EUROCONTROL

EUROCONTROL Specification for the Initial Flight Plan

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EUROPEAN ORGANISATION
FOR THE SAFETY OF AIR NAVIGATION

EUROCONTROL Specification for the Initial Flight Plan

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Abstract

This document provides details of procedures and requirements applicable to the provision and processing of Flight Plans in the pre-flight phase. In particular it prescribes measures to ensure, via the IFPS, the consistency of Flight Plan data held and maintained by Aircraft Operators (and their nominated representatives), the ATFCM system and ATS Units.

This document specifies a means of compliance to Regulation (EC) No 1033/2006 as amended by Commission Implementing Regulation (EU) 2018/139.

Keywords

Initial Flight Plan | IFPS | Consistency | Pre-flight Phase | single European sky

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DOCUMENT CHANGE RECORD

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

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
1.0	15/07/2007	First Edition	All
1.1	14/06/2013	Updated Edition 1.1 to take into account the publication of Regulation (EU) No 428/2013, amended ICAO reference material, the transposition of the EUROCONTROL ADEXP Standard into a Specification, the IFPS Users Manual Edition 17.0 and the nomination of EUROCONTROL as Network Manager: - Updated document template and ISBN - Editorial changes in executive summary - Editorial changes in the introduction - Review of the defined terms - Indication of aircraft capability details in flight plans - Updated references in Appendix 1 - Review of the abbreviations in Appendix 2 - IFP_ADDREQ_003 traceability in Appendix 3.1-2 - Review of IFPS Users Manual traceability in Appendix 3.2	2 8 9,11 12, 13, 16 37, 43, 44 53 54-56 66 67-70
1.2	05/03/2017	Updated Edition 1.2 to take into account the publication of Commission Implementing Regulation (EU) 2016/2120, amended ICAO reference material and the IFPS Users Manual Edition 20.1. - Updated document template and ISBN, Change Record - Updated provisions for specification maintenance (§1.2) - Include NM B2B web service for IFP-FMS-001 - Clarify resolution for IFP-ORMF-001 - Clarify note of IFP-4DPC-001 - Clarify IFP-CNLSUB-001 and IFP-CNLSUB-002 - Switched IFP-AFPPRO-001 and IFP-AFPPRO-003 (incl. updated traceability tables pages 56 and 61) - Clarify IFP-AFPPRO-001 wording for ACH distribution - Clarify the applicability of ICAO Doc 7030 for IFP-ACID-001 - Updated references in Appendix 1 - Updated abbreviations in Appendix 2 - Updated IFPS Users Manual traceability in Appendix 3.2 - Editorials: replace ‘IFPS User Manual’ by ‘IFPS Users Manual’, ‘CFMU’ by ‘NM’, ‘Environment Database’ by ‘Centralised Airspace and Capacity Database’, ‘_’ by ‘-‘ in Appendices; corrected duplicate reference number 2.6 in table IFP-RRS-001; add ‘Message’ in title of §13.4 and §16.3	1-4 9 19 26 27 36 37,38 38 42
1.3	26/02/2018	Updated Edition 1.3 to take into account the publication of Commission Implementing Regulation (EU) 2018/139, ADEXP Edition 3.2, IFPS Users Manual Edition 21.1, ATFCM Users Manual Edition 21.1 and the IFPL Specification Edition 1.2 corrigendum - Updated document template and Change Record - Clarify 3rd bullet of IFP-FMS-001 - Replace “all flight planning” by “all acceptable flight planning” in IFP-FMS-002 - Reword 1st bullets of 5.1 and 5.2 to clarify former term ‘eligible source’ - Clarify IFPS processing of duplicate flight plans from same originator	8, 9, 11, 13, 38, 50 62-65 4 18 19 19, 20 32

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EXECUTIVE SUMMARY

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

1. Introduction

1.1 Purpose & Context

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

In accordance with Article 4.1 b of the interoperability Regulation (EC) No 552/2004 (as amended by Regulation (EC) No 1070/2009), this document will be proposed to the European Commission as a Community specification to be used notably as a means of compliance with Regulation (EC) No 1033/2006, which lays down requirements for flight plans in the Pre-Flight Phase for the single European sky.

Regulation (EC) No 1033/2006 was developed in order to refine and complement some of the essential requirements laid down in interoperability Regulation (EC) No 552/2004 which is intended to provide measures aimed at ensuring the interoperability of the European Air Traffic Management Network (EATMN). Commission Implementing Regulation (EU) 2018/139 amends Regulation (EC) No 1033/2006 in order to take into account ICAO PANS-ATM Doc 4444, 16th Edition of 2016 incorporating Amendment No 7-A.

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

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

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

1.2 Maintenance of this Document

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

1.3 Applicability

IFP-APP-001

The **IFPS** and all Aircraft **Operators** and agents acting on their behalf, **Pilots** and agents acting on their behalf, **ATS Units** providing service to general air traffic flying in accordance with instrument flight rules **shall** comply with the requirements contained in, or referenced from, this EUROCONTROL Specification subject to the terminology defined in section 3 for the following:

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

1.4 Relationship with other Applicable Documentation

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

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

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

1.5 Structure of this Document

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

- Definition of the specific roles and responsibilities referenced in the requirements
- Definition of terms used in the requirements
- Requirements on the operational procedures needed
- Requirements on the specific Key Initial Flight Plan Fields needed
- Requirements on environment & associated data
- Administrative requirements on aspects such as the provision and maintenance of related documentation
- Appendix 1 provides details of the references used in this specification

- Appendix 2 explains the abbreviations used in this specification
- Appendix 3 provides traceability between the provisions of the implementing rule (Regulation (EC) No 1033/2006 as amended by Implementing Regulation (EU) 2018/139) and the relevant requirements indicated in this specification document. Traceability is also provided between the requirements contained in this document and the relevant sections of the IFPS Users Manual.

1.6 Requirements Characterisation

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

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

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

IFP-[Fn]-[nnn]

where:

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

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

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

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

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

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

2. Roles and Responsibilities

IFP-RRS-001

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

Ref.	Role	Definition	Responsibility with respect to this EUROCONTROL Specification
2.1	**Aircraft Operator (AO)**	A person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation. This includes the flight operator or a nominated representative.	Flight planning and submission of related messages. In the cases where a nominated representative performs these duties the responsibility includes any coordination with the actual flight operator.
2.2	**Integrated Initial Flight Plan Processing System (IFPS)**	A system within the European Air Traffic Management Network through which a centralised flight planning processing and distribution service, dealing with the reception, validation and distribution of flight plans, is provided within the airspace covered by this specification.	**T**his responsibility lies with the Network Management directorate and relates to the automatic processing and distribution of Flight Plans and associated messages; as covered by '*System Processing*' requirements in the IFPS Users Manual.
2.3	**IFPS Staff**	The staff within the IFPS that process and correct flight plans.	Responsible for any manual processing of flight plans, associated messages and Repetitive Flight Plan data.
2.4	**RPL System**	The NM system that processes RPLs	Responsible for all the automatic processing of Repetitive Flight Plan data, executed by the EUROCONTROL NM as covered by '*System Processing*' requirements in the IFPS Users Manual. The responsibility lies with the Network Management directorate.

Ref.	Role	Definition	Responsibility with respect to this EUROCONTROL Specification
2.5	**Air Traffic Services Unit (ATS Unit)**	A unit, civil or military, responsible for providing air traffic services.	In addition to the ATS responsibility this includes the provision of flight planning related messages to the IFPS and responding to those received from the IFPS.
2.6	**Air Traffic Control Unit (ATC Unit)**	An Area Control Centre, Approach Control Unit or Aerodrome Control Tower.	An ATC Unit is a subset of the ATS Unit responsibility as specified in section 2.5
2.7	**Pilot/Aircraft**	Any system (FMS) or human resource element of an aircraft that is involved in initial flight planning operations	In addition to the actual flight responsibility this includes communicating with an Aircraft Operator for the purposes of receiving and utilising flight planning data.
2.8	**ATS Reporting Office (ARO)**	A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure	Responsible for submission of Flight Plans and associated messages, received from an Aircraft Operator, to the IFPS. Responsibilities may also include acting as a nominated agent, on behalf of the Aircraft Operator, as described in section 2.1.
2.9	**States/National Authorities**	State level authorities (e.g. CAA)	Responsible for support related procedures, as applicable in the requirements of this specification.
2.10	**EUROCONTROL Network Management Directorate (NMD)**	Network Operations Management.	Supervisory responsibility of initial flight planning related operations as conducted by the IFPS.
2.11	**(Message) Originator**	A person or organisation submitting flight plans and any associated update messages to the **IFPS**, including **Pilots**, **Operators** and agents acting on their behalf and **ATS Units**.	In all cases the **Aircraft Operator** as defined in part 2.1 of this table has the responsibility for ensuring that flight plans and associated messages are sent to the **IFPS**. However in the case where this responsibility is devolved to another party there is a requirement for that party to ensure that the conditions of acceptance are made available to the actual operator responsible for the flight.

3. Defined Terms

IFP-DEF-001

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

	Term	Explanation
3.1	**Flight(s)**	The terms 'flight' and 'flights' when used within a requirement in this specification apply to flights that are about to depart within the **IFPZ** or are about to enter the **IFPZ** and are conducted either wholly as IFR/GAT, or include within the IFPZ transitions to and/or from GAT/IFR.
3.2	**Associate/Association**	The process of uniquely identifying a flight plan already held by IFPS that matches a message received, in accordance with the criteria defined in the IFPS Users Manual.
3.3	Conditional Route (CDR)	ATS routes that are only available for use and flight planning under specified conditions. A Conditional Route may have more than one category, and those categories may change at specified times: Category 1 Conditional Route (CDR1) CDR1 routes may be available for flight planning during times published in the relevant National Airspace Aeronautical Information Publication (AIP). The Airspace Use Plan (AUP) published daily by EUROCONTROL notifies of CDR1 route closures. Category 2 Conditional Route (CDR2) CDR2 routes may not be available for flight planning. Flights may only be planned on a CDR2 in accordance with conditions published daily in the AUP. Category 3 Conditional Route (CDR3) CDR3 routes are not available for flight planning at all. Flights must not be planned on these routes but ATC Units may issue tactical clearances on such route segments.
3.4	**EOBT Insertion Criteria**	Criteria applied by the IFPS, as specified in the IFPS Users Manual, for the acceptance and insertion of updated ***EOBT*** values from an Aircraft Operator into a flight plan.

	Term	Explanation
3.5	**IFPS Re-addressing Function**	A message distribution service provided by the IFPS that allows an Aircraft Operator to specify in flight planning messages additional AFTN addresses that should receive copies of the message. The IFPS automatically includes the addresses provided in the distribution of the processed message and any subsequent messages associated with that flight plan.
3.6	**IFPZ**	The airspaces, as listed in the IFPS Users Manual, within which service is provided by the IFPS**.** Known as the IFPS Zone (IFPZ).
3.7	**Flight Plan**	Specified information provided to ATS Units relative to an intended flight or portion of the flight of an aircraft. Note that the 'specified information' relevant to this EUROCONTROL Specification is the Key Initial Flight Plan Fields**.**
3.8	**Individually submitted Flight Plans**	Flight plans submitted individually to the IFPS as opposed to those that are generated from an ***RPL***.
3.9	**Initial Flight Plan**	The flight plan initially submitted by the originator including changes, if any, initiated and accepted by **Pilots**, **Aircraft Operators**, an **ATS Unit** or the centralised service for flight plan processing and distribution of flight plans (IFPS) during the **Pre-Flight Phase**.
3.10	**Key Flight Plan Association Fields**	The set of flight plan and related message fields that may be checked for association purposes are as follows: • ***Aircraft Identification (ARCID)*** • ***Aerodrome of Departure (ADEP)*** • ***Aerodrome of Destination (ADES)*** • ***Date of Flight (DOF alias EOBD)*** • ***Estimated Off-Blocks Time (EOBT)*** Some of the fields only need to be included where they are required for the particular message type concerned, as specified in the IFPS Users Manual. **Notes:** Where a message is submitted in ADEXP format, the ***IFPLID*** may also be used for message association. The ***Total Estimated Elapsed Time (EET)*** may also be used.

	Term	Explanation
3.11	**Key Initial Flight Plan Fields**	The flight plan fields that have to be provided within the Initial Flight Plan and processed in compliance with this EUROCONTROL Specification: • ***Aircraft Identification (ARCID),*** including, as required for **Individually Submitted Flight Plans**: *a.* The ***Operator (OPR)*** of the flight *b.* The ***Registration (REG)*** of the aircraft. These three items are collectively referred to as the ***Aircraft Identification Elements***. • ***Aerodrome of Departure (ADEP)*** • ***Estimated Off-Blocks Time (EOBT) & Date (EOBD)*** • ***Aerodrome of Destination (ADES)*** • ***Route*** • ***Cruising Speed(s)*** • ***Requested Flight Level(s)*** • ***Flight Rules*** • ***Type Of Flight*** • ***Aircraft Equipment & Capabilities*** • ***Wake Turbulence Category*** • ***Type Of Aircraft***
3.12	**Key Repetitive Flight Plan Association Fields**	The total set of ***RPL*** fields that may be checked for association purposes are as follows: • ***Aircraft Identification (ARCID)*** • ***Aerodrome of Departure (ADEP)*** • ***Aerodrome of Destination (ADES)*** • ***The Valid From Date*** • ***The Valid Until Date*** • ***The Estimated Off-Blocks Time (EOBT)*** • ***The Days Of Operation***
3.13	**Operational Reply Message**	Messages returned by IFPS to a message originator to indicate the processing status of the submitted message: • ***IFPS Acknowledgment (ACK)*** • ***Manual (MAN)*** - referred for manual processing • ***Reject (REJ)***

	Term	Explanation
3.14	**Pre-Flight Phase**	The period from the first submission of a flight plan (either as an ***RPL*** or an individual ***Flight Plan)*** until the first delivery of an ATC Clearance. For flights departing outside the IFPZ: the period prior to the flight's entry into the IFPZ during which flight planning messages may be received by the IFPS or estimates may be received by an ATC Unit within the IFPZ. This includes the special case where an ATC Unit has received an estimate for an inbound flight, but has not received a flight plan from IFPS.
3.15	**Repetitive Flight Plan (RPL)**	A flight plan related to a series of frequently recurring regularly operated individual flights with identical basic features submitted by an Aircraft Operator for retention and repetitive use by **ATS Units**.
3.16	**Single Initial Flight Plan Concept**	The requirement to define and maintain (as specified in this document) a minimum set of flight plan characteristics or Key Initial Flight Plan Fields to serve as the common basis for which flight plan consistency has to be maintained between Aircraft Operators, AROs, the IFPS, Aircraft and ATC Units.
3.17	**Terminal Area Procedures**	The standard instrument departure and the standard instrument arrival routes as defined in ICAO Procedures for Operational Services (PANS-OPS, Doc 8168). Inclusion of Terminal Procedures in the flight plan is not required by the Single Initial Flight Plan Concept.
3.18	**Validate/Validation**	This process performs various checks and attempts to repair received messages, as described in the IFPS Users Manual with regard to the following: • Eligible source check • Correct format, syntax and data conventions check • Sufficient content & accuracy check • Check for compliance with specified semantic checks • Discrepancy detection, reporting and referral • Automatic permissible corrections • Manual corrections
3.19	**Air Traffic Control (ATC) Clearance**	An authorization for an aircraft to proceed under the conditions specified by an **ATC Unit**.

	Term	Explanation
3.20	**Instrument Flight Rules (IFR)**	Instrument Flight Rules as defined in Annex 2 to the Chicago Convention of International Civil Aviation (10th Edition July 2005 - **www.icao.int**).
3.21	**Aircraft Identification**	A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in the air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications. The ***REG*** and ***OPR*** elements should also be provided, as required, for **Individually Submitted Flight Plans**.
3.22	**Estimated Off-Block Date**	The estimated date on which the aircraft will commence movement associated with departure.
3.23	**Estimated Off-Block Time**	The estimated time at which the aircraft will commence movement associated with departure.

4. Message Submission to IFPS

4.1 Background

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

4.2 Flight Planning & Associated Message Submissions

IFP-FMS-001

Aircraft Operators **shall** ensure that all flight planning and associated messages are supplied to the IFPS, as specified in the IFPS Users Manual, and National AIPs, with regard to:

- Conformance with submission time constraints
- Addressing of messages to both IFPS units, regardless of which one will be responsible for processing that message
- Submission of messages by the Aircraft Operator (or his representative) either directly to the IFPS, or as may be required, via an ARO
- Submission of messages for flights entering the IFPZ, from a departure aerodrome outside the IFPZ, in accordance with the procedures applicable within the State concerned
- Responsibilities of the Aircraft Operator for addressing of messages to:
  - ATC Units outside of the IFPZ (when the flight will depart inside of the IFPZ and proceed outside of it)
  - All concerned units for parts of a flight that will be operated under VFR conditions

  - All concerned units for parts of a flight that will be operated under OAT conditions
  - The alternate aerodrome, if applicable
- Use of the IFPS Re-addressing Function for the above addressing of messages
- Use of the AFTN or SITA network (including the advance notification needed when an AFTN Gateway is to be used) or NM B2B web service.

IFP-FMS-002

AROs **shall** ensure that all acceptable flight planning information provided to them for submission to IFPS are submitted to the IFPS, as specified in the IFPS Users Manual, with regard to:

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

4.3 RPL Submissions

IFP-RMS-001

Aircraft Operators **shall** ensure that all ***RPLs*** are supplied to the **IFPS**, as specified in the IFPS Users Manual, with regard to:

- Submission of ***RPLs*** to the IFPS either as a New List of ***RPLs*** (NLST) or a Revised List (RLST) containing cancellations and/or amendments to the existing ***RPLs***
- Conformance with submission times relative to the ***EOBD/EOBT*** of the first generated flight
- Use of email

5. Message Checking Procedures

5.1 Background

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

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

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

More specific validation checks are performed for each of the Key Initial Flight Plan Fields as described in section 21.

5.2 Checking of Flight Plans and Associated Messages

IFP-FCK-001

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

- Reception of duplicate flight plans from the same or different originators
- Message submission times relative to the ***EOBT*** and Date of Flight ***(DOF)*** or ***EOBD***
- Correct syntax
- Compliance with allowed lexical content and formats, as specified in section 6 of this document
- Association checks between each message received and flight plans already held by the IFPS, as specified in section 7 of this document
- Specific checks as specified for some of the Key Initial Flight Plan Fields in section 21 of this document
- Route checking to confirm that the described route exists as available route elements within the NM Centralised Airspace and Capacity Database (CACD), taking into account the Route Availability Document (RAD) restrictions
- Use of 4D Profile calculations for validation of the route
- Treatment needed for locked messages, i.e. a message that has failed automatic processing and, usually due to syntax corruption, has become inaccessible to the **IFPS Staff**

5.3 Checking of RPLs

IFP-RCK-002

The RPL System **shall** check all ***RPLs*** received as specified in the IFPS Users Manual, with regard to:

- Acceptable ***RPL*** NLST and RLST submission times
- Aeronautical Information, Regulation and Control (AIRAC) dates
- Correct syntax
- Compliance with allowed lexical content and formats, as specified in section 6 of this document
- Semantic checks as specified for each element of the Key Initial Flight Plan Fields in section 21 of this document
- Association checks between each ***RPL*** received; to eliminate duplicate ***RPLs***, to check for possible overlapping ***RPLs*** and for missing association when an ***RPL*** is to be cancelled
- Route validation to confirm that the described route elements exist within the NM Centralised Airspace and Capacity Database
- Use of 4D profile calculations for validation of the route

6. Message Formats & Content

6.1 Background

When the **IFPS** receives a flight plan, or an associated message, checks are needed to ensure compliance with the format and data conventions. The formats and data conventions permitted are

those prescribed by ICAO in PANS-ATM Doc 4444 and in some cases the EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) where this is used.

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

6.2 Flight Plan Related Formats & Content

IFP-FFT-001

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

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

IFP-FFT-002

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

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

6.3 Repetitive Flight Plan Related Formats & Content

IFP-RFT-001

Aircraft Operators **shall** ensure that all RPL related messages are supplied to the RPL System using insertion criteria with content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described for the following:

- Aircraft Operator Contact Details
- ***RPLs*** (NLST)
- ***RPLs*** (RLST)

IFP-RFT-003

The RPL System **shall** ensure that all responses generated as a result of RPL related submissions are supplied using insertion criteria with content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described for the following:

- Acknowledgement of ***RPL*** Receipt
- ***RPL*** Failure Reports

6.4 ATC Message Formats & Content

IFP-AFT-003

ATC Units **shall** ensure that all ***Request Flight Pan (RQP)*** and ***ATC Flight Plan Proposal (AFP)*** messages sent to the IFPS are supplied using insertion criteria with content and formats as specified in the IFPS Users Manual, taking into account all operational circumstances and variations described.

7. Message Association

7.1 Background

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

7.2 Flight Plan Association

IFP-FAS-001

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

IFP-FAS-002

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

IFP-FAS-003

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

- Association with a single flight plan
- Associations with more than one flight plan
- No Association

- Associations with another message that has failed automatic processing and is awaiting or undergoing manual treatment
- Full and partial message association
- Duplicate message reception
- Single association in situations where a flight plan associates with an existing flight plan but has other data differences and is therefore processed as an update
- Timing parameters used in the association with respect to ***EOBT*** and ***EOBD***
- Prohibition of changes to some of the Key Flight Plan Association Fields

7.3 Repetitive Flight Plan Association

IFP-RAS-001

The Aircraft Operator **shall** ensure that ***RPLs*** are submitted to the RPL System in accordance with the procedures specified in the IFPS Users Manual and include the Key Repetitive Flight Plan Association Fields.

IFP-RAS-002

The RPL System **shall** check all **RPLs** received to ensure that the Key Repetitive Flight Plan Association Fields are included, as specified in the IFPS Users Manual.

IFP-RAS-003

The RPL System **shall** process all **RPLs** received, as specified in the IFPS Users Manual, with regard to the criteria and reactions needed for the various association circumstances:

- Full association
- Overlapping association between ***RPLs*** (overlaps with single and multiple ***RPLs***)
- No association
- Association with a single ***RPL***
- Dual active association where ***RPLs*** are split because of coincidence with an AIRAC changeover date
- Association with multiple ***RPLs***

8. Operational Reply Messages (ORM) & Acknowledgements

8.1 Background

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

When the originator of a flight plan is an intermediary (i.e. not the Aircraft Operator or the Aircraft, e.g. the flight plan may be submitted via an ARO) the conditions of acceptance and any changes to these conditions, as notified by the IFPS, have to be made available to the Aircraft Operator, who also has the responsibility of ensuring that the Aircraft has consistent data that reflects the agreement. In all

situations Aircraft Operators have the responsibility of ensuring that procedures are in place to inform them of changes introduced by the IFPS and that rejected flight plans are corrected and resubmitted to the IFPS to ensure that ATC Units receive appropriate distributions.

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

8.2 Provision of Operational Reply Messages by IFPS

IFP-ORM-001

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

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

IFP-ORM-002

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

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

IFP-ORM-004

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

IFP-ACK-001

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

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

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

IFP-REJ-001

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

8.3 Message Originator Actions for Operational Reply Messages

IFP-ORMA-001

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

IFP-ORMA-002

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

IFP-REJA-001

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

IFP-ORMD-001

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

IFP-ORMF-001

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

9. Manual Processing & Standard Correction Procedures

9.1 Background

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

9.2 Referral for Manual Treatment

IFP-REF-001

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

9.3 Manual Treatment

IFP-SCP-001

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

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

IFP-SCP-002

The IFPS **shall** support the manual correction of discrepancies in messages as, specified in the IFPS Users Manual with regard to:

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

10. Flight Plan Distribution Procedures

10.1 Background

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

The IFPS also provides a Re-Addressing Function to Aircraft Operators for **flights** departing within the IFPZ that allows them to have the flight plan and associated messages sent to concerned addresses outside the IFPZ. This capability is also available for addressing of messages to units within the IFPZ for flights that have mixed GAT/OAT and/or IFR/VFR segments or any other address needed. The IFPS automatically includes the addresses provided in the distribution of the processed message and any subsequent messages associated with that flight plan.

Aircraft Operators filing directly to the IFPS but not using the IFPS Re-Addressing Function of the IFPS have the responsibility of ensuring that all flight plans and associated messages, as acknowledged by

the **IFPS**, are communicated to all concerned addresses outside the IFPZ and inside the **IFPZ** for any VFR or OAT part of the flight.

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

10.2 Four-Dimensional Profile Calculation

IFP-4DPC-001

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

Note: It is acknowledged that the accuracy of the 4D profile created and maintained by the IFPS is evolving and may take into account additional informational information when provided within the flight plan. In addition, feedback of information is required from ATC units to improve the consistency of calculated profiles; as described in section 19.

10.3 Distributions to ATS Units in the IFPZ

IFP-IDIS-001

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

- Determination of the airspaces that the flight will penetrate, and the ATS Units requiring a copy of the flight plan and associated messages
- Determination of the time, prior to the arrival of the flight into each ATS Unit's airspace, that flight data has to be distributed to that unit
  Note: The time parameter in this calculated distribution of messages is a time specified by each ATS Unit, and is held in the NM Centralised Airspace and Capacity Database
- Redistribution of data when the flight plan is changed during the pre-flight phase (as described in section 17)
- Distributions in the case of late submission of flight plans
- Grouping of ATS Unit Into time bands for distribution purposes
- Redistribution of flight plans and changes when IFPS has executed a re-routing
- Distribution of flight data for airborne flights entering or already in the IFPZ when a missing flight plan has been provided by an ATC Unit

10.4 Distributions Using the IFPS Re-Addressing Function

IFP-EDIS-001

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

- Service restriction to AFTN addresses (SITA addresses will be rejected)

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

11. Repetitive Flight Plan (RPL) Submission

11.1 Background

The individual flight plan instances that are produced from an *RPL* schedule are subject to all the flight planning requirements included in this specification, with some exceptions because of the early time at which RPLs are filed.

The ***RPL*** lifecycle requires the following set of procedures:

1. Submission of contact details for the Aircraft Operator or a nominated agent that will provide the ***RPL*** data
2. Submission of an ***RPL*** file and modifications (Additions and cancellations of entries) by the Aircraft Operator
3. Validation of the ***RPL*** file and its modifications with acceptance and rejections as necessary
4. Correction of rejected ***RPL*** files and re-submission by the Aircraft Operator
5. ***RPL*** Processing – Generation of a flight plan to the IFPS, 20 hours prior to the ***Estimated Off-Block Time (EOBT)*** for each Day Of Operation (processing and distribution of the flight plan then proceeds as for Individually submitted Flight Plans)
6. ***RPL*** Re-Processing to reflect changes in the airspace data (for each AIRAC cycle) after initial processing of an ***RPL***

Additional procedures are needed to cover the following:

7. Quality control procedures to ensure feedback of corrections for problematic ***RPLs***;
8. Suspension of flight plan generation for specific instances, such as 25th December and periods of industrial action;
9. Contingency measures for loss of ***RPL*** service

11.2 RPL Submission

IFP-RPLSUB-001

Aircraft Operators **shall** ensure that all ***RPLs*** are in compliance with the IFPS Users Manual with regard to the following:

- Aircraft Operator contact details have been previously provided

- Submission either as a New List of RPLs (NLST) or a Revised List (RLST) containing cancellations and/or amendments to the existing ***RPLs***
- Constraints on the season covered by the ***RPL*** (normally one season only)
- Lead times (with exceptions for ***RPL*** reprocessing and start of new season) and late submissions.

11.3 RPL Acknowledgement

IFP-RPLACK-001

After successful reception of an ***RPL*** submission the RPL System **shall** return an Acknowledgement of ***RPL*** Receipt to the Aircraft Operator, as specified in the IFPS Users Manual.

IFP-RPLACK-002

If no Acknowledgement of ***RPL*** Receipt is received within 2 working days of dispatch, the Aircraft Operator **should** contact the IFPS to confirm the reception of that submission

11.4 RPL Processing

IFP-RPLPRO-001

After successful reception of an *RPL* submission the RPL System and the IFPS Staff, as appropriate, **shall** process it as specified in the IFPS Users Manual with respect to:

- Use of serial numbers to avoid duplication or missing submissions
- NLST and RLST submissions
- Storage and booking in of ***RPL*** submissions
- Checking and removal of blank or duplicate ***RPL*** entries
- Temporary closure of routing elements and coordination with the Aircraft Operator (e.g. to split the ***RPL*** to reflect the different routing)
- Processing turn-around promptness and monitoring of this
- Coordination of necessary action for any invalid ***RPL*** in a submission that cannot be successfully processed
- Communication of corrections made to a submission that did not require prior coordination
- Late submissions where the ***RPL*** may not be processed before the start date of the first flight
- Deletion of invalid SID/STAR entries in the ***RPLs***
- Deferral of ***RPL***s that cannot be processed before the next AIRAC data is available in the NM Centralised Airspace and Capacity Database
- Treatment of newly submitted ***RPLs*** with a validity period starting between the end of the re-processor and the start of a new AIRAC that is submitted for processing after reprocessing is started

IFP-RPLPRO-002

After successful reception of an ***RPL*** submission the RPL System **shall** process the submission, as specified in the IFPS Users Manual with respect to:

- Compliance with the IFPS ***RPL*** Format, with checks to ensure that every field required is present and correct
- Association checks to eliminate duplicate ***RPLs***

- ***Route*** & 4D Profile validation to ensure routing correctness and availability
- Referral of discrepancies for immediate correction or for coordination with the Aircraft Operator

11.5 RPL Re-Submission

IFP-RPLRES-001

The Aircraft Operator **may** correct and re-send *RPL* submissions, as specified in the IFPS Users Manual with regard to:

- Necessary coordination
- Submissions previously rejected by the RPL Team
- Disagreement on changes made by the IFPS

11.6 Flight Plan Generation from RPLs

IFP-RPLGEN-001

The RPL System **shall** automatically generate individual ***Flight Plan (FPL)*** messages to the IFPS from ***RPLs*** in the RPL Database, as specified in the IFPS Users Manual.

IFP-RPLGEN-002

The IFPS **shall** process and determine the distribution needed for each ***FPL*** generated from the RPL System with the same procedures and algorithms used for individually submitted Flight Plan (FPL) messages.

IFP-RPLGEN-003

When the generation of an ***FPL*** from an ***RPL*** causes a problem or is not appropriate the IFPS shall take action, as described in the IFPS Users manual, for the following:

- Provision of failure reports to ensure correct future generation of flight plans
- Splitting of the ***RPL*** according to the week/weekend route structure
- Temporary route closures
- Overlapping of ***RPLs***
- Submission of flight plans which will duplicate that generated from an ***RPL***
- Storage of RPL Failure Report and other associated reports for future reference
- Applying and withdrawing RPL suspensions to stop ***FPL's*** being generated, e.g. during periods such as 25th December and when there is industrial action

11.7 RPL Reprocessing

IFP-RPLREP-001

An Aircraft Operator **may** submit an RLST, to introduce changes to that company's ***RPLs*** for alignment with AIRAC changes, as specified in the IFPS Users Manual with regard to the following:

- Submission times relative to the AIRAC date
- Feedback of information from IFPS on aspects that require a re-submission such as proposed modifications to ***RPLs*** and temporary route closures promulgated in the NM Centralised Airspace and Capacity Database

IFP-RPLREP-002

The RPL System and the IFPS Staff, as appropriate, **shall** re-process all ***RPLs*** against each AIRAC update, to reflect any changes in the airspace data introduced after the initial processing of an ***RPL***, as specified in the IFPS Users Manual with regard to the following:

- Reception and introduction of new AIRAC data
- Acceptable submission times for an RLST and reprocessing arrangements with respect to the new AIRAC
- Acceptance and failure of RLST entries with referral for correction
- Late reception of an RLST
- Automatic updates triggered by new AIRAC environment data in the absence of an RLST submission
- Correction of ***RPLs*** prior to their generation into IFPS
- Splitting of ***RPLs*** that cross the AIRAC validity date
- Adjustment of ***RPLs*** for specific environmental changes such as renamed navigation aids or airways
- Referral of ***RPLs*** that fail processing due to incompatibilities with the current AIRAC environment data – for processing against the new AIRAC data when that data becomes available
- Arrangements for ignoring discrepancies in ***RPLs*** with respect to the AIRAC data
- Processing of temporary route closures promulgated in the NM Centralised Airspace and Capacity Database
- Feedback of information and reprocessing reports back to the Aircraft Operator
- Re-submission of new RLSTs after an Aircraft Operator's rejection of modifications proposed by the IFPS

12. Flight Plan Filing

12.1 Background

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

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

12.2 Submission of Flight Plan (FPL) Messages

IFP-FPLSUB-001

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

IFP-FPLSUB-002

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

IFP-FPLSUB-003

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

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

12.3 Re-filing of Flight Plans

IFP-FPLREF-001

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

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

12.4 Checking of FPLs

IFP-FPLCHK-001

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

Note that the requirements provided in sections 6 and 21 are also applicable.

IFP-FPLCHK-002

The IFPS **shall** process ***Flight Plan (FPL)*** messages that successfully associate with an existing flight plan as changes to that flight plan, with the exception that any new ***EOBT*** supplied will be ignored, i.e. it will not replace that already held in the processed flight plan and a clear indication of this will be provided in the reply (ACK) to the message originator.

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

13. Flight Plan Changes

13.1 Background

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

13.2 Submission of Flight Plan Changes

IFP-CHGSUB-001

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

Note: that changes to the ***ARCID, ADEP, ADES*** require a cancellation and re-filing of the flight plan, as described in requirement IFP-FPLREF-001 section 12.3.

IFP-CHGSUB-002

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

IFP-CHGSUB-003

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

IFP-CHGSUB-004

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

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

13.3 Changes to FPLs Generated from RPLs

IFP-CHGRPL-001

Where a flight plan change relates to an ***FPL*** generated from an ***RPL*** the Aircraft Operator **shall** submit the ***Modification (CHG)*** message not more than 20 hours in advance of the ***EOBT*** of that flight.

13.4 CHG Message Specific Checking

IFP-CHGCHK-001

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

Note that the requirements provided in sections 6 and 21 are also applicable.

IFP-CHGCHK-002

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

14. Flight Delays

14.1 Background

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

14.2 Submission of Delay (DLA) Messages

IFP-DLASUB-001

The Aircraft Operator **shall** notify the IFPS of delays to flights as specified in the IFPS Users Manual with regard to:

- Sending a ***DLA*** message in accordance with the specified parameters, or,
- Sending a ***CHG*** message, where a simultaneous change of route is also necessitated by the delay, as described in section 13.2.

IFP-DLASUB-002

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

14.3 Compliance with ATFCM Slot Management Procedures

IFP-DLATFM-001

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

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

14.4 IFPS Processing of DLA Messages

IFP-DLAPRO-001

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

IFP-DLAPRO-002

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

15. Flight Cancellations

15.1 Background

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

15.2 Filing of Flight Cancellations

IFP-CNLSUB-001

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

IFP-CNLSUB-002

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

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

16. Missing Flight Plans

16.1 Background

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

16.2 Flight Plan Requests

IFP-RQSUB-001

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

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

IFP-RQPRO-002

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

16.3 AFP Message Submission

IFP-AFPSUB-001

An **ATC Unit**, having received an estimate for a flight, which is due to enter its Area of Responsibility (AoR) from outside the **IFPZ,** and for which no flight plan has been received from IFPS, or otherwise obtained through application of **IFP-RQSUB-001** (see section 16.2), shall send an ***ATC Flight Plan Proposal (AFP)*** message to the **IFPS**, as described in the **IFPS Users Manual**.

IFP-AFPSUB-002

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

- ***Aircraft identification (ARCID)*** (compulsory, and if available the ***Operator (OPR)*** and the ***Registration (REG)*** of the aircraft, see 21.2)
- ***Type of aircraft*** (compulsory)
- ***Equipment & Capability information*** (compulsory only in ICAO format)
- ***Aerodrome of Departure*** (compulsory)
- ***Estimate Data*** (compulsory)
- ***Route*** (compulsory to include at least the local route portion that is known to the ATC Unit)
- ***Aerodrome of Destination*** (compulsory)

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

16.4 IFPS Processing of an AFP Message

IFP-AFPPRO-003

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

- Forcing of discrepancies (**RAD**, **CDR** etc), if any, contained within the route information provided in the AFP, such that they will be accepted by the IFPS automatic processing

before distribution of either an ***ATC Flight Plan Change (ACH)*** or an ***ATC Flight Plan (APL)*** message

- Completion of any incomplete routing elements in the ***AFP***, such as connecting the last point of the route given in the ***AFP*** to the ***Aerodrome of Destination***, compliant with any applicable RAD restrictions

IFP-AFPPRO-001

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

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

17. Pre-Flight Updates & Revalidation

17.1 Background

A fundamental element of the Single Initial Flight Plan Concept is that flight plans for flights departing within the IFPZ should be revalidated against changes to environment data (Availability of Airspace or Air-Route, Aerodrome Closure, Creation, deletion or modification of an ATFM restriction) that occur during the **Pre Flight Phase** of operations. These measures improve the consistency of the flight plan with respect to prevailing ATM conditions and reduce the probability of unexpected tactical intervention after the flight has departed.

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

17.2 Flight Suspensions Triggered by Environment Data Changes

IFP-REVAL-001

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

IFP-REVAL-002

The IFPS **shall** initiate a ***Flight Suspension (FLS)*** procedure for any of the following changes that invalidate the route for a flight departing within the IFPZ:

- Availability of Airspace or Air-Route
- Aerodrome Closure
- Creation or modification of a RAD restriction.

IFP-REVAL-006

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

17.3 Actions Following Suspensions Triggered by Environment Data Changes

IFP-REVAL-003

On receipt of a ***Flight Suspension (FLS)*** message due to re-validation the Aircraft Operator **shall** initiate the necessary modification to the ***FPL;*** through the submission of a ***Flight Plan Modification (CHG)*** operation (as described in section 13) or a ***Cancel (CNL)*** and a re-file of the ***Flight Plan*** (as described in section 15.2).

IFP-REVAL-004

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

IFP-REVAL-005

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

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

18. Communication of Flight Plan Details to the Pilot

18.1 Background

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

18.2 Communication of Flight Plan Conditions of Acceptance to the Pilot

IFP-ACFT-001

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

19. Notification of ATC Difficulties with Flight Plan Data during the Pre-Flight Phase

19.1 Background

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

More importantly, ATC Units should ensure that the NM Centralised Airspace and Capacity Database is up to date with respect to their local conditions, (see section 22), in order to alleviate the need for this type of exchange. Nevertheless, it is recognised that because the need for changes may arise where for example a particular routing, which is RAD compliant, cannot be complied with by ATC for complex local reasons that cannot easily be reflected in the RAD.

19.2 Notification from ATC Units to the IFPS

IFP-ATCCOO-001

ATC Units **shall** notify the IFPS of any solutions introduced for difficulties found with respect to the ***Route*** or ***Flight Level*** elements of flight plans, received by them during the Pre-Flight Phase of operations from the IFPS under the following circumstances:

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

Note: Notifications to the **IFPS** is only needed for changes to cruising levels, and not to intermediate levels or to flight levels assigned on a tactical basis by ATC to that flight.

19.3 Communication by IFPS

IFP-ATCCOO-002

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

20. Correspondance of Initial Flight Plan with Operational Intentions

20.1 Background

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

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

20.2 Aircraft Operator Responsibility for Proceeding With the Flight

IFP-AOOPI-001

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

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

21.1 Background

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

21.2 Aircraft Identification Elements

IFP-ACID-001

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

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

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

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

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

21.3 Flight Rules and Type Of Flight

IFP-FR&TYP-001

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

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

IFP-FR&TYP-002

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

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

IFP-FR&TYP-003

The IFPS shall process and distribute all flight plans created from ***RPLs*** as IFR/GAT scheduled flights, as specified in the IFPS Users Manual.

21.4 Aircraft Type & Wake Turbulence Category

IFP-ACT&WC-001

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

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

IFP-ACT&WC-002

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

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

IFP-ACT&WC-003

The RPL System shall process the ***Aircraft Type*** & ***Wake Turbulence Categegory*** information provided in RPLs, as specified in the IFPS Users Manual, with regard to:

- Invalidation of ***RPLs*** where the ***Aircraft Type*** is not known or an approved ICAO designator has not been supplied
- Invalidation of ***RPLs*** where there is duplication of the ***Aircraft Type*** in the 'Other Information' (ICAO Field 18)

21.5 Aircraft Equipment and Capability

IFP-ACEQPT-001

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

- Inclusion of ***Radio Communications Equipment***, ***Navigation Equipment & Capability***, ***Approach Aid Equipment & Capability*** and ***Surveillance Equipment & Capability*** details in flight plans
- Inclusion, where necessary, of ***Performance Based Navigation*** (PBN) details in the Additional Information field (ICAO Field 18)

- Inclusion, where necessary, of ***Other Equipment*** details in the Additional Information field (ICAO Field 18), eg : validated State aircraft equipment providing similar performance to civilian aircraft equipment
- Provision of updated ***Equipment & Capability*** information via a CHG message, e.g. change of aircraft, or equipment malfunction
- Consistency of all fields included in subsequent messages passed to the IFPS for a flight, with the ***Equipment & Capability*** information previously provided

IFP-ACEQPT-002

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

- Cross checks to ensure consistency with other fields in the flight plan, e.g. for any implications on the profile related information supplied
- Cross checks on the other data provided in flight planning update messages to ensure consistency, where applicable, with the ***Equipment & Capability*** information previously provided
- Checks to ensure that updated ***Equipment & Capability*** information is provided and is correct when the ***Aircraft Type*** specified in an existing flight plan, already processed by the IFPS, is changed via a ***Modification (CHG)*** message

IFP-ACEQPT-003

The RPL System **shall** insert default ***Equipment*** values (in compliance with the IFPS Users Manual) for situations where the data has not been provided in an ***RPL***.

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

IFP-ADEP&T-001

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

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

IFP-ADEP&T-002

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

- Indication of the ***ADEP*** either by inclusion of the ICAO designator for the aerodrome or point of departure, or provision of corresponding details in the ***Other Information*** (ICAO field 18) DEP sub-field

- Determination of which IFPS unit has responsibility to process the message
- Referral of unrecognised ***ADEP*** data for manual processing at both IFPS Units, the identification of the responsible unit and subsequent correction procedures
- Checking of the ***EOBT*** with respect to ***Date of Flight*** information provided in the ***Other Information*** (ICAO field 18) ***DOF*** sub-field
- Acceptable ranges of ***EOBT*** and ***DOF*** with respect to the current system time at the time of processing
- Appropriate processing of flight plans filed in the air (***AFIL***)

IFP-ADEP&T-003

The RPL System shall process the *Aerodrome of Departure (ADEP)* and *Estimated Off-Blocks Time (EOBT)* information provided in *RPLs*, as specified in the IFPS Users Manual, with regard to:

- Use of the ***EOBT*** to determine the time at which a flight plan is generated from the ***RPL*** into the IFPS (20 hours before the ***EOBT*** of the ***RPL***)

21.7 Route

IFP-ROUTE-001

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

- ***Initial Speed*** indicated as Knots, Mach Number, or Kilometres per Hour
- ***Initial RFL*** indicated as Flight Level, Altitude (in hundreds of feet, or 10s of meters) or Standard Metric Level
- ***En-route changes to the Speed*** and/or ***Level*** associated with a specified point, including that needed for RVSM Entry/Exit
- ***Direct (DCT) routings, Airways, Connecting Points, VFR arrivals/departures***
- ***Aerodrome of Departure*** and ***Aerodrome of Destination***
- ***Significant geographical Points*** (including Airways Join & Exit Points, RVSM Entry/Exit Points, IFPZ Boundary Points) expressed as a named navigation beacon, a set of geographical co-ordinates, or as a bearing and range from a named navigation beacon
- Indication of transitions between OAT/GAT and VFR/IFR

IFP-ROUTE-002

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

- Availability of ***Routing Segments***, as specified in the Route Availability Document (RAD) and its restrictions
- Availability of the ***Route*** as filed taking into account the speed and level values provided, and the corrections needed when parts of the route are not available
- ***Speed*** and ***Level*** compliance with the Oceanic Entry Point for flights that will enter the Oceanic Airspace, including automatic insertion of these values when they have not been supplied by an Aircraft Operator
- All ***Speed*** and ***Level*** indicators in the route correspond to the aircraft performance of the ***Aircraft Type*** supplied by the Aircraft Operator

- Automatic insertion of an average ***Speed*** for the ***Aircraft Type*** at the indicated ***Level*** when a ***Speed*** indicator has not been supplied by the Aircraft Operator
- Automatic Insertion/correction, or referral of missing/invalid route elements for manual processing
- Inclusion of automatically inserted or manually corrected routing elements in messages distributed to IFPS clients
- Checking of ***Cruising Level*** against entry and exit requirements of the EUR RVSM airspace
- Treatment of homonyms to prevent ambiguity when more than one point exists with the name supplied
- Use of the ***STAY*** indicator
- Use of the Plot Route facility to determine routing corrections
- Reporting of discrepancies in the NM Centralised Airspace and Capacity Database
- Checks on the use of direct routings, e.g. against cross border restrictions or maximum DCT limits
- Exclusion of Truncated Route Designators
- Coincidence of join and exit points with those defined for each Airway
- Intersection of two airways with the possibility of point insertion to join them
- Replacement of DCT routings with Airways
- Non-standard routes with an indication that the route has prior co-ordination and approval from an ATC Unit or FMP
- Category 1 (CDR1), Category 2 (CDR2), ***Routes*** and the conditions published in the CRAM
- Transitions between OAT/GAT and VFR/IFR

IFP-ROUTE-004

Aircraft Operators **shall** ensure that ***Routes*** provided in an ***RPL*** comply with the IFPS Users Manual with regard to:

- Availability of the ***Route*** with regard to ***EOBT*** and profile calculation
- Exclusion of DCT and SID/STAR elements
- Exclusion of conditional routes other than CDR1

IFP-ROUTE-005

The IFPS shall automatically process routes provided in ***RPLs***, as specified in the IFPS Users Manual with regard to:

- Removal of Terminal Area Procedures from ***RPLs*** prior to generation of the associated flight plan
- Use of the Plot Route Facility to determine routing corrections

Note: The IFPS Users Manual includes requirements for the automatic insertion of Terminal Area Procedures into the calculated profile, as required by the relevant national authority, when flight plans are generated from ***RPLs*** into the IFPS, but this is not within the scope of the Single Initial Flight Plan Concept.

21.8 Destination Aerodrome (ADES)

IFP-ADES-001

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

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

IFP-ADES-002

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

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

IFP-EOBD-001

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

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

IFP-EOBD-002

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

- Inclusion of Year, Month and Day in the ***DOF***
- Automatic assumption that the message is for a flight to take place within the next 24 hours when the ***DOF*** is not included
- Acceptable filing times with respect to the time that the message is processed by the IFPS
- Rejections when the ***DOF*** is in the past
- Use of the ***DOF*** for message association purposes

22. Requirements on Environment & Associated Data

22.1 Route Availability Document (RAD)

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

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

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

IFP-AIPPUB-001

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

IFP-RADPUB-001

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

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

Note: The requirements applicable to Aircraft Operators and the IFPS, with respect to use of the RAD for route compliance, are provided in section 21.7. Those associated with reprocessing of flight plans when NM environment data changes are provided in section 17.

23. Additional Requirements

IFP-ADDREQ-001

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

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

IFP-ADDREQ-002

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

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

IFP-ADDREQ-003

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

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

IFP-ADDREQ-004

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

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

IFP-ADDREQ-005

The **EUROCONTROL NM** **shall** devise and execute measures to ensure compliance with this EUROCONTROL Specification with respect to the requirements that are mandated on the '**IFPS**', '**IFPS Staff**' and '**RPL System**' roles:

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

24. Safety

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

Appendix 1: References

Brief Form of the reference	Detailed Reference
IFPS Users Manual	EUROCONTROL IFPS Users Manual Edition Number 21.1 dated 24th October 2017 Available at https://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf
ATFCM Users Manual	EUROCONTROL ATFCM Users Manual Edition Number 21.1 dated 18th October 2017 Available at https://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-next.pdf
ADEXP	EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP) EUROCONTROL-SPEC-0107, Edition 3.2, 18th December 2017 Available at http://www.eurocontrol.int/articles/ats-data-exchange-presentation-adexp-specification
ICAO Doc 4444	Procedures for Air Navigation Services – Air Traffic Management, (PANS-ATM) Doc 4444 (16th edition of 2016) incorporating Amendments 1-7-A
ICAO Doc 7030	Regional Supplementary Procedures, EUR Region (5th Edition of 2008 including all amendments up to No 9)
Regulation (EC) 552/2004 as amended by Regulation (EC) No 1070/2009	Regulation (EC) No 552/2004 of 10 March 2004 of the European Parliament and of the Council on the Interoperability of the European Air Traffic Management Network (The interoperability Regulation) as amended by Regulation (EC) No 1070/2009
Commission Regulation (EC) No 1033/2006	Commission Regulation (EC) No 1033/2006 of 6 July 2006 laying down implementing rules on Initial Flight Plan for the Single European Sky
Commission Implementing Regulation (EU) 2018/139	Commission Implementing Regulation (EU) 2018/139 of 29 January 2018 amending Regulation (EC) No 1033/2006 as regards references to ICAO provisions

Appendix 2: Table of Abbreviations

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

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

Appendix 3: Traceability Matricies

A3.1 Traceability to Regulations (EC) No 552/2004 & No 1033/2006 (as amended)

A3.1-1 Sorted by Regulation Articles to Specification Requirements

Regulation Article			EUROCONTROL Specification			
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords
ER_A1	ATM Systems	Seamless Operation	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields, Security Elements (REG, OPR)
ER_A1	ATM Systems	Seamless Operation	3	IFP-DEF-001 (21)	All	Definition - Aircraft Id, Security Elements (REG, OPR)
ER_A1	ATM Systems	Seamless Operation	16.3	IFP-AFPSUB-002	ATC Units	AFP Submission Missing FP Security Elements (REG, OPR)
ER_A1	ATM Systems	Seamless Operation	21.2	IFP-ACID-001	AO	Submission - Inclusion of AC Id Security Elements (REG, OPR)
IR1_1	All	Scope of: Procedures for FPs, Parties involved, Pre-Flight Phase	All	All requirements	All	All aspects support the procedures for FPs
IR1_2	All	Flight types, Airspace	1.3	IFP-APP-001	All	Flight Types Airspace - IFPZ
IR1_2	All	Airspace	3.6	IFP-DEF-01 (6)	All	Definition - IFPZ
IR1_2	All	Flight types,	3	IFP-DEF-01 (1)	All	Definition - Flights
IR1_3	All	Parties involved	1.3	IFP-APP-001	All	Parties Involved
IR1_3	All	Parties involved	2	IFP-RRS-001	All	Definition - Roles & Responsibilities
IR2_1	All	Definitions - All	2	IFP-RRS-001	All	Definition - Roles & Responsibilities
IR2_1	All	Definitions - All	3	IFP-DEF-001	All	Definition - All
IR2_2(All)	All	Definitions - All	2	IFP-RRS-001	All	Definition - Roles & Responsibilities
IR2_2(All)	All	Definitions - All	3	IFP-DEF-001	All	Definition - All
IR2_2_1	All	Definition - Flight Plan	3	IFP-DEF-001 (7)	All	Definition - Flight Plan (FP)
IR2_2_2	All	Definition - Pre-Flight Phase	3	IFP-DEF-001 (14)	All	Definition - Pre-Flight Phase
IR2_2_3	All	Definition - RPL	3	IFP-DEF-001 (15)	All	Definition - RPL
IR2_2_4	All	Definition - Operator	2	IFP-RRS-001 (1)	All	Definition - AO
IR2_2_5	All	Definition - ATS Unit	2	IFP-RRS-001 (5)	All	Definition - ATS Unit
IR2_2_6	All	Definition - IFPS	2	IFP-RRS-001 (2)	All	Definition - IFPS
IR2_2_6	All	Definition - IFPS	2.3	IFP-RRS-001 (3)	All	Definition - IFPS Staff
IR2_2_6	All	Definition - IFPS	2.4	IFP-RRS-001 (4)	All	Definition - RPL System
IR2_2_7	All	Definition - ATC Clearance	3	IFP-DEF-001 (19)	All	Definition - ATC Clearance
IR2_2_8	All	Definition - IFR	3	IFP-DEF-001 (20)	All	Definition - IFR
IR2_2_9	All	Definition - ATC Unit	2	IFP-RRS-001 (6)	All	Definition - ATC Unit
IR2_2_10_All	All	Definition - Key Items	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields, Security Elements (REG, OPR)
IR2_2_10_a	All	Definition - Aircraft Id	3	IFP-DEF-001 (21)	All	Definition - Aircraft Id
IR2_2_10_b	All	Definition - ADEP	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_c	All	Definition - EOBD	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_d	All	Definition - EOBT	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_e	All	Definition - ADES	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_f	All	Definition - Route	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_g	All	Definition - Speed & RFL	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_h	All	Definition - AC Type & Wake Cat	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields

Regulation Article			EUROCONTROL Specification			
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords
IR2_2_10_i	All	Definition - Flight Rules & Flight Type	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_10_j	All	Definition - Equipment	3	IFP-DEF-001 (11)	All	Definition - Key IFP Fields
IR2_2_11	All	Definition - Originator	2.1	IFP-RRS-001 (1)	All	Definition - AO
IR2_2_11	All	Definition - Originator	2.8	IFP-RRS-001 (8)	All	Definition - ARO
IR2_2_11	All	Definition - Originator	2.11	IFP-RRS-001 (11)	All	Definition - Message Originator
IR2_2_12	All	Definition - Initial Flight Plan	3.9	IFP-DEF-001 (9)	All	Definition - Initial FP
IR2_2_13	All	Definition - Aircraft Identification	3.21	IFP-DEF-001 (21)	All	Definition - Aircraft Id,
IR2_2_14	All	Definition - EOBD	3.22	IFP-DEF-001 (22)	All	Definition - EOBD
IR2_2_15	All	Definition - EOBT	3.23	IFP-DEF-001 (23)	All	Definition - EOBT
IR2_2_16	All	Definition - Terminal Area Procedures	3.17	IFP-DEF-001 (17)	All	Definition - Terminal Area Procedures
IR3_1	All	Submission, Changes, Acceptance, Distribution	All	All requirements	All	All aspects
IR3_2_a	IFPS	Checks	7.2	IFP-FAS-003	IFPS	FP Association Checks
IR3_2_a	IFPS	Checks	7.3	IFP-RAS-003	RPL System	RPL Association Checks
IR3_2_a	IFPS	Checks	12.4	IFP-FPLCHK-002	IFPS	FP checks
IR3_2_a	IFPS	Checks	5.2	IFP-FCK-001	IFPS	FP Checking
IR3_2_a	IFPS	Checks	5.3	IFP-RCK-002	RPL System	RPL Checking
IR3_2_a	IFPS	Checks	11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL reception & checking
IR3_2_a	IFPS	Checks	11.4	IFP-RPLPRO-002	RPL System	RPL reception & checking
IR3_2_a	IFPS	Checks	11.6	IFP-RPLGEN-003	IFPS	FPL generation problems
IR3_2_a	IFPS	Checks	14.4	IFP-DLAPRO-001	IFPS	DLA Checks
IR3_2_a	IFPS	Checks	21.3	IFP-FR&TYP-002	IFPS	Checking of Flight Rules & Flight Type
IR3_2_a	IFPS	Checks	21.4	IFP-ACT&WC-002	IFPS	Checking of AC Type & Wake Cat
IR3_2_a	IFPS	Checks	21.4	IFP-ACT&WC-003	RPL System	Checking of AC Type & Wake Cat in RPLs
IR3_2_a	IFPS	Checks	21.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment
IR3_2_a	IFPS	Checks	21.6	IFP-ADEP&T-002	IFPS	Checking & correction of ADEP & EOBT
IR3_2_a	IFPS	Checks	21.7	IFP-ROUTE-002	IFPS	Checking & enhancement of Route
IR3_2_b	IFPS	Completeness Checks	7.2	IFP-FAS-002	IFPS	Check Key FP Association Fields Included
IR3_2_b	IFPS	Completeness Checks	7.3	IFP-RAS-002	RPL System	Check Key RPL Association Fields Included
IR3_2_b	IFPS	Completeness Checks	21.6	IFP-ADEP&T-002	IFPS	Checking & correction of ADEP & EOBT
IR3_2_b	IFPS	Completeness Checks	21.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment
IR3_2_b	IFPS	Completeness Checks	5.2	IFP-FCK-001	IFPS	FP Checking
IR3_2_b	IFPS	Completeness Checks	5.3	IFP-RCK-002	RPL System	RPL Checking
IR3_2_b	IFPS	Completeness Checks	11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL reception & checking
IR3_2_b	IFPS	Completeness Checks	11.4	IFP-RPLPRO-002	RPL System	RPL reception & checking
IR3_2_b	IFPS	Completeness Checks	11.6	IFP-RPLGEN-003	IFPS	FPL generation problems
IR3_2_b	IFPS	Completeness Checks	12.4	IFP-FPLCHK-001	IFPS	Check for inclusion of Key Fields
IR3_2_b	IFPS	Completeness Checks	13.4	IFP-CHGCHK-001	IFPS	CHG Check for inclusion of Key Fields
IR3_2_b	IFPS	Completeness Checks	13.4	IFP-CHGCHK-002	IFPS	CHG Checks
IR3_2_b	IFPS	Completeness Checks	21.7	IFP-ROUTE-002	IFPS	Checking & enhancement of Route
IR3_2_b	IFPS	Completeness Checks	21.8	IFP-ADES-002	IFPS	Checking of ADES
IR3_2_b	IFPS	Completeness Checks	21.9	IFP-EOBD-002	IFPS	Checking of EOBD
IR3_2_c	IFPS	Corrections	9.2	IFP-REF-001	IFPS	FP Manual Correction
IR3_2_c	IFPS	Corrections	9.3	IFP-SCP-001	IFPS Staff	Manual Corrections
IR3_2_c	IFPS	Corrections	9.3	IFP-SCP-002	IFPS	Support for Manual Corrections
IR3_2_c	IFPS	Corrections	11.6	IFP-RPLGEN-001	RPL System	Generation of FPLs from RPLs

Regulation Article			EUROCONTROL Specification			
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords
IR3_2_c	IFPS	Corrections	11.6	IFP-RPLGEN-003	IFPS	FPL generation problems
IR3_2_c	IFPS	Corrections	11.7	IFP-RPLREP-002	RPL System IFPS Staff	RPL Reprocessing
IR3_2_c	IFPS	Corrections	14.4	IFP-DLAPRO-002	IFPS	Profile recalculation for new EOBT in DLA
IR3_2_c	IFPS	Corrections	17.2	IFP-REVAL-001	IFPS	Suspension to AO after revalidation
IR3_2_c	IFPS	Corrections	17.2	IFP-REVAL-002	IFPS	Suspension
IR3_2_c	IFPS	Corrections	17.3	IFP-REVAL-004	IFPS	De-suspension
IR3_2_c	IFPS	Corrections	17.2	IFP-REVAL-006	IFPS	Suspension to ATC after revalidation
IR3_2_c	IFPS	Corrections	21.3	IFP-FR&TYP-002	IFPS	Corrections
IR3_2_c	IFPS	Corrections	21.4	IFP-ACT&WC-002	IFPS	Corrections
IR3_2_c	IFPS	Corrections	21.5	IFP-ACEQPT-002	IFPS	Corrections
IR3_2_c	IFPS	Corrections	21.5	IFP-ACEQPT-003	RPL System	Corrections
IR3_2_c	IFPS	Corrections	21.6	IFP-ADEP&T-002	IFPS	Corrections
IR3_2_c	IFPS	Corrections	21.6	IFP-ADEP&T-003	RPL System	Corrections
IR3_2_c	IFPS	Corrections	21.7	IFP-ROUTE-002	IFPS	Enhancement of Route
IR3_2_c	IFPS	Corrections	21.7	IFP-ROUTE-005	IFPS	Route enhancement & corrections
IR3_2_c	IFPS	Corrections	16.4	IFP-AFPPRO-003	IFPS	AFP refinement
IR3_2_d	IFPS	Replies	11.3	IFP-RPLACK-001	RPL System	RPL Ack
IR3_2_d	IFPS	Replies	9.2	IFP-REF-001	IFPS	FP Rejections
IR3_2_d	IFPS	Replies	6.2	IFP-FFT-002	IFPS	ORM Formats
IR3_2_d	IFPS	Replies	12.4	IFP-FPLCHK-002	IFPS	ORMs
IR3_2_d	IFPS	Replies	6.3	IFP-RFT-003	RPL System	ORM Formats
IR3_2_d	IFPS	Replies	21.9	IFP-EOBD-002	IFPS	Rejections
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-001	IFPS	ORMs
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-002	IFPS	Copy of ORM to AO
IR3_2_d	IFPS	Replies	8.2	IFP-ORM-004	IFPS	ORMs
IR3_2_d	IFPS	Replies	8.2	IFP-ACK-001	IFPS	ACK ORM
IR3_2_d	IFPS	Replies	8.2	IFP-REJ-001	IFPS	REJ ORM
IR3_2_d	IFPS	Replies	11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL response
IR3_3	IFPS	Distribution to ATS Units	10.2	IFP-4DPC-001	IFPS	4D profile to aid distribution
IR3_3	IFPS	Distribution to ATS Units	10.3	IFP-IDIS-001	IFPS	Distribution to ATS Units
IR3_3	IFPS	Distribution to ATS Units	10.4	IFP-EDIS-001	IFPS	Distribution - Re-Addressing
IR3_3	IFPS	Distribution to ATS Units	11.6	IFP-RPLGEN-002	IFPS	RPL to FPL Distribution
IR3_3	IFPS	Distribution to ATS Units	16.2	IFP-RQPRO-002	IFPS	RQP Response -distribution Missing FP
IR3_3	IFPS	Distribution to ATS Units	16.4	IFP-AFPPRO-001	IFPS	Distribution following AFP Missing FP
IR3_3	IFPS	Distribution to ATS Units	17.3	IFP-REVAL-005	IFPS	Distribution following de-suspension
IR3_3	IFPS	Distribution to ATS Units	21.3	IFP-FR&TYP-003	IFPS	Distribution of FPs created from RPLs
IR3_3	IFPS	Distribution to ATS Units	19.3	IFP-ATCCOO-002	IFPS	Relaying of problems to originator Distribution of updates to ATC Units
IR3_4	Agent for AO	Notification back to AO/Pilot	4.2	IFP-FMS-002	ARO	Submission Coordination with AO
IR3_4	Agent for AO	Notification back to AO/Pilot	8.3	IFP-ORMD-001	Message Originator	Relay conditions of FP acceptance to AO/Pilot
IR3_4	Agent for AO	Notification back to AO/Pilot	18.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot
IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	8.3	IFP-ORMA-001	AO	Action on ORM
IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot	18.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot
IR3_6	Operator	FP Correct	6.2	IFP-FFT-001	AO	FP Submission Formats
IR3_6	Operator	FP Correct	4.2	IFP-FMS-001	AO	Submission

Regulation Article			EUROCONTROL Specification			
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords
IR3_6	Operator	FP Correct	4.2	IFP-FMS-002	ARO	Submission Coordination with AO
IR3_6	Operator	FP Correct	4.3	IFP-RMS-001	AO	RPL submission
IR3_6	Operator	FP Correct	6.2	IFP-FFT-001	AO	FP Submission Formats
IR3_6	Operator	FP Correct	6.3	IFP-RFT-001	AO	RPL Submission Formats
IR3_6	Operator	FP Correct	7.2	IFP-FAS-001	AO	FP Submission & Association Fields Included
IR3_6	Operator	FP Correct	7.3	IFP-RAS-001	AO	RPL Submission & Association Fields Included
IR3_6	Operator	FP Correct	11.2	IFP-RPLSUB-001	AO	RPL Submission
IR3_6	Operator	FP Correct	11.7	IFP-RPLREP-001	AO	RPL Reprocessing
IR3_6	Operator	FP Correct	12.2	IFP-FPLSUB-001	AO	FP Submission
IR3_6	Operator	FP Correct	12.2	IFP-FPLSUB-002	AO	FP Submission ARO FP Submission
IR3_6	Operator	FP Correct	12.2	IFP-FPLSUB-003	AO	FP Submission Inclusion of Key Fields
IR3_6	Operator	FP Correct	12.3	IFP-FPLREF-001	AO	Cancel & Re-File
IR3_6	Operator	FP Correct	13.2	IFP-CHGSUB-001	AO	Submission of changes
IR3_6	Operator	FP Correct	13.2	IFP-CHGSUB-002	AO	Submission of changes
IR3_6	Operator	FP Correct	13.2	IFP-CHGSUB-003	AO	Submission of changes
IR3_6	Operator	FP Correct	13.2	IFP-CHGSUB-004	AO	Submission of changes
IR3_6	Operator	FP Correct	13.3	IFP-CHGRPL-001	AO	Changes to FPLs generated from RPLS
IR3_6	Operator	FP Correct	14.2	IFP-DLASUB-001	AO	DLA Submission
IR3_6	Operator	FP Correct	14.2	IFP-DLASUB-002	AO	DLA Submission
IR3_6	Operator	FP Correct	14.3	IFP-DLATFM-001	AO	DLA Submission
IR3_6	Operator	FP Correct	15.2	IFP-CNLSUB-001	AO	CNL Submission
IR3_6	Operator	FP Correct	15.2	IFP-CNLSUB-002	AO	CNL & Re-file
IR3_6	Operator	FP Correct	17.3	IFP-REVAL-003	AO	FP Update after Suspension
IR3_6	Operator	FP Correct	21.2	IFP-ACID-001	AO	Submission - Inclusion of AC Id
IR3_6	Operator	FP Correct	21.3	IFP-FR&TYP-001	AO	Submission - Inclusion of Flight Rules & Flight Type
IR3_6	Operator	FP Correct	21.4	IFP-ACT&WC-001	AO	Submission - Inclusion of AC Type & Wake Cat
IR3_6	Operator	FP Correct	21.5	IFP-ACEQPT-001	AO	Submission - Inclusion of AC Equipment
IR3_6	Operator	FP Correct	21.6	IFP-ADEP&T-001	AO	Submission - Inclusion of ADEP & EOBT
IR3_6	Operator	FP Correct	21.7	IFP-ROUTE-001	AO	Submission - Inclusion of Route
IR3_6	Operator	FP Correct	21.7	IFP-ROUTE-004	AO	Submission - Inclusion of Route
IR3_6	Operator	FP Correct	21.8	IFP-ADES-001	AO	Submission - ADES
IR3_6	Operator	FP Correct	21.9	IFP-EOBD-001	AO	Submission - EOBD
IR3_6	Operator	FP Correct	8.3	IFP-REJA-001	AO	AO corrections for REJ
IR3_6	Operator	FP Correct	8.3	IFP-ORMA-001	AO	Action on ORM
IR3_6	Operator	FP Correct	8.3	IFP-ORMF-001	AO	No ORM returned
IR3_6	Operator	FP Correct	11.3	IFP-RPLACK-002	AO	Lack of RPL Ack
IR3_6	Operator	FP Correct	11.5	IFP-RPLRES-001	AO	RPL Correction & Re-submission
IR3_6	Operator	FP Correct	20.2	IFP-AOOPI-001	AO	FP Correctness with op intentions
IR3_6	Operator	FP Correct	17.3	IFP-REVAL-003	AO	FP Update after Suspension
IR3_7	ATC Units	Feedback of FP updates to IFPS	19.2	IFP-ATCCOO-001	ATC Units	Notification of problems to IFPS
IR3_8	IFPS	Feedback of ATC changes to FP originator	19.3	IFP-ATCCOO-002	IFPS	Relaying of problems to originator Distribution of updates to ATC Units
IR3_9	ATS Units	Missing FPs to IFPS	16.2	IFP-RQPSUB-001	ATS Units	RQP Submission Missing FP

Regulation Article			EUROCONTROL Specification			
Identifier	Recipient	Scope - Keywords	Section	Identifier	Recipient	Scope - Keywords
IR3_9	ATS Units	Missing FPs to IFPS	16.3	IFP-AFPSUB-001	ATC Units	AFP Submission Missing FP
IR3_9	ATS Units	Missing FPs to IFPS	16.3	IFP-AFPSUB-002	ATC Units	AFP Submission Missing FP Security Elements (REG, OPR)
IR4	Member States	Safety	24	IFP-Safety-001	Member States	Safety
IR5_1	ATS Uniits	Awareness & Training	23	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation
IR5_2	IFPS	Awareness & Training	23	IFP-ADDREQ-005	NM	Working methods & procedures Training Documentation
IR5_3	ATS Uniits	Documentation Working Methods Operating procedures	23	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation
IR5_4	IFPS	Documentation Working Methods Operating procedures	23	IFP-ADDREQ-005	NM	Working methods & procedures Training Documentation
IR5_5	Member States	Compliance with regulation	23	IFP-ADDREQ-002	Member States	Working methods & procedures Training Documentation
IR5_5	Member States	Compliance with regulation	23	IFP-ADDREQ-003	All	Compliance with this spec.
IR6	All	Entry into force	NA	Not applicable		Entry into force

A3.1-2 Sorted by Specification Requirements to Regulation Articles

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

EUROCONTROL Specification				Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
1.3	IFP-APP-001	All	Flight Types Airspace - IFPZ	IR1_2	All	Flight types, Airspace
1.3	IFP-APP-001	All	Parties Involved	IR1_3	All	Parties involved
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR1_3	All	Parties involved
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR2_1	All	Definitions - All
2	IFP-RRS-001	All	Definition - Roles & Responsibilities	IR2_2_All	All	Definitions - All
2.1	IFP-RRS-001 (1)	All	Definition - AO	IR2_2_4	All	Definition - Operator
2.2	IFP-RRS-001 (2)	All	Definition - IFPS	IR2_2_6	All	Definition - IFPS
2.3	IFP-RRS-001 (3)	All	Definition - IFPS Staff	IR2_2_6	All	Definition - IFPS
2.4	IFP-RRS-001 (4)	All	Definition - RPL System	IR2_2_6	All	Definition - IFPS
2.5	IFP-RRS-001 (5)	All	Definition - ATS Unit	IR2_2_5	All	Definition - ATS Unit
2.6	IFP-RRS-001 (6)	All	Definition - ATC Unit	IR2_2_9	All	Definition - ATC Unit
2.7	IFP-RRS-001 (7)	All	Definition - Pilot/Aircraft	IR1_1	All	Parties involved
2.8	IFP-RRS-001 (8)	All	Definition - ARO	IR2_2_11	All	Definition - Originator
2.9	IFP-RRS-001 (9)	All	Definition - States/National Authorities	IR1_1	All	Parties involved
2.10	IFP-RRS-001 (10)	All	Definition – NM/IFPS	IR2_2_6	All	Definition - IFPS
2.11	IFP-RRS-001 (11)	All	Definition - Message Originator	IR2_2_11	All	Definition - Originator
3 (All)	IFP-DEF-001	All	Definition - All	IR2_1	All	Definitions - All
3 (All)	IFP-DEF-001	All	Definition - All	IR2_2_All	All	Definitions - All
3.1	IFP-DEF-001 (1)	All	Definition - Flights	IR1_2	All	Flight types,
3.2	IFP-DEF-001 (2)	All	Definition - Association	IR1_1	All	Procedures for FPs

EUROCONTROL Specification				Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
3.3	IFP-DEF-001 (3)	All	Definition - CDR	IR1_1	All	Procedures for FPs
3.4	IFP-DEF-001 (4)	All	Definition - EOBT Insertion Criteria	IR1_1	All	Procedures for FPs
3.5	IFP-DEF-001 (5)	All	Definition - IFPS Re-Addressing Function	IR1_1	All	Procedures for FPs
3.6	IFP-DEF-001 (6)	All	Definition - IFPZ	IR1_2	All	Airspace
3.7	IFP-DEF-001 (7)	All	Definition - Flight Plan (FP)	IR2_2_1	All	Definition - Flight Plan
3.8	IFP-DEF-001 (8)	All	Definition - Individually Submitted FPs	IR1_1	All	Procedures for FPs
3.9	IFP-DEF-001 (9)	All	Definition - Initial FP	IR2_2_12	All	Definition - Initial Flight Plan
3.10	IFP-DEF-001 (10)	All	Definition - Key FP Association Fields	IR1_1	All	Procedures for FPs
3.11	IFP-DEF-001 (11)	All	Definition - Key IFP Fields, Security Elements (REG, OPR)	IR2_2_10_ All	All	Definition - Key Items
3.12	IFP-DEF-001 (12)	All	Definition - Key RPL Association Fields	IR1_1	All	Procedures for FPs
3.13	IFP-DEF-001 (13)	All	Definition - ORM	IR1_1	All	Procedures for FPs
3.14	IFP-DEF-001 (14)	All	Definition - Pre-Flight Phase	IR2_2_2	All	Definition - Pre-Flight Phase
3.15	IFP-DEF-001 (15)	All	Definition - RPL	IR2_2_3	All	Definition - RPL
3.16	IFP-DEF-001 (16)	All	Definition - Single Initial FP Concept	IR1_1	All	Procedures for FPs
3.17	IFP-DEF-001 (17)	All	Definition - Terminal Area Procedures	IR2_2_16	All	Definition - Terminal Area Procedures
3.18	IFP-DEF-001 (18)	All	Definition - Validation	IR1_1	All	Procedures for FPs
3.19	IFP-DEF-001 (19)	All	Definition - ATC Clearance	IR2_2_7	All	Definition - ATC Clearance
3.20	IFP-DEF-001 (20)	All	Definition - IFR	IR2_2_8	All	Definition - IFR
3.21	IFP-DEF-001 (21)	All	Definition - Aircraft Id, Security Elements (REG, OPR)	IR2_2_13	All	Definition - Aircraft Identification
3.21	IFP-DEF-001 (21)	All	Definition - Aircraft Id, Security Elements (REG, OPR)	ER_A1	ATM Systems	Seamless Operation
3.22	IFP-DEF-001 (22)	All	Definition - EOBD	IR2_2_14	All	Definition - EOBD
3.23	IFP-DEF-001 (23)	All	Definition - EOBT	IR2_2_15	All	Definition - EOBT
4.2	IFP-FMS-001	AO	Submission	IR3_6	Operator	FP Correct
4.2	IFP-FMS-002	ARO	Coordination with AO	IR3_4	Agent for AO	Notification back to AO/Pilot
4.2	IFP-FMS-002	ARO	Submission	IR3_6	Operator	FP Correct
4.3	IFP-RMS-001	AO	RPL submission	IR3_6	Operator	FP Correct
5.2	IFP-FCK-001	IFPS	FP Checking	IR3_2_a	IFPS	Checks
5.2	IFP-FCK-001	IFPS	FP Checking	IR3_2_b	IFPS	Completeness Checks
5.3	IFP-RCK-002	RPL System	RPL Checking	IR3_2_a	IFPS	Checks
5.3	IFP-RCK-002	RPL System	RPL Checking	IR3_2_b	IFPS	Completeness Checks
6.2	IFP-FFT-001	AO	FP Submission Formats	IR3_6	Operator	FP Correct
6.2	IFP-FFT-002	IFPS	ORM Formats	IR3_2_d	IFPS	Replies
6.3	IFP-RFT-001	AO	RPL Submission Formats	IR3_6	Operator	FP Correct
6.3	IFP-RFT-003	RPL System	ORM Formats	IR3_2_d	IFPS	Replies
6.4	IFP-AFT-003	ATC Units	RQP & AFP Formats	IR3_1	All	Submission, Changes, Acceptance, Distribution
7.2	IFP-FAS-001	AO	FP Submission & Association Fields Included	IR3_6	Operator	FP Correct
7.2	IFP-FAS-002	IFPS	Check Key FP Association Fields Included	IR3_2_b	IFPS	Completeness Checks
7.2	IFP-FAS-003	IFPS	FP Association Checks	IR3_2_a	IFPS	Checks
7.3	IFP-RAS-001	AO	RPL Submission & Association Fields Included	IR3_6	Operator	FP Correct
7.3	IFP-RAS-002	RPL System	Check Key RPL Association Fields Included	IR3_2_b	IFPS	Completeness Checks

EUROCONTROL Specification				Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
7.3	IFP-RAS-003	RPL System	RPL Association Checks	IR3_2_a	IFPS	Checks
8.2	IFP-ORM-001	IFPS	ORMs	IR3_2_d	IFPS	Replies
8.2	IFP-ORM-002	IFPS	Copy of ORM to AO	IR3_2_d	IFPS	Replies
8.2	IFP-ORM-004	IFPS	ORMs	IR3_2_d	IFPS	Replies
8.2	IFP-ACK-001	IFPS	ACK ORM	IR3_2_d	IFPS	Replies
8.2	IFP-REJ-001	IFPS	REJ ORM	IR3_2_d	IFPS	Replies
8.3	IFP-ORMA-001	AO	Action on ORM	IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot
8.3	IFP-ORMA-001	AO	Action on ORM	IR3_6	Operator	FP Correct
8.3	IFP-ORMA-002	AO	Copies of ORMs	IR1_1	All	Procedures for FPs
8.3	IFP-REJA-001	AO	AO corrections for REJ	IR3_6	Operator	FP Correct
8.3	IFP-ORMD-001	Message Originator	Relay conditions of FP acceptance to AO/Pilot	IR3-4	Agent for AO	Notification back to AO/Pilot
8.3	IFP-ORMF-001	AO	No ORM returned	IR3_6	Operator	FP Correct
9.2	IFP-REF-001	IFPS	FP Manual Correction	IR3-2(c)	IFPS	Corrections
9.2	IFP-REF-001	IFPS	FP Rejections	IR3_2_d	IFPS	Replies
9.3	IFP-SCP-001	IFPS Staff	Manual Corrections	IR3-2(c)	IFPS	Corrections
9.3	IFP-SCP-002	IFPS	Support for Manual Corrections	IR3-2(c)	IFPS	Corrections
10.2	IFP-4DPC-001	IFPS	4D profile to aid distribution	IR3_3	IFPS	Distribution to ATS Units
10.3	IFP-IDIS-001	IFPS	Distribution to ATS Units	IR3_3	IFPS	Distribution to ATS Units
10.4	IFP-EDIS-001	IFPS	Distribution - Re-Addressing	IR3_3	IFPS	Distribution to ATS Units
11.2	IFP-RPLSUB-001	AO	RPL Submission	IR3_6	Operator	FP Correct
11.3	IFP-RPLACK-001	RPL System	RPL Ack	IR3_2_d	IFPS	Replies
11.3	IFP-RPLACK-002	AO	Lack of RPL Ack	IR3_6	Operator	FP Correct
11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL reception checking & response	IR3_2_a	IFPS	Checks
11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL reception checking & response	IR3_2_b	IFPS	Completeness Checks
11.4	IFP-RPLPRO-001	RPL System IFPS Staff	RPL reception checking & response	IR3_2_d	IFPS	Replies
11.4	IFP-RPLPRO-002	RPL System	RPL reception & checking	IR3_2_a	IFPS	Checks
11.4	IFP-RPLPRO-002	RPL System	RPL reception & checking	IR3_2_b	IFPS	Completeness Checks
11.5	IFP-RPLRES-001	AO	RPL Correction & Re-submission	IR3_6	Operator	FP Correct
11.6	IFP-RPLGEN-001	RPL System	Generation of FPLs from RPLs	IR3-2(c)	IFPS	Corrections
11.6	IFP-RPLGEN-002	IFPS	RPL to FPL Distribution	IR3_3	IFPS	Distribution to ATS Units
11.6	IFP-RPLGEN-003	IFPS	FPL generation problems	IR3_2_a	IFPS	Checks
11.6	IFP-RPLGEN-003	IFPS	FPL generation problems	IR3_2_b	IFPS	Completeness Checks
11.6	IFP-RPLGEN-003	IFPS	FPL generation problems	IR3-2(c)	IFPS	Corrections
11.7	IFP-RPLREP-001	AO	RPL Reprocessing	IR3_6	Operator	FP Correct
11.7	IFP-RPLREP-002	RPL System IFPS Staff	RPL Reprocessing	IR3-2(c)	IFPS	Corrections
12.2	IFP-FPLSUB-001	AO ATC Unit	FP Submission	IR3_6	Operator	FP Correct
12.2	IFP-FPLSUB-002	AO	FP Submission ARO FP Submission	IR3_6	Operator	FP Correct
12.2	IFP-FPLSUB-003	AO	FP Submission Inclusion of Key Fields	IR3_6	Operator	FP Correct
12.3	IFP-FPLREF-001	AO	Cancel & Re-File	IR3_6	Operator	FP Correct
12.4	IFP-FPLCHK-001	IFPS	Check for inclusion of Key Fields	IR3_2_b	IFPS	Completeness Checks
12.4	IFP-FPLCHK-002	IFPS	FP checks ORMs	IR3_2_a	IFPS	Checks
12.4	IFP-FPLCHK-002	IFPS	FP checks ORMs	IR3_2_d	IFPS	Replies

EUROCONTROL Specification				Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
13.2	IFP-CHGSUB-001	AO	Submission of changes	IR3_6	Operator	FP Correct
13.2	IFP-CHGSUB-002	AO	Submission of changes	IR3_6	Operator	FP Correct
13.2	IFP-CHGSUB-003	AO	Submission of changes	IR3_6	Operator	FP Correct
13.2	IFP-CHGSUB-004	AO	Submission of changes	IR3_6	Operator	FP Correct
13.3	IFP-CHGRPL-001	AO	Changes to FPLs generated from RPLS	IR3_6	Operator	FP Correct
13.4	IFP-CHGCHK-001	IFPS	CHG Check for inclusion of Key Fields	IR3_2_b	IFPS	Completeness Checks
13.4	IFP-CHGCHK-002	IFPS	CHG Checks	IR3_2_b	IFPS	Completeness Checks
14.2	IFP-DLASUB-001	AO	DLA Submission	IR3_6	Operator	FP Correct
14.2	IFP-DLASUB-002	AO	DLA Submission	IR3_6	Operator	FP Correct
14.3	IFP-DLATFM-001	AO	DLA Submission	IR3_6	Operator	FP Correct
14.4	IFP-DLAPRO-001	IFPS	DLA Checks	IR3_2_a	IFPS	Checks
14.4	IFP-DLAPRO-002	IFPS	Profile recalculation for new EOBT in DLA	IR3-2(c)	IFPS	Corrections
15.2	IFP-CNLSUB-001	AO	CNL Submission	IR3_6	Operator	FP Correct
15.2	IFP-CNLSUB-002	AO	CNL & Re-file	IR3_6	Operator	FP Correct
16.2	IFP-RQSUB-001	ATS Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS
16.2	IFP-RQPRO-002	IFPS	RQP Response -distribution	IR3_3	IFPS	Distribution to ATS Units
16.3	IFP-AFPSUB-001	ATC Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS
16.3	IFP-AFPSUB-002	ATC Units	Security Elements (REG, OPR)	ER_A1	All	Scope of: Procedures for FPs,
16.3	IFP-AFPSUB-002	ATC Units	Missing FP	IR3_9	ATS Units	Missing FPs to IFPS
16.4	IFP-AFPPRO-003	IFPS	AFP refinement	IR3-2(c)	IFPS	Corrections
16.4	IFP-AFPPRO-001	IFPS	Distribution following AFP	IR3_3	IFPS	Distribution to ATS Units
17.2	IFP-REVAL-001	IFPS	Suspension to AO after revalidation	IR3-2(c)	IFPS	Corrections
17.2	IFP-REVAL-002	IFPS	Suspension	IR3-2(c)	IFPS	Corrections
17.2	IFP-REVAL-006	IFPS	Suspension to ATC after revalidation	IR3-2(c)	IFPS	Corrections
17.3	IFP-REVAL-003	AO	FP Update after Suspension	IR3_6	Operator	FP Correct
17.3	IFP-REVAL-004	IFPS	De-suspension	IR3-2(c)	IFPS	Corrections
17.3	IFP-REVAL-005	IFPS	Distribution following de-suspension	IR3_3	IFPS	Distribution to ATS Units
18.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	IR3-4	Agent for AO	Notification back to AO/Pilot
18.2	IFP-ACFT-001	AO	Conditions of acceptance to Pilot	IR3_5	Operator	Conditions of Acceptance incorporated & notified to Pilot
19.2	IFP-ATCCOO-001	ATC Units	Notification of problems to IFPS	IR3_7	ATC Units	Feedback of FP updates to IFPS
19.3	IFP-ATCCOO-002	IFPS	Distribution of updates to ATC Units	IR3_3	IFPS	Distribution to ATS Units
19.3	IFP-ATCCOO-002	IFPS	Relaying of problems to originator	IR3_8	IFPS	Feedback of ATC changes to FP originator
20.2	IFP-AOOPI-001	AO	FP Correctness with op intentions	IR3_6	Operator	FP Correct
21.2	IFP-ACID-001	AO	Security Elements (REG, OPR)	ER_A1	All	Scope of: Procedures for FPs
21.2	IFP-ACID-001	AO	Submission - Inclusion of AC Id	IR3_6	Operator	FP Correct
21.3	IFP-FR&TYP-001	AO	Submission - Inclusion of Flight Rules & Flight Type	IR3_6	Operator	FP Correct
21.3	IFP-FR&TYP-002	IFPS	Checking of Flight Rules & Flight Type	IR3_2_a	IFPS	Checks
21.3	IFP-FR&TYP-002	IFPS	Flight Rules & Flight Type Corrections	IR3-2(c)	IFPS	Corrections
21.3	IFP-FR&TYP-003	IFPS	Process & Distribution of FPs created from RPLs	IR3_3	IFPS	Distribution to ATS Units
21.4	IFP-ACT&WC-001	AO	Submission - Inclusion of AC Type & Wake Cat	IR3_6	Operator	FP Correct

EUROCONTROL Specification				Regulation Article		
Section	Identifier	Recipient	Scope - keywords	Identifier	Recipient	Scope - keywords
21.4	IFP-ACT&WC-002	IFPS	Checking of AC Type & Wake Cat	IR3_2_a	IFPS	Checks
21.4	IFP-ACT&WC-002	IFPS	AC Type & Wake Cat Corrections	IR3-2(c)	IFPS	Corrections
21.4	IFP-ACT&WC-003	RPL System	Checking of AC Type & Wake Cat in RPLs	IR3_2_a	IFPS	Checks
21.5	IFP-ACEQPT-001	AO	Submission - Inclusion of AC Equipment	IR3_6	Operator	FP Correct
21.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3_2_a	IFPS	Checks
21.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3_2_b	IFPS	Completeness Checks
21.5	IFP-ACEQPT-002	IFPS	Checking of AC Equipment	IR3-2(c)	IFPS	Corrections
21.5	IFP-ACEQPT-003	RPL System	Correction of AC Equipment in RPLs	IR3-2(c)	IFPS	Corrections
21.6	IFP-ADEP&T-001	AO	Submission - Inclusion of ADEP & EOBT	IR3_6	Operator	FP Correct
21.6	IFP-ADEP&T-002	IFPS	Checking of ADEP & EOBT	IR3_2_a	IFPS	Checks
21.6	IFP-ADEP&T-002	IFPS	Checking of ADEP & EOBT	IR3_2_b	IFPS	Completeness Checks
21.6	IFP-ADEP&T-002	IFPS	Correction of ADEP & EOBT	IR3-2(c)	IFPS	Corrections
21.6	IFP-ADEP&T-003	RPL System	Use of ADEP & EOBT in RPLs	IR3-2(c)	IFPS	Corrections
21.7	IFP-ROUTE-001	AO	Submission - Inclusion of Route	IR3_6	Operator	FP Correct
21.7	IFP-ROUTE-002	IFPS	Checking of Route	IR3_2_a	IFPS	Checks
21.7	IFP-ROUTE-002	IFPS	Checking of Route	IR3_2_b	IFPS	Completeness Checks
21.7	IFP-ROUTE-002	IFPS	Enhancement of Route	IR3-2(c)	IFPS	Corrections
21.7	IFP-ROUTE-004	AO	Submission - Inclusion of Route	IR3_6	Operator	FP Correct
21.7	IFP-ROUTE-005	IFPS	Route enhancement	IR3-2(c)	IFPS	Corrections
21.8	IFP-ADES-001	AO	Submission - ADES	IR3_6	Operator	FP Correct
21.8	IFP-ADES-002	IFPS	Checking of ADES	IR3_2_b	IFPS	Completeness Checks
21.9	IFP-EOBD-001	AO	Submission - EOBD	IR3_6	Operator	FP Correct
21.9	IFP-EOBD-002	IFPS	Checking of EOBD	IR3_2_b	IFPS	Completeness Checks
21.9	IFP-EOBD-002	IFPS	Checking of EOBD Rejections	IR3_2_d	IFPS	Replies
22.1	IFP-AIPPUB-001	National Authorities	Submission - AIP	IR1_1	All	Procedures for FPs
22.1	IFP-RADPUB-001	CFMU	Publishing of RAD	IR1_1	All	Procedures for FPs
23	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	IR5_1	ATS Uniits	Awareness & Training
23	IFP-ADDREQ-001	ATS Units	Working methods & procedures Training Documentation	IR5_3	ATS Uniits	Documentation Working Methods Operating procedures
23	IFP-ADDREQ-002	Member States	Working methods & procedures Training Documentation	IR5_5	Member States	Compliance with regulation
23	IFP-ADDREQ-003	All	Compliance with this specification	IR5_5	Member States	Compliance with regulation
23	IFP-ADDREQ-004	AO	Working methods & procedures Training Documentation	IR1_1	All	Procedures for FPs
23	IFP-ADDREQ-005	CFMU	Working methods & procedures Training Documentation	IR1_1	All	Procedures for FPs
24	IFP-Safety-001	Member States	Safety	IR4	Member States	Safety

A3.2 Traceability to the IFPS Users Manual

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 21.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
1.3	IFP-APP-001	1	Applicability Definitions
2	IFP-RRS-001	1	Definitions for roles & responsibilities
3	IFP-DEF-001	1,154,157	Defined Terms and abbreviations
4.2	IFP-FMS-001	3, 12(1), 12.1, 12.2, 12.3	Message submission to the IFPS
4.2	IFP-FMS-002	3, 12.1, 12.2	ARO Message submission to the IFPS ARO coordination with AO
4.3	IFP-RMS-001	5, 6, 12.4	RPL submission to the IFPS
5.2	IFP-FCK-001	3, 33, 34, 73, 74, 75, 76, 77, 78, 79, 84, 92, 93, 94, 95, 96, 97, 98, 102	Checking of Flight Plan Flight Plans and associated messages
5.3	IFP-RCK-002	7, 32, 34, 73, 74, 75, 76, 77, 78, 79, 84, 92, 93, 94, 95, 96, 97, 98	Checking of RPLs
6.2	IFP-FFT-001	72-121, 124, 125, 126 and the sections referenced by these sections	AO compliance with Format and data conventions for FPL, CHG, DLA, CNL
6.2	IFP-FFT-002	16, 17, 18, 19	IFPS compliance with format and data conventions for ACK, MAN, REJ
6.3	IFP-RFT-001	5.2, 6	AO compliance with RPL Format and data conventions
6.3	IFP-RFT-003	5.5, 9	RPL System compliance with formats and data conventions
6.4	IFP-AFT-003	129, 130, 134	ATC compliance with formats and data conventions
7.2	IFP-FAS-001	32, 33	IFPS Flight Plan association checks
7.2	IFP-FAS-002	32, 33	IFPS Flight Plan association checks
7.2	IFP-FAS-003	32, 33	IFPS Flight Plan association process
7.3	IFP-RAS-001	32, 33	RPL submission to the IFPS
7.3	IFP-RAS-002	32, 33	RPL association by IFPS
7.3	IFP-RAS-003	32, 33	RPL association by IFPS
8.2	IFP-ORM-001	16, 17, 18, 19	Operational Reply Messages from IFPS
8.2	IFP-ORM-002	20	Copies of Operational Reply Messages from IFPS
8.2	IFP-ORM-004	16	Operational Reply Messages from IFPS
8.2	IFP-ACK-001	17	Acknowledgements from IFPS
8.2	IFP-REJ-001	19	Rejections from IFPS
8.3	IFP-ORMA-001	17	AO response to Long Ack or MAN messages
8.3	IFP-ORMA-002	20	Copies of ORMS
8.3	IFP-REJA-001	19	AO corrections to rejected Flight Plans
8.3	IFP-ORMD-001	17	Message originator making agreed flight plan available to AO
8.3	IFP-ORMF-001	16	No ORM returned
9.2	IFP-REF-001	18, 19	Referral or rejection of Flight Plans by the IFPS

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 21.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
9.3	IFP-SCP-001	25, 26, 27	Standard correction procedures
9.3	IFP-SCP-002	25, 26, 27	Manual correction of errors in messages
10.2	IFP-4DPC-001	13, 34	Four-Dimensional Profile Calculation
10.3	IFP-IDIS-001	13	Distribution to ATS Units
10.4	IFP-EDIS-001	14	Distributions Using the IFPS Re-Addressing Function
11.2	IFP-RPLSUB-001	5.1, 5.3, 5.4, 5.6, 5.7	RPL Submission
11.3	IFP-RPLACK-001	5.5	RPL Acknowledgement
11.3	IFP-RPLACK-002	5.5	No RPL Acknowledgement
11.4	IFP-RPLPRO-001	7	RPL Processing
11.4	IFP-RPLPRO-002	7	RPL Processing
11.5	IFP-RPLRES-001	7	RPL Re-Submission
11.6	IFP-RPLGEN-001	31	Flight Plan Generation from RPLs
11.6	IFP-RPLGEN-002	31	Flight Plan Generation from RPLs
11.7	IFP-RPLREP-001	8	RPL Reprocessing
11.7	IFP-RPLREP-002	8	RPL Reprocessing
12.2	IFP-FPLSUB-001	3, 122, 72-121	Submission of FPL messages
12.2	IFP-FPLSUB-002	3	Submission of FPL messages
12.2	IFP-FPLSUB-003	3, 122, 72-121	Submission of FPL messages
12.3	IFP-FPLREF-001	32	Re-filing of Flight Plans
12.4	IFP-FPLCHK-001	73, 74, 75, 76, 77, 78, 79,, 84, 92, 93, 94, 95, 96, 97, 98, 98, 102	Checks to ensure Key IFP data provided in Flight Plans
12.4	IFP-FPLCHK-002	123, 124,124 (4)	Checking of FPLs that are treated as changes to an existing FP.
13.2	IFP-CHGSUB-001	124, 32	Submission of Flight Plan Changes
13.2	IFP-CHGSUB-002	124	Submission of Flight Plan Changes
13.2	IFP-CHGSUB-003	124, 125	Submission of Flight Plan Changes
13.2	IFP-CHGSUB-004	-	Flight Plan Changes
13.3	IFP-CHGRPL-001	8, 124	Changes to FPLs generated from RPLS
13.4	IFP-CHGCHK-001	124, 73, 74, 75, 76, 77, 78, 79, 84, 92, 93, 94, 95, 96, 97, 98, 102	Checks to ensure Key IFP data provided for changes
13.4	IFP-CHGCHK-002	124, 125	Delays provided in CHGs
14.2	IFP-DLASUB-001	124, 125	Submission of Delay (DLA) messages
14.2	IFP-DLASUB-002	125	Submission of Delay (DLA) messages
14.3	IFP-DLATFM-001	125 + ATFCM Users Manual	Compliance with ATFCM Slot Management Procedures
14.4	IFP-DLAPRO-001	125	IFPS Processing of DLA Messages
14.4	IFP-DLAPRO-002	125	IFPS Processing of DLA Messages
15.2	IFP-CNLSUB-001	126	Filing of Flight Cancellations
15.2	IFP-CNLSUB-002	126, 32	Filing of Flight Cancellations
16.2	IFP-RQSUB-001	129, 130	Submission of Flight Plan Data Requests

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 21.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
16.3	IFP-RQPRO-002	129, 123, 144	IFPS Processing of Flight Plan Data Requests
16.3	IFP-AFPSUB-001	134	Missing Flight Plans - AFP Submission
16.3	IFP-AFPSUB-002	134	Missing Flight Plans - AFP Submission
16.4	IFP-AFPPRO-003	134	Missing Flight Plans - IFPS Processing of an AFP Message
16.4	IFP-AFPPRO-001	134, 144, 145	Missing Flight Plans - IFPS Distribution following an AFP Message
17.2	IFP-REVAL-001	28	Pre-Flight Updates & Revalidation - flight Suspension
17.2	IFP-REVAL-002	28	Pre-Flight Updates & Revalidation - flight Suspension
17.2	IFP-REVAL-006	28	Pre-Flight Updates & Revalidation - flight Suspension to ATC Units
17.3	IFP-REVAL-003	28	Actions Following Suspensions Triggered by Environment Data Changes
17.3	IFP-REVAL-004	28 + ATFCM Users Manual	Actions Following Suspensions Triggered by Environment Data Changes
17.3	IFP-REVAL-005	28	Actions Following Suspensions Triggered by Environment Data Changes
18.2	IFP-ACFT-001	3, 17(2)	Communication of Flight Plan Conditions of Acceptance to Aircraft
19.2	IFP-ATCCOO-001	29	Coordination by ATC Units with IFPS
19.3	IFP-ATCCOO-002	29	Coordination by ATC Units with IFPS
20.2	IFP-AOOPI-001	-	Aircraft Operator Responsibility for Proceeding With the Flight
21.2	IFP-ACID-001	73, 21	Aircraft Identification
21.3	IFP-FR&TYP-001	74(2)	Flight Rules and Type Of Flight
21.3	IFP-FR&TYP-002	74(4)	IFPS processing of Flight Rules and Type Of Flight
21.3	IFP-FR&TYP-003	74(4)	IFPS processing of Flight Rules and Type Of Flight in RPLs
21.4	IFP-ACT&WC-001	75(2)	Aircraft Type & Wake Turbulence Category
21.4	IFP-ACT&WC-002	75(4)	IFPS processing of Aircraft Type & Wake Turbulence Category
21.4	IFP-ACT&WC-003	75(4)	IFPS processing of Aircraft Type & Wake Turbulence Category in RPLs
21.5	IFP-ACEQPT-001	76(2)	Aircraft Equipment & its related capabilities
21.5	IFP-ACEQPT-002	76	IFPS processing of Aircraft Equipment & its related capabilities
21.5	IFP-ACEQPT-003	76	IFPS processing of defaults for Aircraft Equipment & its related capabilities
21.6	IFP-ADEP&T-001	78	ADEP & EOBT fields
21.6	IFP-ADEP&T-002	78	IFPS processing of ADEP & EOBT fields
21.6	IFP-ADEP&T-003	78	IFPS processing of ADEP & EOBT fields in RPLs
21.7	IFP-ROUTE-001	78, 79, 80, 81, 83	Route field

IFPSpec Section	IFPSpec Requirement Identifier	Applicable IFPS Users Manual Section Ed. 21.1	Context of EUROCONTROL Specification compliance with Regulation (EC) No 1033/2006 (as amended)
21.7	IFP-ROUTE-002	78, 79, 80, 81, 83	IFPS processing of the Route field
21.7	IFP-ROUTE-004	34, 78	IFPS processing of the Route field in RPLs
21.7	IFP-ROUTE-005	34, 78	IFPS processing of the Route field in RPLs
21.8	IFP-ADES-001	98	ADES field
21.8	IFP-ADES-002	98	IFPS processing of the ADES field
21.9	IFP-EOBD-001	102	The EOBD (DOF) field
21.9	IFP-EOBD-002	102	The EOBD (DOF) field
22.1	IFP-AIPPUB-001	45	Submission of AIP
22.1	IFP-RADPUB-001	45	Publishing of the RAD

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