

## Chapter 2. FLIGHT PLANS

### 2.1 CONTENT – GENERAL

(A2 – Chapter 3; P-ATM – Chapters 11 and 17)

**2.1.2.3** Operators of aircraft approved for P-RNAV, relying solely on VOR/DME for determination of position, shall indicate this in the corresponding item of the flight plan as follows:

- a) for flight plans based on the model in P-ATM, Appendix 2, by inserting the letter Z in Item 10a of the flight plan and the descriptor EURPRNAV in Item 18 of the flight plan, following the NAV/ indicator.
- b) for flight plans based upon the procedures in P-ATM, Chapter 17, by the descriptor EURPRNAV in other navigation capabilities.

#### 2.1.5 Reduced vertical separation minimum (RVSM)-approved aircraft

**2.1.5.1** The aircraft registration shall be inserted in the corresponding item of the flight plan, i.e. Item 18 of the ICAO flight plan form flight plan based on the model in P-ATM, Appendix 2, or in aircraft registration for flight plans based upon the procedures in P-ATM, Chapter 17.

**2.1.5.3** Operators of formation flights of State aircraft shall not insert the letter W in indicate RVSM capability in the corresponding item of the filed flight plan, i.e. Item 10 of the ICAO flight plan form flight plan based on the model in P-ATM, Appendix 2, or in navigation capability for flight plans based upon the procedures in P-ATM, Chapter 17, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within RVSM airspace as general air traffic (GAT) shall include STS/NONRVSM in indicate NONRVSM special handling in the corresponding item of the flight plan, i.e. Item 18 of the ICAO flight plan form based on the model in P-ATM, Appendix 2 or in special handling for flight plans based upon the procedures in P-ATM, Chapter 17.

#### 2.1.14 Controller-pilot data link communications (CPDLC)

**2.1.14.1** 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 (expressed in the form of alphanumerical code of six hexadecimal characters) in the corresponding item of the flight plan, i.e. Item 18 of the flight plan based on the model in P-ATM, Appendix 2 or in aircraft address for flight plans based upon the procedures in P-ATM, Chapter 17.

Example: CODE/F00001

### 2.2 CONTENT – AIR TRAFFIC FLOW MANAGEMENT (ATFM)

#### 2.2.1 Runway visual range (RVR)

**2.2.1.1** When RVR information is included in the corresponding item of the filed flight plan, i.e. Item 18 of the flight plan based on the model in P-ATM, Appendix 2 (“RVR/nnn”), or in required runway visual range for flight plans based upon the procedures in P-ATM, Chapter 17, to indicate the minimum RVR requirement of the flight, it may be used for air traffic flow management (ATFM) purposes.

**2.2.2 Flight plan addressing and distribution**

(P-ATM – Chapters 11 and 17)

2.2.2.1 Flight plans and associated messages for all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPS zone (IFPZ), shall be addressed only to the two integrated initial flight plan processing system (IFPS). ~~addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:~~

Network	IFPS Unit Addresses	
	IFPU1 Haren, Belgium	IFPU2 Brétigny, France
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X

2.2.2.2 The means of submission of flight plans based on the model in P-ATM, Appendix 2 and associated messages to the IFPS are:

- a) AFTN;
- b) IATA Type-B (SITA/ARINC); and
- c) Business to Customer Interfaces (B2C) (NMUI, NOP).

2.2.2.3 Flight plans and associated messages filed via AFTN or IATA Type-B, shall be addressed as follows:

Network/System Location	IFPS 1 Haren, Belgium	IFPS 2 Brétigny, France
AFTN	EUCHZMFP	EUCBZMFP
IATA Type-B	BRUEP7X	PAREP7X

2.2.2.4 The means of submission of flight plans and associated messages based upon the procedures in P-ATM, Chapter 17 is via the EUROCONTROL Network Manager Business to Business (NM B2B) FF-ICE Services.

2.2.2.5 IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. ~~In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the Central Flow Management Unit (CFMU) has established a “re-addressing function”. The “re-addressing function” is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.~~

Note 1.— Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL “~~Basic CFMU Handbook~~” **IFPS Users Manual**.

Note 2.— **FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services. Detailed descriptions of the FF-ICE services are available in the SWIM registry.**

## 2.2.3 Slot allocation exemptions

2.2.3.1 The following flights are exempted from ATFM slot allocations:

- a) flights carrying Head of State or equivalent status ["STS/HEAD"] [STS/HEAD or special handling code "HEAD"];
- b) flights conducting search and rescue operations ["STS/SAR"] [STS/SAR or special handling code "SAR"];
- c) flights used for a life critical medical emergency evacuation ["STS/MEDEVAC"] [STS/ MEDEVAC or special handling code "MEDEVAC"];
- d) flights used for fire-fighting ["STS/FFR"] [STS/FFR or special handling code "FFR"]; and
- e) flights approved for exemption from ATFM measures by the appropriate ATS authority ["STS/ATFMX"] [STS/ATFMX or special handling code "ATFMX"].

## 2.3 SUBMISSION

(A2 – Chapter 3; P-ATM – Chapters 3 and 4)

### 2.3.1 General

2.3.1.1 A centralized flight planning processing and distribution service has been established under the authority of the EUROCONTROL CFMU Network Manager (NM). The service is provided through the IFPS and covers part of the ICAO EUR Region known as the IFPZ.

2.3.1.2 For all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, overflying or departing the IFPZ, a flight plan based on the model in P-ATM, Appendix 2 or a flight plan message based upon the procedures in P-ATM, Chapter 17 shall be submitted to IFPS either directly or via the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure.

*Note 1.— The area of applicability and detailed procedures pertaining to the IFPZ are contained in the EUROCONTROL "Basic CFMU Handbook IFPS Users Manual".*

*Note 2.— See 2.2.2 for information concerning flight plan addressing and distribution.*

2.3.1.2.1 For all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, overflying or departing the FIR/UIRs listed in 2.3.1.2.2, a flight plan shall be submitted to the IFPS using the NM B2B FF-ICE services.

*Note 1.— Detailed procedures and information applicable to the requirement 2.3.1.2.1 are provided in P-ATM – Chapter 17 and EUROCONTROL IFPS Users Manual.*

2.3.1.2.2 The requirements in 2.3.1.2.1 apply to flights operated in the following FIRs/UIRs:  
Amsterdam FIR, Athina FIR, Barcelona FIR/UIR, Bordeaux FIR, Bratislava FIR, Brest FIR, Bremen FIR, Brindisi FIR/UIR, Brussels FIR/UIR, Bucuresti FIR, Budapest FIR, Canarias FIR/UIR, FIR Praha, France UIR, Hannover UIR, Hellas UIR, Helsinki FIR, Koebenhavn FIR, Langen FIR, Lisboa FIR, Ljubljana FIR, Madrid FIR/UIR, Malta FIR/UIR, Marseille FIR, Milano FIR/UIR, Muenchen FIR, Nicosia FIR, Paris FIR, Polaris FIR, Reims FIR, Rhein UIR, Riga FIR, Roma FIR/UIR, Shannon FIR/UIR, Sofia FIR, Sweden FIR, Switzerland FIR/UIR, Tallinn FIR, Vilnius FIR/UIR, Warszawa FIR, Wien FIR, Zagreb FIR/UIR, Shanwick FIR [NOTA (Northern Atlantic Transition Area), SOTA (Shannon Oceanic Transition Area) and BOTA Brest Oceanic Transition Area)].

2.3.1.3 The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

2.3.1.4 Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT **where possible.**

### 2.3.2 Amendments (P-ATM – Chapter 11)

2.3.2.1 Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPZ shall be communicated to the IFPS.

2.3.2.2 **Within the IFPZ** When an individual flight plan **based on the model in P-ATM, Appendix 2 (FPL)** or a repetitive flight plan (RPL) has been filed but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, either a modification message (CHG) may be sent or alternatively:

- a) a cancellation message (CNL) shall be sent to **the** IFPS;
- b) not less than 5 minutes after **the reception of an ACK message for the cancellation message** ~~sending the CNL message,~~ a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be ~~transmitted~~ **sent to the IFPS;**
- c) the RFP shall contain, in Item 18, the indication "RFP/Qn", where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement, and so on; and
- d) the last RFP shall be filed at least 30 minutes before EOBT.

*Note.— The submission of a replacement flight plan **is applicable to flight plans submitted using the P-ATM Appendix 2 form, only and** is normally accepted as fulfilling a State's requirement for advance notification of flight (diplomatic clearance).*

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## Chapter 5. SURVEILLANCE

(P-ATM – Chapter 8; P-OPS, Vol. I, Part III)

### 5.2 SSR MODE S

#### 5.2.1 Carriage and operation of SSR Mode S

(A10, Vol. IV — Chapter 2)

5.2.1.1 The carriage and operation of Mode S airborne equipment shall be mandatory in airspace designated by the appropriate ATS authorities pursuant to the implementation of SSR Mode S Elementary or Enhanced surveillance in accordance with the following requirements:

- c) Mode S-equipped aircraft shall report, automatically, basic functionality which includes the transmission of aircraft identification (in the form **at** specified **for** in item 7 of the **ICAO flight plan** **flight plan based on the model in P-ATM, Appendix 2, or in aircraft identification for flight plans based upon the procedures in P-ATM, Chapter 17.**);
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## Chapter 6. AIR TRAFFIC SERVICES (ATS)

### 6.11 ATS COORDINATION

#### 6.11.2 RNAV (P-ATM – Chapter 11)

##### **Aircraft experiencing degradation or failure of RNAV — computer-assisted coordination of estimate**

6.11.2.1 In the case of automated messages not containing the information provided in **the corresponding item of the flight plan, such as** Item 18 of the flight plan **FPL**, the sending ATC unit shall inform the receiving ATC unit by supplementing the ACT message verbally with the phrase “RNAV OUT OF SERVICE” after the call sign of the aircraft concerned.

##### **Aircraft experiencing degradation or failure of RNAV — verbal coordination of estimate**

6.11.2.2 When a verbal coordination process is being used, the sending ATC unit shall include the phrase “RNAV OUT OF SERVICE” at the end of the message.

##### **State aircraft not equipped with RNAV — computer-assisted coordination of estimate**

6.11.2.3 In the case of automated messages not containing the information provided in **the corresponding item of the flight plan, such as** Item 18 of the flight plan **FPL**, the sending ATC unit shall inform the receiving ATC unit by supplementing the ACT message verbally with the phrase “NEGATIVE-RNAV” after the call sign of the aircraft concerned.

##### **State aircraft not equipped with RNAV — verbal coordination of estimate**

6.11.2.4 When a verbal coordination process is being used, the sending ATC unit shall include the phrase “NEGATIVE-RNAV” at the end of the message.

#### 6.11.3 RNP

Nil.

#### 6.11.4 RVSM

6.11.4.1 If the receiving unit has not received a flight plan, the sending ATC unit shall verbally inform the receiving unit whether or not the aircraft is RVSM-approved.

6.11.4.2 When an automated message does not contain the information filed in **the corresponding item of the flight plan, such as** Item 18 of the flight plan **FPL** relevant to RVSM operations, the sending ATC unit shall inform the receiving unit of that information by supplementing the ACT message verbally, using the term “NEGATIVE RVSM” or “NEGATIVE

RVSM STATE AIRCRAFT", as applicable.

6.11.4.3 When a verbal coordination process is being used, the sending ATC unit shall include the information filed in **the corresponding item of the flight plan, such as** Item 18 of the flight plan **FPL** relevant to RVSM operations at the end of the verbal estimate message, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.

6.11.4.4 When a single aircraft is experiencing an in-flight contingency that impacts on RVSM operations, the associated coordination message(s) shall be supplemented verbally by a description of the cause of the contingency.



## **6.12 ATS MESSAGES**

### **6.12.3 Boundary estimates**

6.12.3.1 When so specified in appropriate aeronautical information publications by the States concerned, flight plans and associated flight plan messages concerning flights within or intending to enter the airspace where the State(s) concerned are responsible for the provision of ATS shall not include FIR boundary estimates, **unless required by the State**.

### **6.12.4 Computer-assisted coordination** (P-ATM – Chapter 10)

#### **6.12.4.1 General**

6.12.4.1.1 When so agreed between adjacent ATC units, a computer-assisted coordination process shall be introduced to eliminate the need for verbal coordination of boundary estimates and to reduce the amount of manual data input into ATC computers.

6.12.4.1.2 When introduced between adjacent area control centres for the purpose of activation and updating of ~~FPL~~ **flight plan** messages or RPLs, data processing shall be based upon the messages and procedures described in 6.12.4.2, 6.12.4.3 and 6.12.4.4.

## Chapter 8. AIR TRAFFIC FLOW MANAGEMENT (ATFM)

### 8.2 APPLICATION

8.2.1 All IFR flights, including the IFR portions of mixed IFR/VFR flights, regardless of status, are taken into account when measuring demand against ATC capacity. Whenever it becomes necessary to manage this demand, ATFM may be used and departure slots issued by means of calculated take-off times.

8.2.2 Flights departing from areas beyond adjacent FIRs as set out in the ANP — EUR FASID, Part V.III, Attachment C, are exempted from CFMU<sup>NM</sup> ATFM slot allocation.

*Note 1.— A list of the FIRs/UIRs adjacent to the EUROCONTROL CFMU<sup>NM</sup> area of responsibility which receive ASTER services from the CFMU<sup>NM</sup> is contained in the ANP — EUR FASID, Part V.III, Attachment C.*

*Note 2.— Detailed procedures applicable to the CFMU<sup>NM</sup> area of responsibility are contained in the EUROCONTROL “Basic CFMU Handbook” ATFCM Users Manual.*

### 8.3 EXEMPTIONS FROM ATFM SLOT ALLOCATION

(P-ATM – Chapter 3)

8.3.1 Flights carrying Heads of State (or equivalent status) and flights conducting search and rescue operations are exempted from ATFM slot allocations.

*Note.— The corresponding ATFM flight planning requirements are provided in 2.2.3.*

8.3.2 States receiving services from ASTER, as defined in the ANP — EUR FASID, Part V.III, Attachments B and C, may approve additional exemptions from the ATFM slot allocation for specific flights departing from an aerodrome located within their territory.

8.3.3 States shall publish the procedures for requesting ATFM slot allocation exemptions in their national AIPs.

*Note.— Detailed procedures and information pertaining to ATFM slot allocation exemptions, for the area covered by the CFMU<sup>NM</sup>, are contained in the EUROCONTROL “Basic CFMU Handbook” ATFCM Users Manual.*

8.3.4 States shall carry out compliance monitoring of ATFM slot allocation exemptions granted in accordance with 8.3.1 and 8.3.2.

## 8.5 PROMULGATION OF ATFM MEASURES

### 8.5.2 Amendments to promulgated strategic ATFM measures

(A15 – Chapter 5; P-ATM – Chapter 3)

8.5.2.1 Changes to promulgated strategic ATFM measures, as defined in 8.5.1.1, shall be promulgated using a NOTAM in series F. This NOTAM shall be coordinated and provided in accordance with Annex 15 provisions. It shall include the following:

- a) Item Q) shall include:

FIR: EUCF or EUXX

CODE: QPFCA (respectively QPFCD or QPFCH, whichever is appropriate)

TRAFFIC: I

PURPOSE: NBO

SCOPE: E

LOWER/UPPER: AS APPROPRIATE

COORDINATES/RADIUS: THE EPICENTRE AND RADIUS OF THE AREA OF CONCERN.

- b) As regards the FIR field in Item Q): EUCF should be used if Item A) contains one four-letter location indicator only or EUXX if Item A) contains more than one four-letter location indicator. EU relates to European multinational air navigation facilities whereas CF relates specifically to the CFMU NM. (XX are the letters usually used to identify NOTAMs with multiple locations in Item A).)
- c) Item A) shall include EU plus the two-letter ICAO identifier of the State concerned; it could include one to seven four-letter ICAO location identifiers representing the State(s) affected by the ATFM measures or it could include EUCF if the restrictions apply to the entire area concerned; and
- d) Item C): because of the temporary nature of ATFM measures, the abbreviation PERM shall not be used.

### 8.5.3 ATFM circulars and information

(A15 – Chapter 7)

8.5.3.1 General information pertaining to air traffic flow management issues shall be promulgated using an ATFM Circular in accordance with the requirements of Annex 15 concerning Aeronautical Information Circulars. Distribution of the ATFM Circulars shall be in accordance with the procedures specified in 8.5.1.2 a) 3).

*Note 1.— If required, national distribution will be determined by each State in accordance with its needs. Furthermore, if an ATFM Circular is redistributed, it should reference the original serial number.*

*Note 2.— Provisions for promulgation of information on ATFM measures, including updates of local ATFM measures and other additional information, are described in the EUROCONTROL “Basic CFMU Handbook ATFCM Users Manual”.*

30/11/07

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