NMD/NOM/NMOC	Operational Instruction	Permanent	Doc. ID: OI/25-080
Issued on: 04/11/2025 By: WOO	Subject **IFPS Users Manual Wave-2.1**	Validity From:05/11/2025 To: UFN	NOP Portal: Yes Briefing: No
Applicability	AD	FM	FP ✓	**TLP status**	**White**

1. Introduction

The IFPS Users Manual Edition Wave-2.1 has been published with four missing elements, a need for some clarity on one element and one correction.

- Missing Error Class/Error Id: ROUTE306.
- Missing Error Class/Error Id: PROF407.
- Missing reference to the B2C NMUI interface.
- Missing NMUI Abbreviation.
- Clarify the content of the FF-ICE comment in the ACK.
- Correct the addresses specified for Rostov, Kaliningrad and Belarus.

2. Updates to the IFPS Users Manual

2.1. New error added - ROUTE306:

147.nnn   Error Class/Error Id: ROUTE306

Error Message(s)

ROUTE306 - CANNOT IDENTIFY <FIRST or LAST> POINT IN THE ROUTE

Possible values in Error Message

FIRST/LAST: Identifying the position of the missing element.

Can be ignored (*This field refers to internal processing*)

NO

Reason

There is no connection between the ATS route and the first/last ATS Route defined in the Flight Plan route.

Requirements

An error shall be reported for each missing Junction_Point of En_Route_Route not preceded (followed) by a POINT.

IFPS Procedures

The FP staff shall apply SCP1.

Internal IFPS Procedures

N/A

Related Sections

Standard Correction Procedure 1 (SCP1)

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2.2.   New error added - PROF407:

147.nnn Error Class/Error Id: PROF407

Error Message(s)

PROF407: <Point Id> <Route Id> <Point Id> DOES NOT EXIST IN FL RANGE <FL Range> DUE TO FRA <Restriction Id> ACTIVE DURING <PERIOD>

Possible values in Error Message

- Point Id:: Point designator of the points in between which the route does not exist in the specified level range.
- Route Id: Route designator of the route which does not exist available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher levels in which the route does not exist.
- Restriction Id: Restriction designator of the associated FRA restriction.
- Period: Start and End Time of related FRA.

Can be ignored (This field refers to internal processing)

YES (In this situation, an error may be ignored for reasons such as an anomaly or the results of a procedure).

Reason

1)   The profile of a flight has been calculated by the system to transit a route segment, above or below the defined vertical limit of the airway.

2)   The profile of a flight has been calculated by the system to transit a route segment in the defined vertical limits of the airway during a time the airway is undefined (i.e. does not exist).

Requirements

The profile calculation for each flight plan will check the calculated arrival time and flight level of the flight for each part of a route and cross-check this time against the published availability conditions for that part of that route at that time.

The error is subject to an auto-correction attempt by the IFPS.

The IFPS shall attempt to replace the route portion with a valid alternative co-located or DCT where the route layout is just one segment before to present the message for manual processing.

IFPS Procedures

1)   The FP staff shall replace the route by the corresponding lower/upper route whenever it is available and co-located. Should there be no such corresponding route then the FP staff replace the route with DCT (see note below) providing that there is no change of trajectory. Where neither of these options is possible, the FP staff shall apply SCP1.

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2) The FP staff shall replace the route with DCT (see note below) providing that there is no change of trajectory. Should this be not possible then the FP staff shall apply SCP1.

Exceptions for both (1 and 2) above:

- Where the error refers to those flights planning to operate above airways that are defined only up to FL460. In such cases the FP staff shall check the vertical view and ignore the error where the route is only defined up to FL460 and is available at that level.
- Where the error is raised because the profile is pushed into airspace where no route is defined, by a Profile Tuning Restriction, in which case the FP staff shall ignore the error and report the PTR for further investigation.
- Note The FP staff shall not replace a route with DCT if the error is raised because the flight profile is going below the minimum level of a route (such a minimum level might be due to terrain).

Internal IFPS Procedures

N/A

Related Sections

Acknowledgement (ACK) ORM

Standard Correction Procedure 1 (SCP1)

Profile Calculation/Route Analysis

Flight Plan Cross-AIRAC Checking

Airways

Error Class/Error Id: PROF195

2.3. Add NMUI reference

2.4. In the following sections, where the text refers to NMP, the additional NMUI Interface is also available:

- 4 MESSAGE SUBMISSION TO THE IFPS
- 4.2 Aerodrome of Departure (ADEP) outside IFPZ
- 6 RE-ADDRESSING
- 8 Operational Reply Message (ORM)
- 9 Acknowledgement (ACK) ORM
- 10 Manual (MAN) ORM
- 11 Reject (REJ) ORM
- 14.6 Warning
- 14.7 Routing Assistance
- 62 IFPS Test System (IFPUV)
- 63 Aircraft Operator What-if Re-Route (AOWIR)

2.5. Add NMUI Abbreviation

145 Dictionary of Abbreviations

NMUI   Network Manager User Interface

2.6. Clarify the content of the FF-ICE comment in the ACK

9   Acknowledgement (ACK) ORM

(1) General

The ACK ORM is a means whereby the IFPS indicates successful processing of a submitted message against the environmental data held by the NM at the time of processing that message.

Such a processing may only consider the criteria specified by the relevant member states against which they require flight plan messages to be checked by the IFPS. As such, successful

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processing by the IFPS cannot guarantee that a processed message is fully in accordance with each Member State's requirements, where they are not known to the NM CACD, nor does it ensure the correctness of any part of a flight that takes part outside the IFPZ.

The IFPS processing does not consider criteria such as overflight or diplomatic clearances, ETOPS requirements, SAFA constraints, MNPS requirements, etc, so any message originator in receipt of an ACK ORM must also take into consideration such constraints and requirements.

Note that for an acknowledged flight plan, the IFPS will reprocess that flight plan after its initial processing and acknowledgement. The ACK ORM for that initial processing shall not ensure compliance against the relevant criteria coincident with the EOBT of that flight, and a suspension or an IFPS notification by mean of a message may occur should the IFPS be notified of any change made to the relevant airspace conditions.

(2) Requirements

An ACK ORM shall be sent to the message originator to indicate that the submitted message has been successfully processed either automatically or following manual intervention by the FP staff. In the latter case, the ACK ORM is preceded by a MAN ORM, unless the message originator has chosen not to receive MAN ORMs.

When the message submission is done via the NMP, NMUI, NOP or B2B, message originators shall receive an ACK ORM the same way as if the message had been filed via AFTN or IATA Type-B.

If no ACK ORM is received (see Note), it remains the message originator's responsibility to check the message status. This is especially the case if the Submit results window in the NMP, NMUI or in the NOP stated: "QUEUED FOR CORRECTION" as the message has been sent for manual processing. The manual processing shall result in the message being acknowledged or rejected.

Note This is the case if, for a message originator, "ACK required" is set to NO in NM CACD.

The originator, when not being the operator nor the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by IFPS are made available to the operator or the pilot who has submitted the flight plan.

The operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes thereto as notified by IFPS to the originator are incorporated into the planned flight operation and communicated to the pilot.

(4) System Processing

Where a submitted message is IFPS compliant, that message shall be acknowledged by the IFPS at which time an ACK ORM shall be sent to the message originator unless "ACK required" is set to NO for that message originator.

An ACK ORM may contain one or several fields "COMMENT". This is used to inform the message originator of an element in relation with the processing of the message.

To ensure AOs are aware of the impact of the FFICE changes, a comment will be added to the ACK message for an ICAO2012 format (ICAO and ADEXP) FPL indicating that after 31 December 2025 that the submitted message **will not be** compliant. After 31 December 2025, a different text will be used to indicate the submitted message **is not** compliant.

Examples of COMMENT field:

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-COMMENT "MESSAGE FORMAT NOT COMPLIANT WITH NATIONAL AIRSPACE REQUIREMENTS FOR FFICE AFTER 31 DEC 2025"

-COMMENT "MESSAGE FORMAT NOT COMPLIANT WITH NATIONAL AIRSPACE REQUIREMENTS FOR FFICE"

-COMMENT THE EOBT UPDATE HAS CAUSED AN OVERLAP WITH A FPL WITH SAME ARCID AND OVERLAPPING FLYING PERIOD (N34DR LFPB1610 EDDT0115 DOF/150317)

-COMMENT THIS FLIGHT MAY REQUIRE SPECIAL HANDLING BY ATC DUE TO 8.33 KHZ CARRIAGE REQUIREMENTS.

In the case of multiple comments, each comment starts on a new line as follows:

-COMMENT ….

-COMMENT …

Automatic processing in the IFPS may not mean that the flight plan has been accepted by the IFPS without modifications. The IFPS shall, for example, automatically insert the name of a suitable route between two points if none has been indicated in the received message. To distinguish between automatic processing without amendment by the IFPS and automatic processing including any amendment (or manual processing by FP staff), two differently formatted ACK ORMs are available: 'Short ACK' when **no** modification has been made and 'Long ACK' for when modifications **have** been made.

The possibility to always receive Long ACK ORMs also exists within the IFPS. This option may be implemented for any concerned flight plan originator only after co-ordination with the NM Airspace Data Management Section (**AD**). A long ACK will always be sent to flight plan originators that are not defined ('unknown') in the NM CACD.

Note AOs filing directly to the IFPS but not using the re-addressing function of the IFPS are responsible to ensure that all amendments made to a flight plan are communicated to all concerned addresses outside the IFPZ.

Message originators shall take careful note of the message contained within a long ACK ORM, especially where the IFPS Re-route Accepted feature is included in the original submitted message, to ascertain any amendments made by the IFPS.

Output: Long ACK example

-TITLE ACK Acknowledgement of successful processing.

-MSGTYP FPL Title of the original message.

-FILTIM 030830 Filing time of the submitted message.

-ORIGINDT 9710010200 Date and time of receipt of original message by the IFPS.

-BEGIN ADDR

-FAC LHRWUAB

-FAC EGLLABCX

-END ADDR

-EXTADDR -NUM 009 Number of additional addresses which have been sent to the IFPS in the 'AD' line.

-IFPLID AA00000102 Unique identifier of the flight plan in the IFPS database.

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-MSGTXT Complete message in ICAO format as accepted by the IFPS

-(FPL-ABC567-IS

-B744/H-SDGIWIRYH

-EGLL1500

-N0487F330 BUZAD T420 WELIN UN57 TNT UL28 RODOL UP6 MIMKU/M083F330 NATB STEAM/N0491F330 N202B TOPPS/N0465F310 DCT ENE/N0410F240 ENE4

-KJFK0721 KEWR KBOS EUROCONTROL

-PBN/B1D1 EET/EGPX0053 EGGX0129 20W0220 CZQX0259 40W0337 50W0440 ADIZ0452 CZQX0504 CZUL0521 CZQM0558 KZBW0626 KZNY0654 REG/GCHGR SEL/EGJL RMK/TCAS EQUIPPED DOF/090503)

Output: Long ACK example with comment

-TITLE ACK -MSGTYP IFPL -FILTIM 190634 -ORIGINDT 1609190634

-BEGIN ADDR

-FAC LKPRTVSX

-END ADDR

-COMMENT MANDATORY 8.33KHZ RADIO EQUIPMENT REQUIRED FROM 01/01/2018.

LKAA FIR MAY REQUIRE 8.33KHZ RADIO CARRIAGE BEFORE THIS DATE.

CHECK AIP/AIC.

-IFPLID AT00123379

-MSGTXT (FPL-ABC123-IN

-B739/M-SDFGHILORVWZ/LB1

-LKTB1245

-N0335F150 HLV

-LKMT0027 LKTB

-PBN/B1D1 COM/TCAS DOF/160919 RVR/200 ORGN/ABCDEFGH)

Output: Short ACK example

-TITLE ACK Acknowledgement of successful processing.

-MSGTYP FPL Title of the original message.

-FILTIM 030830 Filing time of the submitted message.

-ORIGINDT 0405031100 Filing time of the original message expanded to give the year, month, date and time.

-BEGIN ADDR

-FAC LHRWUAB

-FAC EDDFZPZX

-END ADDR

-EXTADDR -NUM 009 Number of additional addresses which have been sent to the IFPS in the 'AD' line.

-IFPLID AA00000102 Unique identifier of the flight plan in the IFPS database.

-BEGIN MSGSUM Summary fields of the message in ADEXP format.

-ARCID ABC567

-ADEP EGLL

-ADES KJFK

-EOBT 1500

-EOBD 040503

-ORGN LHRWUAB

-END MSGSUM

Output: Short ACK example with comment

-TITLE ACK -MSGTYP IFPL -FILTIM 190634 -ORIGINDT 1609190634

-BEGIN ADDR

-FAC LKPRTVSX

-END ADDR

-COMMENT MANDATORY 8.33KHZ RADIO EQUIPMENT REQUIRED FROM 01/01/2018.

LKAA FIR MAY REQUIRE 8.33KHZ RADIO CARRIAGE BEFORE THIS DATE.

CHECK AIP/AIC.

-IFPLID AA00123379

-BEGIN MSGSUM

-ARCID ABC123

-ADEP LKTB

-ADES LKMT0027

-EOBT 1430

-EOBD 160915

-ORGN ABCDEFGH

-END MSGSUM

9.1 General Procedure for Message Originators

The message originator shall receive the ACK ORM unless 'ACK required' is set to NO for that message originator. Where a Long ACK is received, the message originator shall check for any amendments made by the IFPS, especially where the submitted message contained the IFPS Re-route accepted authorisation (RMK/IFPSRA). Where any subsequent action is required of the message originator, then that party shall take that action.

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2.7. Correct the addresses specified for Rostov, Kaliningrad and Belarus

5 MESSAGE DISTRIBUTION BY THE IFPS

The content of the Note has changed; the remainder of Section 5 has not changed.

Note NM has agreed to distribute a copy of flight plans it receives that penetrate Rostov, Kaliningrad or Belarus airspaces. These messages shall be output to the addresses UUUWZDZX (for Rostov), UMKKZRZX (for Kaliningrad) and to UMMMZDZX (for Belarus), with any necessary further distribution within that airspace being undertaken by the Rostov, Kaliningrad or Belarus authorities. AOs have still the legal responsibility to ensure that all flight plans and associated messages for flights within Rostov, Kaliningrad and Belarus airspaces are being addressed to the appropriate ATC Units responsible for these flights.

Head of NMOC

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