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It does not display any updates.

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For any remarks or questions please send an email to: nm.ifpsmanual@eurocontrol.int
1.1 Error Class/Error Id: SYN32

**Error Message(s)**

SYN32: MISSING ADEXP EQCST

**Note**

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**

NA

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

This error is related to messages filed in ADEXP format only and in particular to AFP messages for a change of equipment. The Equipment (EQCST) is missing or cannot be found due to another syntax error.

**Requirements**

The correct syntax shall be used.

**IFPS Procedures**

The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

If this is not possible (missing EQCST), then the IFPS staff shall apply SCP1.

**RPL Procedures**

NA

**Related Sections**

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

141. AFP FOR A CHANGE OF EQUIPMENT
1.2  Error Class/Error Id: SYN33

**Error Message(s)**
SYN33: (Indicator Name) NOT ALLOWED IN ROUTE

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
- Indicator Name: various possibilities.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The specified indicator is invalid for IFPS.

**Requirements**
The correct syntax shall be used.

**IFPS Procedures**
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. If this is not possible, then the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.3  Error Class/Error Id: SYN60

**Error Message(s)**

SYN60: INVALID WAKE TURBULENCE CATEGORY AT ROW = x, COL = y (WKTRC)

**Note**

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**

- x and y: numbers to indicate in the message the row and column where the error is located.
- WKTRC: WaKe TuRbulence Category.

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

The aircraft type is filed ZZZZ, and the wake turbulence category specified is neither L, M, H nor J.

**Requirements**

Where an aircraft type is filed as ZZZZ, the correct wake turbulence category shall be specified.

**IFPS Procedures**

The IFPS staff shall attempt to contact the message originator and

- If contact is achieved, the IFPS staff shall insert the wake turbulence category given or
- If no contact is achieved, the IFPS staff shall insert the most appropriate wake turbulence category based on the flight plan elements.

**RPL Procedures**

NA

**Related Sections**

75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
1.4 Error Class/Error Id: SYN61

Error Message(s)
SYN61: UNKNOWN RPL RECORD TYPE

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA
Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to Repetitive Flight Plan messages (RPL). The record type specified is unknown.

Requirements
A known record type shall be specified.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
4. REPETITIVE FLIGHT PLAN (RPL)
5. RPL SUBMISSION
6. IFPS RPL FORMAT

1.5 Error Class/Error Id: SYN62

Error Message(s)
SYN62: UNKNOWN OR UNEXPECTED FIELD AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message has an incorrect syntax which causes the IFPS to be unable to distinguish between the expected fields.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
Various. Refer to the section corresponding to the field name specified in the error message.
1.6 Error Class/Error Id: SYN63

**Error Message(s)**
SYN63: UNKNOWN ENTRY TYPE

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
This error is related to Repetitive Flight Plan messages (RPL). RPLs in a submission should have a ‘+’ for new and ‘-’ for a cancel. Other symbols in this position give the error.

**Requirements**
RPL submission shall be indicated either with a plus sign or a minus sign.

**IFPS Procedures**
NA

**RPL Procedures**
NA

**Related Sections**
4. REPETITIVE FLIGHT PLAN (RPL)
5. RPL SUBMISSION
6. IFPS RPL FORMAT
1.7 Error Class/Error Id: SYN64

Error Message(s)
SYN64: MISSING OR INVALID AIRCRAFT ID

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ICAO format only. The first character specified in the aircraft identification field (ARCID) is neither a number nor a letter.

Requirements
The aircraft identification field (ARCID) shall contain only numbers/letters with a minimum of 2 and a maximum of 7 characters.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
73. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE
Error Message(s)
SYN65: UNEXPECTED SEPARATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A field separator (e.g. '/') is incorrectly placed in the route field of the message, after an airway for example.

Requirements
In the route field, the separator '/' shall only be present after a point then followed by speed and level.

IFPS Procedures
The IFPS staff shall remove the separator identified as causing the error to be raised.

RPL Procedures
NA

Related Sections
78. ITEM 15: ROUTE
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED / LEVEL
1.9 Error Class/Error Id: SYN66

Error Message(s)
SYN66: ADDITIONAL DATA FOLLOWS TRUNCATION INDICATOR

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A remote letter 'T' has been identified in the route field, indicating the truncation point of that route, but further route data has been identified after that designator.

Requirements
Where a route is truncated using the individual letter 'T', no further route items should be inserted.

IFPS Procedures
The IFPS staff shall analyze the route field and
- If the letter 'T' appears in the route field because of an extra space (for example: ABBO T or T AKAT), then the IFPS staff shall delete the space or
- If the letter 'T' indicates a truncated route, the IFPS staff shall remove it and proceed with the manual treatment.

RPL Procedures
NA

Related Sections
NA
1.10 Error Class/Error Id: SYN67

**Error Message(s)**
SYN67: TOO MANY ALTERNATE AERODROMES

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
This error is related to messages filed in ADEXP format only. More than two alternates have been specified, preceded each time by –ALTRNT.

**Requirements**
When submitting messages in ADEXP format, a maximum number of 2 alternate aerodromes can be specified preceded respectively by –ALTRNT1 and -ALTRNT2.

**IFPS Procedures**
The IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Class/Error Id: SYN68

Error Message(s)
SYN68: TOO MANY ADDRESSES ON LINE AT ROW= x, COL= y

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The maximum number of 7 AD line addresses has been exceeded in the indicated line, or a following line has not been prefixed by the AD indicator.

Requirements
Each line in the re-addressing function shall contain a maximum of 7 addresses and should be prefixed by the letters ‘AD’; any more addresses should be carried on to a new ‘AD’ line.

IFPS Procedures
The IFPS staff shall apply SCP2.

RPL Procedures
NA

Related Sections
14. RE-ADDRESSING FUNCTION
27. STANDARD CORRECTION PROCEDURE 2 (SCP2)
1.12 Error Class/Error Id: SYN69

Error Message(s)
SYN69: EXPECTED TIME DESIGNATOR NOT FOUND AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EOBT, TTL_EET, SPL_E, ATD, ATA, ETO/A TO.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The time designator is missing or IFPS is not able to identify it: EOBT, EET etc

Requirements
Where a time designator is required, it shall be included and specified in the correct format.

IFPS Procedures
For field type SPL_E: The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

For field type ATD, ATA, EOBT, TTL_EET: The IFPS staff shall apply SCP1.

For field type ETO/ATO: (concerns AFIL messages):
- When the ATO/ETO is missing from the message; the IFPS staff shall contact the message originator to obtain the ATO/ETO and
- Where no contact with the message originator is possible, the IFPS staff shall insert the filing time of the message, in association with the appropriate date of flight.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)
113. TOTAL FUEL ENDURANCE: E/
127. DEPARTURE (DEP)
128. ARRIVAL (ARR)
132. AIR-FILED FLIGHT PLANS (AFIL)
1.13  Error Class/Error Id: SYN70

Error Message(s)
SYN70: FIELD TEXT TOO SHORT AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as ARCTYP, RVR, ORGN, ARCID, SSRCODE, SEQPT, EOBT, REG, SEL, TYP, COM, DAT, NAV, DEP, DEST, ADEP, ADES, ALTNZ, ALTRNT, RALT, RFP, SUR, TALT, ATD, ATA, DLE.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The syntax for the field that is identified in the error message is not correct.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall apply SCP1, unless there is no doubt about the intended content of the field in error.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
65. RUNWAY VISUAL RANGE
66. ORIGINATOR (ORGN) INDICATOR
73. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE
75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
76. ITEM 10: EQUIPMENT & CAPABILITIES
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)
88. AIRCRAFT REGISTRATION (REG)
89. SELCAL (SEL)
92. AIRCRAFT TYPE (TYP)
94. COMMUNICATIONS EQUIPMENT (COM)
95. DATA LINK CAPABILITY (DAT)
96. NAVIGATION EQUIPMENT (NAV)
97. DEPARTURE AERODROME (DEP)
98. DESTINATION AERODROME (DEST)
99. ALTERNATE DESTINATION AERODROME (ALTN)
100. EN-ROUTE ALTERNATE AERODROME (RALT)
103. REPLACEMENT FLIGHT PLAN (RFP)
107. PBN (PERFORMANCE BASED NAVIGATION)
108. SURVEILLANCE (SUR)
109. TAKE-OFF ALTERNATE (TALT)
110. EN-ROUTE DELAY OR HOLDING (DLE)
121. PILOT IN COMMAND: C/
127. DEPARTURE (DEP)
128. ARRIVAL (ARR)
Error Class/Error Id: SYN71

Error Message(s)
SYN71: FIELD TEXT TOO LONG AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as FLTTYP, ADEP, ADES, RVR, ORGN, ARCID, SSRCODE, SEQPT, EOBT, REG, SEL, TYP, COM, DAT, NAV, DEP, ALTNZ, ALTRNT, RALT, RFP, SUR, TALT, DLE.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The syntax for the field that is identified in the error message is not correct.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall apply SCP1, unless there is no doubt about the intended content of the field in error.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
65. RUNWAY VISUAL RANGE
66. ORIGINATOR (ORGN) INDICATOR
73. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
76. ITEM 10: EQUIPMENT & CAPABILITIES
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
88. AIRCRAFT REGISTRATION (REG)
89. SELCAL (SEL)
92. AIRCRAFT TYPE (TYP)
94. COMMUNICATIONS EQUIPMENT (COM)
95. DATA LINK CAPABILITY (DAT)
96. NAVIGATION EQUIPMENT (NAV)
97. DEPARTURE AERODROME (DEP)
98. DESTINATION AERODROME (DEST)
99. ALTERNATE DESTINATION AERODROME (ALTN)
100. EN-ROUTE DESTINATION AERODROME (ALTN)
103. REPLACEMENT FLIGHT PLAN (RFP)
107. PBN (PERFORMANCE BASED NAVIGATION)
108. SURVEILLANCE (SUR)
109. TAKE-OFF ALTERNATE (TALT)
110. EN-ROUTE DELAY OR HOLDING (DLE)
121. PILOT IN COMMAND: C/
127. DEPARTURE (DEP)
128. ARRIVAL (ARR)
Error Class/Error Id: SYN72

Error Message(s)
SYN72: SUSPECT TEXT TOO LONG AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The syntax for the field that is identified in the error message is not correct.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall identify the field where the error is located and amend the message to obtain a correct syntax. When such action would affect important elements of the message, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Various. Refer to the section corresponding to the field name specified in the error message.
1.16 Error Class/Error Id: SYN73

Error Message(s)

(1) SYN73: SUSPECT INVALID FIELD AT ROW= x, COL= y (F18 <Sub-field Name> AFTER F19 <Sub-field Name> (x,y))
(2) SYN73: SUSPECT INVALID FIELD AT ROW= x, COL= y (ICAO DAT/ in RMK DATA)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Sub-Field Name: any subfield from item 18 and any subfield from item 19.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Either an item 18 sub-field indicator has been detected inside item 19 or

In Item 18 sub-field texts, where ‘/’ is used with an Item 19 sub-field indicator before it, the system may misinterpret that piece of data as an Item 19 entry. Where the text following the ‘/’ is appropriate for that heading, the system may automatically extract that information string as Item 19 data. If the text following the ‘/’ is incorrect for the sub-field heading, then the system shall raise an error, based on the assumption that it is an Item 19 sub-field.

Requirements
Item 18 sub-fields shall not be indicated after item 19 indicators.

IFPS Procedures
- In the first case (see above, Reason), the IFPS staff shall remove the item 18 sub-field found after an item 19 sub-field and shall insert it in the item 18 or
- In the second case (see above, Reason), where the system suspects that an item 18 information string is an item 19 sub-field, that information must be disguised by the IFPS staff; normally, replacing the ‘/’ with a space is sufficient.

RPL Procedures
NA

Related Sections
85. ITEM 18: OTHER INFORMATION
112. ITEM 19: SUPPLEMENTARY INFORMATION
1.17 Error Class/Error Id: SYN74

Error Message(s)
SYN74: EXPECTED SSR EQUIPMENT DESIGNATOR AT ROW= x, COL= y (SEQPT)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- SEQPT: Surveillance Equipment.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The surveillance equipment designator(s) is/are missing from the submitted message.

Requirements
The surveillance equipment shall be indicated by either N or one or more of the equipment designators approved by ICAO.

IFPS Procedures
- If the SSR equipment is present but not read due to a syntax error, then the IFPS shall amend the message to the correct syntax or
- If the SSR equipment is missing then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT & CAPABILITIES
1.18 Error Class/Error Id: SYN76

**Error Message(s)**
SYN76: NO PARALLEL ALLOWED IN FIELD AT ROW= x, COL= y (Field Name)

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The syntax for the field that is identified in the error message is not correct.

**Requirements**
The correct syntax shall be used.

**IFPS Procedures**
The IFPS staff shall identify the field where the error is located and amend the message to obtain a correct syntax. When such action would affect important elements of the message, then the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURES 1 (SCP1)
Various. Refer to the section corresponding to the field name specified in the error message.
1.19 Error Class/Error Id: SYN77

Error Message(s)
SYN77: EXPECTED NUMERIC ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: wide range of possibilities such as SPL_P (Supplementary Information Persons on Board).

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The syntax for the field that is identified in the error message is not correct.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall identify the field where the error is located and amend the message to obtain a correct syntax.

For example, when it concerns Supplementary Information (Item 19), the IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

When such action would affect important elements of that message, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURES 1 (SCP1)
114. TOTAL NUMBER OF PERSONS ON BOARD: P/
1.20  Error Class/Error Id: SYN78

**Error Message(s)**

SYN78: NO CHANGES ALLOWED IN KEY FIELD AT ROW= x, COL= y (Field Name)

**Note**

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**

- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ARCID, ADEP, ADES, DOF.

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

It is not possible to make changes to the indicated key field. The key fields are: Aircraft Identification, Aerodrome of Departure, Aerodrome of Destination and Date of Flight.

**Requirements**

Key fields shall only be changed by cancelling the existing flight plan and re-filing with the new key field data.

**IFPS Procedures**

The IFPS staff shall apply SCP1.

**RPL Procedures**

NA

**Related Sections**

26. STANDARD CORRECTION PROCEDURES 1 (SCP1)

32. KEY FIELDS
Error Class/Error Id: SYN80

Error Message(s)

SYN80: MULTIPLE MATCHING LONGITUDE FOUND IN ROUTE, CANNOT EXPAND MERIDIAN

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

In Item 18, an EET using only a longitude as a referent point has more than one route point indicating the same longitude.

Requirements

Where a route contains more than one geographical coordinate on the same longitude, any associated EET must contain the full geographical coordinates for that estimate.

IFPS Procedures

The IFPS staff shall insert the full geographical coordinates in the sub field EET in Item 18 for the concerned entry.

RPL Procedures

NA

Related Sections

82. POINTS

86. ESTIMATED ELAPSED TIME (EET)
1.22 Error Class/Error Id: SYN81

Error Message(s)
SYN81: MULTIPLE MATCHING LATITUDE FOUND IN ROUTE, CANNOT EXPAND PARALLEL

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In Item 18, an EET using only latitude as a reference point has more than one route point indicating the same latitude.

Requirements
Where a route contains more than one geographical coordinate on the same latitude, any associated EET must contain the full geographical coordinates for that estimate.

IFPS Procedures
The IFPS staff shall insert the full geographical coordinates in the sub field EET in Item 18 for the concerned entry.

RPL Procedures
NA

Related Sections
82. POINTS
86. ESTIMATED ELAPSED TIME (EET)
1.23 Error Class/Error Id: SYN82

Error Message(s)
SYN82: MULTIPLE FLIGHT INFO RECORDS IN RPL

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In an RPL submission, line 2 appears more than once.

Requirements
In an RPL submission, line 2 shall only been specified once.

IFPS Procedures
NA

RPL Procedures
The RPL team shall contact the originator of the submission in order to determine if it is a duplication of the first line or a partially missing RPL.

Related Sections
5. RPL SUBMISSION
6. IFPS RPL FORMAT
1.24  Error Class/Error Id: SYN83

**Error Message(s)**
SYN83: MISSING PARENTHESIS

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The message does not contain the correct pairing of parenthesis.

**Requirements**
The correct format shall be used.

**IFPS Procedures**
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

**RPL Procedures**
NA

**Related Sections**
NA
1.25 Error Class/Error Id: SYN84

Error Message(s)
SYN84: MISSING OR INVALID LEVEL

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA
Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The expected level information in the message cannot be identified.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall apply SCP1 unless there is no ambiguity with the intended level.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED / LEVEL
**1.26 Error Class/Error Id: SYN85**

**Error Message(s)**
SYN85: MISSING FIELD ROW= x, COL= y (Field Name)

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ARCID, FIELD 18.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The field specified is missing or cannot be found due to another syntax error.

**Requirements**
The correct syntax shall be used. In associated messages, a correctly formatted Item 18 shall be present in the following message types: CNL, DLA, CHG, DEP, RQS, and RQP.

**IFPS Procedures**
When the message is an RQP, the IFPS staff shall reject that message.

In all other cases the IFPS staff shall insert ‘0’ as Item 18, and in case the message matches multiples flight plans, the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
73. ITEM 7 AIRCRAFT IDENTIFICATION
124. MODIFICATION (CHG)
125. DELAY (DLA)
126. CANCEL (CNL)
127. DEPARTURE (DEP)
129. REQUEST FLIGHT PLAN (RQP)
130. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)
Error Class/Error Id: SYN86

Error Message(s)
SYN86: MISSING OR INVALID SIGNIFICANT POINT DESIGNATOR

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only. A specific point is missing or cannot be found due to another syntax error.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
If this is not possible (missing field or point cannot be identified) then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
1.28  Error Class/Error Id: SYN87

Error Message(s)
SYN87: MISSING OR INVALID ETO

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only. The Estimated Time Over (ETO) is missing or cannot be found due to another syntax error or is invalid.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. If this is not possible (missing ETO or ETO cannot be identified) then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
132. AIR FILED FLIGHT PLANS (AFIL)
133. ATC FLIGHT PLAN PROPOSAL (AFP)
1.29  Error Class/Error Id: SYN88

Error Message(s)
SYN88: MISSING OR INVALID END KEYWORD

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only. The END KEYWORD is missing or cannot be found due to another syntax error or is invalid.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
If this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.30   Error Class/Error Id: SYN89

Error Message(s)
SYN89: MISSING OR INVALID ADEXP ADDRESS

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only. An ADDRESS is missing or cannot be found due to another syntax error or is invalid.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

If this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections

15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.31  Error Class/Error Id: SYN90

Error Message(s)
SYN90: NO MERIDIAN ALLOWED IN FIELD AT ROW= x,COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: various possibilities.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A geographical coordinate is not allowed in the field specified.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.32  Error Class/Error Id: SYN91

Error Message(s)
SYN91: DUPLICATE DATA

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only and when a duplicate data is found in sets e.g. a duplicate REF, GEO, REN etc.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error (be deleting one of the duplicate entry) and proceed with any subsequent error(s) raised if any.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)

Related Document(s):
IFPS and RPL Dictionary of Messages
1.33  Error Class/Error Id:  SYN92

Error Message(s)
SYN92: MISSING OR INVALID TITLE

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only. The message title contains invalid characters or is incomplete or is not an allowed title for input to IFPS.

Requirements
All messages submitted to IFPS in ADEXP format shall contain one of the defined message titles that are recognised by IFPS.

IFPS Procedures
If the message is in the correct ACH/APL format then the IFPS staff shall reject that message.
In all other cases, the IFPS staff shall apply SCP1 unless there is no ambiguity about the correct message title.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
72. ITEM 3: MESSAGE TITLE

Related Document(s):
IFPS and RPL Dictionary of Messages
1.34 Error Class/Error Id: SYN93

**Error Message(s)**
SYN93: INVALID TIME DESIGNATOR AT ROW= x, COL= y (Field Name)

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT Estimated Elapsed Time at Point (EET sub field in Item 18)

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The indicated time designator in the EET sub-field in Item 18 does not conform to the standard 24-hour format.

**Requirements**
The correct syntax shall be used: HHMM.

**IFPS Procedures**
The IFPS shall try to identify the intended time. If this is not possible or in case of any doubt then the IFPS shall try to contact the message originator.

If no contact can be achieved then the IFPS staff shall 'cut' and 'paste' the point or FIR/estimated elapsed time group to the RMK sub-field in Item 18.

**RPL Procedures**
NA

**Related Sections**
86. ESTIMATED ELAPSED TIME (EET)
1.35 Error Class/Error Id: SYN95

Error Message(s)
SYN95: INVALID SPEED DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: SPEED.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
An incorrect syntax for the speed has been used. For example: M for ‘Mach’ followed by 4 digits (should be 3).

Requirements
The speed indication shall be specified with one the allowed manner and in the correct format.

IFPS Procedures
The IFPS staff shall try to identify the intended speed. If this is not possible or in case of any doubt then the IFPS shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED AND LEVEL
1.36 Error Class/Error Id: SYN96

Error Message(s)
SYN96: INVALID SOURCE

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The SRC sub-field in Item 18 is present in a message submission.

Requirements
SRC sub-field shall never be present in a message sent to the IFPS. This is a field which is added automatically by the IFPS after successful processing and may be found in messages output.

IFPS Procedures
The IFPS staff shall delete the SRC sub-field from the incoming message and proceed with any subsequent error(s) raised if any.

RPL Procedures
NA

Related Sections
67. SOURCE (SRC) INDICATOR
1.37  Error Class/Error Id: SYN97

**Error Message(s)**
SYN97: INVALID SEPARATOR AT ROW= x, COL= y

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The message has errors that cause the IFPS to be unable to distinguish between the expected fields.

**Requirements**
The correct format shall be used.

**IFPS Procedures**
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.

**RPL Procedures**
NA

**Related Sections**
NA
Error Message(s)
SYN98: INVALID POINT

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA
Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only where there is/are problem(s) with points in fields. Example: missing PTID in a REF point.

Requirements
The correct format shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

Related Document(s):
IFPS and RPL Dictionary of Messages
1.39 Error Class/Error Id: SYN99

Error Message(s)
SYN99: INVALID LONGITUDE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT: Estimated Elapsed Time Point, for the Item 18 EET sub-field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated longitude value does not contain 3 or 5 numbers.

Requirements
The IFPS can only accept longitude values given as 3 or 5 numbers in the EET sub-field in Item 18.

IFPS Procedures
The IFPS shall try to identify the intended longitude. If this is not possible or in case of any doubt then the IFPS staff shall try to contact the message originator.

If no contact can be achieved, then the IFPS shall ‘cut’ and ‘paste’ the geographical coordinates/estimated elapsed time group to the RMK sub-field in Item 18.

RPL Procedures
NA

Related Sections
86. ESTIMATED ELAPSED TIME (EET)
**1.40 Error Class/Error Id: SYN100**

**Error Message(s)**

SYN100: INVALID LIST

**Note**

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**

NA

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

This error is related to messages filed in ADEXP format only where there is the field -BEGIN followed by an unexpected keyword (i.e. one that isn't ADDR, RTE_PTS, EQCST).

**Requirements**

The correct syntax shall be used.

**IFPS Procedures**

The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

**RPL Procedures**

NA

**Related Sections**

15. ATS DATA EXCHANGE PRESENTATION (ADEXP)

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

**Related Document(s):**

IFPS and RPL Dictionary of Messages
1.41  Error Class/Error Id:  SYN101

Error Message(s)
(1)  SYN101: INVALID LEVEL DESIGNATOR AT ROW= x, COL= y (RFL)
(2)  SYN101: INVALID LEVEL DESIGNATOR (ROUTE)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: RFL Requested Flight Level.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
(1)  An incorrect syntax for the RFL has been used.
(2)  An RFL above F195 in visible portion (GAT, IFR, IFPSTART) does not end with a zero.

Requirements
(1)  The RFL indication shall be specified with one the allowed manner and in the correct format.
(2)  The RFL indication above F195 for a visible portion (GAT, IFR, IFPSTART) shall always end with a zero.

IFPS Procedures
(1)  + (2): The IFPS staff shall try to identify the intended RFL.
If this is not possible or in case of any doubt then the IFPS shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED AND LEVEL
Error Class/Error Id: SYN102

Error Message(s)
SYN102: INVALID LATITUDE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EETPT: Estimated Elapsed Time Point, for the Item 18 EET sub-field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated latitude value does not contain 2 or 4 numbers.

Requirements
The IFPS can only accept latitude values given as 2 or 4 numbers in the EET sub-field in Item 18.

IFPS Procedures
The IFPS shall try to identify the intended latitude. If this is not possible or in case of any doubt then the IFPS staff shall try to contact the message originator.
If no contact can be achieved, then the IFPS shall ‘cut’ and ‘paste’ the geographical coordinates/estimated elapsed time group to the RMK sub-field in Item 18.

RPL Procedures
NA

Related Sections
86. ESTIMATED ELAPSED TIME (EET)
1.43 Error Class/Error Id: SYN103

Error Message(s)
SYN103: INVALID ID USED IN FIELD AT ROW = x, COL = y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: STAY.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Multiple STAY indicators with the same sequence number have been used in the route field.

Requirements
Where more than one STAY indicator is used in the route, each indicator must have a separate and consecutive sequence number, to a maximum value of 9.

IFPS Procedures
The IFPS staff shall correct the STAY indicators numbering in order to have a separate and consecutive sequence number.

In case of any doubt (the flight path appears illogical when compared to ADES and ADES) then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
49. EN-ROUTE STAY INDICATOR
Error Message(s)
SYN104: INVALID FIELD AT ROW=x, COL=y (Field Name)
SYN104: INVALID FIELD AT ROW=x, COL=y

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: various possibilities such as TITLE, RFL, ROUTE.

Note The Field Name is only present where the IFPS was able to identify in which field is located the error.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
One or more invalid characters are used in the specified field.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
For RFL: If there is no ambiguity of the RFL, or if the RFL can be identified in another RPL from the same aircraft operator, it shall be corrected by the RPL team and the aircraft operator shall be informed of the correction.
In all other cases, the aircraft operator shall be contacted to coordinate a correction.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Various. Refer to the section corresponding to the field name specified in the error message.
1.45 Error Class/Error Id: SYN105

Error Message(s)
SYN105: INVALID DISTANCE DESIGNATOR

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only when there is badly formed distance field in a reference (REF) point.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
132. AIR-FILED FLIGHT PLANS (AFIL)
133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)
134. AFP FOR A MISSING FLIGHT PLAN
135. AFP FOR A CHANGE OF ROUTE
136. AFP FOR A CHANGE OF REQUESTED CRUISING LEVEL
140. AFP FOR A CHANGE OF DESTINATION
1.46   Error Class/Error Id: SYN106

**Error Message(s)**
SYN106: WRONG POINT FOR GEO <Point Name>

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
A point expressed with geographical coordinates is linked with a point name but the coordinates do not match with the specified point. The error is only raised when a specific IFPS internal format is used. Therefore this error is not visible to external IFPS clients and to IFPUV users.

**Requirements**
The correct syntax shall be used.

**IFPS Procedures**
NA

**RPL Procedures**
NA

**Related Sections**
82. POINTS
Error Class/Error Id: SYN107

Error Message(s)
SYN107: INVALID DAYS OF OPERATION

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to RPL submission. The Days of Operation specified in the RPL submission are not consistent.

Requirements
In an RPL submission the days of operation shall be consistent.

IFPS Procedures
NA

RPL Procedures
The RPL team shall contact the RPL originator.

Related Sections
5. RPL SUBMISSION
6. IFPS RPL FORMAT
7. RPL PROCESSING
1.48 Error Class/Error Id: SYN108

Error Message(s)
SYN108: INVALID DATE DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: EOBD Estimated Off Block Date

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message contains an invalid date, for example an alphabetic character in the DOF.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall try to identify the intended DOF. If this is not possible or in case of any doubt then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
102. DATE OF FLIGHT (DOF)
1.49 Error Class/Error Id: SYN109

Error Message(s)
SYN109: FIELD CONTAINS INVALID CHARACTER(S) AT ROW = x, COL = y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: STS, ORGN, SSRCODE, SEQPT, SEL, RMK, PBN, SUR, TALT, SPL_R, SPL_S, SPL_J,

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
STS: One on the STS descriptor is not recognized. Only the STS descriptors published in ICAO doc.4444 are allowed and shall be filed with an exact character match.

ORGN: Special characters such as ‘!’, ‘@’ are present. The ORGN sub-field shall not contain any special characters.

SSRCODE: The SSR code contains a letter other than the permitted letter A. Only the letter A may be used to indicate the SSR mode.

SEQPT: The surveillance equipment contains invalid characters or N is present together with other descriptors. The character(s) used in the equipment designators may only be those indicators approved by ICAO and shall be compatible.

SEL: A character other than a letter has been used. The characters used to specify the SELCAL shall be letters only.

RMK: One or more invalid characters have been used in the text. Ensure only valid characters are used in the text.

PBN: One of more PBN descriptors does not match any of the valid descriptors. Only the published PBN descriptors are allowed.

SUR: Characters other than alphanumeric are present in the sub-field SUR. The characters in the sub-field SUR shall be only alphanumeric characters.

TALT: Special characters such as ‘!’, ‘@’ are present. The TALT sub-field shall not contain any special characters.

SPL_R: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the emergency radio subfield may only be U, V and/or E.

SPL_S: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the survival equipment sub-field may only be P, D, M and/or J.

SPL_J: The letter(s) used do not correspond to the prescribed indicators for the subfield. The letters used in the life jackets sub-field may only be L, F, U and/or V.

COMMENT (only in ADEXP): an ACH (SRC/AFP) with a successful route merge results in an invalid message. The ADEXP field – COMMENT is added as last field in the message in order to inform the IFPS staff of the original flight plan route.

Requirements
The correct syntax shall be used.

IFPS Procedures
STS: Where the STS descriptor can be identified without any doubt, the IFPS staff shall correct that descriptor in order to have an exact character match with the published descriptor; in all other cases the IFPS staff shall apply SCP1. Example: STS/AZMAT may be corrected to STS/HAZMAT

ORGN: The IFPS staff shall remove any special character(s) from the content of the ORGN sub-field.

SSRCODE: In all cases where a C is submitted as an SSR designator, the IFPS staff shall change that designator to A.
SEQPT, SEL, PBN: The IFPS staff shall apply SCP1.

RMK: Where contact with the message originator is possible, the IFPS staff shall agree the most suitable correction. If no contact with the message originator is possible, the IFPS staff shall delete the invalid character(s) and replace them with a character space.

SUR: The IFPS staff shall remove any special character(s) from the content of the SUR sub-field.

TALT: The IFPS staff shall remove any special character(s) from the content of the TALT sub-field.

SPL_R, SPL_S, SPL_J: The IFPS staff shall move the closing bracket of the message from the end of Item 19 to the end of Item 18.

COMMENT (only in ADEXP): The IFPS staff shall delete the entire COMMENT field from the ACH.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
51. SPECIAL STATUS FLIGHT (STS)
52. STS/SAR INDICATOR
53. STS/HEAD INDICATOR
54. STS/ATFMX INDICATOR
55. STS/HOSP INDICATOR
56. STS/HUM INDICATOR
57. STS/STATE INDICATOR
58. STS/NONRVSM
59. STS/FFR INDICATOR
60. STS/FLTCK INDICATOR
61. STS/HAZMAT
62. STS/MARSA INDICATOR
63. STS/MEDEVAC INDICATOR
64. STS/ALTRV INDICATOR
66. ORIGINATOR (ORGN)
73. ITEM 7 AIRCRAFT IDENTIFICATION
76. ITEM 10: EQUIPMENT & CAPABILITIES
101. ITEM 18 REMARK (RMK)
107. ITEM 18 PBN
108. SURVEILLANCE (SUR)
109. TAKE-OFF ALTERNATE (TALT)
115. ITEM 19 SUPPLEMENTARY INFORMATION
116. SURVIVAL EQUIPMENT: S/
1.50  Error Class/Error Id: SYN110

Error Message(s)
SYN110: INVALID BEARING DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE or DLE.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated bearing designator is outside the range 000 to 360.

Requirements
Any bearing indication must reflect to a maximum value of 360°.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
80. EN-ROUTE CHANGE OF SPEED AND LEVEL
82. POINTS
110. EN-ROUTE DELAY OR HOLDING (DLE)
**1.51  Error Class/Error Id: SYN111**

**Error Message(s)**
SYN111: MISPLACED INDICATOR. MUST BE AFTER A POINT AT ROW= x, COL= y (Field Name)

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: ROUTE.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
An indicator (VFR, IFR, GAT, OAT, STAY etc.) in the route field does not follow a point.

**Requirements**
A change of rules, flight type, etc shall be put in the route field after a point designator.

**IFPS Procedures**
The IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
36. GENERAL AIR TAFFIC/OPERATIONAL AIR TRAFFIC (GAT/OAT)
42. VISUAL FLIGHT RULES (VFR)
49. EN-ROUTE STAY INDICATOR
78. ITEM 15: ROUTE
Error Class/Error Id: SYN112

Error Message(s)
SYN112: INCORRECT USAGE OF BRACKETS '(' AND ')

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The submitted message contains more brackets than just the opening and closing bracket.

Requirements
The opening and closing indicators of any message are '(' and ')' respectively, thus they cannot be used within a message in any other way.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.53 Error Class/Error Id: SYN113

Error Message(s)
SYN113: INVALID MESSAGE LENGTH

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to RPL submission. A line exceeds the allowed length.

Requirements
The correct format shall be used.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
4. REPETITIVE FLIGHT PLAN (RPL)
5. RPL SUBMISSION
6. IFPS RPL FORMAT
7. RPL PROCESSING
Error Class/Error Id: SYN114

Error Message(s)
SYN114: EXPECTED '/' AT ROW= x, COL= y

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A '/' is expected for correct formatting, but is missing.

Requirements
Where a '/' is necessary in the format of an item, it must be present in the submitted message.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.55  Error Class/Error Id:  SYN115

Error Message(s)
SYN115: EXPECTED FLIGHT TYPE AND RULES AT ROW= x, COL= y (FLTYP)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- FLTYP: Flight Type.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight type and flight rules are either missing or using an invalid designator.
For a military flight, it may be that the designator OAT (Operational Air Traffic) is inserted in Item 8: Flight Rules and Flight Type.

Requirements
The flight type and flight rules shall be present, and shall use approved designator(s).

IFPS Procedures
- If Item 8 has been filed as IOM for a military flight and if OAT/GAT changes are clearly indicated in either the route or other information, then the IFPS staff shall correct by inserting OAT/GAT as appropriate, and changing IOM to IM; otherwise the IFPS staff shall apply SCP1 or
- The IFPS staff shall try to identify the flight type and rules. If this is not possible or in case of any doubt, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
Error Class/Error Id: SYN116

Error Message(s)
SYN116: EXPECTED OR INVALID FLIGHT TYPE AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: FLTTYP: Flight Type.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight type is either missing or using an invalid designator. Can be S, N, G, M, X.

Requirements
The flight type shall be present, and shall use an approved indicator.

IFPS Procedures
The IFPS staff shall try to identify the flight rules. If this is not possible or in case of any doubt, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
1.57 Error Class/Error Id: SYN117

Error Message(s)
SYN117: EXPECTED OR INVALID FLIGHT RULES AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message the row and column where the error is located.
- Field Name: FLTRUL: Flight Rules.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rules are either missing or using an invalid designator. Can be I, Z or Y.

Requirements
The flight rules shall be present, and shall use an approved indicator.

IFPS Procedures
The IFPS staff shall try to identify the flight rules.
If this is not possible or in case of any doubt, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
Error Message(s)
SYN118: EXPECTED END OF MESSAGE

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA
Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A syntax error is causing IFPS to be unable to find the end of the submitted message.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.59 Error Class/Error Id: SYN119

Error Message(s)
SYN119: EQPT FIELD NOT ALLOWED

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore, it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The RPL specific EQPT field is specified in a flight plan message.

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT AND CAPABILITIES
Error Class/Error Id: SYN120

Error Message(s)
SYN120: INTERNAL ERROR

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Internal IFPS error.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
1.61  Error Class/Error Id:  SYN121

Error Message(s)

SYN121: DUPLICATE ERROR AT ROW=x, COL=y (Sub-Field name)

Note

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message

- x and y: numbers to indicate in the message the row and column where the error is located.
- Sub-Field Name: DEP, DEST, EOBD (DOF), OPR, RVR, SEL, REG, PBN, CODE, ORGN, PER, RFP.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

There is a duplicate for the specified sub-field (in Item 18), which is not permitted.

Requirements

Some sub-fields in Item 18 shall be specified only once.

IFPS Procedures

RVR:

If the duplicate entry is identical, the IFPS staff shall delete one of the entries.
In all other cases, the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the IFPS staff shall delete the entry with the lowest RVR value.

ORGN:

If the duplicate entry is identical, the IFPS staff shall delete one of the entries.
In all other cases, the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the IFPS staff shall move one entry under the RMK without ‘/’.

REG:

Where the flight concerned is a single aircraft and the duplicate entry is identical, the IFPS staff shall delete
one of the entries.
Where the flight concerned is a formation flight, then the IFPS staff shall copy all the registrations into a single
entry, and separate each entry by a space.
In all other cases, the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the IFPS staff shall move one entry under RMK without ‘/’.

SEL:

If the duplicate entry is identical, the IFPS staff shall delete one of the entries.
In all other cases, the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the IFPS staff shall delete the SEL entries.

OPR:

If the duplicate entry is identical or the content is equivalent, then the IFPS staff shall delete one of the entries.
In all other cases, the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the IFPS staff shall move one entry under RMK without ‘/’.

PER:

If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS shall apply SCP1.
If no contact is possible except and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC, then the IFPS staff shall delete the entry with the highest performance data.
DEP:
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall try to identify if possible the closest departure location to the first point on the route
and move the other entry under RMK without the ‘/’ preceded by the comment: ‘second filed DEP’.

DEST:
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall try to identify if possible the closest destination location to the last point on the route
and move the other entry under RMK without the ‘/’ preceded by the comment: ‘second filed DEST’.

EOBD (DOF):
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall delete both DOF entries.

RFP:
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall delete the entry with the lowest value after ‘Q’.

CODE:
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall delete the both CODE entries.

PBN:
If the duplicate entry is identical the IFPS staff shall delete one of the entries.
In all other cases the IFPS staff shall apply SCP1.
If no contact is possible and if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC,
then the IFPS staff shall combine the content of both entries into one.
If the maximum amount of characters is exceeded, then the IFPS staff shall apply the Guidance for the
Provision of NAV/COM/SUR information accessible from the CHMI>TEM>ICAO2012 (internally) or via the
Eurocontrol website (internally and externally) at:

RPL Procedures

NA

Related Sections

26. SCP1
65. RUNWAY VISUAL RANGE (RVR)
66. ORIGINATOR (ORGN) INDICATOR
85. ITEM 18 OTHER INFORMATION
88. AIRCRAFT REGISTRATION (REG)
89. SELCAL (SEL)
90. AIRCRAFT OPERATOR (OPR)
93. AIRCRAFT PERFORMANCE (PER)
97. DEPARTURE AERODROME (DEP)
98. ARRIVAL AERODROME (DEST)
102. DATE OF FLIGHT (DOF)
103. REPLACEMENT FLIGHT PLAN (RFP)
104. CODE
107. PERFORMANCE BASED NAVIGATION (PBN)
1.62 Error Class/Error Id: SYN122

**Error Message(s)**
SYN122: EXPECTED DATE DESIGNATOR NOT FOUND

**Note**
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The format of the DOF field is not correct.

**Requirements**
The DOF field shall be specified in the correct format YYMMDD and only one '/' separator shall be used.

**IFPS Procedures**
The IFPS staff shall try to identify the intended DOF. If this is not possible or in case of any doubt, then the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
102. DATE OF FLIGHT (DOF)
1.63 Error Class/Error Id: SYN123

Error Message(s)
SYN123: EXPECTED CNA EQUIPMENT DESIGNATOR AT ROW= x, COL= y (Field Name)

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
- x and y: numbers to indicate in the message, the row and column where the error is located.
- Field Name: CEQPT: Communication Equipment which includes radio communication, navigation and approach aid equipment.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The radio communication, navigation and approach aid equipment designators are missing from the submitted message or cannot be identified due to another syntax error.

Requirements
The radio communication, navigation and approach aid equipment shall be indicated by either N or S and/or the equipment designators approved by ICAO.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT & CAPABILITIES
1.64 Error Class/Error Id: SYN124

Error Message(s)
SYN124: MISSING OR INVALID CHANGE RULES

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages filed in ADEXP format only (like ICHG, IAFP) when the CHGRUL field has been incorrectly defined. The CHGRUL field is used to indicate change of flight rules (VFR/IFR) or the type of flight (OAT/GAT).

Requirements
The correct syntax shall be used.

IFPS Procedures
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any. Whenever this is not possible, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
15. ATS DATA EXCHANGE PRESENTATION (ADEXP)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
36. GENERAL AIR TRAFFIC/OPERATIONAL AIR TRAFFIC (GAT/OAT)
42. VISUAL FLIGHT RULES (VFR)

Related Document(s):
IFPS and RPL Dictionary of Messages
1.65  Error Class/Error Id: SYN153

**Error Message(s)**

SYN153: INVALID COMBINATION OF MODE S CAPABILITY AT ROW=x, COL=y

**Note**

When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

**Possible values in Error Message**

- x and y: numbers to indicate in the message the row and column where the error is located.

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

The Mode S indication is not unique or ADS-B & ADS-C is notified without any transponder mode indicated (A, C or S).

**Requirements**

When the aircraft is equipped with Mode S surveillance, being ‘I’, ‘P’, ‘X’, only one descriptor is allowed as they mutually exclude each other. Also, when either I, P or X is present, E, H, L and S cannot be present. ADS-B/ADS-C descriptors are optional and cannot be present without any indication of transponder modes.

**IFPS Procedures**

The IFPS staff shall apply SCP1.

If the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC and contact with the message originator is not possible then the IFPS staff shall identify the conflicting surveillance designators and shall delete the highest designator.

If the error is raised because only ADS-B and/or ADS-C designator(s) are filed but no transponder mode is present (being A, C or S), then the IFPS staff shall insert C in item 10b.

**RPL Procedures**

NA

**Related Sections**

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

76. ITEM 10: EQUIPMENT & CAPABILITIES
1.66 Error Class/Error Id: SYN400

Error Message(s)
SYN400: INVALID STANDARD ROUTE SEQUENCE NUMBER IN THE AIRCRAFT ID FIELD

Note
When multiple syntax errors are raised for a message, it might be triggered by the first error reported. Therefore it is recommended to treat/analyse the errors in the order they are reported by the system. Correcting the first one may result in all the subsequent syntax errors to disappear.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
NA

Requirements
The correct syntax shall be used.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
1.67  Error Class/Error Id: EFPM31

Error Message(s)
EFPM31: FLIGHT PLAN ALREADY LOCKED BY ANOTHER USER

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error. An IFPS staff is selecting an invalid message which is already edited by another IFPS staff.

Requirements
A message shall only be editable once at the same time.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Class/Error Id: EFPM34

Error Message(s)
EFPM34: AIRAC DATA NOT AVAILABLE (Field Name)

Possible values in Error Message
- Field name: EOBD Estimated Off Block Date

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
While using IFPS or IFPUV, the flight plan message as a date of flight in the future (usually 5 days or more) and that date falls into the next AIRC and the AIRAC data is not available yet.

Requirements
A flight plan message can be submitted with a maximum of 5 days in advance and when the AIRAC data is available.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
102. DATE OF FLIGHT (DOF)
Error Class/Error Id: EFPM35

Error Message(s)
EFPM35: MFS ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to MFS messages only. The estimate provided in the MFS (ETO) is outside the acceptable range. The acceptable range is +/- 2 hours compared to IFPS time at the time of processing.

Requirements
The ETO provided in the message shall be within the acceptable range.

IFPS Procedures
The IFPS staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the IFPS staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

RPL Procedures
NA

Related Sections
27. STANDARD CORRECTION PROCEDURE 1 (SCP1)
131. AIRBORNE MESSAGE TYPES
144. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
Error Message(s)
EFPM36: FNM ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to FNM messages only. The estimate provided in the FNM (ETO) is outside the acceptable range. The acceptable range is 420 minutes in the future and 0 minutes in the past when compared to IFPS time at the time of processing.

Requirements
The ETO provided in the message shall be within the acceptable range.

IFPS Procedures
The IFPS staff shall check the flight plan history for existing flight plan data.
If there is no existing flight plan data for the associated airborne message, the IFPS staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.
If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
131. AIRBORNE MESSAGE TYPES
142. FLIGHT NOTIFICATION MESSAGE (FNM)
1.71 Error Class/Error Id: EFPM37

Error Message(s)
EFPM37: AFP ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to AFP messages only. The estimate provided in the AFP (ETO) is outside the acceptable range. The acceptable range is +/- 2 hours compared to IFPS time at the time of processing.

Requirements
The ETO provided in the message shall be within the acceptable range.

IFPS Procedures
The IFPS staff shall check the flight plan history for existing flight plan data.
If there is no existing flight plan data for the associated airborne message, the IFPS staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.
If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
131. AIRBORNE MESSAGE TYPES
133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)
Error Message(s)
EFPM38: AFIL ETO IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time the estimate data can be accepted while the second group defines the latest time the estimate data can be accepted.
- Field name: EST_DATA Estimated Data.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to AFIL messages only. The estimate provided in the AFIL (ETO) is outside the acceptable range. The acceptable range is +/- 2 hours compared to IFPS time at the time of processing.

Requirements
The ETO provided in the message shall be within the acceptable range.

IFPS Procedures
The IFPS staff shall check the flight plan history for existing flight plan data.

If there is no existing flight plan data for the associated airborne message, the IFPS staff shall contact the originator of the airborne message for correct/processable data in order to proceed with an APL processing.

If it is not possible to obtain the correct data or if there is an existing flight plan data, the message shall be rejected.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
131. AIRBORNE MESSAGE TYPES
132. AIR-FILED FLIGHT PLANS (AFIL)
Error Class/Error Id: EFPM39

Error Message(s)
EFPM39: ACTUAL DATE AND TIME OF DEPARTURE IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM. (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time of departure that can be accepted while the second group defines the latest time of departure that can be accepted.
- Field name: ATD Actual Time of Departure.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to DEP messages only which are expected to provide an ATD within a given time window around the EOBT of the associated flight. The time window shall be set by default to minus 60 minutes to plus 240 minutes around the EOBT.

Requirements
The ATD must be within the acceptable range.

IFPS Procedures
Where association of the DEP message with an existing FPL data can be identified and the departure time is correct (for example, a previous DLA that is time compatible with the DEP message was rejected) the IFPS staff shall ignore the error.

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
127. DEPARTURE (DEP)
Error Message(s)
EFPM40: ACTUAL DATE AND TIME OF ARRIVAL IS NOT IN ACCEPTABLE RANGE: HH:MM TO HH:MM. (Field Name)

Possible values in Error Message
- HH:MM: first group defines the earliest time of arrival that can be accepted while the second group defines the latest time of arrival that can be accepted.
- Field name: ATA Actual Time of Arrival.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to ARR messages only which are expected to provide an ATA within a time window defined by a given time parameter before the EOBT and the IFPS ‘close’ time of the associated flight. The time parameter shall be set by default to 0 (zero).

Requirements
The ATA must be within the acceptable range.

IFPS Procedures
Where association of the ARR message with an existing FPL data can be identified and the arrival time is correct (for example, a previous DLA that is time compatible with the ARR message was rejected) the IFPS staff shall ignore the error.

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
128. ARRIVAL (ARR)
**1.75**  
**Error Class/Error Id:** EFPM51

**Error Message(s)**  
EFPM51: FPL PROCESSED AFTER ESTIMATED TIME OF ARRIVAL

**Possible values in Error Message**  
NA

**Can be ignored**  
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**  
Under certain circumstances, the DOF calculated by the IFPS may be such that the Estimated Time of Arrival (derived from the EOBT + calculated profile of the FPD) of the flight is in the past when compared to the message processing time in IFPS.

**Requirements**  
NA

**IFPS Procedures**  
The IFPS staff shall apply SCP1 to confirm the correctness of the date and time information, with the exception that where contact with the message originator is not possible and the message is an airborne message or an FPL with an associated DEP message, the EOBT of the message shall be corrected by the IFPS staff to be the same as the estimate/DEP time given by the message originator.

**RPL Procedures**  
NA

**Related Sections**  
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)  
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)  
102. DATE OF FLIGHT (DOF)
1.76  Error Class/Error Id: EFPM166

Error Message(s)
(1) EFPM166: Z PRESENT BUT COM/DAT/NAV ABSENT (Field Name)
(2) EFPM166: PBN PRESENT BUT R ABSENT (Field Name)
(3) EFPM166: R PRESENT BUT PBN ABSENT (Field Name)

Possible values in Error Message
- Field Name: CEQPT communication equipment of the aircraft (corresponding to Item 10a of the ICAO flight plan message) which includes navigation and approach aid equipment.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
(1) The equipment specified in Item 10a contains Z and no explanation is given in Item 18 as neither COM, DAT nor NAV is present.
(2) The Item 18 subfield PBN is present and the item 10a does not contain the letter R.
(3) The equipment specified in Item 10a contains R and the subfield PBN is not present in item 18.

Requirements
(1) When Z is specified in the equipment of a flight plan, it is necessary to include the relevant data in the corresponding item 18 subfields, being COM and/or DAT and/or NAV.
(2) When PBN is specified in the item 18 of a flight plan, it indicates the Performance Based Navigation (PBN) levels and/or the Required Navigation Performance (RNP) levels that can be met. It can only be present if the aircraft is PBN approved which shall be notified by the letter R in the equipment of that flight plan.
(3) When R is specified in the equipment of a flight plan, it is necessary to include the Performance Based Navigation (PBN) levels and/or the Required Navigation Performance (RNP) levels that can be met by inserting in item 18 PBN/ followed by the relevant descriptors.

IFPS Procedures
(1) The IFPS staff shall contact the message originator and correct as agreed or
- If no contact with the message originator is possible and a clear indication of the equipment is present (under RMK/ for example), the IFPS staff shall add NAV/ or COM/ or DAT/ in front of that indication or
- If no clear indication of the equipment is present or in case of any doubt, as not contact could be achieved, the IFPS staff shall reject the message.

Exception: if the flight plan contains STS/FFR, STS/SAR, STS/HOSP or STS/MEDEVAC then the IFPS staff shall delete ‘Z’ from item 10a and insert the IFP indicator ERREQPT.
(2) The IFPS staff shall insert the letter ‘R’ in item 10a and insert the IFP indicator ERREQPT.
(3) Messages raising that error shall be automatically rejected. However, there are some exemptions when one of the following STS is present in the message: FFR, SAR, HOSP or MEDEVAC. If a message is presented for manual processing with that error, it means that the message matches the criteria set for an exemption. Therefore the following procedure shall be applied by IFPS staff:

The IFPS staff shall apply SCP1 and
- If contact with the message originator is not possible then the IFPS staff shall delete ‘R’ from item 10a, insert the IFP indicator ERREQPT, and
- If subsequently a RAD error is raised due to Flight Property Restriction on TP (SID, STAR for R-NAV equipped A/C), then the IFPS staff shall ignore that error and insert IFP/ERROUTRAD.

RPL Procedures
NA

Related Sections
23. IMPROVEMENT IN THE QUALITY OF SUBMITTED MESSAGES
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT & CAPABILITIES
94. COMMUNICATIONS EQUIPMENT (COM)
95. DATA LINK CAPABILITY (DAT)
96. NAVIGATION EQUIPMENT (NAV)
107. PBN (PERFORMANCE BASED NAVIGATION)
Error Message(s)
EFPM167: FILED PBN REQUIRES CEQPT <Equipment Descriptor>

Possible values in Error Message
- Equipment Descriptor: One or a combination of the following equipment descriptors depending on the filed PBN: D, G, I, O, S

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The content of the equipment field (Item 10a of the ICAO flight plan or CEQPT field in ADEXP) is not consistent with the filed PBN.

Requirements
Some PBN descriptors are only valid if the corresponding equipment is specified. The message filer shall ensure consistency between the equipment field and the PBN sub-field.

IFPS Procedures
The IFPS staff shall apply SCP1 and if contact with the message originator is not possible then the IFPS staff shall insert the missing equipment descriptor(s) stated in the error message into the equipment field order to be consistent with the filed PBN. In the case a descriptor is added the IFPS staff shall also insert the IFP indicator ERREQPT.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT & CAPABILITIES
107. PBN (PERFORMANCE BASED NAVIGATION)
1.78  Error Class/Error Id:  EFPM208

Error Message(s)
EFPM208: RPL WILL NOT GENERATE ANY FPL

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The VAL FROM (Valid From) date is later than the VAL UNTIL (Valid Until) date.

Requirements
The VAL FROM date and VALID UNTIL date and the days of operations shall ensure that the submission will generate at least one occurrence of a flight plan.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
1.79  Error Class/Error Id:  EFPM209

Error Message(s)
EFPM209: STS/NONRVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).
It will result in IFP/RVSMVIOLATION to be inserted automatically in the message output.

Reason
In the submitted message, the equipment field contains ‘W’ and STS/NONRVSM is present in the message.

Requirements
Within the EUR RVSM airspace, where a flight indicates ‘W’ in the equipment field, then STS/NONRVSM shall not be present in the message.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
68. IFP INDICATORS
Error Message(s)
EFPM210: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE AND STS/NONRVSM IS NOT EXPECTED FOR A CIVIL AIRCRAFT

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).
It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason
In the submitted message, the flight type is not given as M, the equipment does not contain W, and STS/NONRVSM is present in item 18.

Requirements
Within the EUR RVSM airspace, civil flights shall not be given STS/NONRVSM.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
68. IFP INDICATORS
1.81 Error Class/Error Id: EFPM211

Error Message(s)
EFPM211: STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output if the flight has one part outside the RVSM area.

Reason
In the submitted message, the flight type is given as M; the equipment does not contain W, and STS/NONRVSM is not found in the message.

Requirements
Within the EUR RVSM airspace, an approved State flight (flight type ‘M’) that is non-RVSM equipped is required to indicate that state approval by including STS/NONRVSM in item 18.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
68. IFP INDICATORS
1.82 Error Class/Error Id: EFPM212

Error Message(s)
EFPM212: FIELDS 10 AND/OR 18 INCORRECT FOR STATE FORMATION FLIGHT IN EUR RVSM AIRSPACE

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason
In the submitted message, the flight type is given as M; the number of aircraft indicated is more than 1, and:

W is included in the equipment field or
STS/NONRVSM is not included in the message or
Both W and STS/NONRVSM are included.

Requirements
Within the EUR RVSM airspace, State formation flights shall not include W in the equipment field, but must include STS/NONRVSM in the message.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
68. IFP INDICATORS
**Error Class/Error Id: EFPM213**

**Error Message(s)**
EFPM213: UNEXPECTED ROUTE DATA

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The route field is found in an unexpected message (e.g. MFS message).

**Requirements**
Each message submitted to the IFPS shall consist of fields allowed for that type of message.

**IFPS Procedures**
The IFPS staff shall correct the syntax error and proceed with any subsequent error(s) raised if any.
Whenever this is not possible, then the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Class/Error Id: EFPM214

Error Message(s)
EFPM214: MISSING ROUTE DATA

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message contains Initial Speed and Flight Level (item 15a and 15b in ICAO format messages or in the ROUTE field in ADEXP format messages), but no route elements are present.

Requirements
It is mandatory to fill in as much relevant detail as possible in the route field of a flight plan. The minimum possible element in the route field is ‘DCT’.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
78. ITEM 15: ROUTE
1.85  Error Class/Error Id:  EFPM215

**Error Message(s)**

EFPM215: FLIGHT PLAN DATA HAS RESTRICTED ACCESS

**Possible values in Error Message**

NA

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

This error is related to RQP messages only and can only be seen internally. The requested flight plan is not available for unauthorised access as it was submitted with EUR/PROTECTED.

**Requirements**

The requested flight plan has been classified as sensitive and shall not be available for unauthorised access.

**IFPS Procedures**

NA

**RPL Procedures**

NA

**Related Sections**

106. EUR/PROTECTED

129. REQUEST FLIGHT PLAN (RQP)
**Error Message(s)**

EFPM216: POSSIBLE DOF SUBFIELD WITH WRONG SYNTAX DETECTED IN FIELD18. (Field Name)

**Possible values in Error Message**

Field Name: EOBD Estimated Off Block Date.

**Can be ignored**

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

A possible incorrectly formatted DOF has been identified in Item 18 of the message.

**Requirements**

The IFPS shall check for a DOF in the correct format of DOF/YYMMDD. The IFPS shall also check for any sequence of the letters D, O and F, even when other characters may separate those letters, and raise the error as a warning where this is found.

**IFPS Procedures**

The IFPS staff shall check the Item 18 of the message and:

- If the date of flight information is present, but is incorrectly formatted, e.g. RMK/DOF090608, then the IFPS staff shall correct the syntax or

- If the date of flight information (DOF) is not present (which means that the letters D, O and F have been found across the Item 18), then the IFPS staff shall ignore the error.

**RPL Procedures**

NA

**Related Sections**

102. DATE OF FLIGHT (DOF)
1.87 Error Class/Error Id: EFPM217

Error Message(s)
EFPM217: FPL WITH SAME ARCID AND OVERLAPPING FLYING PERIOD EXISTS: <Flight Details>

Possible values in Error Message
- Flight Details: ARCID ADEP/EOBT ADES/EET DOF

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A valid flight plan exists in the IFPS with a given total flying time that overlaps with that given in the submitted message.

Requirements
The IFPS cannot accept a flight plan that has the same callsign and a flying time, based on the EOBT and total estimated elapsed flying time that overlaps with an existing valid flight.

IFPS Procedures
There are 3 three distinctive cases:
1. FPL with source RPL is valid. Message in error is an FPL:
The IFPS staff shall contact the aircraft operator and if
- The RPL held in the IFPS is correct, the IFPS staff shall reject the flight plan or if
- The RPL held in the IFPS is incorrect, then the IFPS staff shall reject the flight plan and advise the aircraft operator to take the necessary actions to correct the existing RPL and re-submit the FPL.
2. FPL is valid. Message in error is an RPL:
The IFPS staff shall contact the aircraft operator and if
- The RPL which is raising the error is correct then the IFPS staff shall refer the RPL and agree with the aircraft operator/message originator that a CNL or modification message (CHG) shall be filed to update the existing FPL or if
- The RPL which is raising the error is incorrect then the IFPS staff shall reject the message and advice the aircraft operator/message originator to update the RPL data.
3. FPL is valid. Message in error is another FPL: The IFPS shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLs) IN IFPS
33. MESSAGE ASSOCIATION
Error Class/Error Id: EFPM218

Error Message(s)
EFPM218: RPL OVERLAP 2 ACTIVE AIRAC CYCLES

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to RPL submission. The RPL submission overlaps 2 active AIRAC cycles which is not allowed.

Requirements
An RPL submission shall not overlap 2 active AIRAC cycles.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
5. RPL SUBMISSION
6. IFPS RPL FORMAT
7. RPL PROCESSING
Error Class/Error Id: EFPM219

Error Message(s)
EFPM219: NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

It will result in IFP/NONRVSM to be inserted automatically in the message output.

Reason
In the submitted message, the flight rules are not M, the equipment does not contain W, and STS/NONRVSM is not found in the message.

Requirements
Flights within the EUR RVSM airspace are required to be suitably equipped (equipment includes ‘W’) or to be a military flight (flight type is ‘M’) and the exemption STS/NONRVSM.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
68. IFP INDICATORS
Error Class/Error Id: EFPM220

Error Message(s)
EFPM220: NO EXISTING FILED FLIGHT PLAN MATCHING THIS MESSAGE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to messages with title DLA, CHG, DEP, ARR, RQP, CNL messages or to their equivalent in ADEXP format, respectively IDLA, ICH, IDEP, IARR, IRQP and ICNL. The referent flight plan may or may not have been filed; the referent flight plan may or may not have been accepted by IFPS; it may have been cancelled or closed by another party, or the key fields in the submitted message do not match. Also, the referent flight plan may be an RPL that has not yet been generated in the IFPS (this occurs at 20 hours in advance of EOBT).

Requirements
An associated message shall only be submitted to the IFPS when it can refer/associate to a valid flight plan.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
33. MESSAGE ASSOCIATION
124. MODIFICATION (CHG)
125. DELAY (DLA)
126. CANCEL (CNL)
127. DEPARTURE (DEP)
128. ARRIVAL (ARR)
129. REQUEST FLIGHT PLAN (RQP)
1.91 Error Class/Error Id: EFPM223

Error Message(s)
EFPM223: EOBT IN THE PAST COMPARED TO IFPS SYSTEM TIME: <IFPS System Time>

Possible values in Error Message
- IFPS System Time: HH:MM hours and minutes.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to DLA messages only. At the time of processing (IFPS time), the DLA has an EOBT in the past.

Requirements
A DLA message shall only be for the future, compared to IFPS time at the time of processing of that message.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
125. DELAY (DLA)
1.92  Error Class/Error Id: EFPM224

Error Message(s)
EFPM224: MESSAGE MATCHES MULTIPLE FLIGHT PLANS

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The submitted message matches more than one existing flight plan.

Requirements
Where there is more than one matching flight plan held in the IFPS, the correct message association may be increased in accuracy by adding the EOBT (except for DEP) and DOF of the relevant flight plan in that associated message.

IFPS Procedures
The IFPS staff shall apply SCP1 unless there is no doubt about the flight plan that associated message refers to.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
35. MESSAGE ASSOCIATION
124. MODIFICATION (CHG)
125. DELAY (DLA)
126. CANCEL (CNL)
127. DEPARTURE (DEP)
128. ARRIVAL (ARR)
Error Class/Error Id: EFPM225

Error Message(s)
EFPM225: MISSING OR ERRONEOUS FIELD (Field Name)

Possible values in Error Message
- Field Name: ARCID, FLTTYP, ADEP, ADES, EOBT, ROUTE.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
ARCID (RPL): The aircraft identification is not present or cannot be identified.
FLTTYP: The message does not contain an indication of the type of flight.
ADEP (RPL): The line 2, departure aerodrome field cannot be identified.
ADES (RPL): The line 2, destination aerodrome field cannot be identified.
EOBT (RPL): The line 2 EOBT-field cannot be identified.
ROUTE: The ROUTE field is present but cannot be used to create a profile.

Requirements
ARCID (RPL): The aircraft identification is required in all RPLs submitted for processing.
FLTTYP: The type of flight shall be indicated in the message.
ADEP (RPL): The RPL system shall only accept known ICAO location indicators, or ZZZZ with the corresponding details given on line 4 subfield DEP where the location is unknown or does not have an ICAO code.
ADES (RPL): The RPL system shall only accept known ICAO location indicators, or ZZZZ with the corresponding details given on line 4 subfield DEST where the location is unknown or does not have an ICAO code.
EOBT (RPL): The appropriate time for the departure point or aerodrome must be given in line 2.

IFPS Procedures
FLTTYP:
- Where the message originator can be contacted, the IFPS staff shall correct accordingly or
- Where the message originator cannot be contacted, the IFPS staff shall change the type of flight to G if the aircraft identification is a registration and to N if the aircraft identification is an alphanumeric company callsign.

RPL Procedures

Related Sections
73. ITEM 7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
78. ITEM15: ROUTE
84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)
Error Message(s)
EFPM226: THIS <Message Title> MESSAGE ASSOCIATES WITH THE FPD: <Flight Plan Key Fields>

Possible values in Error Message
- Message Title: can be FNM, MFS or AFP.
- Flight Plan Key fields: ARCID, EOBT, ADEP, ADES, DOF.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error raised when an APL message created from FNM/MFS/AFP partially associates with an existing FPD.

Requirements
NA

IFPS Procedures
The aim of this error when raised is to inform about the message association. The IFPS staff shall proceed with normal manual processing.

RPL Procedures
NA

Related Sections
133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)
142. FLIGHT NOTIFICATION MESSAGE (FNM)
143. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
1.95   Error Class/Error Id:  EFPM227

Error Message(s)
EFPM227: MANUAL ADDRESSING REQUIRED. PRESS APPLY TO CONTINUE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal error to inform the IFPS staff to add any ATS units' addresses following the use of IFPSTOP/IFPSTART.

Requirements
NA

IFPS Procedures
The IFPS shall add manually if needed any ATS units addressee to cover the part of the flight which is in inside the IFPSTOP/IFPSTART portion.

RPL Procedures
NA

Related Sections
30. IFPSTOP/IFPSTART
1.96 Error Class/Error Id: EFPM228

Error Message(s)
EFPM228: INVALID VALUE <Field Name>

Possible values in Error Message
- Field Name: ARCTYP, ADEP, ADES, ALTRNT\textsuperscript{1} (and/or ALTRNT\textsuperscript{2}, The number is indicating the ALTRNT position), ADARR, EOBT, EOBD, ESTDATA, STS.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
ARCTYP: An unknown aircraft type designator has been filed.
ADEP: The departure aerodrome contains an unknown or unidentifiable location indicator.
ADES: The destination aerodrome contains an unknown or unidentifiable location indicator.
ALTRNT: The alternate aerodrome contains an unknown or unidentifiable location indicator.
ADARR: The arrival aerodrome in a diversion arrival message (ARR) is unknown or has an unidentifiable location indicator.
EOBT: An incorrect EOBT has been filed.
EOBD: An incorrect EOBD has been filed.
ESTDATA: An incorrect ESTDATA has been filed. (FNM, MFS). Example: EST/ATSUR1560. The AFP associates to a FPL that is too far in the past (AFP).
STS: An incorrect STS value has been filed.

Requirements
ARCTYP: A known ICAO aircraft type designator must be used, or indicated as ZZZZ with the appropriate aircraft type details in item 18 in the subfield TYP/.
ADEP: When the departure aerodrome is not a known ICAO designator, it must be indicated as ZZZZ and item 18 shall contain the sub-field DEP/ with the details of the aerodrome.
ADES: When the destination aerodrome is not a known ICAO designator, it must be indicated as ZZZZ and item 18 shall contain the sub-field DEST/ with the details of the aerodrome.
ALTRNT: When the alternate aerodrome is not a known ICAO designator, it must be indicated as ZZZZ and item 18 shall contain the sub-field ALTN/ with the details of the aerodrome.
ADARR: The arrival aerodrome in a diversion arrival message (ARR) shall be a known ICAO designator or shall be ZZZZ.
EOBT: The EOBT shall be formatted as HHMM.
EOBD: The EOBD shall be formatted as YYMMDD.
ESTDATA: FNM, MFS): The ESTDATA shall be formatted as HHMM (FNM, MFS).
STS: Special flights status must only indicated by one of the standardised STS descriptors.

Note  AFP messages submitted to the IFPS are associated with all flights that have an EOBT in the past or up to 30 minutes in the future compared to the AFP estimate time.

IFPS Procedures
ARCTYP:
- If a valid ICAO designator may be clearly identified, the IFPS staff shall correct that designator or
- If a valid ICAO designator cannot be identified, the IFPS staff shall contact the message originator and
  - If contact with the message originator is made, the IFPS staff should obtain the correct aircraft type value and if that is not possible, shall coordinate the correction (see below for the options) with the message originator or
  - If no contact with the message originator is possible, the IFPS staff shall either:
    - Change aircraft type to ZZZZ and insert TYP/ <original type> in item 18 and then select the appropriate ZZZZ performance from the performance table (see Note below) or
    - If the error appears to be caused by an NM CACD deficiency, change the aircraft type to ZZZZ and insert TYP/<original type> in item 18 and select the appropriate ZZZZ performance from the performance table (see Note below). Raise an Ops Incident in Remedy CCMS, and in Service Affected, select Airspace Data and GIC (Group In Charge), select OPSD_AD.

Note  ZZZZ generic aircraft performances:
SEE (SINGLE ENGINE)
MEEE (MULTI-ENGINE)
TPPP (TURBO-PROP)
TJJJ (TURBO-JET)

These aircraft performance categories are applied internally by the IFPS staff, and are required in order that the IFPS may build a more accurate profile for that flight.

ADEP, ADES, ALTRNT and ADARR: the IFPS staff shall apply SCP2.

EOBT, EOBD: the IFPS staff shall apply SCP1.

ESTDATA: The IFPS staff shall check the flight plan history for existing flight plan data and

If there is no existing flight plan data for the associated airborne message, the IFPS staff shall contact the originator of the airborne message to obtain correct/processable data and

If it is not possible to obtain the correct data or if there is existing flight plan data, the message shall be rejected.

STS: The IFPS staff shall delete any descriptor that is not one of the standardised descriptor. The IFPS staff shall correct the descriptor if the descriptor can be identified as one of the standardised descriptor. Example: STS/STATES can be changed to STS/STATE.

**RPL Procedures**

ADES: Where the destination or alternate aerodrome is unknown or invalid, the RPL team shall contact the aircraft operator to confirm the correct aerodrome designator. If the destination aerodrome designator is confirmed by the aircraft operator as correct, but is unknown in the NM CACD, the RPL team shall replace that designator with ZZZZ and insert the relevant details in Line 4, sub-field DEST.

If an alternate aerodrome designator that is not known in the NM CACD is confirmed by the AO as correct, the RPL team shall ignore the associated error.

In other cases, the invalid designator shall be corrected in coordination with the AO.

**Related Sections**

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

27. STANDARD CORRECTION PROCEDURE 2 (SCP2)

51. SPECIAL STATUS FLIGHTS (STS)

75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)

84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)

100. DATE OF FLIGHT (DOF)

128. ARRIVAL (ARR)

131. AIRBORNE MESSAGE TYPES

133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)

1.97 Error Class/Error Id: EFPM229

**Error Message(s)**

EFPM229: INVALID FORMAT

**Possible values in Error Message**

NA

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

This error is related to messages in ADEXP format and with title AFIL only. The ETO in an AFIL message is in an incorrect format.

**Requirements**

The correct format shall be used. Example: -AFIL_DATA –PTID POINT-FL FXXX –ETO YYMDDHHMMSS

**IFPS Procedures**

The IFPS staff shall contact the message originator in order to obtain the correct ETO. If no contact is possible, then the IFPS staff shall insert the filling time of the message, in association with the appropriate date of flight.
RPL Procedures
NA
Related Sections
132. AIR-FILED FLIGHT PLANS (AFIL)
1.98   Error Class/Error Id: EFPM230

Error Message(s)
EFPM230: ASSOCIATION NO LONGER VALID THE FPD IS CLOSED

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Whilst processing an associated message, a FPD became ‘closed’.

Requirements
An associated message shall only be submitted to the IFPS when it can refer/associate to a valid flight plan.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Message(s)
EFPM231: CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In the submitted message, the flight type is not given as M, and the number of aircraft indicated is more than 1.

Requirements
Within the EUR RVSM airspace, formation flights are only allowed for military flights.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
Error Class/Error Id: EFPM232

Error Message(s)
EFPM232: FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS <Address>

Possible values in Error Message
- Address: AFTN or SITA address.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A FPL with the same details has already been received and processed by IFPS.

Requirements
The IFPS shall not accept a duplicate FPL from an address different than the address of the original, stored FPL.

IFPS Procedures
- If the FPL in manual processing is an RPL:
  The IFPS staff shall contact the aircraft operator to determine which flight plan will be operated:
    - If the FPL held in IFPS is correct, then the IFPS staff shall delete the RPL or
    - If the RPL is correct, then the IFPS shall send the RPL to the referred queue and instruct the aircraft operator/message originator to cancel the FPL. The CNL shall associate to the RPL in the referred queue, so the IFPS staff shall set the message window to manual and process the CNL to cancel the FPL, then the RPL may be processed or
    - If no contact is possible, the IFPS staff shall reject the RPL.
- If the FPL in manual processing is not an RPL, then the IFPS staff shall reject the FPL.

RPL Procedures
NA

Related Sections
31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLs) IN IFPS
33. MESSAGE ASSOCIATION
Error Class/Error Id: EFPM233

Error Message(s)
EFPM233: FLIGHT PLAN ALREADY RECEIVED FROM RPL DATA

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A FPL matching the submitted message has already been generated from RPL.

Requirements
When a FPL has already been received and processed by IFPS from RPL, another FPL should not be submitted.

IFPS Procedures
The IFPS staff shall contact the aircraft operator to determine which flight will be operated.
- If the RPL held in IFPS is correct, then the IFPS staff shall reject the FPL or
- If the FPL in manual processing is correct, then the IFPS shall reject that FPL and indicate to the aircraft operator/message originator that a CHG shall be filed to update the existing RPL or
- If no contact is possible, the IFPS staff shall reject the FPL.

RPL Procedures
NA

Related Sections
31. TREATMENT OF REPETITIVE FLIGHT PLANS (RPLs) IN IFPS
33. MESSAGE ASSOCIATION
Error Class/Error Id: EFPM234

Error Message(s)
EFPM234: ESTIMATED OFF BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME. (EOBD)

Possible values in Error Message
- EOBD: Estimated Off Block Date.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The filing time is later than the EOBDT.

Requirements
When comparing the filing time of a message to the EOBDT of the flight plan, the EOBDT shall be within the following parameters: -10 minutes/+ 12 hours.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
75. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
102. DATE OF FLIGHT (DOF)
124. MODIFICATION (CHG)
125. DELAY (DLA)
Error Class/Error Id: EFPM235

Error Message(s)
EFPM235: FIELD FORBIDDEN IN THIS TYPE OF MESSAGE (Field Name)

Possible values in Error Message
Field Name: various values such as ESTDATA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The field that is specified in the error message is not expected for the type of message submitted. Example: EST DATA field in a FPL received in ADEXP format.

Requirements
Submitted messages shall only contain field that are permitted for that message type.

IFPS Procedures
The IFPS staff shall check that the message title is coherent with the message content and
- If the title is correct, the IFPS staff shall remove the offending field or
- If the title is incorrect, the IFPS staff shall change the title to the correct one or
- In case of any doubt, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

Related Document(s):
IFPS and RPL Dictionary of Messages
1.104  Error Class/Error Id: EFPM236

**Error Message(s)**

EFPM236: ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE: DDHHMM TO DDHHMM

**Possible values in Error Message**

- DDHHMM: Day number (01 to 31), Hours and Minutes. The two values define the window in which IFPS would accept the message.

**Can be ignored**

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

For a FPL, the filed EOBDT is more than 12 hours in the past, or more than 120 hours (5 days) in the future, when compared to current system time at the time of processing of that message.

For a DLA or a CHG updating the EOBT, the filed EOBT is more than 0 minutes in the past when compared to the current system time, or more than 20 hours in the future compared to the EOBT of the flight at the time of processing of that message.

**Requirements**

For FPLs containing a DOF, the IFPS may accept these messages with an EOBT up to 12 hours in the past, and up to 120 hours (5 days) in advance of the system time at the time of processing, but those FPLs with an EOBT of more than 30 minutes in the past shall fail automatic processing in the IFPS.

For a DLA or a CHG updating the EOBT, the filed EOBT shall be in the future when compared to the current system time at the same of processing and shall not delay that flight for an EOBT more than 20 hours in the future compared to the current EOBT of that flight.

**Note**  Those FPL messages not containing a DOF shall be processed automatically, but shall be considered to take place in the 24 hour period that starts 30 minutes in the past when compared to the system at the time of processing, with the DOF being inserted automatically by the IFPS in message output.

**IFPS Procedures**

For FPLs, the IFPS staff shall apply SCP1.
For DLAs and CHGs, the IFPS staff shall reject the message.

**RPL Procedures**

NA

**Related Sections**

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
77. ITEM 13: AERODROME OF DEPARTURE (ADEP) AND ESTIMATED OFF-BLOCKS TIME (EOBT)
125. DELAY (DLA)
Error Class/Error Id: EFPM237

Error Message(s)
EFPM237: MESSAGE MATCHES EXISTING INVALID MESSAGES

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message associates with another message that has failed automatic processing and is awaiting or undergoing manual treatment by the IFPS staff.

Requirements
Where any message fails automatic processing and is moved to the manual treatment queue, all subsequent associated messages with matching ARCID, ADEP and ADES, shall be linked to that invalid message and shall not be treated until that invalid message has been treated by the IFPS staff. This is a safety check to ensure that messages are treated in the correct sequence.

IFPS Procedures
The IFPS staff shall press ‘Test’ or ‘Apply’ and continue with the manual processing. This error is a warning and does not require any specific action.

RPL Procedures
NA

Related Sections
NA
1.106  Error Class/Id: EFPM238

**Error Message(s)**
EFPM238: MESSAGE FILED BEFORE MATCHING FILED FLIGHT PLAN

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The message has a filing time earlier than that of an existing flight plan.

**Requirements**
The IFPS shall treat all associated messages in order of filing time.

**IFPS Procedures**
The IFPS staff shall press ‘Test’ or ‘Apply’ and continue with the manual processing. This error is a warning and does not require any specific action.

**RPL Procedures**
NA

**Related Sections**
NA
1.107  Error Class/Error Id: EFPM239

Error Message(s)
EFPM239: DATE AND TIME GIVEN ARE INCONSISTENT WITH <ESTDATA>

Possible values in Error Message
ESTDATA: Estimated Data.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The AFP associates to a FPL that is too far in the past.

Requirements
The error is related to messages type AFP only. AFP messages submitted to the IFPS are associated with all flights that have an EOBT in the past or up to 30 minutes in the future compared to the AFP estimate time.

IFPS Procedures
If the flight is for the previous day and has been suspended by ETFMS because it was not activated, the IFPS staff shall delete the flight and process the AFP.

RPL Procedures
NA

Related Sections
133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)
1.108  Error Class/Error Id:  EFPM240

Error Message(s)
EFPM240: DATE GIVEN IS INCONSISTENT WITH < > < >

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
For an RPL: if a From date is later than a To date or if the period of operation is not within the activation period for a given RPL.

Requirements
The RPL submission shall be coherent.

IFPS Procedures
NA

RPL Procedures
The RPL team shall contact the originator of the RPL submission.

Related Sections
5. RPL SUBMISSION
6. IFPS RPL FORMAT
7. RPL PROCESSING
1.109   Error Class/Error Id: EFPM241

Error Message(s)
EFPM241: MESSAGE ASSOCIATES TO <FLTSTATE> FLIGHT

Possible values in Error Message
FLTSTATE: OFF BLOCKS, ACTIVATED, TERMINATED, TACT DELETED

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
OFF BLOCKS and ACTIVATED: The submitted message associates to a stored flight plan that has been activated. The OFF BLOCKS flight state can only be triggered whenever the departure aerodrome has a status of ‘Full CDM’ or ‘Advanced ATC Tower’.

TERMINATED: The submitted message associates to a stored flight plan that has been terminated in the ETFMS system.

DELETED: The submitted message associates to a stored flight plan that has been cancelled manually in the ETFMS system.

Requirements
It is not permitted to update a stored flight plan when the flight has been activated, terminated or deleted.

IFPS Procedures

DELETED:
- For FNM/MFS, the messages are automatically rejected. If the message originator or the aircraft operator contacts IFPS, then the IFPS staff shall inform the FM DOM that airborne messages are received for a flight that has been manually cancelled in the ETFMS.
- For AFP, the IFPS staff shall ignore the error and shall inform the FM DOM (see Note) that airborne messages are received for a flight that has been manually cancelled in the ETFMS.
- For RQP, the IFPS staff shall ignore the error and shall inform the FM DOM (see Note) that the flight details are requested by ATC but the flight has been manually cancelled in the ETFMS.

Note
When informing the FM DOM, the IFPS staff shall refer to a flight cancelled in the ETFMS and not to a flight deleted as stated in the IFPS error message. This is to avoid confusion as the manual action performed in the ETFMS was ‘Cancel’ and not ‘Delete’.

OFF-BLOCKS:
This state is only applicable to CNL, DLA and CHG (route or EOBT) messages. These messages are automatically rejected.

If the message originator or the aircraft operator contacts IFPS, they should be asked to contact the tower of the aerodrome of departure or their CDM Partner.

ACTIVATED:
This state is only applicable to CNL, DLA and CHG (route or EOBT) messages. These messages are automatically rejected.

If the message originator has contacted the IFPS and indicated that the flight has been incorrectly activated, the IFPS staff shall check the information available in the ETFMS system.

If the information available in the ETFMS system indicates that the flight has been correctly activated, the IFPS staff shall inform the message originator of the evidence of the activation and reject the message.

If the information available in the ETFMS system supports that the flight has been incorrectly activated and
- If the activation was caused by an incorrect DEP/ AFP/ MFS/ FNM, the flight plan must be cancelled and refiled (to ensure ATC are correctly notified) so the IFPS staff shall:
  - request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS
  - for CNL, process the message after the FUM
  - for DLA/CHG, reject the message and ask the message originator to cancel the flight plan and re-file with the new details.
- Or if the activation was caused by an incorrect message in the ETFMS (FSA, etc), the flight shall be de-activated in the ETFMS system and after the status has been updated in the IFPS the message may be processed.

**TERMINATED:**

DEP/CNL/CHG/DLA/FNM/MFS messages are automatically rejected.

For RQP messages, the IFPS staff shall **ignore** the error.

For an AFP indicating that the flight is diverting, the ETFMS system may have assumed that the flight has landed at its destination and the flight will have been terminated. In this case the IFPS staff shall request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS and after the status has been updated in the IFPS the AFP (ACH) message can be processed in IFPS.

For AFP others than for diversion or if the message originator has contacted the IFPS for a rejected DEP/CNL/CHG/DLA message and indicates that the flight has been incorrectly terminated, the IFPS staff shall check the information available in the ETFMS.

- If the information available in the ETFMS indicates that the flight has been correctly terminated, the IFPS staff shall inform the message originator of the evidence of the termination and delete the message or

- If the information available in the ETFMS supports that the flight has been incorrectly terminated and

  - If the activation was caused by an incorrect DEP/ AFP/ MFS/ FNM, the flight plan must be cancelled and refiled (to ensure ATC are correctly notified) so the IFPS staff shall:
    - request the flight to be de-activated (done via the 'undo activation' button) in the ETFMS
    - for CNL, process the message after the FUM
    - for DLA/CHG, reject the message and ask the message originator to cancel the flight plan and re-file with the new details.

- Or, if the termination was caused by ETFMS (no FSA/CPR received for more than 3 hours), the IFPS staff shall request the flight to be de-activated (done via the ‘undo activation’ button) in the ETFMS and after the status has been updated in the IFPS the message can be processed.

- And, if the de-activation (done via the 'undo activation' button) is not possible (flight has been terminated for more than 3 hours), then the IFPS staff shall ignore the error and process the message.

When there is any doubt about the correct “terminated” status of the flight plan to which the AFP/FNM/MFS messages apply, then the IFPS staff shall ignore the error.

**RPL Procedures**

NA

**Related Sections**

**23. IMPROVEMENT IN QUALITY OF SUBMITTED MESSAGES**

**50. IFPS MONITORING FLIGHT EVOLUTION**
1.110 Error Class/Error Id: EFPM243

Error Message(s)

EFPM243: AIRCRAFT TYPE IS ZZZZ BUT TYP Z IS NOT PRESENT (ARCTYP)

Possible values in Error Message

NA

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

FPL: The aircraft type is filed a ZZZZ, and the subfield TYP is not present in Item 18.
RPL: The aircraft type is filed on line 2 as ZZZZ.

Requirements

FPL: Where ZZZZ is filed as an aircraft type designator in item 9, the sub-field TYP shall be present item 18 giving the details of the aircraft.
RPL: The RPL system does not accept ZZZZ as an aircraft type.

IFPS Procedures

- If a valid ICAO designator may be clearly identified from within the item 18, the IFPS staff shall insert that designator in Item 9 or
- If an aircraft type information may be found in item 18 (under RMK/ for example), the IFPS staff shall insert TYP/ in front of that information or
- In all other cases, the IFPS staff shall contact the message originator to co-ordinate a correction.
  - If no contact with the message originator is possible, the IFPS staff shall insert TYP/UNKNOWN in Item 18 and when the window Aircraft ZZZZ Dialog appears, the IFPS staff shall select the appropriate ZZZZ performance.

RPL Procedures

The RPL team shall contact the aircraft operator to coordinate a correction.

Related Sections

75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
92. AIRCRAFT TYPE (TYP)
Error Message(s)
EFPM245: AIRCRAFT TYPE AND TYPZ PRESENT (TYPZ)

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
FPL: Item 9 contains an aircraft type designator other than ZZZZ and the subfield TYP is present in item 18.
RPL: The aircraft type has been filed on line 2 and on line 4 under sub-field TYP.

Requirements
FPL: When item 9 contains an aircraft type designator, the subfield TYP shall not be present in item 18.
RPL: Where an aircraft type designator is present in line 2, the line 4 TYP/ sub-field should not also be used. Any further details should be included in the line 4 RMK sub-field.

IFPS Procedures
- If the aircraft type given in item 9 is a valid ICAO designator, the IFPS staff shall delete the subfield TYP in item 18 or
- If the aircraft type given in item 9 is not a valid ICAO designator or cannot be clearly identified, then the IFPS staff shall replace the type in item 9 by ZZZZ.

RPL Procedures
The RPL team shall contact the aircraft operator to coordinate a correction.

Related Sections
75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
92. AIRCRAFT TYPE (TYP)
Error Message(s)
EFPM246: AMBIGUOUS VALUE <Value>

Possible values in Error Message
Value

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The value specified in the error message is ambiguous.

Requirements
Values in a message shall not be ambiguous.

IFPS Procedures
The IFPS staff shall try to determine the value. If this is not possible or in case of any doubt then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
EFPM247: ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT (ALTRNT1 or ALTRNT2)

Possible values in Error Message
- ALTRNT 1 or 2: 1 or 2 indicates if it concerns the first or the second alternate aerodrome specified in Item 16c.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The first (ALTRNT1) and/or the second (ALTRNT2) alternate aerodrome is/are given as ZZZZ but no ALTN sub-field is present in Item 18.

Requirements
Where an alternate destination aerodrome is indicated as ZZZZ, it is necessary to include the sub-field ALTN in item 18 with relevant details of that aerodrome.

IFPS Procedures
The IFPS staff shall check the Item 18 for possible ALTN information incorrectly formatted (Example: ALT/EBAW) and
- If Item 18 does contain any indication about an alternate aerodrome; the IFPS staff shall make any appropriate correction to ensure that the sub-field is recognized by the IFPS or
- If Item 18 does not contain any indication about an alternate aerodrome, then the IFPS staff shall delete the ZZZZ indication present as alternate aerodrome.

RPL Procedures
NA

Related Sections
84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)
99. ALTERNATE DESTINATION AERODROME (ALTN)
Error Class/Error Id: EFPM248

Error Message(s)
EFPM248: AERODROME IS ZZZZ BUT DEP Z IS NOT PRESENT (ADEP)
EFPM248: AERODROME IS ZZZZ BUT DEST Z IS NOT PRESENT (ADES)

Possible values in Error Message
- ADEP/ADES: Aerodrome of Departure/Aerodrome of Destination.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The departure aerodrome is given as ZZZZ and the sub-field DEP is not present in Item 18.
The destination aerodrome is given as ZZZZ and the sub-field DEST is not present in Item 18.

Requirements
Where a departure aerodrome is given as ZZZZ, it is necessary to include the sub-field DEP in Item 18 with relevant details of the aerodrome.
Where a destination aerodrome is given as ZZZZ, it is necessary to include the sub-field DEST in Item 18 with relevant details of the aerodrome.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
97. DEPARTURE AERODROME (DEP)
98. DESTINATION AERODROME (DEST)
Error Message(s)

EFPM249: ACTUAL DATE AND TIME OF DEPARTUE IS NOT WITHIN ACCEPTABLE RANGE, AFTER RECEPTION TIME. (ATD)

Possible values in Error Message

- ATD: Actual Time of Departure.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

This error is related to DEP/IDEP messages only. The filed departure time is more than 10 minutes in the future, when compared to the current system time.

Requirements

When a DEP message is received, the arrival time should not be in the future.

IFPS Procedures

The IFPS staff shall apply SCP1.

RPL Procedures

NA

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)

127. DEPARTURE (DEP)
Error Message(s)
EFPM250: ACTUAL DATE AND TIME OF ARRIVAL IS NOT WITHIN ACCEPTABLE RANGE, AFTER RECEPTION TIME. (ATA)

Possible values in Error Message
- ATA: Actual Time of Arrival.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to ARR/IARR messages only. The filed arrival time is more than 10 minutes in the future, when compared to the current system time.

Requirements
When an ARR message is received, the arrival time should not be in the future.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
128. ARRIVAL (ARR)
1.117  Error Class/Error Id:  EFPM321

Error Message(s)
EFPM321: FPL WITH SAME REG MARKINGS AND OVERLAPPING FLYING PERIOD EXISTS: <Flight Details>

Possible values in Error Message
- Flight Details: ARCID ADEP/EOBT ADES/EET DOF

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A valid flight plan exists in the IFPS with the same registration markings (REG/), ADEP, ADES and overlapping flying time.

Requirements
The IFPS shall raise an error when a new FPL submission matches (same registration markings, ADEP and ADES) a valid FPL and when the flying time periods of the two FPLs overlaps.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.118 Error Class/Error Id: EFPM330

Error Message(s)
EFPM330: ROUTE CROSSES TOO MANY AIRSPACES <Value> MORE THAN <Maximum value>

Possible values in Error Message
- Value: amount of airspaces crossed by the flight trajectory.
- Maximum value: threshold value set for triggering the error.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The amount of airspaces crossed by the flight trajectory exceeds the set maximum value.

Requirements
NA

IFPS Procedures
The IFPS staff shall analyse the route field in order to identify the airway or point triggering the error as such occurrence may happen when the trajectory has some DCT back and forth across the IFPZ (may be caused by homonym(s) issue).

In all cases the IFPS staff shall apply SCP1 unless there is no ambiguity about the intended flight trajectory (i.e. homonym issue solved).

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
1.181.119 Error Class/Error Id: ROUTE29

Error Message(s)

ROUTE29: FORBIDDEN TO CROSS THE BORDER BETWEEN <Airspace Name> AND <Airspace Name> on DCT <Point A> .. <Point B>. [<Restriction ID>]

Possible values in Error Message

- Airspace Name: specifies the name of the airspaces in between which the cross border is forbidden.
- Point A and B: specifies the DCT segment from the route which crosses the border in between the two airspaces.
- Restriction ID: Reference of the restriction.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

It is not allowed to cross the border in between the two airspaces on that specific segment.

Requirements

When filing a route in Free Route Airspace (FRA), the route shall comply with all the requirements associated to the FRA: DCT limit, forbidden segment, levels, times, cross border allowed or not, etc

IFPS Procedures

The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and

- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures

NA

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
83. AIRWAYS
Error Class/Error Id: ROUTE30

Error Message(s)
ROUTE30: INVALID DCT <Point A>..<Point B>: (<DCT Length> NM). DCT LONGER THAN (<Max Restriction Distance> NM) ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN <Airspace Name> AND <Airspace Name>. [<Restriction ID>]

Possible values in Error Message
- Point A and B: specifies the DCT segment from the route which crosses the border in between the two airspaces.
- DCT Length in NM of the distance between Point A and Point B.
- Max Restriction Distance in NM specifying the maximum distance permitted.
- Airspace Name: specifies the name of the airspaces in between which the cross border if forbidden.
- Restriction ID: Reference of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The length of this DCT segment is greater than the Cross-border DCT limit defined for those adjacent airspaces.

Requirements
When filing a route in Free Route Airspace (FRA), the route shall comply with all the requirements associated to the FRA: DCT limit, forbidden segment, levels, times, cross border allowed or not, etc

IFPS Procedures
The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
83. AIRWAYS
Error Message(s)
ROUTE41: PLEASE CHECK NAS OF GENERATED PORTION: <List of NAS>.

Possible values in Error Message
<List of NAS>: first two letters of the country code, for example EI for Ireland.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is used as a warning for ACH/APL messages. The applicable mode for airborne message processing is set to manual. In the manual mode, the IFPS shall try to build a route using the Propose Route Function from the end of the clearance limit given in the airborne message (FN/MFS/AFP) to the flight plan route or to the aerodrome of destination. When the Propose Route Function finds a valid, then the error is raised and contains the list of NAS corresponding to the “system generated portion”.

Requirements
Whenever the Propose Route Function is able to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination and the generated route portion penetrates new NAS when compared to the flight plan route, then the IFPS shall invalidate that message in order for an IFPS staff to be able to verify the system generated portion.

IFPS Procedures
For ACH messages:
The IFPS staff shall note the NAS listed in the error and then press on “Test”. As a result the error will disappear. The IFPS staff shall plot the route on the CHMI map and analyse the overall trajectory and
- When the generated portion to re-connect to the flight plan route is logical, then the message can be processed without any further changes to the route or
- When the generated portion to re-connect to the flight plan is not logical, then the IFPS staff shall manually built a route for this portion of the trajectory.

Additionally:
When the error has listed NAS which are downstream of the re-connection to the flight plan route, then the IFPS shall ensure that the route remains identical to the flight plan for this portion of the trajectory.

For APL messages:
The IFPS staff shall first check the Flight Plan History to see whether the flight plan was previously filed and rejected and then the IFPS staff shall plot the route on the CHMI map and analyse the generated portion.
- If Flight Plan History data exists:
  o And it is possible to have a logical route by using the route present in the Flight Plan History, then the IFPS staff shall use that data or
  o It is not logical to use the route present in the Flight Plan History:
    ▪ And the route of the generated portion is logical, then the IFPS staff shall process the message or
    ▪ The route of the generated portion is not logical, then the IFPS staff shall manually modify/built a route.
- If Flight Plan History data does not exist:
  o And the route of the generated portion is logical, then the IFPS staff process the message or
  o The route of the generated portion is not logical, then the IFPS staff shall manually modify/built a route.

RPL Procedures
NA

Related Sections
131. AIRBORNE MESSAGE TYPES
Error Class/Error Id: ROUTE42

Error Message(s)
ROUTE42: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE RUNWAY IN USE.

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the runway in use and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE43

Error Message(s)
ROUTE43: The <SID or STAR> <TP ID> IS NOT VALID BECAUSE THE RFL IS BELOW MIN LEVEL ON <LAST OR FIRST> SEGMENT OF <SID or STAR>.

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- First segment if it is a STAR and last segment if it is a SID.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the RFL for that portion of the flight (Example: FPL has an RFL of 080 and the SID specified has for the last segment a minimum level of 090) and no valid terminal procedure exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE44

Error Message(s)
ROUTE44: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE IT IS CLOSED.

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the requirement because of a terminal procedure closure and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE45

Error Message(s)
ROUTE45: The <SID or STAR> <TP ID> is not valid because of the aircraft equipment. [<Restriction ID>].

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of an aircraft equipment condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1 (primarily to determine if the required equipment has been omitted and secondly to agree on a rerouting if the equipment has not been omitted).

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
76. ITEM 10: EQUIPMENT AND CAPABILITIES
81. SID/STAR
107. PBN (PERFORMANCE BASED NAVIGATION)
Error Class/Error Id: ROUTE46

Error Message(s)
ROUTE46: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT TYPE. [Restriction ID].

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of an aircraft type condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
81. SID/STAR
92. AIRCRAFT TYPE (TYP)
Error Class/Error Id: ROUTE47

Error Message(s)
ROUTE47: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT TYPE. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: Reference of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of a flight type condition in the restriction, and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
81. SID/STAR
Error Class/Error Id: ROUTE48

Error Message(s)
ROUTE48: THE <SID or STAR> <TP ID> IS NOT VALID. <TP ID> IS SUGGESTED.

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFPS using the TP that is suggested.

Reason
The flight does not comply with the parameters of the terminal procedure indicated in the message. One terminal procedure is suggested by the system.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the route to determine why the filed TP is not valid.
- If the TP is not valid because of aircraft equipment, it may have been omitted. In this case the IFPS staff shall contact the message originator and/or
- If no contact with the message originator can be achieved or the error is not due to aircraft equipment then the IFPS staff shall replace the SID or STAR by the one suggested by the system providing that the suggested TP has the same designator and only a different sequence number or
- If the suggested TP has a different designator then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE (SCP1)
81. SID/STAR
Error Message(s)
ROUTE49: THE POINT <Point Name> IS UNKNOWN IN THE CONTEXT OF THE ROUTE

Possible values in Error Message
Point Name: Name of the point being a navaid or a waypoint.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A point is present in the given route that is regarded as being illogical.

Requirements
NA

IFPS Procedures
The IFPS staff shall analyse the route together with the point given in the error message and also considering the homonyms. The IFPS staff shall then replace the point by either the correct point or the geo coordinates of the given point.

RPL Procedures
NA

Related Sections
78. ITEM 15: ROUTE
82. POINTS
Error Class/Error Id: ROUTE52

Error Message(s)
ROUTE52: THE DCT SEGMENT <Point A>..<Point B> IS FORBIDDEN. RESTRICTION: <Restriction ID>

Free Route Airspace error message:
ROUTE52: THE DCT SEGMENT <Point A> <Point Error>..<Point B> <Point Error> IS FORBIDDEN: <Restriction ID>

Possible values in Error Message
- Point A and B: specifies the DCT segment from the route which is forbidden. For FRA errors: specifies the points of the segment which are not compliant with the FRA en-route and/or cross-border conditions.
- Point Error: specifies the missing point roles (can be present after Point A and/or after Point B). Can be empty (when there are no issues for this point) or [NOT AN ALLOWED <Point Role> FRA POINT <Matching Error> <Border Restriction ID>]
  - Point Role: can be empty (when no roles exist for this point) or ENTRY, EXIT or INTERMEDIATE (the role that come closest to matching)
  - Matching Error:
    - Can be empty (when no role exists for any time, level or distance to a border) or
    - AT TIME <YYMMDHMMSS> (when the role is not allowed at the calculated time at the border) or
    - AT LEVEL <Fddd> (when the role is not allowed at the calculated level in hundreds of feet at the point) or
    - AT DISTANCE <NNN> (when the role is not allowed at the calculated distance in nautical miles between the point and the border)
  - Border Restriction ID:
    - Can be empty (when no active border restriction is crossed at the calculated time at the border and at the calculated level at the point or
    - A colon followed by the Reference of the FRA cross-border restriction (always present when <Matching Error> is AT DISTANCE <NM>). Note: when a border is not crossed by the segment the error does not refer to the cross-border restriction that provided an Entry/Exit role.
- Restriction ID: Reference of the restriction. For Free Route Airspace errors, it refers to the en-route restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The specified DCT routeing is not allowed.
For FRA: the point used is not compliant with the FRA conditions. A point shall be used with its correct role (entry, exit, both entry/exit, intermediate, and within the correct level band).

Requirements
The specified direct route in the submitted flight plan is defined as being not allowed. An alternative routeing is required.
For FRA: routings in FRA shall be compliant with all the FRA conditions.

IFPS Procedures
The IFPS staff shall analyse the route to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Class/Error Id: ROUTE125

Error Message(s)
ROUTE125: FLIGHT RULES Z WITH NO IFR PART.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rule is indicated as Z (VFR followed by IFR) and there is no IFR indication in the route.

Requirements
The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures
The IFPS staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly. In case of any doubt, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
ROUTE126: FLIGHT RULES Y WITH NO VFR PART.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rule is indicated as Y (IFR followed by VFR), and there is no VFR indication in the route.

Requirements
The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures
The IFPS staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly. In case of any doubt, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
Error Message(s)
ROUTE127: FLIGHT RULES V WITH IFR PART.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rule is indicated as V (VFR), and there is an IFR indication in the route.

Requirements
The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures
The IFPS staff shall try to identify whether the flight rule is incorrect or the route field and correct accordingly. In case of any doubt, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT
Error Message(s)
ROUTE129: INSUFFICIENT DATA TO RESOLVE HOMONYM AT <Point Name>

Possible values in Error Message
- Point Name: name of the point for which there is an homonym.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The specified point exists in more than one location and IFPS is unable to determine which of those points is the intended one, given the information in the message.

Requirements
NIL

IFPS Procedures
Once the correct point has been identified, the IFPS staff shall replace the point by its geographical coordinates.

RPL Procedures
NA

Related Sections
82. POINTS
Error Class/Error Id: ROUTE130

Error Message(s)
ROUTE130: UNKNOWN DESIGNATOR <Designator ID>

Possible values in Error Message
- Designator ID: name of the designator which is unknown.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The mentioned designator does not exist in the NM CACD or it may be a military designator and the OAT indication had been omitted in the message submission.

Requirements
Designators in the route field of flight plan messages shall be correct, published designators.

This error is subject to an auto-correction attempt by the IFPS:
When the unknown designator is the first or last item of the flight plan route, the IFPS shall attempt the following auto-correction before to present the message for manual processing:

- IFPS shall correct the designator when only one possible TP (Terminal Procedure) exists with the same name. Example: ALIVO2 corrected to ALIVO2A.
- IFPS shall remove the unknown designator when it is followed (for a SID) or preceded (for a STAR) by a designator with the same name. Example for a STAR: ABIRI ABIRI2

IFPS shall correct the designator when a TP matches the first 4 characters of the unknown designator. Example for a SID: GRON1G GRONY and SID GRONY1G exist. Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises ROUTE130 error and another error for which there is no auto-correction performed by IFPS), then the message is presented for manual processing in its original state.

IFPS Procedures
If the unknown designator is a TP, then the IFPS staff shall apply manually the corrective actions that are described under Requirements.
Else:
The IFPS shall apply SCP1 unless the correct intended designator has been identified without any doubt. Example: ABIKI for AKIBI.

RPL Procedures
NA

Related Sections
17. ACKNOWLEDGEMENT (ACK) MESSAGE
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
36. OAT/GAT
37. MILITARY POINTS AND ROUTES
81. SID/STAR
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE131

Error Message(s)
ROUTE131: TRUNCATED ROUTE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The route as filed has been truncated and is therefore incomplete.

Requirements
The message should be submitted with the complete route.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
36. OAT/GAT
37. MILITARY POINTS AND ROUTES
81. SID/STAR
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE132

Error Message(s)
ROUTE132: THE <SID or STAR> IS NOT VALID. <SID or STAR> IS SUGGESTED. OTHER POSSIBLE TPS VIA <List Of Connecting Points> ARE <List of TPs>

Possible values in Error Message
- SID or STAR: SID or STAR followed by the full designator of the SID or STAR that is not valid and that is suggested.
- List of Connecting Points: connecting points of the other TPs suggested by the IFPS.
- List of TPs (Terminal Procedures): full designator of the TP suggested by the IFPS.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFPS using the SID/STAR that is suggested.

Reason
There are several terminal procedures available at this aerodrome and the flight does not comply with the parameters of the terminal procedure indicated in the message. The first compliant terminal procedure is assumed by the system. Other possibilities are presented to the IFPS staff.

Requirements
A valid TP shall be used.

IFPS Procedures
Whenever the suggested SID STAR ends or starts at the same point as the one originally filed (only the sequence number is different, DKB6E for DKB7F for example) then the IFPS staff shall insert manually the suggested SID/STAR.

In all other case the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE133

Error Message(s)
ROUTE133: THE STAY PORTION AT POINT <Point Name> IS NOT PERMITTED FOR A FLIGHT GOING OUT OF THE IFPZ

Possible values in Error Message
- Point Name: name of the point where the STAY portion is specified.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
A STAY indicator has been used for a flight that intends to operate outside the IFPZ as well as inside.

Requirements
The STAY indicator is only permitted for use with those flights that remain entirely within the IFPZ.

IFPS Procedures
The IFPS staff shall apply SCP1, as all STAY indicators must be removed from the route or the entire route must remain within the boundaries of the IFPZ.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
49. EN-ROUTE STAY INDICATOR
Error Class/Error Id: ROUTE134

Error Message(s)
ROUTE134: THE STAR LIMIT IS EXCEEDED FOR AERODROME <Aerodrome Name> CONNECTING TO <Point Name>

Possible values in Error Message
- Aerodrome Name: ICAO Location indicator of the aerodrome of destination.
- Point Name: name of the last point on the route.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
No existing/valid arrival procedure or exists between the aerodrome and the specified last point of the route, and/or the direct distance exceeds the maximum allowed for arrivals at that aerodrome and the last point of the route is not defined as a connecting point for that aerodrome.

Requirements
Where an arrival procedure exists and is valid, a connecting point from a valid TP should be used to link the aerodrome with the route field. Where no arrival procedure exists or are valid nor connecting points exist, the distance from the arrival aerodrome to the last point of the route must be within the limits for that aerodrome.

IFPS Procedures

POGO Flights in the Paris TMA:
Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note  LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the IFPS staff shall ignore any DCT limit errors.

Else:
The IFPS shall check that the filed destination aerodrome is correct based on the route and that there is no semantic error in the filed aerodrome; Example: LFBP submitted instead of LFPB.

In case of any doubt and in all other cases, then the IFPS staff shall apply SCP1.

RPL Procedures
Where an aerodrome has been identified as a VFR aerodrome, it may not be used in RPLs.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE135

Error Message(s)
ROUTE135: THE SID LIMIT IS EXCEEDED FOR AERODROME <Aerodrome Name> CONNECTING TO <Point Name>

Possible values in Error Message
- Aerodrome Name: ICAO Location indicator of the aerodrome of departure.
- Point Name: name of the first point on the route.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
No existing/valid departure procedure or exists between the aerodrome and the specified first point of the route, and/or the direct distance exceeds the maximum allowed for departures at that aerodrome and the first point of the route is not defined as a connecting point for that aerodrome.

Requirements
Where a departure procedure exists and is valid, a connecting point from a valid TP should be used to link the aerodrome with the route field. Where no departure procedure exists or are valid nor connecting points exist, the distance from the departure aerodrome to the first point of the route must be within the limits for that aerodrome.

IFPS Procedures

POGO Flights in the Paris TMA:
Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the IFPS staff shall ignore any DCT limit errors.

Else:
The IFPS shall check that the filed departure aerodrome is correct based on the route and that there is no semantic error in the filed aerodrome; Example: LFBP submitted instead of LFPB.

In case of any doubt and in all other cases, then the IFPS staff shall apply SCP1.

RPL Procedures
Where an aerodrome has been identified as a VFR aerodrome, it may not be used in RPLs.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE137

Error Message(s)
ROUTE137: ALTN CONTAINS FREE TEXT OR MORE THAN TWO ALTERNATE AERODROMES

Possible values in Error Message
- Aerodrome Name: ICAO Location indicator of the aerodrome of departure.
- Point Name: name of the first point on the route.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is related to RPL submissions. The alternate aerodrome indicated on line 4 sub-field ALTN is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been indicated.

Requirements
The RPL system shall check the line 4 subfield ALTN. When the alternate aerodrome indicated is incorrect or has no known ICAO location indicator, or more than 2 alternate aerodromes have been indicated, the error is presented. This error may be manually ignored.

IFPS Procedures
NA

RPL Procedures
This error may manually be ignored.

Related Sections
5. RPL SUBMISSION
6. IFPS RPL FORMAT
84. ITEM 16: A) DESTINATION AERODROME B) TOTAL ESTIMATED ELAPSED TIME C) ALTERNATE AERODROME(s)
99. ALTERNATE DESTINATION AERODROME (ALTN)
**Error Class/Error Id: ROUTE138**

**Error Message(s)**
ROUTE138: CANNOT HAVE A ROUTE BETWEEN THE SAME POINT; ROUTE: <Airway Name>, POINT: <Point Name>

**Possible values in Error Message**
- Airway Name: name of the airway present in between the two identical points.
- Point Name: name of the point repeated twice apart of a route name.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
An airway has been filed in between the same point.

**Requirements**
The filed route must ensure that the point - airway - point sequence is correct and progressive.

**IFPS Procedures**
If the route can be corrected without change of trajectory or doubt, then the IFPS staff shall amend the route to have a correct sequence of airway - point - airway.

In all other cases, the IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE139

Error Message(s)
ROUTE139: <Airway Name> IS PRECEDED BY <Point Name> WHICH IS NOT ONE OF ITS POINTS

Possible values in Error Message
- Airway Name: airway designator as stated in the route field.
- Point Name: point designator as stated in the field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated point is not published as a part of the given airway.

Requirements
Any point filed as part of an airway must be recognised as being associated with that airway.

IFPS Procedures
If this error is raised due to an NM CACD deficiency, the IFPS staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.
In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
If the error is raised due to an NM CACD deficiency, the RPL team shall raise a CCMS report and connect the point with the following point on the route via a DCT.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE140

Error Message(s)
ROUTE140: <Airway Name> IS FOLLOWED BY <Point Name> WHICH IS NOT ONE OF ITS POINTS

Possible values in Error Message
-  Airway Name: airway designator as stated in the route field.
-  Point Name: point designator as stated in the field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated point is not published as a part of the given airway.

Requirements
Any point filed as part of an airway must be recognised as being associated with that airway.

IFPS Procedures
If this error is raised due to an NM CACD deficiency, the IFPS staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
1.1441.145  Error Class/Error Id: ROUTE141

Error Message(s)
ROUTE141: THE POINT <Point Name> IS NOT ON THE ROUTE <Airway Name>

Possible values in Error Message
- Airway Name: airway designator as stated in the route field.
- Point Name: point designator as stated in the field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated point is not part of the given route.

Requirements
Any point filed as part of a route must be recognised as being attached to that route.

IFPS Procedures
If this error is raised due to an NM CACD deficiency, the IFPS staff shall raise a report and connect the point with the following point on the route via a DCT or use IFPSTOP/IFPSTART around the problem, while checking any necessary manual addressing that may result.

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
43. NORTH ATLANTIC (NAT) TRAFFIC
82. POINTS
**1.1451.146 Error Class/Error Id: ROUTE142**

**Error Message(s)**
ROUTE142: POINT AMBIGUOUS <Geographical Coordinates>, POSSIBLE CHOICES ARE <Point Names>

**Possible values in Error Message**
- Geographical Coordinates: expressed in LAT/LONG.
- Point Names: names of points matching the geographical coordinate.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The route contains a point expressed with geographical coordinates which matches with several co-located points and IFPS is unable to identify which point that shall be used for the profile calculation.

**Requirements**
Points shall be identifiable for IFPS profile calculation.

**IFPS Procedures**
NA

**RPL Procedures**
NA

**Related Sections**
82. POINTS
**Error Class/Id:** ROUTE143

**Error Message(s)**

ROUTE143: A POINT DESIGNATOR IS EXPECTED BEFORE <Airway Name>

**Possible values in Error Message**

- Airway Name: airway designator as stated in the route field.

**Can be ignored**

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

This error is related to AFIL messages only. The first item mentioned in the route is an airway or DCT or an unknown designator, instead of a known navigation beacon indicator.

**Requirements**

The route must not start with an unknown navigation beacon, an airway, a DCT or any designator other than a known ICAO designator for a navigation beacon, a navigation beacon with bearing/range, or a set of geographical coordinates.

**IFPS Procedures**

The IFPS staff shall attempt to contact the message originator to agree a correction. If contact is not possible:

- Where DCT is the first point in the route, the IFPS staff shall delete the DCT or
- Where the first point in the route is an unknown designator, the IFPS staff shall insert IFPSTART after the first recognised point in the route, then plot the route and check for any necessary manual addressing or
- Where the first point in the route is an airway, the IFPS staff shall insert the first point on that airway in the airspace of the originating ATC Unit.

**RPL Procedures**

NA

**Related Sections**

132. **AIR-FILED FLIGHT PLANS (AFIL)**
Error Class/Error Id: ROUTE144

Error Message(s)
ROUTE144: NO ROUTE BETWEEN <Point A> and <Point B>

Possible values in Error Message
- Point A and Point B: name of the points as stated in the route field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The IFPS cannot identify a route segment between the two points.

Requirements
In between two points an airway or ‘DCT’ shall be indicated.
The error is subject to an auto-correction attempt by the IFPS.
The IFPS shall attempt to insert DCT between the two points before to present the message for manual processing.
Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises ROUTE144 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures
The IFPS staff shall insert DCT in between the two points. If error(s) is/are still raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
17. ACKNOWLEDGEMENT (ACK) MESSAGE
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
83. AIRWAYS
1.1481.149 Error Class/Error Id: ROUTE145

**Error Message(s)**
ROUTE145: A POINT IS EXPECTED AFTER A STAY INDICATOR

**Possible values in Error Message**
NA

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
A STAY indicator has been filed without the required point after the indicator.

**Requirements**
The STAY indicator shall be preceded by the point at which the STAY starts, and shall be followed by the point at which the flight resumes the flight planned route.

**IFPS Procedures**
The IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
49. EN-ROUTE STAY INDICATOR
Error Class/Error Id: ROUTE146

Error Message(s)
ROUTE146: JUNCTIONS EXIST BETWEEN <Airway 1> and <Airway 2> BUT CANNOT BE USED. Junctions are <List of Points>

Possible values in Error Message
- Airway 1 and Airway 2: name of the airway as stated in the route field.
- List of Points: names of nav aids and waypoints which are common to the both airways and which can be used as intersection point.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In the route field of the message, there are two consecutives airways without a point specified in between them and the system needs a usable point at the intersection of the two airways.

Requirements
In between two airways, a valid intersection point shall be specified.

IFPS Procedures
The IFPS staff shall use the first proposed point and plot the route on the CHMI map. If the route is illogical or in case of any doubt (where it is thought that a change of trajectory would be induced by manual correction) then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
1.1501.151 Error Class/Error Id: ROUTE147

Error Message(s)
ROUTE147: THE NAT TRACK <NAT Track ID> IS NOT ACTIVE.

Possible values in Error Message
- NAT Track ID: identifier of the concerned NAT track. Example: NAT V.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The North Atlantic track indicated is not valid in the IFPS at the time the flight is intending to use it.

Requirements
The North Atlantic tracks for that period must be valid in the IFPS. The NAT eastbound tracks are valid from 0100 until 0800. The NAT westbound tracks are valid from 1130 until 1900. All times UTC.

IFPS Procedures
The IFPS staff shall apply SCP1. Where the message has to be forced into the IFPS as a result of SCP1, the IFPS staff shall insert DCT and ignore DCT limit errors, should those arise.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
43. NORTH ATLANTIC (NAT) TRAFFIC
Error Class/Error Id: ROUTE148

Error Message(s)
ROUTE148: NO JUNCTION BETWEEN <Airway 1> AND <Airway 2>

Possible values in Error Message
- Airway 1 and Airway 2: name of the airway as stated in the route field.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
No known junction exists between the indicated airways.

Requirements
In the route field, in between two airways should be a valid navaid or waypoint which belong to the two airways.

IFPS Procedures
Where a correct junction point can be positively identified to connect the two routes without changing the trajectory, the IFPS staff shall correct.
In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE149

Error Message(s)
ROUTE149: MISSING DESIGNATOR

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
There is a missing point in an EET or DLE field.

Requirements
All required and complete fields shall be present in submitted messages.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
86. ESTIMATED ELAPSED TIME (EET)
110. EN-ROUTE DELAY OR HOLDING (DLE)
Error Class/Error Id: ROUTE150

Error Message(s)
ROUTE150: MISSING CRUISING FLIGHT LEVEL

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
FPL and CHG messages: No flight level has been filed in the route or that filed flight level is unrecognisable.
RPL: No flight level has been filed in the route or that filed flight level is unrecognisable or a VFR indicator has been included in the route.

Requirements
FPL and CHG messages: The cruising flight level must be indicated in the route.
RPL: The cruising flight level must be indicated in the route and the cruising flight level shall not contain VFR.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
Any RPL containing an indication of VFR shall be rejected by the RPL team or
The RPL team shall insert a logical RFL value, if such can be identified in another RPL from the same aircraft operator, and the aircraft operator informed of that change and
If such cannot be identified, the aircraft operator shall be contacted in order to coordinate a correction.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
42. VISUAL FLIGHT RULES
79. INITIAL SPEED AND LEVEL
Error Class/Error Id: ROUTE151

Error Message(s)
ROUTE151: THE POINT (Point Name) CANNOT BE USED TO LEAVE OR JOIN THE TP (TP ID)

Possible values in Error Message
- Point Name: name of the point as stated in the route field used to leave a SID or join a STAR.
- TP ID: full designator of the TP for which it is not allowed to leave or join at the point specified.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The filed route is leaving or joining a SID or a STAR at an intermediate point which is not allowed.

Requirements
It shall not be possible to leave or to join a SID at a point which is not defined at a connecting point.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Class/Error Id: ROUTE152

Error Message(s)
ROUTE152: FLIGHT NOT APPLICABLE TO IFPS

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.

Requirements
Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.

IFPS Procedures
- Where the error is raised as a result of Y flight rules with no IFR indicator in the route, the IFPS staff shall apply SCP1 or
- Where the error is raised as a result of no GAT indicator in the route, the IFPS staff shall reject the message or
- Where, after plotting the route, it is clear that the flight does not enter the IFPZ at any time; the IFPS staff shall reject the message.

Note For those flights indicating mixed flight rules, or mixed OAT/GAT conditions, the IFPS staff should first check for any other information in the message that may assist in identifying IFR or GAT points in the route.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
36. GAT/OAT
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8 FLIGHT RULES AND TYPE OF FLIGHT
Error Class/Error Id: ROUTE155

Error Message(s)
ROUTE155: MULTIPLE JUNCTIONS BETWEEN <Airway 1> AND <Airway 2>. (Point Name) IS SUGGESTED.

Possible values in Error Message
- Airway 1 and Airway 2: name of the airways at stated in the route field in between which there are multiple junctions.
- Point Name: name of the point suggested by the system for the junction in between the airways.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
More than one possible junction point exists between the indicated airways.

Requirements
A specific point must be given at the junction between two airways.

IFPS Procedures
Where a correct junction point can be positively identified to connect the two routes without changing the trajectory, the IFPS staff shall correct.
In all other cases the IFPS staff shall apply SCP1.

RPL Procedures
Where an RPL containing errors in the navigation aid names is presented to the RPL team for manual treatment, the RPL team shall make the necessary corrections where it may be positively and unambiguously identified, and the aircraft operator shall be informed of such corrections. In the RPL system the plot route shall be used to determine the correction which may require the removal of a homonym outside the IFPZ from the original route. The correction in RPL shall not include IFPSTOP or IFPSTART.
In all other cases the correction shall be co-ordinated with the aircraft operator by the RPL team.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE157

Error Message(s)
ROUTE157: FLIGHT RULES I WITH VFR PART.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rule is indicated as I (IFR), and there is a VFR indication in the route.

Requirements
The route filed should be consistent with the flight rules, being I, V, Y or Z.

IFPS Procedures
The IFPS staff shall change the flight rules to Y or Z (whichever is relevant for that flight).

RPL Procedures
NA

Related Sections
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8 FLIGHT RULES AND TYPE OF FLIGHT
Error Class/Error Id: ROUTE161

Error Message(s)
ROUTE161: THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES. (RFL)

Possible values in Error Message
- RFL: Requested Flight Level.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight rules are I or Y and the route field indicates an initial requested flight level as VFR.

Requirements
The flight rules and any changes thereto in the route field must correspond.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
Any RPL containing an indication of VFR shall be rejected by the RPL team.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
42. VISUAL FLIGHT RULES (VFR)
74. ITEM 8 FLIGHT RULES AND TYPE OF FLIGHT
**1.1591.160 Error Class/Error Id: ROUTE162**

**Error Message(s)**
ROUTE162: THE POINT <Point Name> FROM DLE DATA IS NOT IN THE FLIGHT ROUTE
ROUTE162: THE POINT <Point Name> FROM ESTIMATE DATA IS NOT IN THE FLIGHT ROUTE

**Possible values in Error Message**
- Point Name: name of the point which is specified as a DLE point or as ESTIMATE point.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
FPL messages: The point specified in the DLE indicator is not in the route or the point is expressed as geographical coordinates is located outside the IFPZ and IFPS considers that the point is not on the route.

Airborne Message Types:
AFIL: the first point in the route is an unknown designator.
FNM, MFS, AFP and AFIL messages: the point for which an estimate is given in the airborne message is not present in the flight route.

**Requirements**
FPL messages: A point specified in the DLE indicator shall be explicitly or implicitly present in the flight route.

Airborne Message Types:
AFIL: The route shall not start with an unknown navigation beacon, a DCT, an airway, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical coordinates.
FNM, MFS, AFP: The point specified in the estimate field shall be present on the route.

**IFPS Procedures**

**FPL messages:**
- If the DLE point indicated as geographical coordinates is located outside the IFPZ or
- If the flight contains STS/FFR, STS/SAR,STS/HOSP or STS/MEDEVAC and no contact with the originator is possible, then that DLE sub-field shall be moved under RMK with '/' removed between DLE and the point.

In all other cases the IFPS staff shall apply SCP1.

**Airborne Message Types:**
AFIL: The IFPS staff should contact the message originator to agree a correction. If contact is not possible:
- Where DCT is the first point in the route, the IFPS staff shall delete the DCT or
- Where the first point in the route is an unknown designator, the IFPS staff shall insert IFPSTART after the first recognised point in the route, then plot the route and check for any necessary manual addressing or
- Where the first point in the route is an airway, the IFPS staff shall insert the first point on that airway in the airspace of the originating ATC Unit.

FNM, MFS, AFP: The IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
110. ITEM 18 EN-ROUTE DELAY OR HOLDING
131. AIRBORNE MESSAGE TYPES
132. AIR-FILED FLIGHT PLAN (AFIL)

**1.1601.161 Error Class/Error Id: ROUTE165**

**Error Message(s)**
ROUTE165: THE DCT SEGMENT <Point A>..<Point B>: (XX NM) IS TOO LONG FOR <AUA ID> : <FL>:<FL>.
MAXIMUM IS : <XX NUM> [<Restriction ID>]
ROUTE165: THE DCT SEGMENT <Point A>..<Point B>: (XX NM) IS TOO LONG FOR <AUA ID>. MAXIMUM IS : <XX NUM> [<Restriction ID>]

Possible values in Error Message
- Point A and point B: defines the segment raising the error.
- XX NM: expresses the distance in nautical miles between A and B, second group specifies the maximum distance allowed in the airspace.
- AUA ID: ATC unit airspace reference, i.e the ATC center where the DCT limit is set for.
- FL: two values to define the level band when applicable where the restriction applies.
- Restriction ID: reference of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The entire DCT segment is within one AUA and exceeds the authorized DCT limit or
The entire DCT segment crosses two airspaces (AUA) horizontally or vertically and exceeds one or both authorized DCT limits or
The DCT is allowed (see RAD Appendix 4 DCTs) within that AUA but restricted to specific traffic.

Note Due to software limitations, some of the DCT conditions mentioned in the RAD document Appendix 4 DCTs are not implemented in the NM CACD.

Requirements
Filed DCTs shall be allowed.

IFPS Procedures
POGO flights:
Non-standard routeings detailed in the French AIP: Positioning flights within the Paris TMA may use standard routes between the departure and destination aerodromes. Where such are used, the route is given in Item 15 as DCT, with an indication POGO in the Item 18 sub-field RMK.

Note LFOB is located outside the Paris TMA, but flights from LFOB to LFPN/LFPV (and vice-versa) are allowed to use POGO routeings.

Where DCT error(s) (en-route and/or SID/STAR) is/are raised for a flight entirely within the Paris TMA or from LFOB to LFPN/LFPV (and vice-versa), and the POGO indicator is found in Item 18, the IFPS staff shall ignore any DCT limit errors.

MARPOL flights:
Flight plans with the callsign MARPOL, followed by one letter or numeric, are exempted from DCT errors. The IFPS staff shall verify that the message contains the information OPR/DOUANES and RMK/DETECT POLLU and if so shall ignore the error.

In all other cases, the IFPS staff shall follow the flow chart here below:
En-route DCT Limit Exceeded

ROUTE165 error

Refer to RAD Appendix 4 and check:
- DCT segments (4-1)
- Vertical and Horizontal limits (4-2)
and analyse the vertical profile vs. Item 15 (ICAO) or ROUTE field (ADEXP).

Is the segment raising the error present in the DCTs from the RAD?

Does the textual description state that RFL for that segment shall be considered (Note 2)?

Is the error due to an anticipated climb or descend?

Ignore the error.

Does the RFL in Item 15 applicable at the first point of the segment comply with the RAD textual description?

Ignore the error.

Based on the FL (Note 1) at the first point of the segment, is the DCT segment distance within the limits for that AUA as published in RAD Appendix 4-2?

Is the error raised because of a PTR?

Ignore the error.

Is the error due to an anticipated climb or descend?

Ignore the error.

If the flight type is filed as “X” and if a major re-route would be required in order to follow the ATS route structure, then the IFPS staff shall ignore the error and insert IFP/ERRROUTE.

In all other cases the IFPS staff shall apply SCP1

Note 1: FL means the flight level as calculated in the IFPS profile.
Note 2: all textual descriptions in RAD Appendix 4 DCTs refer to FL unless RFL is specified.

Green arrow means YES
Red arrow means NO

RPL Procedures
NA
Related Sections
78. ITEM 15: ROUTE
83. AIRWAYS
Error Message(s)
ROUTE168: INVALID DCT <Point A .. Point B>. DCT ARE NOT ALLOWED TO CROSS THE BORDER BETWEEN <AUA ID> AND <AUA ID>. [<Restriction ID>]

Possible values in Error Message
- Point A and point B: defines the segment raising the error.
- AUA ID: ATC unit airspace reference, i.e the ATC centers in between which a DCT is not allowed.
- Restriction ID: reference of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
DCT segments are not allowed to cross the border of the two adjacent AUA (ATC Unit Airspaces).

Requirements
Each AUA may specify whether or not it will allow DCT routeings across its border, so the specified DCT routeing is not allowed as it crosses the indicated AUA border.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
78. ITEM 15: ROUTE
83. AIRWAYS
Error Class/Error Id: ROUTE169

Error Message(s)
ROUTE169: CONSECUTIVE STAY INDICATORS NOT ALLOWED

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Consecutive STAY indicators have been found associated with the same point.

Requirements
Each STAY indicator must have a point before and after that STAY information. It is not possible to have consecutive STAY indicators at the same point.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
49. EN-ROUTE STAY INDICATOR
Error Class/Error Id: ROUTE170

Error Message(s)
ROUTE170: CANNOT FIND ENTRY/EXIT POINT ON <Route Name>

Possible values in Error Message
- Route Name: name of the route as stated in the route field on which the system cannot find and ENTRY/EXIT point.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The IFPS is unable to automatically determine the IFPZ entry or exit point of the flight.

Requirements
An IFPZ entry or exit point should be included in the route.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
82. POINTS
Error Class/Error Id: ROUTE171

Error Message(s)
ROUTE171: CANNOT EXPAND THE ROUTE <Route Name>

Possible values in Error Message
- Route Name: name of the route as stated in the route field that the system cannot expand.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight has been calculated to transit an artificial route segment (GAP).

Requirements
Such a route segment cannot be used; an alternative route must be used instead.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
83. AIRWAYS
Error Class/Error Id: ROUTE172

Error Message(s)
ROUTE172: MULTIPLE ROUTES BETWEEN <Point A> AND <Point B>. <Route Name> IS SUGGESTED. OTHER CANDIDATES ARE: <Route List>

Possible values in Error Message
- Point A and point B: defines the segment in between which no route is specified.
- Route Name: name of the route that is suggested between Point A and Point B.
- Route List: name of the route(s) which are also possible.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In the route field two points have been specified without any route in between and more than one available route exists between the indicated points.

Requirements
The route field shall be constructed as Point Route Point etc…unless there is not airway in between two points in which case DCT shall be explicitly inserted.

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

The IFPS shall insert the route that is suggested before to present the message for manual processing.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises ROUTE172 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures
The IFPS staff shall insert the route that is suggested.

RPL Procedures
NA

Related Sections
17. ACKNOWLEDGEMENT (ACK) MESSAGE
83. AIRWAYS
Error Class/Error Id: ROUTE174

Error Message(s)
ROUTE174: INVALID TIME GIVEN FOR <Point> (EET PT)
ROUTE174: INVALID TIME GIVEN FOR <FIR> (EET FIR)

Possible values in Error Message
- Point: Navaid or Waypoint designator.
- EET PT: Estimated Elapsed Time Point.
- EET FIR: Estimated Elapsed Time to Flight Information Region.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The time given at a point or at a boundary in the sub-field EET is greater than 23 hours and 59 minutes.

Requirements
The time given for an EET point or EET FIR shall not be more than 23 hours and 59 minutes.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
86. ESTIMATED ELAPSED TIME (EET)
Error Class/Error Id: ROUTE175

Error Message(s)
ROUTE175: SPEED AT <Point Name> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message
- Point: name of the point as stated in the route field where the specified speed is causing the error to be raised.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The speed filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.

Requirements
The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures
The IFPS staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 or due to a NM CACD deficiency), the IFPS staff shall:
- Change the aircraft type to ZZZZ.
- Insert TYP/<original type> and IFP/ERRTYPE in Item18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note  It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An Ops incident in Remedy CCMS shall be filed in order to consider a possible amendment of the NM CACD.

RPL Procedures
The invalid speed value shall be replaced with a logical speed value by the RPL team, using other RPLs from the same aircraft operator, or if none exist, using the aircraft type performance table as a reference. The aircraft operator shall be informed of that change.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
80. EN-ROUTE CHANGE OF SPEED AND FLIGHT LEVEL
Error Message(s)

ROUTE176: FLIGHT LEVEL AT <Point Name> IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message

- Point: name of the point as stated in the route field where the specified flight level is causing the error to be raised.

Can be ignored

NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

The flight level filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.

Requirements

The IFPS holds a performance table for each aircraft type that includes the maximum known flight level attainable for that type. Where the filed flight level is either incorrect or beyond the known performance of the filed aircraft, an error is generated.

IFPS Procedures

The IFPS staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 or due to a NM CACD deficiency), the IFPS staff shall:

- Change the aircraft type to ZZZZ.
- Insert TYP/<original type> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An Ops Incident in Remedy CCMS shall be filed in order to consider a possible amendment of the NM CACD.

RPL Procedures

If the error appears to be caused by a NM CACD deficiency, the RPL team shall change the RFL to the highest value accepted by the RPL system and the AO shall be informed of the change and the reason for that change. The RPL team may use other RPLs from the same AO as a reference for the RFL and change to the same value. The aircraft operator shall be informed of the change.

If no RFL can be identified, the aircraft operator shall be contacted to coordinate a correction.

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
80. EN-ROUTE CHANGE OF SPEED AND FLIGHT LEVEL
**Error Class/Error Id: ROUTE177**

**Error Message(s)**
ROUTE177: UNKNOWN DESIGNATOR <Designator Name>

**Possible values in Error Message**
- Designator Name: name of the designator (route, navaid or waypoint) which is not known in the NM CACD.

**Can be ignored**
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
An element specified in the route field is not known.

**Requirements**
Routes, navaids and waypoints specified in the route field shall be valid designators.

**IFPS Procedures**
The IFPS staff shall try to identify the intended element (might be a simple spelling mistake) and if this not possible or in case of any doubt, then the IFPS shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
78. ITEM 15: ROUTE
82. POINTS
83. AIRWAYS
Error Class/Error Id: ROUTE178

Error Message(s)
ROUTE178: CRUISING SPEED IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type.

Requirements
The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures
The IFPS staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 or due to a NM CACD deficiency), the IFPS staff shall:
- Change the aircraft type to ZZZZ.
- Insert TYP/<original type> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An OPS incident shall be filed in order to consider a possible amendment of the NM CACD.

RPL Procedures
The RPL team shall check if the speed in any other RPL of that aircraft operator corresponds to the one that is invalid. If a valid speed can be identified, the invalid value shall be corrected using that information. If no valid speed can be identified, the RPL team shall remove the invalid speed value and the RPL system will automatically insert the corresponding value of the aircraft type performance table in the output message. In all cases the aircraft operator shall be informed of the correction.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
79. INITIAL SPEED AND FLIGHT LEVEL
1.171 1.172  Error Class/Error Id: ROUTE179

Error Message(s)
ROUTE179: CRUISING FLIGHT LEVEL IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type.

Requirements
The IFPS holds a performance table for each aircraft type that includes the maximum known speeds at certain flight levels attainable for that type. Where the filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type at that level, an error is generated.

IFPS Procedures
The IFPS staff shall apply SCP1.

Where the data is confirmed as correct* by the message originator and/or where the message must be forced into the system (as a result of SCP1 or due to a NM CACD deficiency), the IFPS staff shall:
- Change the aircraft type to ZZZZ.
- Insert TYP/<original type> and IFP/ERRTYPE in Item 18.
- Select an appropriate aircraft performance type (single engine, multiple engine, turboprop, and turbojet).

Note  It might be necessary to include a space amongst the characters of the aircraft type designator in order to prevent the IFPS from automatically replacing the ZZZZ value with the recognised aircraft type in that sub-field.

(*): An OPS incident shall be filed in order to consider a possible amendment of the NM CACD.

RPL Procedures
The RPL team shall confirm from the AO that the correct aircraft type has been filed, and correct accordingly if it is in error. Where the error appears to be caused by an NM CACD deficiency, the highest value accepted by the RPL system shall be inserted, and the AO shall be informed of the correction and the reason for such change.

The RPL team shall raise a CCMS report detailing the incident for further investigation. Alternatively the aircraft operator may file a flight plan directly with the IFPS instead of via the RPL team, giving the aircraft type as ZZZZ in order to achieve the required flight level, as only the IFPS is capable of accepting an unknown aircraft type.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
79. INITIAL SPEED AND FLIGHT LEVEL
1.1721.173 Error Class/Error Id: ROUTE180

Error Message(s)
ROUTE180: ROUTE ANALYSIS HAS ABORTED

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. Where the error ‘Route Analysis Has Aborted’ is given, no route plot function is available. It might be possible to identify in which part of the route the problem is, by using temporarily the IFPSTOP function, in order to force the IFPS to give a different error. A detailed analysis is required in order to identify the cause for this message (i.e. NM CACD deficiency or system deficiency).

Requirements
NA

IFPS Procedures
NA

RPL Procedures
The RPL team shall confirm from the AO that the correct aircraft type has been filed, and correct accordingly if it is in error. Where the error appears to be caused by an NM CACD deficiency, the highest value accepted by the RPL system shall be inserted, and the AO shall be informed of the correction and the reason for such change.

The RPL team shall raise a CCMS report detailing the incident for further investigation. Alternatively the aircraft operator may file a flight plan directly with the IFPS instead of via the RPL team, giving the aircraft type as ZZZZ in order to achieve the required flight level, as only the IFPS is capable of accepting an unknown aircraft type.

Related Sections
34. PROFILE CALCULATION/ROUTE ANALYSIS
Error Class/Error Id: ROUTE301

Error Message(s)
ROUTE301: NO VALID CONNECTION POINT FOUND ON FLIGHT PLAN ROUTE.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the IFPS staff that the Propose Route Function has not found a valid connection point.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Message(s)
ROUTE302: CANNOT AUTOMATICALLY GENERATE ROUTE WITH IFPSTOP PORTION

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the IFPS staff that the Propose Route Function cannot function when IFPSTOP is present in the route field.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Class/Error Id: ROUTE303

Error Message(s)
ROUTE303: NO VALID ROUTE FOUND TO CONNECT TO FLIGHT ROUTE.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is used as a warning for ACH/APL messages to inform the IFPS staff that the Propose Route Function has failed to find a route from the end of the clearance limit given in the airborne message (FNM/MFS/ AFP) to the flight plan route or to the aerodrome of destination.

Requirements
Before to be presented for manual processing to an IFPS staff, the Propose Route Function shall attempt to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination. Whenever the Propose Route Function was unable to find a valid route, the message (ACH or APL) shall be presented for manual processing.

IFPS Procedures
For ACH messages:
The IFPS staff shall build a logical route from the end of the clearance limit to the flight plan route or to the aerodrome of destination. In the case it is not possible to find an IFPS compliant route then the IFPS staff shall ignore the error(s) and insert the relevant IFP indicators.

For APL messages:
The IFPS staff check the Flight Plan History to see whether or not the flight plan was previously filed and rejected.

If such is found, the IFPS staff shall use this information in the most appropriate way in order to build a route to the destination.

If no previous Flight Plan History data is available then the IFPS staff shall build a logical route from the end of the clearance limit to the aerodrome of destination.

In the case it is not possible to find an IFPS compliant route then the IFPs staff shall ignore the error(s) and insert the relevant IFP indicators.

RPL Procedures
NA

Related Sections
133. ATC FLIGHT PLAN PROPOSAL MESSAGE (AFP)
134. AFP FOR A MISSING FLIGHT PLAN
135. AFP FOR A CHANGE OF ROUTE
142. FLIGHT NOTIFICATION MESSAGE (FNM)
143. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
144. ATC FLIGHT PLAN (APL)
Error Class/Error Id: ROUTE304

Error Message(s)
ROUTE304: CANNOT AUTOMATICALLY GENERATE ROUTE WITH VFR OR OAT PORTION

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning to inform the IFPS staff that the Propose Route Function cannot function when an OAT or VFR portion is present in the route field.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
68. IFP INDICATORS
Error Class/Error Id: ROUTE305

Error Message(s)
ROUTE305: FLIGHT TYPE IS MILITARY. PLEASE CHECK NAS OF GENERATED PORTION: <List>

Possible values in Error Message
<List of NAS>: first two letters of the country code, for example EI for Ireland.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error is used as a warning for ACH/APL messages. The applicable mode for airborne message processing is set to manual. In the manual mode, the IFPS shall try to build a route using the Propose Route Function from the end of the clearance limit given in the airborne message (FNM/MFS/AFP) to the flight plan route or to the aerodrome of destination. When the Propose Route Function finds a valid route and the flight type is military, then the error is raised and contains the list of NAS corresponding to the “system generated portion”.

Requirements
Whenever the Propose Route Function is able to build a route from the end of the clearance limit to the flight plan route or to the aerodrome of destination and the generated route portion penetrates new NAS when compared to the flight plan route and where the message relates to a military flight (flight type ‘M’), then the IFPS shall invalidate that message in order for an IFPS staff to be able to verify the system generated portion vs the diplomatic clearances or other constraints linked to the flight type being “Military”.

IFPS Procedures
The IFPS staff shall note the NAS listed in the error and then press on “Test”. As a result the error will disappear. For an APL message, the error will list all the NAS along the route.

The IFPS staff shall attempt to coordinate with the flight plan originator to agree on the best way to proceed with processing the airborne message and

For ACH messages:
If the flight plan originator cannot be reached, then the IFPS staff shall ensure that the ACH route does not penetrate NAS which were previously untouched and shall (if necessary) ignore the corresponding errors and insert the relevant IFP indicator(s).

For APL messages:
If the flight plan originator cannot be reached, then the IFPS staff shall check the Flight Plan History to see whether or not the flight plan was previously filed and rejected.

If such is found, the IFPS staff shall use this information in the most appropriate way in order to build a route to the destination ensuring that the APL route does not penetrate NAS which were previously untouched and shall (if necessary) ignore the corresponding errors and insert the relevant IFP indicator(s).

If no previous Flight Plan History data is available then the IFPS staff shall process the APL as such unless the generated portion is not logical is which case the IFPS staff built a logical route.

RPL Procedures
NA

Related Sections
68. IFP INDICATORS
131. AIRBORNE MESSAGE TYPES
134. AFP FOR A MISSING FLIGHT PLAN
135. AFP FOR A CHANGE OF ROUTE
140. AFP FOR A CHANGE OF DESTINATION
142. FLIGHT NOTIFICATION MESSAGE (FNM)
143. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
144. ATC FLIGHT PLAN (APL)
Error Class/Error Id: ROUTE308

Error Message(s)
ROUTE308: THE <SID or STAR><TP ID> IS NOT VALID BECAUSE THERE IS NO CONNECTING POINT WITH ROUTE.

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
There is no connection between the SID or STAR and the route.

Requirements
SID and STAR specified in the route field shall be connected to the route.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
Error Message(s)
ROUTE310: IFPSRA NO ROUTE FOUND

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and is used as a warning for the IFPS staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an IFPS staff for manual processing the Propose Route Function has been run and the result is displayed in the error message. This error message is used as a warning message for the IFPS staff.

Requirements
NA

IFPS Procedures
The IFPS staff attempt to find a valid route using the tools available. Where no route can be found by the IFPS staff then the flight plan shall be rejected.

RPL Procedures
NA

Related Sections
24. IFPS RE-ROUTE ACCEPTED (IFPSRA)
Error Class/Error Id: ROUTE311

Error Message(s)
ROUTE311: IFPSRA NO ACK

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and is used as a warning for the IFPS staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an IFPS staff for manual processing the Propose Route Function has been run and a valid route has been found but IFPS identified that the message originator will not receive and ACK message and therefore will not be made aware of the route found by IFPS.

Requirements
Those message originators who wish to use the IFPSRA automatic functionality shall ensure that the setting for their entity in the NM CACD is set to ACK receive ‘YES’ and long ACK.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
24. IFPS RE-ROUTE ACCEPTED (IFPSRA)
1.1811.182 Error Class/Error Id: ROUTE312

Error Message(s)
ROUTE312: ROUTE AUTOMATICALLY BUILT. PLEASE CHECK.

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and is used as a warning for the IFPS staff. The FPL has been filed with RMK/IFPSRA and the route field contained speed/level and DCT or speed/level only. Before to be presented to an IFPS staff for manual processing the Propose Route Function has been run and a valid route has been found which needs to be validated by an IFPS staff.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
24. IFPS RE-ROUTE ACCEPTED (IFPSRA)
68. IFP INDICATORS
Error Class/Error Id: ROUTE314

Error Message(s)
ROUTE314: INVALID RFL IN VFR PORTION

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The RFL for a VFR portion is above F195.

Requirements
It is not allowed to fly VFR above FL195.

IFPS Procedures
The IFPS staff shall apply SCP1 except if the message is an AFP and the VFR indication is before the AFPEND, in which case the IFPS staff shall ignore the error and insert the IFP/ERROUTE indicator.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE (SCP1)
42. VISUAL FLIGHT RULES (VFR)
1.831.184 Error Class/Error Id: ROUTE315

Error Message(s)
ROUTE315: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT OPERATOR CODE. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of an aircraft operator code condition in the restriction and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
21. DETERMINATION OF AIRCRAFT OPERATOR BY IFPS
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
73. ITEM7: AIRCRAFT IDENTIFICATION AND SSR MODE/SSR CODE
81. SID/STAR
90. AIRCRAFT OPERATOR (OPR)
Error Class/Error Id: ROUTE316

Error Message(s)
ROUTE316: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE AIRCRAFT REGISTRATION. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of an aircraft registration condition in the restriction (i.e. the aircraft registration is missing in the flight plan) and no valid terminal procedures exist to replace it.

Requirements
RVSM equipped aircraft shall indicate in the flight plan there registration in item 18 under REG/ (or the equivalent field in ADEXP or B2B).

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
81. SID/STAR
88. AIRCRAFT REGISTRATION (REG)
Error Class/Error Id: ROUTE317

Error Message(s)
ROUTE317: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE 24 BIT AIRCRAFT ADDRESS. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of a 24 BIT aircraft address condition in the restriction (i.e. the aircraft code is missing in the flight plan) and no valid terminal procedures exist to replace it.

Requirements
The usage of this TP is linked to the presence of the 24 BIT aircraft address in item 18 of the flight plan under CODE/ (or its equivalent in ADEXP format).

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
81. SID/STAR
104. CODE
Error Class/Error Id: ROUTE318

Error Message(s)

ROUTE318: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT PLAN SOURCE. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

The given terminal procedure does not comply with the restriction because of a flight plan source condition in the restriction (i.e. the aircraft is RSVM equipped and the aircraft registration is missing in the flight plan. Flight plans with source RPL are excluded) and no valid terminal procedures exist to replace it.

Requirements

RVSM equipped aircraft shall indicate in the flight plan there registration in item 18 under REG/ (or the equivalent field in ADEXP or B2B). This requirement does not apply when the flight plan has a source as RPL (Repetitive Flight Plan).

IFPS Procedures

The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures

NA

Related Sections

4. REPETITIVE FLIGHT PLANS (RPL)
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
46. REDUCED VERTICAL SEPARATION MINIMA (RVSM)
67. SOURCE (SRC) INDICATOR
81. SID/STAR
Error Class/Error Id: ROUTE319

Error Message(s)
ROUTE319: THE <SID or STAR> <TP ID> IS NOT VALID BECAUSE OF THE FLIGHT PLAN STATUS. [<Restriction ID>]

Possible values in Error Message
- TPD ID: Terminal Procedure full designator. Example: DKB6F.
- Restriction ID: number of the restriction.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given terminal procedure does not comply with the restriction because of a flight plan status condition in the restriction and no valid terminal procedures exist to replace it.

Requirements
Whenever specified in a message, a valid TP shall be filed.

IFPS Procedures
The IFPS staff shall analyse the error to determine whether or not the error is correctly raised and
- If the error is incorrectly raised, then the IFPS staff shall ignore that error or
- If the error is correctly raised then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
51. SPECIAL STATUS FLIGHTS (STS)
81. SID/STAR
Error Class/Error Id: PROF50

Error Message(s)
PROF50: CLIMBING/DESCENDING OUTSIDE THE VERTICAL LIMITS OF SEGMENT <Point A><Route Name><Point B>

Possible values in Error Message
- Point A and B: specifies the route segment in which the climb or descent is calculated outside the vertical limit of the airway.
- Route Name: name of the route as stated in the route field for which the profile does enter its vertical limits.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The profile of a flight has been calculated by the system to climb or descend on a route segment, mentioned in field 15, outside the defined vertical limits of the airway.

Requirements
The route field shall reflect the intended route horizontally and vertically.
The error is subject to an auto-correction attempt by the IFPS.
The IFPS shall attempt to insert/remove the prefix U for the concerned route or DCT where the layout is just one segment before to present the message for manual processing.
Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises PROF50 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures
The IFPS staff shall:
- Replace the route by the lower/upper corresponding route whenever it is available and co-located (no change of trajectory) and if the error remains,
- Replace the route with DCT (providing that there is no change of trajectory) and if an error remains then the IFPS staff shall apply SCP1.

Exceptions:
Where a profile tuning restriction forces the route profile outside the vertical limits of the airway and the lower/upper corresponding route does not exist or is not available, the IFPS staff shall ignore the error and raise an OPS incident in CCMS.
Where a change of flight level appropriate for the availability over the route portion is made, but the error is raised because the profile does not reach the requested level within that route portion, the IFPS staff shall ignore the error.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
68. IFP INDICATORS
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED AND LEVEL
**1.1891.190 Error Class/Error Id: PROF53**

**Error Message(s)**

PROF53: THE DCT SEGMENT `<Point A>` .. `<Point B>` IS NOT ALLOWED: `<Distance>` ALONG AIRSPACE BORDER BETWEEN `<Airspace Designator>` and `<Airspace Designator>`

**Possible values in Error Message**

- Point A and B: specifies the route segment which is not allowed.
- Distance: expresses the distance in nautical miles in between point A and B.
- Airspace Designator: names of the airspaces on each side of the border.

**Can be ignored**

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**

A trajectory between two points filed as DCT is within 0.5 NM of an AUA border for at least 15 NM.

Exceptions: the error is not reported by IFPS when the 2 AUAs belong to the same State or both of them are of type OCA (Oceanic) or one is of type OCA the other one is of type non IFPZ.

**Requirements**

It shall not be possible to file a DCT segment aligned with the operational airspace border of an ACC if it is too close for a considerable distance. 'Too close' parameter: within 0.5 NM from the AUA border. 'Considerable distance' parameter: 15 NM or more.

**IFPS Procedures**

The IFPS staff shall apply SCP1.

**RPL Procedures**

NA

**Related Sections**

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Class/Error Id: PROF173

Error Message(s)
PROF173: RS:<Ref Loc ID> IS CLOSED FOR DCT REF:[<Restriction Id>] <Description>

Possible values in Error Message
- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- Description: more information.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight trajectory penetrates an airspace using a DCT segment and the airspace penetration is not permitted for “DCT”

Requirements
It is not allowed to penetrate an airspace restricted for DCT using a “DCT”.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
Error Class/Error Id: PROF188

Error Message(s)
PROF188: FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFP/NON833 to be automatically inserted in the message output.

Reason
The flight does not comply with those mandatory conditions associated with 8.33 kHz airspace.

Requirements
The flight must be compliant with all 8.33 kHz conditions in Items 10, 15 & 18 when the flight is planned to enter 8.33 kHz airspace.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
47. 8.33 kHz CHANNEL SPACING
Error Message(s)
PROF189: NON 8.33 BUT UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE NOT HANDLING UHF

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The indicated equipment contains U (UHF), but the flight is calculated to enter a sector(s) that require(s) Y (8.33 kHz) equipment.

Requirements
Some sectors require that all flights shall carry the full 8.33 kHz equipment (Y in item 10a); UHF (U in Item 10a together with COM/EXM833 in Item 18 for state flights) alone as indicated in the submitted message is not sufficient.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
47. 8.33 kHz CHANNEL SPACING
Error Class/Error Id: PROF190

Error Message(s)
PROF190: NON 8.33 AND NON UHF EQUIPPED AIRCRAFT IN 8.33 AIRSPACE

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Ignoring the error results in IFP/NON833 to be automatically inserted in the message output.

Reason
An unequipped flight penetrates an IFPZ 8.33 kHz airspace in which both 8.33 kHz equipped and UHF-only equipped state flights are allowed.

Requirements
Some sector(s) require(s) that all flights shall carry either the full 8.33 kHz equipment (Y in Item 10); or UHF (U in item 10a together with COM/EXM833 for state flights) in the submitted message.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
47. 8.33 kHz CHANNEL SPACING
1.1941.195 Error Class/Error Id: PROF191

Error Message(s)

PROF191: TTL_EET DIFFERENCE > (value) %, CALCULATED TTL_EET FROM <ADEP> TO <ADES> = <Time> (HHMM).

Possible values in Error Message

- Value: 40, 120 or 200% (40% for long flights >299 minutes, 120% for medium flights >59 minutes and <299 minutes, 200% for short flights <59 minutes).
- ADEP-ADES: ICAO location indicator of the aerodrome of departure and arrival.
- Time: as calculated by IFPS in format HHMM (hours, minutes).

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

There are two cases in which the filed total EET differs from the calculated total EET:

- The filed total EET is greater than the calculated total EET: using the ignore function results in the filed total EET being used to calculate the flight profile.
- The filed total EET is less than the calculated total EET: using the ignore function results in the calculated total EET being used to calculate the flight profile.

In both cases, the use of the ignore function results in the filed total EET being used in the IFPS output.

Reason

The total EET given is greater or lesser than the time calculated by the IFPS for this trajectory.

Requirements

The IFPS shall calculate a total estimated flying time for all flight plans, based on the speed(s) and flight level(s), and will raise a warning where the total EET of the submitted message is outside the accepted percentage error based on this figure.

IFPS Procedures

The IFPS staff shall plot the route and

- If the error is raised for a mixed flight VFR/IFR flight and the error is raised because of the VFR portion, the IFPS staff shall ignore the error or
- If the error is raised for a STAY incorrectly formatted, then the IFPS staff shall correct the format and continue with the normal message processing or
- If the error is raised for a STAY portion indicated at a point expressed with bearing/distance (in which case IFPS disregards the STAY time), then the IFPS staff shall change that point into geographical coordinates and continue with the normal message processing or
- If the route plot reveals a homonym problem, the IFPS staff shall insert IFPSTOP/IFPSTART around the homonym then plot the route to check the flight trajectory. If the error is cleared, the IFPS staff shall check the addressing and continue with the normal message processing or
- If the error is raised when the flight type is not indicated as ‘X’ and or more of the following conditions are encountered:
  - Training flights
  - Round robin flights
  - OAT/GAT flights
  - IFPSTOP/START
  - Replacement of an invalid TP for a valid TP in the profile calculation for short flights (where the TP designator is not output).
    The IFPS staff shall check the aircraft speeds and where they are in accordance with the performance table, then the IFPS staff shall ignore the error or
  - In all other cases (example: inaccurate aircraft speed), the IFPS staff shall apply SCP1.

RPL Procedures

The RPL team shall use the plot route function to check the trajectory and:

- If the route plot reveals a homonym problem, it may be necessary to delete the point. Plot the route to check the flight trajectory. If the error is cleared, continue to process the flight plan.
- If the problem still occurs, check the filed aircraft speeds are realistic. If the speed appears invalid for the aircraft type, check the value against other valid RPLs of that aircraft operator using the same aircraft type, and replace with that valid speed indicator. If no such valid RPLs exist, remove the invalid speed indicator and allow the system to insert a default value. Inform the aircraft operator of the change.

- If the problem still occurs, replace the EET with a value given by the RPL system and inform the aircraft operator of the change.

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
42. VISUAL FLIGHT RULES (VFR)
49. EN-ROUTE STAY INDICATOR
84. ITEM16: DESTINATION AERODROME, TOTAL ESTIMATED ELAPSED TIME AND ALTERNATE AERODROME(S)
Error Class/Error Id: PROF192

Error Message(s)
PROF192: TOTAL STAY/DLE TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME.

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The submitted message contains en-route STAY indicator(s) and/or DLE and the total time of the STAY portion(s) and/or DLE is greater than the total estimated elapsed time indicated in Item 16b (ICAO) or TTLEET field (ADEXP).

Requirements
The IFPS shall check the given EET for a submitted flight plan, and where STAY indicator(s) and/or DLE is/are used, the associated time is also checked. Where the STAY/DLE time is incompatible with the calculated total EET (including its accepted percentage error), an error is generated.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
49. EN-ROUTE STAY INDICATOR
110. EN-ROUTE DELAY OR HOLDING (DLE)
**Error Class/Error Id: PROF193**

**Error Message(s)**
PROF193: IFR OPERATIONS AT AERODROME <Aerodrome ID> ARE NOT PERMITTED [<Restriction ID>]

**Possible values in Error Message**
- Aerodrome ID: ICAO location indicator of the aerodrome.
- Restriction ID: reference of the restriction.

**Can be ignored**
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

**Reason**
The specified aerodrome is not accessible under IFR flight rules.

**Requirements**
The flight shall operate to/from the aerodrome under VFR flight rules. The flight rules in the flight plan shall be Y or Z.

**IFPS Procedures**
The IFPS staff shall apply SCP1.

**RPL Procedures**
NA

**Related Sections**
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
45. ROUTE AVAILABILITY DOCUMENT (RAD)
Error Class/Error Id: PROF194

Error Message(s)
PROF194: <Point> <Route> <Point> IS NOT AVAILABLE IN FL RANGE <FL Range>

Possible values in Error Message
- Point: name of the points in between which the route is not available in the specified level range.
- Route: name of the route not available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the unavailability is taking place.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given route is classified as unavailable at the requested flight level between the indicated points.

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.

IFPS Procedures
If an alternative route is available and does not require a change of trajectory, then the IFPS staff shall insert the alternative route or
If any change of trajectory is required, then the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
83. AIRWAYS
Error Message(s)

(1) PROF195: <Point> <Route> <Point> DOES NOT EXIST IN FL RANGE <FL Range>

(2) PROF195: <Point> <Route> <Point> DOES NOT EXIST IN FL RANGE

Possible values in Error Message

- Point: name of the points in between which the route does not exist in the specified level range.
- Route: name of the route which does not exist available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route does not exist.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff 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.

Whenever the message has only error(s) that is/are auto-correctable and the auto-correction is successful then the message shall be automatically processed and a long ACK shall be sent. In all the other cases (for example the message raises PROF195 error and another error for which there is no auto-correction performed by IFPS), then the message shall be presented for manual processing in its original state.

IFPS Procedures

(1) The IFPS 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 IFPS 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 IFPS staff shall apply SCP1.

(2) The IFPS 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 IFPS staff shall apply SCP1.

Exceptions for both (1) and (2):

Where the error refers to those flights planning to operate above airways that are defined only up to FL460. In such cases the IFPS 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 IFPS staff shall ignore the error and report the PTR for further investigation.

Note
The IFPS 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).

RPL Procedures

NA

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
83. AIRWAYS
Error Class/Error Id: PROF197

Error Message(s)
PROF197: RS: <Ref Loc ID>:FXXX..FXXX IS CLOSED FOR CRUISING REF:[<Restriction ID>] <Description>

Possible values in Error Message
- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- Description: more information.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The RFL stated in the message is forbidden for cruising in the airspace listed in the error message.

Requirements
The filed route must comply with all relevant RAD restrictions.

IFPS Procedures
The IFPS staff shall verify the correctness of the raised error and
- If the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) or
- If the error has been raised correctly, but an exemption is granted by the relevant FMP, the IFPS staff shall ignore the error and make an entry in the log book or

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
45. ROUTE AVAILABILITY DOCUMENT (RAD)
Error Class/Error Id: PROF198

Error Message(s)
PROF198: <Point> <Route> <Point> IS A CLOSED CDR_3 IN FL RANGE <FL Range>

Possible values in Error Message
- Point: name of the points in between which the route is a closed CDR3 in the specified level range.
- Route: name of the route which is CDR3 in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route is CDR3.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given route segment is classified as unavailable CDR3 at the calculated time of use by this flight.

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.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
Only those RPLs that have been submitted using routes that are permanently open shall be accepted by the RPL team. Any RPL submitted using a CDR 2 or CDR 3 route shall not be accepted for processing, and where such are submitted, the aircraft operator shall be contacted and an alternative routing should be proposed by the RPL team.

Where any RPLs have been accepted on a CDR 1 route, should that route be subsequently published by NOTAM as unavailable, the relevant aircraft operators must take the appropriate action to re-route any of their RPLs that are affected by such a change of conditions.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)
83. AIRWAYS
Error Class/Error Id: PROF199

Error Message(s)
PROF199: <Point> <Route> <Point> IS A CLOSED CDR_2 IN FL RANGE <FL Range>

Possible values in Error Message
- Point: name of the points in between which the route is a closed CDR2 in the specified level range.
- Route: name of the route which is CDR2 in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route is CDR2.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given route segment is classified as unavailable CDR2 at the calculated time of use by this flight.

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.

IFPS Procedures
If an alternative route is available and does not require a change of trajectory (a change of RFL is to be considered as a change in trajectory), the IFPS staff shall correct or

If an alternative available route requires a change of trajectory, then the IFPS staff shall apply SCP1.

RPL Procedures
Only those RPLs that have been submitted using routes that are permanently open shall be accepted by the RPL team. Any RPL submitted using a CDR 2 or CDR 3 route shall not be accepted for processing, and where such are submitted, the aircraft operator shall be contacted and an alternative routing should be proposed by the RPL team.

Where any RPLs have been accepted on a CDR 1 route, should that route be subsequently published by NOTAM as unavailable, the relevant aircraft operators must take the appropriate action to re-route any of their RPLs that are affected by such a change of conditions.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)
83. AIRWAYS
PROF200: <Point> <Route> <Point> IS A CLOSED CDR_1 IN FL RANGE <FL Range>

Possible values in Error Message
- Point: name of the points in between which the route is a closed CDR1 in the specified level range.
- Route: name of the route which is CDR1 in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher in which the route is CDR1.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The given route segment is classified as unavailable CDR1 at the calculated time of use by this flight.

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.

IFPS Procedures
If an alternative route is available and does not require a change of trajectory (a change of RFL is to be considered as a change in trajectory), the IFPS staff shall correct or

If an alternative available route requires a change of trajectory, then the IFPS staff shall apply SCP1.

RPL Procedures
Only those RPLs that have been submitted using routes that are permanently open shall be accepted by the RPL team. Any RPL submitted using a CDR 2 or CDR 3 route shall not be accepted for processing, and where such are submitted, the aircraft operator shall be contacted and an alternative routing should be proposed by the RPL team.

Where any RPLs have been accepted on a CDR 1 route, should that route be subsequently published by NOTAM as unavailable, the relevant aircraft operators must take the appropriate action to re-route any of their RPLs that are affected by such a change of conditions.

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
44. FLEXIBLE USE OF AIRSPACE (FUA)/CONDITIONAL ROUTES (CDR)
83. AIRWAYS
4.2031.204 Error Class/Error Id: PROF201

Error Message(s)

(1) PROF201: CANNOT CLIMB OR DESCEND ON <Point> <Route> <Point> IN FL RANGE <FL Range> BECAUSE OF UNAVAILABLE LEVELS ON <Route List>

(2) PROF201: CANNOT CLIMB OR DESCEND ON <Point> <Route> <Point> BECAUSE OF UNAVAILABLE LEVELS ON <FL Range> ON <Route List>

Possible values in Error Message

- Point: name of the points in between which the route has unavailable levels or is closed.
- Route: name of the route with unavailable levels or closed.
- FL Range: Fxxx..Fxxx lower and higher levels or blank (in some cases when route is undefined).
- Route List: one or more routes co-located which have unavailable levels.

Can be ignored

YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason

1. The flight has been calculated to climb or descend on a route segment, but there are no levels available on this segment between the previous and current flight level

2. The profile of a flight has been calculated by the system to transit a route segment in climb or descent during a time period in which that segment is undefined (i.e. when it does not exist).

Requirements

When building a flight profile, the IFPS must find at least one available level between the previous and current flight level on the route segment in which the climb or descent takes place.

IFPS Procedures

1. The IFPS staff shall apply SCP1.

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

Note

In the en-route phase, the IFPS 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)

RPL Procedures

NA

Related Sections

26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
79. INITIAL SPEED AND LEVEL
80. EN-ROUTE CHANGE OF SPEED AND FLIGHT LEVEL
83. AIRWAYS
Error Class/Error Id: PROF202

Error Message(s)
PROF202: <Point> <Route> <Point> IS NOT AVAILABLE IN FL RANGE <FL Range>

Possible values in Error Message
- Point: name of the points in between which the route is not unavailable at the specified level range.
- Route: name of the route not available in the specified level range.
- FL Range: Fxxx..Fxxx lower and higher levels.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The flight has been calculated to fly on a closed CDR-0.

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.

IFPS Procedures
The IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
Error Class/Error Id: PROF203

Error Message(s)
PROF203: PROFILE ANALYSIS STOPPED

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. This is due to a software deficiency. Where the error ‘PROFILE ANALYSIS STOPPED’ is given, no route plot function is available. It might be possible to identify in which part of the route the problem is, by using temporarily the IFPSTOP function, in order to force the IFPS to give a different error. A detailed analysis is required in order to identify the cause for this message (i.e. NM CACD deficiency or system deficiency).

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
34. PROFILE CALCULATION/ROUTE ANALYSIS
1.2061.207 Error Class/Error Id: PROF204

Error Message(s)
PROF204: RS: TRAFFIC VIA <Ref Loc ID> IS ON FORBIDDEN ROUTE REF:[<Restriction Id>] <Textual Description> or
PROF204: RS: TRAFFIC VIA <Ref Loc Id>:<FL Range>[<DDHHMM..DDHHMM>] IS ON FORBIDDEN ROUTE REF:[<Restriction ID>] <Textual Description>

Possible values in Error Message
- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- FL Range indicates the level in which the restriction is active.
- Textual Description: more information.
- DDHHMM: Days Hours and Minutes defining the time window in which the restriction applies.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The route detailed in the submitted message follows the listed forbidden RAD route.

Requirements
The filed route must comply with all relevant RAD restrictions.

IFPS Procedures
The IFPS staff shall verify the correctness of the raised error and

• If the error is covered by the procedure RAD errors for profile (45.4) then it shall be treated as per procedure or

• If the error has been raised incorrectly (due to a CACD deficiency), then shall file an OPS Incident via Remedy CCMS and ignore the error or

• If the error has been raised correctly, but an exemption (see Note) is granted by the relevant FMP/ATC, the IFPS staff shall ignore the error and make an entry in the log book or

• If the error is for EUIFPS001A (aircraft registration is invalid) or EUIFPS002A (aircraft registration is required), which applies only to flights that contain either STS/SAR, FFR, HOSP, MEDEVAC (Error Management Auto-reject for other flights) then the IFPS staff shall:
  o If the error is for EUIFPS002A and if present in Item 7, copy/paste the aircraft registration under REG/ in item 18. If not present in item 7, ignore the error or
  o If error the error is for EUIFPS001A, contact the originator. If the aircraft registration can be obtained, insert it under REG/ in item 18. If the aircraft registration cannot be obtained, ignore the error.

Or
In all other cases, the IFPS staff shall apply SCP1.

Note
If the exemption is the result of a coordination initiated by the IFPS staff, then the IFPS shall insert the IFP indicator ERRTECOORD.

RPL Procedures
NA

Related Sections
276 STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
40. RAD FOR MILITARY FLIGHTS
45. ROUTE AVAILABILITY DOCUMENT (RAD)
Error Class/Error Id: PROF205

Error Message(s)
PROF205: RS: TRAFFIC VIA <Ref Loc ID> IS OFF MANDATORY ROUTE REF:[<Restriction Id>] <Textual Description>

Possible values in Error Message
- Ref Loc ID: code of the airspace where the restriction is located.
- Restriction ID: reference of the restriction.
- Textual Description: more information.

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The route detailed in the submitted message does not comply with the specified mandatory route.

Requirements
The filed route must comply with all relevant RAD restrictions.

IFPS Procedures
The IFPS staff shall verify the correctness of the raised error and
- If the error is covered by the procedure RAD errors for profile (45.4) then it shall be treated as per procedure or
- If the error has been raised incorrectly (due to a CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error or
- If the error has been raised correctly, but an exemption (see Note 1) is granted by the relevant FMP/ATC, the IFPS staff shall ignore the error and make an entry in the log book or

In all other cases, the IFPS staff shall apply SCP1.

Note 1 If the exemption is the result of a coordination initiated by the IFPS staff, then the IFPS shall insert the IFP indicator ERRTECOORD.

Note 2 Check 83.5 if mandatory routeing is a DCT segment co-located with a closed airway.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
40. RAD FOR MILITARY FLIGHTS
45. ROUTE AVAILABILITY DOCUMENT (RAD)
83. AIRWAYS
1.2081.209 Error Class/Error Id: PROF206

Error Message(s)
PROF206: THE DCT SEGMENT <Point A> .. <Point B> IS NOT AVAILABLE IN FL RANGE <FL Range> (UNAVAILABLE ROUTE <Route ID>)

Possible values in Error Message
- Point A and Point B defines the segment raising the error.
- FL Range: Fxxx..Fxxx lower and higher in which the unavailability is taking place.
- Route ID: name of the unavailable route co-located with the DCT segment.

Can be ignored  YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
In the route field of the message, a DCT between two points is co-located with an airway which is not available at the requested flight level.

Requirements
Between two points, an available airway or an available direct route (DCT) shall be filed.

IFPS Procedures
The IFPS staff shall verify the correctness of the raised error and
- If the error has been raised incorrectly (due to an CACD deficiency), then shall file an OPS Incident via Remedy CCMS) and ignore the error or
- If the error has been raised correctly, but an exemption is granted by the relevant FMP, the IFPS staff shall ignore the error and make an entry in the log book or

In all other cases, the IFPS staff shall apply SCP1.

RPL Procedures
NA

Related Sections
26. STANDARD CORRECTION PROCEDURE 1 (SCP1)
34. PROFILE CALCULATION/ROUTE ANALYSIS
45. ROUTE AVAILABILITY DOCUMENT (RAD)
Error Class/Error Id: GEN207

Error Message(s)
GEN207: UNABLE TO GENERATE A COMPLETE REPLY

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
NA

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Message(s)
GEN277: MESSAGE REQUIRES SPECIAL HANDLING

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning for RQS and AMOD messages and these message types require special handling.

Requirements
Where the IFPS receives a message titled RQS or AMOD, that message shall be invalidated and shall be presented to an IFPS staff with a warning: GEN277: MESSAGE REQUIRES SPECIAL HANDLING.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
29. ATC PRE-DEPARTURE FPL MODIFICATION (AMOD)
112. ITEM 19: SUPPLEMENTARY INFORMATION
130. REQUEST SUPPLEMENTARY FLIGHT PLAN (RQS)
Error Class/Error Id: GEN280

Error Message(s)
GEN280: RULE <Rule Name> IFPS MONITORING: MATCHING STRINGS <String Description>

Possible values in Error Message
NA

Can be ignored
YES (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This is an internal IFPS error and therefore is not visible to external IFPS users. It is used as a warning for the IFPS staff to inform that the incoming FPL or APL (after conversion from FNMI, MFS or AFP) is matching an active rule in the IFPS message monitoring feature.

Requirements
NA

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Class/Error Id: RA274

Error Message(s)
RA274: NBROUTE ARGUMENT INVALID

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
This error messages is related to the use of Propose Routes. On the NOP, IFPUV Free Text Editor the box ‘Max number of proposals’ has a value specified which equals ‘0’ (zero).

Requirements
The box ‘Max number of proposals’ shall contain a value between 1 and 10.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Class/Error Id: RA281

Error Message(s)
RA281: NUMBER OF CONSTRAINTS FOR ROUTE GENERATION EXCEEDS [NUMBER]

Possible values in Error Message
Number: indicates the maximum number of constraints that the system can handle.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The user has specified too many constraints for the Route Generation.

Requirements
Route Generation can only work up to a maximum number of constraints.

IFPS Procedures
NA

RPL Procedures
NA

Related Sections
NA
Error Class/Error Id: WARN256

Error Message(s)
WARN256: ACH BUILT FROM AN <Message Title>

Possible values in Error Message
Message Title: can be IFNM, IMFS or IAFP.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The route in the submitted message differs from the route in the existing flight plan.

Requirements
NA

IFPS Procedures
The IFPS staff shall press ‘Test’ and continue with normal message processing.

RPL Procedures
NA

Related Sections
133. ATC FLIGHT PLAN PROPOSAL (AFP)
142. FLIGHT NOTIFICATION MESSAGE (FNM)
143. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
145. ATC FLIGHT PLAN CHANGE (ACH)
Error Class/Error Id: WARN257

Error Message(s)
WARN257: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

Possible values in Error Message
- CODE: 24-bit aircraft address (CPDLC).

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The sub-field CODE is present in a message submitted to the IFPS for processing and does not contain 6 alphanumeric in the correct format, and the IFPS does not hold a CODE value from a previously-processed associated message.

Requirements
Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include in Item 18 of the flight plan the indicator CODE/ followed by the 24-bit aircraft address.

IFPS Procedures
When this warning message is presented in an invalid message, no action shall be taken by the IFPS staff to validate the message against that warning message.

Should the warning message be presented at the same time as any other error messages, only those other errors shall be corrected.

RPL Procedures
NA

Related Sections
104. CODE
1.2161.217 Error Class/Error Id: WARN258

Error Message(s)
WARN257: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED. PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

Possible values in Error Message
- CODE: 24-bit aircraft address (CPDLC).

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Whenever the sub-field CODE is present in a message submitted to the IFPS for processing that does not contain 6 alphanumeric in the correct format, and the IFPS does hold a CODE value from a previously processed associated message, then the sub-field CODE and its contents shall be automatically removed from that message and from the previously processed associated message.

Requirements
Flights planning to use CPDLC over the aeronautical telecommunication network (ATN) shall include in Item 18 of the flight plan the indicator CODE/ followed by the 24-bit aircraft address.

IFPS Procedures
When this warning message is presented in an invalid message, no action shall be taken by the IFPS staff to validate the message against that warning message.

Should the warning message be presented at the same time as any other error messages, only those other errors shall be corrected.

RPL Procedures
NA

Related Sections
104. CODE
1.2171.218 Error Class/Error Id: WARN259

Error Message(s)
WARN259: APL BUILT FROM AN <Message Title>

Possible values in Error Message
Message Title: can IFNM, IMFS or IAFP.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The ATC Flight Plan (APL) was triggered by the reception of an FNM, MFS or AFP, which means that there was no matching valid flight plan in the IFPS database.

Requirements
NA

IFPS Procedures
The IFPS staff shall press ‘Test’ and continue with normal message processing.

RPL Procedures
NA

Related Sections
133. ATC FLIGHT PLAN PROPOSAL (AFP)
142. FLIGHT NOTIFICATION MESSAGE (FNM)
143. MESSAGE FROM SHANWICK/SANTA MARIA (MFS)
144. ATC FLIGHT PLAN (APL)
Error Class/Error Id: WARN262

Error Message(s)
WARN262: WHAT-IF-REROUTE MESSAGE

Possible values in Error Message
NA

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message is the result of an action in NOP or CHMI where an aircraft operator chose an alternative routeing and let NOP or CHMI create and send a modification message (CHG) or a cancel (CNL) to IFPS. The AWR/Rn qualifier present in the message prioritizes the invalid message to the top of the invalid queue.

Requirements
NA

IFPS Procedures
The message created as a result of the AOWIR functionality shall be treated in IFPS the same way as any other message.

Therefore on receipt of such a message, the IFPS stall shall apply SCP1.

Note Messages as a result of AOWIR have been checked against IFPS; therefore they should, only in rare cases, come for manual processing.

When the message is an FPL, this means that the originator has used the “Apply” feature in which ETFMS send a CNL message to IFPS.

Subsequently ETFMS send an RRN message containing the new route description. In some cases the re-filing is linked to a slot booking.

The originator is expected to refile a FPL in a specific time window, with the route received in the RRN message and it should be an exact character match between the RRN route and the route field of the FPL (Item 15).

A reason for which the FPL is coming for manual processing in IFPS might be due to the fact that the originator has modified part of the route (thus raising an error in IFPS) resulting in the refileing not matching exactly the RRN routeing and subsequently not matching the slot which had been booked for that flight.

RPL Procedures
NA

Related Sections
26. SCP1

70. AIRCRAFT OPERATOR WHAT-IF RE-ROUTE (AOWIR)
Error Class/Error Id: WARN313

Error Message(s)
WARN313: TRAJECTORY INFO DISCARDED (Info discarded)

Possible values in Error Message
(SCALING FAILED ; ALL INFO DISCARDED) when distance scaling is out of tolerance, all items are discarded.

(INCONSISTENT LEVEL ; distance + BOC,BOD,TOC,TOD) when inconsistent level does not match the respective RFL.

(DISTANCE INCOMPATIBLE WITH EET ; location + BOC,BOD,TOC,TOD ; Point Id PT) and
(DISTANCE INCOMPATIBLE WITH EET : location + BOC,BOD,TOC,TOD) when for any two item with time (EET), there is no increase with respective distance.

(NOT PURE IFR ; ALL INFO DISCARDED) when the flight is not purely IFR/GAT (i.e. has VFR or OAT in any section of the route).

(NOT ON ROUTE ; location + BOC,BOD,TOC,TOD) and (NOT IN ROUTE SEQUENCE : POINT Id PT) when the profile tuning element is not found on the route or there is an ordering issue.

(EXACT DUPLICATE ; distance + BOC,BOD,TOC,TOD) when the item is duplicated.

(Point Id NOT IMPLEMENTED ; Point location (Lat/Long, bearing/distance) + Point Id) when there are significant points not supported by the software (Lat/Long, bearing/distance).

(NO AERODROME ; ALL INFO DISCARDED) or (FIRST NOT ADEP ; ALL INFO DISCARDED) or (LAST NOT ADES ; ALL INFO DISCARDED) when there is missing information such as the aerodrome.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
Some additional information provided in the flight plan could not be processed by IFPS.

Requirements
Additional info, when provided within the flight plan shall be syntactically and semantically correct, otherwise it is discarded by IFPS.

IFPS Procedures
When this warning message is presented in an invalid message, no action shall be taken by the IFPS staff to validate the message against that warning message except to select “Apply.”
This will result in the warning(s) to disappear.

RPL Procedures
NA

Related Sections
34. PROFILE CALCULATION/ROUTE ANALYSIS
Error Class/Error Id: WARN320

Error Message(s)
WARN320: AIRCRAFT TYPE ZZZZ, CALCULATED DEFAULT CATEGORY <Category>

Possible values in Error Message
SEEE: Single Engine
MEEE: Multi Engine
TPPP: Turbo-prop
TJJJ: Turbo-jet.

Can be ignored
NO (This field refers to internal manual processing. In this situation, an error may be ignored by an IFPS staff for reasons such as an anomaly or the results of a procedure).

Reason
The message was submitted with the value ZZZZ as aircraft type and based on the speed and RFL specified in the route field, IFPS has automatically allocated an aircraft category in order to able to calculate a profile.

Requirements
Where the aircraft type is filed with the value ZZZZ, and TYP/ does not contain a known aircraft type from CACD, IFPS shall automatically allocate one of the 4 aircraft category (based on the specified speed and RFL) in order to be able to calculate a profile.

IFPS Procedures
If the message contains ROUTE/PROFILE error(s), the IFPS staff shall check the allocated generic aircraft performance which can be found in the WARN320 error text and

- If the aircraft category is incorrect, the IFPS staff shall overwrite manually to the correct one (more details in 75.1 Internal Procedure) and continue with normal processing (i.e. error(s) may disappear but if they remain, the IFPS staff shall apply the procedure related to this/these error(s)) or
- If the aircraft category is correct, then the IFPS staff shall continue with normal processing

When this warning message is presented in a valid or invalid message while using IFPUV via CHMI, no action shall be taken by the user.

RPL Procedures
NA

Related Sections
75. ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY
92. AIRCRAFT TYPE (TYP)