating the message in the valid flight plan log, the IFPS staff shall make a manual Transmit of the requested message to the service message originator's address.

141.3.   Rerouting Requests from Individual States

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	A national authority may send the IFPS a message indicating the filed route a particular flight is not acceptable, and indicate an alternative routing.
Instruction:	On receipt of such a message, the IFPS staff shall open a Transmit window, insert the following text: 'IFPS has received the following message from <originator address> <original message text> IFPS is taking no action on this matter and leaves all further action to yourselves' and send the message to the originator address of the flight plan. The IFPS staff shall raise a CCMS, so that the originator of the message can be advised to send such service messages in future directly to the originator of the flight plan and not to the IFPS.

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PART 5
Chapter Non-Standard Messages

141.4.   Service Messages Indicating an Unknown Local Address

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	Where the IFPS transmits a message to an unknown address, the communications centre dealing with that address may return a service (SVC) message to the IFPS indicating the incorrect address and the date/time group of the transmitted message. No details of the callsign are included in such messages.
Instruction:	On receipt of such a message, the IFPS staff shall retrieve the relevant message from the IFPS Output log files by: • Open Application/Ifps/Consult system logs. • Press 'View AN1 in' for AN1 input manager or 'View AN1 Out' for AN1 output manager. • Wait until an Emacs window opens. • Press <CTRL> and 's' for forward search or <CTRL> and 'r' for backward search, and release keys. • Below will appear 'I-search:', where the search details are manually entered. • The system will display the first occurrence. • Press <CTRL> and 's' again to see the next occurrence or <CTRL> and 'r' to see the previous one. • Check for the origins of the reported incorrect address. Where the address has been generated automatically by the IFPS, an OPR shall be raised via the CCMS. Where the incorrect address originates from the re-addressing function (AD line), it may be helpful to send a message to the originator of that message informing them of the error. [see SECTION 140.] The service message shall be deleted by the IFPS staff.

141.5.   R-FPL Messages from Alaska (PA*)

Valid from:	Permanent.
Valid until:	UFN
Reason:	
Error message ref.	
Explanation:	The receipt of those messages sent to Alaska are acknowledged by a message in the format (R-FPL-ABC923-EGLL-PANC).
Instruction:	Such messages are **not** an incorrectly titled RQP message, and should not be treated as such. No action other than deletion is required for these messages.

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142. IFPS UNSERVICEABILITIES

(1) *General*

The IFPS consists of two units (IFPS units: FP1, Haren and FP2, Brétigny) that normally share the message-processing load between them.

The division of the workload between the two units is based on the aerodrome of departure; each IFPS unit shall be the responsible unit (IFPRU) for the message processing for an IFPS region, where that region shall be made up of a number of aerodrome groups as defined by the Airspace Data Management Section (DT).

Each IFPS unit shall process and distribute those individual flight plans and associated messages for flights originating from within its region.

Under normal operating conditions, an IFPS unit role exists where each IFPS unit has a certain role with respect to an IFPS Group; that role may be:

142.1. Responsible

Where that IFPS unit shall be responsible for processing messages relating to flights departing within that aerodrome group.

142.2. Backup

Where that IFPS unit shall not be responsible for processing messages relating to flights departing within that aerodrome group. Such messages shall be stored in the backup file of that IFPS unit.

142.3. None

Where one IFPS unit does not have either the role of Responsible or Backup for processing messages from an aerodrome group. Under the current organisation of IFPS units, this role only occurs during the full shutdown of an IFPS unit, normally for maintenance.

Should the Responsible IFPS unit suffer a critical failure, and the repair time is so long that message processing may start to suffer a significant effect, then the IFPS Contingency Plan requires that a Backup IFPS unit be able to take over responsibility for the failed IFPS unit. In this plan, the Backup IFPS unit may be instructed by the CSO to take over responsibility for the failed IFPS units aerodrome groups until that IFPS unit can be returned to service.

The decision to take over the responsibility of a group or all the groups may only be taken after an assessment of all factors, as a take-over, whether partial or whole, shall have a significant impact on the operation of both IFPS units.

An IFPS unit having taken over responsibility for processing traffic following the failure of the other unit may experience some delay in processing new messages while the IFPS reprocesses existing flight plan data from Back-up to Responsible before processing new data.

(2)   *Requirements*

A critical failure of an IFPS unit shall be any technical failure or malfunction that shall critically affect the continuity of normal IFPS operations. Should such a failure or malfunction occur for either:

- 45 minutes with no information about a predicted recovery.

  or

- the failure or malfunction is predicted to be longer than one hour.

- it may be necessary to assign the responsibility for all IFPS aerodrome groups to a single IFPS unit.

The decision to apply any contingency procedures shall be taken by the Operational Division management.

In the event of any technical failure or malfunction at either IFPS unit, the duty supervisors of both IFPS units in consultation together shall monitor the situation for the possibility of a contingency take-over.
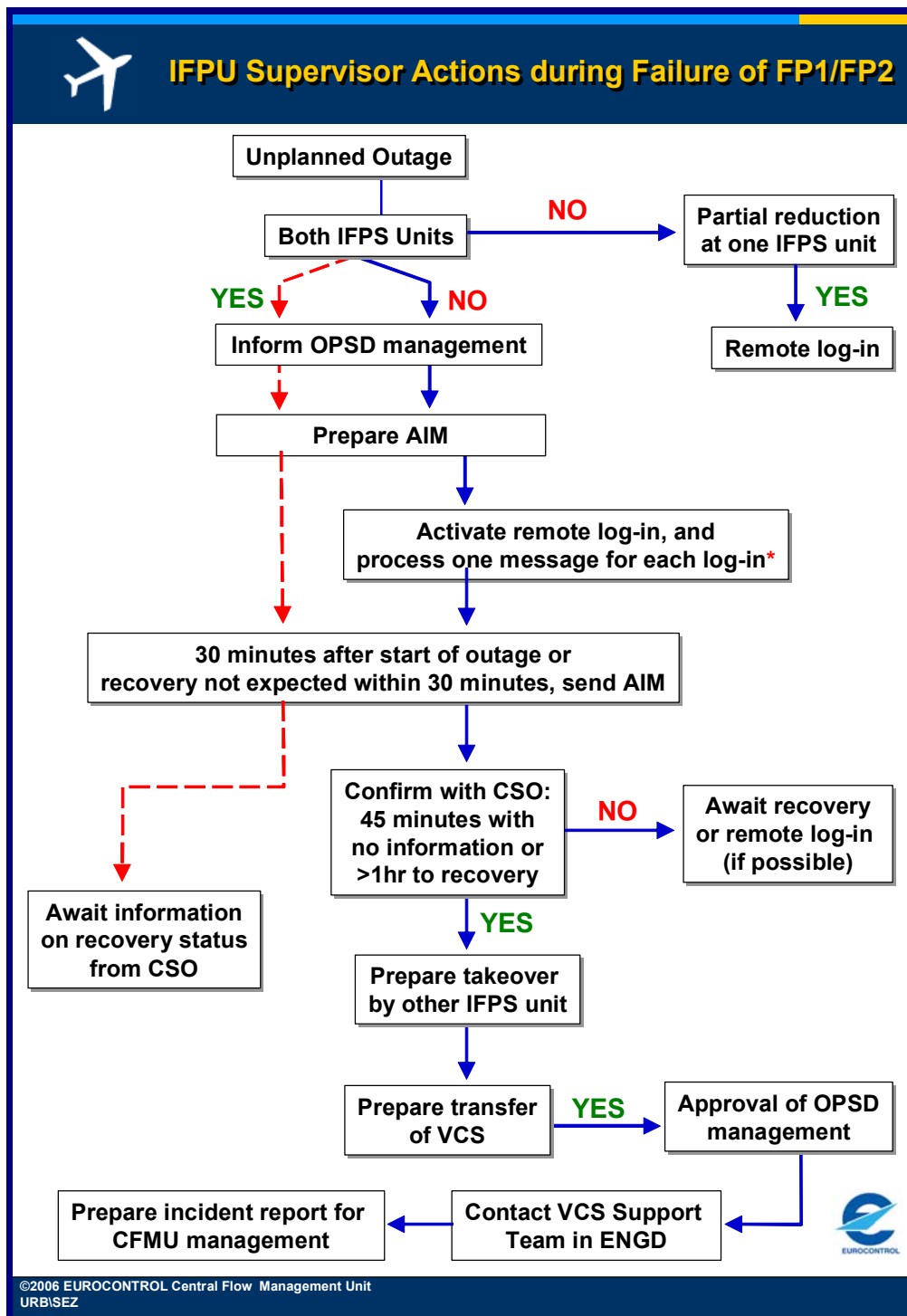
(6) *General Procedures*

Figure 142-1 **IFPS Supervisor actions during failure of FP1/FP2**

*Note It is advisable that where one IFPS unit fails, the other unit activates their remote log-in facility immediately, and processes one message on each log-in at that time. This action allows the processing delay associated with the first message of a remote log-in to be absorbed during a non-critical period of a contingency.

142.4.   **IFPS Contingency Procedure**

Where a take-over is considered to be required, the duty supervisors shall initiate the request for a contingency take-over decision. The decision shall be made at the level of Operational Division management.
Any such decision shall only be achieved after consideration of the operational aspects and after consultation with the technical co-ordinator.

Any planned or unplanned outages of an IFPS unit that last longer than thirty minutes shall be the subject of an AIM.

Planned outages of the IFPS shall be notified via an AIM issued under the responsibility of the Operational Division management.

Unplanned outages of the IFPS shall be notified via an AIM issued under the responsibility of the duty supervisor of that unit suffering the outage.

The preparation of the AIM shall commence as soon as the outage has been identified in order that users may be informed at the appropriate time. The AIM shall be sent:

- 30 minutes after the start of the outage if the IFPS duty supervisor has not been informed that recover is imminent.

- as soon as the duty supervisor has been informed by CSO / ENG that recovery within 30 minutes is not expected.

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BASIC CFMU HANDBOOK

IFPS USERS MANUAL

PART 5
Chapter System Maintenance

143. SYSTEM MAINTENANCE AND INTERVENTIONS

(1) *General*

143.1. System Maintenance

Regular preventative maintenance is required on the CFMU operational systems at both IFPS units. During these maintenance windows, the concerned IFPS units shall not process any flight plans or associated messages, nor shall they have access to any of the normal systems or databases.

Maintenance windows shall normally be scheduled for every second week in each IFPS unit, with alternate units undergoing the maintenance each week. The times of the maintenance windows in each unit are as indicated below (all times in UTC):

Section	Maintenance Window	Summer	Winter
FP2 (Brétigny)	Monday night/Tuesday morning	2300-0000	0000-0100
FP1 (Haren)	Tuesday morning	0000-0100	0100-0200

Before the IFPS is stopped, CSO shall make a co-ordination with the IFPS duty supervisor. Authorisation for the withdrawal of the IFPS may, in very exceptional circumstances, be delayed by the IFPS unit supervisor where an unusually high number of invalid messages are awaiting manual processing by the IFPS staff.

(6) *General Procedures*

143.2. Planned Interventions

A list of planned interventions, as scheduled by the OCCB, is published each Thursday and sent to both IFPS unit supervisors via e-mail. Where required, urgent interventions may also be approved outside the normal OCCB schedule. Details of such interventions shall be sent to the IFPS unit supervisors via e-mail.

Planned intervention details are not normally distributed outside the CFMU, however, where such an intervention shall keep one IFPS unit out of service for longer than normal, the details may be published via an AIM [see SECTION 142. IFPS UNSERVICEABILITIES].

143.3. Additional Interventions

Where a decision to approve the withdrawal of the IFPS for additional interventions is required, that decision shall be made by the Operational Division management.

Should the IFPS duty supervisor receive a request to stop the IFPS during or outside office hours, that request shall be referred to the Operational Division management unless previously approved.

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144. ETFMS UNSERVICEABILITIES

(1)   *General*

Under the guidelines laid out in the CFMU Disaster Recovery Plan, should it become necessary to evacuate the Flow Management operations room, the ATFCM staff may be required to move to the FORC workstations located in FP1. In the event of a full evacuation of the CFMU operations in Haren, the ATFCM staff may be required to relocate to the contingency operations room at FP2 in Brétigny.

In the event of either such relocation of the Flow Management operations, the ATFCM VCS telephone system shall also be diverted to the appropriate location.

In the event of a major failure of the ETFMS and of the CFMU communications in Brussels, or in the event of an evacuation of the Flow Management operations room, the FP2 supervisor may be required to issue ATFM contingency plan AIM messages on behalf of the Flow Management operations.

(2)   *Requirements*

The FP2 staff may be required to issue ATFM contingency plan messages on the instruction of the Flow Management Team Leader.

(3)   *Message Format*

A number of pre-formatted messages and their associated address lists are held in the FP2 SITATEX terminal in FP2. Where non-standard messages are required, the text and format used shall be that which is appropriate for that specific message.

(6)   *General Procedures*

The FP2 supervisor shall issue operational Contingency Plan messages as instructed by the Flow Management Team Leader.

Preformatted ETFMS contingency plan messages and their associated address lists are stored in the MPMT terminal in D:\PreparedMessages\Flash Messages and in H:\PUBLIC\OPS\ETFMS Failure and in the administrative offices.

Five types of contingency message are stored in the FP2 MPMT terminal:

- Alert Flash.
- Activation Flash ETFMS.
- Activation Flash Procedural.
- Recovery Flash ETFMS.
- Recovery Flash Procedural.

The Flow Management Team Leader shall instruct the FP2 supervisor on the content of the message fields, and any necessary changes to the information content of the operational contingency plan messages.

Messages shall be created and sent using the MPMT terminal:

- Start the MPMT program.
- Press Connect to AN1 OPS Brétigny.
- Select Message/Create.
- In Prepared Messages select GET.
- Open the FLASH MESSAGES folder.
- Highlight the appropriate .mpm file and press open.
- Fill the empty fields as requested by Flow Management Team Leader.
- In Collectives select AIM.
- Press send.

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145. TREATMENT OF LOCKED MESSAGES

(1) General

It is possible that a message that has failed automatic processing may become inaccessible to the normal manual processing that is required for that message. Unless action is taken by the IFPS staff to regain access to such messages, the message originator may face an excessive delay in the processing of that message.

(2) Requirements

The IFPS staff shall monitor any excessive delays to the processing of those messages awaiting manual processing by regularly checking the Select Invalid Messages file.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) General Procedures

Where the IFPS staff identifies a message that has remained in the Select Invalid Message file for an excessive length of time, CSO shall be requested to raise an Incident type 1. CSO shall be requested to not delete the message unless it is blocking other workstations, or preventing access to other messages awaiting manual treatment in the invalid message queue.

The IFPS staff shall then contact the message originator, via telephone, SITA or AFTN, as appropriate, and advise them that their message has been received, but for technical reasons cannot be treated. The message originator should be advised that the failure of the IFPS to treat the message shall result in no distribution, and in some cases, no slot for the flight concerned.

Where the locked message is a flight plan, the message originator should be requested to re-submit the flight plan using a different aircraft identification; if it is not possible to use a different callsign, or the message is an associated message, the message originator should be asked to submit a copy of the locked message via fax, or any other appropriate agreed medium, in order that the message may be treated manually by the IFPS staff when the system problem is solved.

Where the locked message must be deleted, the IFPS staff should retrieve the submitted message from either the Flight Plan History file or the AN1 logs, and re-input that message manually [see SECTION 146. MANUAL CREATION OF MESSAGES].

All such incidents shall be noted in detail in the IFPS operations logbook, and Flow Management operations should be advised of the situation.

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146. MANUAL CREATION OF MESSAGES

(1) General

Occasionally the IFPS may receive messages via non-standard means such as fax messages. As a rule, this should be discouraged, as it is time-consuming and liable to errors in the input of the message, but where a message originator has no other option, it may be accommodated as the only available option.

(2) Requirements

The message originator must provide a SITA or AFTN address for the IFPS staff to enter in the message originator window in any manually-created message.

The details of any message created manually by the IFPS staff shall be noted in the IFPS operations log, and any fax details shall be retained.

(4) System Processing

When manually creating messages, the IFPS staff shall always take any AFTN or SITA address given by the message originator and include it in the message originator window of the flight plan editor in order to facilitate the addressing of any relevant flow regulation messages from the ETFMS.
Where a message is created manually by the IFPS staff, and no information is entered into this window, the aircraft operator is unlikely to receive any of the flow regulation messages that may relate to that flight.

Note   When a message is manually created by the IFPS staff, no operational reply messages [see SECTION 17. OPERATIONAL REPLY MESSAGE (ORM)] shall be distributed by the IFPS.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) General Procedures

Where the IFPS staff are contacted by an aircraft operator, via any means other than AFTN or SITA, who reports difficulties in submitting messages via AFTN or SITA, that aircraft operator should be encouraged to try all means of message submission before resorting to a fax message.

Where no other option is available, the IFPS staff may approve the submission of messages via fax, but the aircraft operator shall be instructed to include an appropriate AFTN or SITA address that may be used for the originator address in the manually-created message.

Note   Before approving such actions, the IFPS staff should establish the urgency of the message: if it relates to a flight taking part several hours in the future, then the aircraft operator should be encouraged to continue to try all other means of message submission. Only where the message relates to a flight that is relatively close to its EOBT should the IFPS staff accept messages from sources other than AFTN or SITA.

The IFPS staff have two options available for the manual creation of messages:

- directly via an IFPS workstation, using the Create facility. The IFPS staff shall ensure that where an originator address is given with the submitted message, it is copied to the originator window in the Create facility, also an appropriate date of flight (see SECTION 83. ITEM 18: OTHER INFORMATION] shall be included by the IFPS staff in all messages.

- via the AFTN/SITA/MPMT terminal, using the originator address code provided in the submitted message.

Note   An IFPS address shall **not** be used as an originator address in any messages created manually by the IFPS staff.

The IFPS staff shall note the details of any message created manually in the IFPS operational log, and the original fax received shall be retained, as it represents an instruction received from an external user of the IFPS.

147. MESSAGE REJECTED BY PARTNER

(1) General

The IFPS may receive an alert message 'MSG_REJECTED_BY_PARTNER', indicating that the ETFMS has been unable to accept a message it has received from the IFPS.

(2) Requirements

The alert message 'MSG_REJECTED_BY_PARTNER' may be caused by a variety of different problems, and must always be investigated by the IFPS staff to establish the cause of the rejection.

The IFPS staff shall notify the Flow Management operations staff of any rejection of an IFPS message by the ETFMS, and of any resulting actions by the IFPS staff.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) General Procedures

On receipt of the alert message 'MSG_REJECTED_BY_PARTNER', the IFPS staff shall retrieve the relevant message from the Activity Logs as follows:

- Select 'Activity Log' from the 'Logs' function in the OPIF.

- From the 'Log Type', select 'Msg Rejected by Partner'.

- Modify the date and time as necessary.

- Select 'Execute' from the command menu.

A list of any messages rejected by the ETFMS shall appear. Depending on the contents of the message, the appropriate action should be taken by the IFPS staff, and all details noted in the IFPS operational log.

The Flow Management operations staff shall be notified of the details of the rejection, and of any actions taken by the IFPS staff as a result of that rejection.

Note   Due to the variety of possible causes of a message being rejected by the ETFMS, the IFPS staff shall have to carry out an analysis to determine the cause of the rejection, and the appropriate action in response. Where appropriate, it may be necessary to enlist the assistance of departments within the CFMU to assist in determining the cause of the problem.

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148. CORRECTION OF MESSAGES FROM KSFOXLDI

(1) General

The AFTN address KSFOXLDI is a collective address for Jeppesen flight planning services in San Francisco. This address is shown as an originator address for flight plans and associated messages filed directly by Jeppesen USA, but it is also used by a number of corporate operators and those aircraft operators who log into the Jeppesen system from remote locations.

Those aircraft operators who have an AFTN address, but use the services of Jeppesen, shall normally indicate their own AFTN address in any message submitted to the IFPS for processing, unless they are using the Jeppesen autofile system, which will generate the KSFOXLDI originator address.

IFP Indicators

[see SECTION 66. IFP INDICATORS].

Not relevant.

(6) General Procedures

Where a message indicates KSFOXLDI as the originator address, it will not necessarily be possible to co-ordinate any necessary corrections to that message: successful co-ordination shall depend on whether the address is being used by Jeppesen for their flight planning services, or as a gateway address for an aircraft operator at a remote location.

In all cases, the IFPS staff shall contact Jeppesen in San Francisco to establish the true origin of the message.

- Where the message originates from Jeppesen flight planning services, the IFPS staff shall co-ordinate any necessary amendments, or if no agreement may be reached, the IFPS staff shall reject the message, having informed Jeppesen flight planning services of that action.

- Where the message originates from a source other than Jeppesen flight planning services, it may still be possible for Jeppesen to provide contact details for the aircraft operator. Where this is the case, the IFPS staff shall contact the aircraft operator and co-ordinate any necessary amendments, or if no agreement may be reached, the IFPS staff shall reject the message, having informed the aircraft operator of that action.

- Where the message originates from a source other than Jeppesen flight planning services, and no contact with the true message originator is possible, the IFPS staff shall apply **SCP1**.

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149. DICTIONARY OF ABBREVIATIONS

ACRONYM	DEFINITION
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AFTN	Aeronautical Fixed Telecommunication Network
AIM	ATFCM Information Message
AME	ATM Msg Exchange
ANM	ATFCM Notification Message
AO	Aircraft Operator
AOWIR	Aircraft Operator WHAT-IF Reroute
ARCID	Aircraft Identification
ARR	Arrival
ATC	Air Traffic Control
ATFCM	Air Traffic Flow and Capacity Management
ATOT	Actual Take-Off Time
ATS	Air Traffic Services
ATYP	Aircraft Type
AUA	ATC Unit Airspace
AUAG	ATC Unit Airspace Group
AUP	Airspace Use Plan
AOWIR	Aircraft Operator WHAT-IF Reroute
<Ctrl>	Control
CADF	ECAC Centralized Airspace Data Function
CASA	Computer Assisted Slot Allocation
CDA	Client Defined Airspace
CDR	Conditional Route

ACRONYM	DEFINITION
CFMU	Central Flow Management Unit (Directorate)
CHG	Change Message
CHMI	CFMU Human Machine Interface
CNL	Cancellation Message
CRAM	Conditional Route Availability Message
CTA	Calculated Time of Arrival
CTOT	Calculated Take-Off Time
DCT	Direct
DEP	Depart
DLA	Delay Message
EET	Estimated Elapse Time
EFD	ETFMS Flight Distribution Message
EM	Error Message
ENV	CFMU Environment System
EOBT	Estimated Off-Block Time
ETFMS	Enhanced Tactical Flow Management System
ETOT	Estimated Take-Off Time
EUROCONTROL	European Organisation for the Safety of Air Navigation
FAM	Flight Activation Monitoring
FCM	Flight Confirmation Message
FIR	Flight Information Region
FLS	Flight Suspension Message
FMP	Flow Management Position
FRZ	Slot Frozen status
FSA	First System Activation Message
FUM	Flight Update Message

ACRONYM	DEFINITION
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFPL	Individual Flight Plan Message
IFPS	Integrated Initial Flight Plan Processing System
IFR	Instrument Flight Rules
IOBD	Initial Estimated Off-Block Date
IOBT	Initial Estimated Off-Block Time
LF	Later Filter
LFU	Late Filer and Updater
LU	Late Updater
LVL	Level
MAX	Maximum
MNM	Minimum
MSG	Message
NEWCTOT	New Calculated Take-Off Time
OBT	Off-Block Time
OPR	Operator
OPSD	CFMU - Operations Division
PC	Personnel Computer
PFD	Provisional Slot Allocation List
REA	Ready to Depart Message
REG	Regulation
REJCTOT	Rejected Calculated Take-Off Time
RFI	Request For (direct) Improvement Message
RFL	Requested Flight Level
RJT	Rerouteing Rejection Message

ACRONYM	DEFINITION
RMK	Remark
RPL	Repetitive Flight Plan
RRP	Rerouteing Proposal Message
RRTEREF	Route Reference
RSA	Restricted Airspace
RSI	Regulated Slot Issued
RVR	Runway Visual Range
SEQ	Sequence
SIP	Slot Improvement Proposal message
SITA	Société Internationale de Télécommunications Aéronautiques
SMM	Slot Missed Message
SPA	Slot Proposal Acceptance message
SRJ	Slot Improvement Proposal Rejection message
SRM	Slot Revision Message
STA	Scheduled Time of Arrival
SWM	SIP Wanted Message
TFC	Time of Arrival
TIS	Time to Insert in Sequence
TO	Time Over
TOT	Take-Off Time
Trf	Traffic
TRS	Time to Remove from the Sequence
TSH	TOT Shifted status
UFN	Until Further Notice
UNT	Until
UPD	Update

ACRONYM	DEFINITION
UTC	Coordinated Universal Time
WEF	With Effect From
WIR	WHAT-IF Reroute

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OPERATIONAL USER REQUIREMENT (OUR)

Please return this form to: **EUROCONTROL - CFMU**
User Relations and Development Bureau (URB)
Rue de la Fusée, 96
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System(s) Concerned	IFPS/IFPUV ☐	ETFMS ☐	CHMI ☐	CIA ☐	DWH ☐
	ENV ☐	CIR ☐	ACA ☐	AME ☐	

Category	ENV Data ☐	RPL Data ☐	Other Flight Data ☐	ATFCM MSGs ☐
	CASA ☐	Addressing ☐	Other ☐	

Affected Feature:

Summary:

Description, Context:

OPERATIONAL USER REQUIREMENT (OUR)

Please return this form to: **EUROCONTROL - CFMU**
User Relations and Development Bureau (URB)
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Instructions for the completion of the Operational User Requirement (OUR)

The OUR should be used to indicate a new requirement in terms of CFMU systems development, to request the implementation of a new function or suggest an improvement to an existing function or process within a CFMU system.

An electronic format of this form is available from the e-mail address detailed above.

The form should be completed as extensively as possible, with all fields completed with relevant information. Supplementary information related to the report, such as screen print outs will also be of value to assist in the subsequent analysis. One form should be used for each requirement to be reported.

After completion the form should be sent by:

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Upon receipt of the report, User Relations and Development Bureau (URB) will assign to it a unique reference which will also be provided to the originator of the report when acknowledging its receipt by URB. If this reference is not received **within 5 working days** then contact should be made with URB to confirm receipt of the report.

After initial analysis within URB, the report will be dispatched to the relevant section within CFMU for detailed analysis and subsequent actions. The section who completes the analysis will contact the originator of the claim. If the originator wishes to establish the status of any claim, contact should be made with URB.