

NMD/NOM/NOS	Operational Instruction					Permanent	Doc. ID :
							OI/19-123
Issued on: 17/06/2019 By :HOT	Subject <b>Update to the IFPS User's manual 23.0: Section 49: EN-ROUTE STAY INDICATOR Section 105: STAYINFO</b>					Validity From: 25/06/2019 To: 31/12/2019	NOP Portal: Yes Briefing: No
Applicability	AD		FCM		FPL	✓	<b>TLP status</b> <b>Green</b>

## 1. Introduction

This instruction introduces an update to the IFPS User's manual 23.0, section 49 EN-ROUTE STAY INDICATOR and section 105 STAYINFO.

## 2. Update Content

# 49. EN-ROUTE STAY INDICATOR

### (1) General

The STAY indicator has been introduced by the IFPS to enable time delays associated with certain special en-route activities such as training flights, air-to-air refuelling, and photographic missions etc. to be entered into the route of a flight plan. This feature shall enable the IFPS to make a more accurate profile calculation.

The STAY indicator may be used in association with any significant point in the route, including the first and last points, but it may not be associated with a SID/STAR designator.

It is also possible to indicate an en-route delay or holding with the use of DLE/ in item 18 of the flight plan (see section 110. EN-ROUTE DELAY OR HOLDING).

The rationale for using the STAY as opposed to the DLE is the following:

- The STAY is implemented within Item 15 where routeing/trajectory related information is extracted.
- The use of Item 15 and STAY provides the ability to indicate a vertical deviation during the course of the activity.
- The use of Item 15 and STAY provides the ability to indicate an area (between two points) where the activity will take place as opposed to a single point.
- The use of Item 15 and STAY provides the possibility to indicate training activity taking place at an aerodrome where a training flight may wish to make some practise approaches.
- The use of Item 15 and STAY provides the ability to make a correct indication(s) for circular flights i.e. a flight which may pass overhead the 'DLE/' point more than once.

### (2) Requirements

Where a flight plans to carry out special activities in an area or over an aerodrome, the STAY indicator may be used in the route between the point of entry of the STAY activity and the point of exit of the STAY activity.

The STAY indicator shall only be used for en-route special activities.

The STAY indicator shall only be used for those flights that are completely within the IFPZ.

The time given in the STAY indicator shall be less than the total estimated elapsed time of the flight.

The STAY indicator shall only be available for use in messages with title FPL, CHG or AFP.

It shall be possible to indicate the reason for the STAY in the flight plan.

**NOTE: The official electronic version takes precedence over any paper copies (except in the event of contingency)**

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The STAY reason shall be indicated in item 18 of the flight plan under STAYINFO/ (see section 105. STAYINFO).

### RPL Requirements

The STAY indicator shall not be used in RPLs.

(3)

### Message Format

The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

**Example** .... WAL STAY1/0100 DCS....

The entry point to the STAY area and the exit point from the STAY area may be the same or different points.

**Example** .... WAL STAY1/0100 WAL....  
.... WAL STAY1/0100 DCS....

More than one STAY indicator may be used if so required. Where more than one STAY indicator shall be used, then a sequence number shall be attached to each STAY indicator, using the format of the sequence number up to a maximum value of 9, followed by a '/', then the time indicator.

**Example** .... WAL STAY1/0100 DCS DCT TLA STAY2/0045 FOYLE....

It shall be possible to indicate changes to the speed and flight level at the entry point to the STAY area or the exit point from the STAY area.

**Example** .... WAL/N0427F240 STAY1/0100 DCS/N0442F340 DCT TLA STAY2/0045

It shall be possible to indicate changes to the flight rules (IFR/VFR) or type of flight (GAT/OAT) at the entry point to the STAY area or the exit point from the STAY area.

**Example** .... WAL VFR STAY1/0100 DCS/N0442F280 IFR DCT TLA STAY2/0045 ....  
.... WAL OAT STAY1/0100 DCS GAT DCT TLA STAY2/0045 ....

~~It shall be possible to indicate the reason for the STAY in the flight plan; for this purpose the sub-field heading 'STAYINFO' shall be used, immediately followed by a '/', then free alpha-numeric text.~~

#### Example 1:

Item 15: Route ....WAL STAY1/0100 WAL....  
Item 18: Other Information STAYINFO1/CALIBRATION OF WAL

#### Example 2:

Item 15: Route ....WAL STAY1/0100 WAL....  
Item 18: Other Information STAYINFO1/MULTIPLE IFR APPROACHES AT...

It shall not be possible to have more than one consecutive STAY indicator associated with the same point.

(4)

### System Processing

The IFPS shall check in the route of all IFR/GAT flight plans and associated messages for those flights operating entirely or partly within the IFPS for the STAY indicator. If a STAY indicator is

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found that does not follow the correct format, that message shall fail automatic processing and be passed for manual treatment by the IFPS staff.

Where a correctly formatted STAY indicator is identified in a flight entering or leaving the IFPZ at any point, that message shall fail automatic processing and shall be passed for manual treatment by the IFPS staff.

Where a correctly-formatted STAY indicator is identified in a flight entirely within the IFPZ, the time given with the STAY indicator shall be taken into account when calculating the total estimated elapsed time of that flight.

Where the calculated total elapsed time of the flight plus the STAY time indicator are greater than the total estimated elapsed time of the flight given in the flight plan or associated message, then that message shall fail automatic processing and be passed for manual processing by the IFPS staff.

**Note** Those route parts after the start point and before the end point of a STAY indicator shall not be automatically addressed by the IFPS. Should any extra addressing for such be required, it shall be the responsibility of the message originator to ensure any such addresses receive a copy of the message. The Re-addressing function may be used for this purpose.

## 105. STAYINFO

### (2) Requirements

The sub-field STAYINFO, followed by the appropriate sequence number (i.e. STAYINFO<sup>n</sup>) may **shall** be used inserted in the flight plan to provide information on those STAY indicators detailed in the route. **The information provided is essential for ATC.**

The sequence number of the sub-field STAYINFO shall correspond to the sequence number of the STAY indicator detailed in the route.

### (3) Message Format

The sub-field shall be denoted with the letters STAYINFO followed by a sequence number ranging from 1 to 9 as appropriate, then '/', followed by free text.

#### **Example in ICAO format (Item 18)**

...  
-DOF/190513 PBN/B1D1 REG/FGFVO STAYINFO1/PHOTOGRAPHIC MISSION OVER LAKE  
...)

#### **Example in ADEXP format**

-STAYINFO -STAYIDENT STAY1 -REMARK PHOTOGRAHIC MISSION OVER LAKE ...

### (4) System Processing

The IFPS shall not perform a crosscheck between any sub-field STAYINFO indicators and any STAY indicators in the route.

The IFPS shall check that the sub-field STAYINFO has a sequence number ranging from 1 to 9 attached to it. Where such a sequence number is not found, that message fail automatic processing and be passed for manual treatment by the IFPS staff.

Operations Manager