

EUROCONTROL CFMU	BASIC CFMU HANDBOOK
	ANNEX TO THE IFPS USERS MANUAL EDITION 11.0

# ANNEX to the IFPS USERS MANUAL

## Generated Errors



**Edition N° : 1.0**

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	<b>Error Class</b>	<b>Error Name</b>	<b>Error Text</b>	<b>Reason</b>	<b>Requirements</b>
E45	Efpm_Errors	NO_MATCHING_FPD	NO EXISTING FILED FLIGHT PLAN MATCHES THIS MESSAGE	The IFPS does not hold a valid flight plan that matches the key fields indicated in the submitted message.	The referent flight plan may or may not have been filed; 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 IFPS (this occurs at 20 hours in advance of EOBT).
S22	Syntax_Errors	INVALID_FIELD	INVALID FIELD	One or more invalid characters used in the text.	Ensure only valid characters are used in the text.
E29	Efpm_Errors	FLIGHT_PLAN_ALREADY_RECEIVED	FLIGHT PLAN ALREADY RECEIVED FROM ADDRESS	A flight plan matching the submitted message has already been received from the indicated address.	The same flight plan has already been received and accepted by IFPS from the given address.
R5	Route_Errors	BAD_IDENTIFIER	UNKNOWN DESIGNATOR	Wide range of applications.	
P22	Profile_Errors	SPECIFIC_RS_VIOLATION	RS: ON FORBIDDEN ROUTE: REF: UNIT: BETWEEN:	The route detailed in the message follows the listed forbidden RAD route.	The filed route must comply with all relevant RAD restrictions.
P11	Profile_Errors	GAP_AVAILABILITY_ERROR	DOES NOT EXIST BETWEEN AT LEVEL	The flight has been filed on an artificial route segment (GAP).	Flights may only be filed on valid and available routes, or where no route exists, a DCT, where such is allowed.
R52	Route_Errors	STAR_LIMIT_EXCEEDED	THE STAR LIMIT IS EXCEEDED FOR AERODROME CONNECTING TO.	No known arrival procedure exists between the aerodrome and the specified last point of the route, and the direct distance exceeds the maximum allowed for arrivals at that aerodrome.	Where an arrival procedure exists, it should be used to connect the route to the arrival aerodrome. Where no known arrival procedure exists, the distance from the last point of the route to the arrival aerodrome must be within the limits for that aerodrome, or, if using DCT, within DCT limits.
E24	Efpm_Errors	EFPM_MATCH	MESSAGE MATCHES EXISTING INVALID MESSAGES	The message associates with another message that has failed automatic processing and is awaiting or undergoing manual treatment by the IFPS staff.	Where any message fails automatic processing and is moved to the manual treatment queue, all subsequent associated messages 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.
R25	Route_Errors	INVALID_RVSM_AIRSPACE_CONDITION	INVALID EUR RVSM AIRSPACE ENTRY/EXIT CONDITION	The level indication at the RVSM entry/exit point and/or the RVSM entry/exit point has not been included in the submitted route, or if there is an invalid route given immediately after the RVSM entry/exit point.	It is required to indicate the speed and level at the EUR RVSM entry/exit point, and a valid route immediately after the RVSM entry/exit point.
S61	Syntax_Errors	TEXT_TOO_LONG	FIELD TEXT TOO LONG	Wide range of applications.	

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P24	Profile_Errors	TTL_EET_DIFFERENCE	TTL_EET DIFFERENCE > %, CALCULATED TTL_EET FROM TO = (HHMM)	The total EET given is greater than the accepted maximum calculated by the IFPS for this trajectory.	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.
R51	Route_Errors	SID_LIMIT_EXCEEDED	THE SID LIMIT IS EXCEEDED FOR AERODROME CONNECTING TO .	No known departure procedure exists between the aerodrome and the specified first point of the route, and the direct distance exceeds the maximum allowed for departures at that aerodrome.	There is no known departure procedure that exists to connect the aerodrome to the specified first point of the route, and the direct distance exceeds the maximum allowed for departures at that aerodrome.
E54	Efpm_Errors	ROUTE_DATA_MISSING	MISSING ROUTE DATA	No Item15 (route) data is present in the message.	It is mandatory to fill in as much relevant detail as possible in Item 15 of a flight plan. The minimum possible is DCT.
E41	Efpm_Errors	MULTIPLE_FPD_MATCH	MESSAGE MATCHES MULTIPLE FLIGHT PLANS	The IFPS holds more than one valid flight plan with which the invalid message may match.	Where there is more than one matching flight plan is held in the IFPS, the correct message association may be increased in accuracy by adding the EOBT and DOF of the submitted message.
E35	Efpm_Errors	INVALID_VALUE	INVALID VALUE	Wide range of applications.	
E25	Efpm_Errors	EOBDT_OUT_OF_RANGE	ESTIMATED OFF BLOCK DATE AND TIME NOT IN THE ACCEPTABLE RANGE: TO	<p>For a FPL the filed EOBT and DOF is more than 30 minutes in the past, or more than 144 hours (6 days) in the future, when compared to current system time.</p> <p>For a DLA or CHG the filed EOBT and DOF is more than 0 minutes in the past, or more than 20 hours in the future, when compared to current system time.</p>	<p>For DLA messages and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, or not more than 20 hours in advance of the IFPS time at the time of processing.</p> <p>For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 144 hours (6 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS.</p> <p>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 current time, with the appropriate DOF being automatically inserted by the IFPS.</p>
E42	Efpm_Errors	NEGATIVE_DELAY	EOBT IN THE PAST COMPARED TO IFPS SYSTEM TIME:	At the time of processing, the EOBT in the submitted message is in the past compared to the IFPS system time.	The IFPS shall only accept those messages that indicate an EOBT that is not in the past when compared to the IFPS system time at the time of processing that message.

	Error Class	Error Name	Error Text	Reason	Requirements
R45	Route_Errors	POINT_NOT_ON_ROUTE	THE POINT IS NOT ON THE ROUTE	The indicated point is not part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.
P12	Profile_Errors	GENERAL_RS_VIOLATION	RS: OFF MANDATORY ROUTE AT: REF: UNIT: BETWEEN:	The route detailed in the submitted message does not comply with the specified mandatory RAD route.	The filed route must comply with all relevant RAD restrictions.
R17	Route_Errors	DIRECT_ROUTE_TOO_LONG	THE DCT SEGMENT : NM IS TOO LONG FOR MAXIMUM IS: NM	The portion of the specified DCT segment within the limits of an FIR exceeds the 'en-route DCT limit' for that FIR and the system is unable to connect the two points via an airway.	The specified direct route in the submitted flight plan exceeds the given maximum for the indicated airspace, so an available route using the ATS route structure is required for this segment.
E28	Efpm_Errors	FLIGHT_PLAN_ALREADY_GENERATED	FLIGHT PLAN ALREADY GENERATED FROM RPL DATA	A flight plan matching the submitted message has already been generated from RPL data	Where a flight plan is held as an RPL, any update should be in the form of a CHG message, or a CNL and refile.
R38	Route_Errors	NO_ROUTE_BETWEEN_POINTS	NO ROUTE BETWEEN AND	No route exists between the indicated consecutive points.	Where two consecutive points are filed in a route, the IFPS can only automatically process them when a valid available route exists between them.
S17	Syntax_Errors	INVALID_CHARACTERS_IN_FIELD	FIELD CONTAINS INVALID CHARACTER(S)	One or more invalid characters used in the text.	Ensure only valid characters are used in the text.
S15	Syntax_Errors	INCORRECT_PARENTHESES_PAIRING	INCORRECT PAIRING OF BRACKETS '(' AND ')'	The submitted message contains more brackets than just the opening and closing '(' and ')'. '(' and ')'	The opening and closing indicators of any message are '(' and ')' respectively, thus they cannot be used within a message in any way.
S9	Syntax_Errors	EXPECTED_END_OF_MESSAGE	EXPECTED END OF MESSAGE	The syntax of the message is incorrect.	The syntax must follow that defined for that message type.
S62	Syntax_Errors	TEXT_TOO_SHORT	FIELD TEXT TOO SHORT	Wide range of applications.	
E49	Efpm_Errors	PARTIALLY_MATCHING_FPD	FPL WITH SAME ARC_ID AND OVERLAPPING FLYING PERIOD EXISTS:	A valid flight plan exists in the IFPS with a given total flying time that overlaps with that given in the submitted message.	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 plan.
S59	Syntax_Errors	SUSP_INVALID_FIELD	SUSPECT INVALID FIELD	The syntax of the message is incorrect and has caused the system to identify a possible invalid field in the message.	The syntax must follow that defined for that message type.
R47	Route_Errors	POINT_OF_ROUTE_EXPECTED_BEFORE	IS PRECEDED BY WHICH IS NOT ONE OF ITS POINTS	The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.
R40	Route_Errors	NOT_APPLICABLE_TO_IFPZ	FLIGHT NOT APPLICABLE TO IFPS	The submitted message gives no indication of an IFR or GAT portion of that flight within the IFPZ.	Those flights planning to operate within the IFPZ must have at least an identifiable IFR/GAT portion within the IFPZ.
R12	Route_Errors	CANNOT_FIND_ENTRY_EXIT	CANNOT FIND ENTRY/EXIT ITEM.	The IFPS is unable to automatically determine the IFPZ entry or exit point of the flight.	An IFPZ entry or exit point should be included in the route.
R46	Route_Errors	POINT_OF_ROUTE_EXPECTED_AFTER	IS FOLLOWED BY WHICH IS NOT ONE OF ITS POINTS	The indicated point is not published as a part of the given route.	Any point filed as part of a route must be recognised as being associated with that route.

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E27	Efpm_Errors	FILING_TIME_AFTER_EOBDT	ESTIMATED OFF BLOCK DATE AND TIME IS NOT WITHIN ACCEPTABLE RANGE AFTER FILING TIME.	The filed DOF is more than 30 minutes in the past, or more than 144 hours (6 days) in the future, when compared to current system time.	For DLA and CHG messages updating an existing EOBT to be accepted by the IFPS, the new EOBT must not be less than the IFPS time at the time of processing, and not more than 20 hours in advance of the IFPS time at the time of processing. For FPL messages containing a DOF, the IFPS may accept messages with an EOBT up to 12 hours in the past, and up to 144 hours (6 days) in advance of the EOBT, but those FPLs with an EOBT more than 30 minutes in the past shall fail automatic processing in the IFPS. 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 current system time, with the appropriate DOF being inserted automatically by the IFPS.
P7	Profile_Errors	CDR3_AVAILABILITY_ERROR	IS A CDR_3 ON PORTION IN FL RANGE ()	The given route segment is classified as unavailable CDR3 at the calculated time of use by this flight.	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.
S37	Syntax_Errors	ITEM_ALREADY_EXISTS	DUPLICATE DATA	The EET for a boundary or point is exactly duplicated in both the point and the estimate time.	The IFPS cannot accept duplicates where the point and the estimate times are identical.
P4	Profile_Errors	CANNOT_CHANGE_OF_LEVEL	CANNOT CLIMB OR DESCEND ON SEGMENT IN FL RANGE BECAUSE OF UNAVAILABLE LEVELS ()	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.	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.
P14	Profile_Errors	NA_AVAILABILITY_ERROR	NOT AVAILABLE ON PORTION IN FL RANGE ()	The given route is classified as unavailable at the requested flight level between the indicated points.	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.
P6	Profile_Errors	CDR2_AVAILABILITY_ERROR	IS A NOT OPENED CDR_2 ON PORTION IN FL RANGE ()	The given route segment is classified as unavailable CDR2 at the calculated time of use by this flight.	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.
S54	Syntax_Errors	NUMBER_EXPECTED	EXPECTED NUMERIC	The syntax of the message is incorrect.	The syntax must follow that defined for that message type.
S63	Syntax_Errors	TIME_EXPECTED	EXPECTED TIME DESIGNATOR NOT FOUND	The indicated time designator is missing.	Where a time designator is required, it must be included.

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S13	Syntax_Errors	FSLASH_EXPECTED	EXPECTED '/'	A '/' is expected for correct formatting, but is missing	Where a '/' is necessary in the format of an time, it must be present in the submitted message
R24	Route_Errors	INCORRECT_RFL_AT_RVSM_BOUNDARY_P HASE4	INVALID RFL AT EUR RVSM AIRSPACE ENTRY/EXIT	The level indication at the RVSM entry/exit point does not correspond to the correct cruise level for that route.	The level indicated at the RVSM entry/exit point must comply with the RVSM levels published for that route.
R10	Route_Errors	CANNOT_CORRECT_POINTS_PAIR	MULTIPLE ROUTES BETWEEN AND . POSSIBLE ROUTES ARE:	More than one available route exists between the indicated points	Several possible routes exist between the indicated points and the appropriate one should be specified
P9	Profile_Errors	DCT_NOT_AVAILABLE	THE DCT SEGMENT .. IS NOT AVAILABLE IN FL RANGE ()	The indicated DCT route has been classified as unavailable at the requested flight level filed and the system is unable to connect the two points via an airway.	The specified direct route in the submitted flight plan is not available at the requested flight level, so an available route using the ATS route structure is required for this segment.
R14	Route_Errors	CROSS_BORDER_DCT_ERROR	INVALID DCT SEGMENT ... NOT ALLOWED TO CROSS THE BORDER.	The specified DCT routing is not allowed as it crosses the indicated FIR border.	Each FIR may specify whether or not it will allow DCT routings across its border, so the specified DCT routing is not allowed as it crosses the indicated FIR border.
S35	Syntax_Errors	INVALID_TIME_IN_FIELD	INVALID TIME DESIGNATOR	The indicated time designator does not conform with the standard 24-hour format.	For a departure time, the hours cannot exceed 23, and the minutes cannot exceed 59 in any designator. For estimate times, the hours may be any appropriate value, but the minutes must not exceed 59.
S25	Syntax_Errors	INVALID_LEVEL_IN_FIELD	INVALID LEVEL DESIGNATOR	Incorrect syntax for the speed/level group has been used.	The level indication must use the correct format.
E22	Efpm_Errors	EFPM_FILED_BEFORE_FPD	MESSAGE FILED BEFORE MATCHING FILED FLIGHT PLAN	The message has a filing time earlier than that of an existing flight plan.	The IFPS shall treat all associated messages in order of filing time.
S12	Syntax_Errors	FLIGHT_TYPE_RULES_EXPECTED	EXPECTED FLIGHT TYPE AND RULES	The flight type and rules are either missing or incorrectly formatted.	The flight type and rules must be present and correctly formatted in the message.
P27	Profile_Errors	VIOLATE_833_REQUIREMENTS	FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS	The flight does not comply with those mandatory conditions associated with the IFPZ 8.33 kHz airspace.	The flight must be compliant with all 8.33 kHz conditions in Items 10, 15 & 18 when that flight is planned to enter the IFPZ 8.33 kHz airspace.
E50	Efpm_Errors	POSSIBLE_DOF	POSSIBLE DOF SUBFIELD WITH WRONG SYNTAX DETECTED IN FIELD18.	A possible incorrectly formatted DOF has been identified in the flight plan.	The IFPS shall check for a DOF in the correct format of DOF/YMMDD. 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.
S64	Syntax_Errors	TOO_MANY_ADDRESSES	TOO MANY ADDRESSES ON LINE	The maximum number of 7 AD line addresses has been exceeded on the indicated line, or a following line has not been prefixed by the AD indicator.	Each line in the re-addressing function may contain a maximum of 7 addresses; any more addresses should be carried on to a new 'AD' line.
S32	Syntax_Errors	INVALID_SPEED_IN_FIELD	INVALID SPEED DESIGNATOR	Incorrect syntax for the speed/level group has been used.	The speed indication must use the correct format.

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S68	Syntax_Errors	UNEXPECTED_SEPARATOR	UNEXPECTED SEPARATOR	A separator (/) has been incorrectly placed.	The syntax must follow that defined for that message type.
S55	Syntax_Errors	PARALLEL_NOT_ALLOWED	NO PARALLEL ALLOWED IN FIELD	Information attached to a navigation beacon indicator in the submitted message has been incorrectly formatted.	The syntax must follow that defined for that message type.
E46	Efpm_Errors	NO_W_AND_IN_RVSM_AS	NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE	In the submitted message, the flight rules are not M, the equipment does not contain W, and STS/NONRVSM is not found in Item 18.	Flights within the EUR RVSM airspace are required to be suitably equipped (Item 10 includes 'W') or to be a military flight (Item 8 flight type is 'M') or the exempted (STS/NONRVSM in Item 18).
E51	Efpm_Errors	PROTECTED_EFPM_REQUESTED_BY_RQP	FLIGHT PLAN DATA HAS RESTRICTED ACCESS.	The requested flight plan is not available for unauthorised access.	The requested flight plan has been classified as sensitive and is not available for unauthorised access.
R62	Route_Errors	VFR_NOT_ALLOWED_IN_RVSM_AS	VFR NOT PERMITTED IN OR ABOVE EUR RVSM AIRSPACE	The submitted message indicates that the flight intends to change to VFR in or above RVSM airspace.	VFR at or above F290 is not permitted in the EUR RVSM airspace.
E15	Efpm_Errors	C_EQPT_Z_AND_NO_NAME_IN_COM_OR_NAV	C_EQPT HAS Z BUT NEITHER NAV OR COM IS PRESENT	Item 10 contains Z, but no explanation is given in Item 18.	Where Z is used in Item 10 of a flight plan, it is necessary to include the relevant equipment codes in Item 18 in the COM or NAV sub-fields.
R64	Route_Errors	Z_FLT_RULE_WITH_NO_IFR	FLIGHT RULES Z WITH NO IFR PART	The flight rules are Z (VFR then IFR), but no IFR indicator is given in the route.	The IFR indicator should be given in the route to indicate at which point the flight intends to change to IFR.
S74	Syntax_Errors	UNKNOWN_OR_UNEXPECTED_FIELD	UNKNOWN OR UNEXPECTED FIELD	An incorrect or unidentifiable field has been included in the submitted message.	The syntax must follow that defined for that message type.
E3	Efpm_Errors	ADTD_AFTER_RECEPTION_TIME	ACTUAL DATE AND TIME OF DEPARTURE IS NOT WITHIN ACCEPTABLE RANGE AFTER RECEPTION TIME.	The filed departure time is more than 10 minutes in the future, when compared to the current system time.	Where a DEP message is received, the departure time should not be in the future.
S44	Syntax_Errors	MISSING_FIELD	MISSING FIELD	Wide range of applications.	
R48	Route_Errors	ROUTE_BETWEEN_SAME_POINTS	CANNOT HAVE A ROUTE BETWEEN THE SAME POINT; ROUTE: POINT:	It is not possible to file a route from a point to that same point.	The filed route must ensure that the point - route - point sequence is correct and progressive.
S60	Syntax_Errors	SUSP_TEXT_TOO_LONG	SUSPECT TEXT TOO LONG	The syntax of the message is incorrect.	The syntax must follow that defined for that message or field type.
S70	Syntax_Errors	UNKNOWN_AIRCRAFT_ID	MISSING OR INVALID AIRCRAFT ID	The aircraft identification is missing or has incorrect syntax.	The syntax must follow that defined for that field.
E14	Efpm_Errors	C_EQPT_J_AND_NO_DAT	C_EQPT HAS J BUT NO DAT IS PRESENT	J is present in Item 10a but DAT in Item 18 cannot be identified.	Where J is used in Item 10 of a flight plan, it is necessary to include the relevant equipage codes in Item 18 in the DAT sub-field.
R30	Route_Errors	NO_CRUISE_LEVEL	MISSING CRUISING FLIGHT LEVEL	No flight level has been filed in the route or that filed flight level is unrecognisable.	The cruising flight level must be indicated in Item 15.

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E12	Efpm_Errors	ARC_TYP_ZZZZ	AIRCRAFT TYPE IS ZZZZ	The aircraft type is given in Item 9, but the Item 18 sub-field TYP is also present or a message containing TYP/NIL has been submitted that has not replaced the Item 9 ZZZZ with a known aircraft type designator.	Where a known ICAO type designator is used in Item 9, the Item 18 sub-field TYP should not also be used. Any further details should be included in the sub-field RMK.
R63	Route_Errors	Y_FLT_RULE_WITH_NO_VFR	FLIGHT RULES Y WITH NO VFR PART	The flight rules are Y (IFR then VFR), but no VFR indicator is given in the route.	The VFR indicator should be given in the route to indicate at which point the flight intends to change to VFR.
R11	Route_Errors	CANNOT_EXPAND	CANNOT EXPAND THE ROUTE	The flight has been calculated to transit an artificial route segment (GAP).	Such a route segment cannot be used; an alternative route must be used instead.
S51	Syntax_Errors	NO_KEY_FIELD_CHANGES	NO CHANGES ALLOWED IN KEY FIELD	It is not possible to make changes to the indicated key field.	It is not possible to make changes to the indicated key field. Key fields may only be changed by cancelling the existing flight plan and re-filing with the new key field data.
S10	Syntax_Errors	FLIGHT_RULES_EXPECTED	MISSING OR INVALID FLIGHT RULES	The flight rules are either missing or using an invalid designator.	The flight rules must be present, and must use an approved indicator.
S27	Syntax_Errors	INVALID_LONGITUDE_IN_FIELD	INVALID LONGITUDE DESIGNATOR	The indicated longitude value does not contain either 3 or 5 numbers.	The IFPS can only accept latitude values given as either 3 to 5 numbers.
S30	Syntax_Errors	INVALID_SEPARATOR	INVALID SEPARATOR	A field separator (-) is missing or incorrectly placed.	Each field other than the message title must follow immediately after a field separator.
S18	Syntax_Errors	INVALID_DATE_IN_FIELD	INVALID DATE DESIGNATOR	The date given in the Date of Flight is incorrectly formatted.	The syntax must follow that defined for the Date of Flight (yyymmdd).
R4	Route_Errors	BAD_CRUISE_SPEED	CRUISING SPEED IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE	The filed cruising speed is either incorrect or beyond the known performance of the filed aircraft type.	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.
S24	Syntax_Errors	INVALID_LATITUDE_IN_FIELD	INVALID LATITUDE DESIGNATOR	The indicated latitude value does not contain either 2 or 4 numbers.	The IFPS can only accept latitude values given as either 2 to 4 numbers.
R21	Route_Errors	I_FLT_RULE_WITH_VFR	FLIGHT RULES I WITH VFR PART	The flight rules have been submitted as IFR only, but a change to VFR is indicated at a point in the route.	If a change to VFR is intended, then the flight rules should be given as Y (IFR then VFR).
S2	Syntax_Errors	C_EQUIP_EXPECTED	EXPECTED CNA EQUIPMENT DESIGNATOR	No communication or navigation equipment indicators are given in Item 10.	A minimum of 1 communication or navigation equipment indicator must be given in Item 10.
S11	Syntax_Errors	FLIGHT_TYPE_EXPECTED	MISSING OR INVALID FLIGHT TYPE	The flight type is either missing or using an invalid designator.	The flight type must be present, and must use an approved indicator.
E5	Efpm_Errors	AERODROME_ZZZZ_AND_NO_NAME_IN_FIELD	AERODROME IS ZZZZ BUT IS NOT PRESENT	Item 13/16 contains ZZZZ but no DEP/DEST indicator present in Item 18.	Where an unclassified aerodrome uses ZZZZ, it is necessary to include the Item 18 sub-fields DEP or DEST with relevant details of the aerodrome.

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S38	Syntax_Errors	MERIDIAN_NOT_ALLOWED	NO MERIDIAN ALLOWED IN FIELD	A meridian has been incorrectly included in the route, or a syntax error has created the impression of a meridian in the route.	Where a meridian is to be included in a route, it must be correctly formatted. All other route elements must be correctly formatted to prevent confusion with meridians.
S58	Syntax_Errors	SSR_EQUIP_EXPECTED	EXPECTED SSR EQUIPMENT DESIGNATOR	No SSR equipment designator is found in Item 10.	The SSR equipment must be given with one of the approved indicators.
E58	Efpm_Errors	STS_NONRVSM_REQ_FOR_STATE	STS/NONRVSM IS REQUIRED FOR NON RVSM APPROVED STATE FLIGHT	In the submitted message, the flight type is given as M; the equipment does not contain W, and STS/NONRVSM is not found in Item 18.	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.
R3	Route_Errors	BAD_CRUISE_LEVEL	CRUISING FLIGHT LEVEL INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE	The filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type.	The IFPS holds a performance table for each aircraft type that includes the maximum known flight level attainable for that type. Where the filed cruising flight level is either incorrect or beyond the known performance of the filed aircraft type, an error is generated.
R7	Route_Errors	BAD_SPEED_AT_POINT	SPEED AT IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE	The speed filed at the given point is either incorrect or beyond the known performance of the filed aircraft type.	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.
E2	Efpm_Errors	ADTA_AFTER_RECEPTION_TIME	ACTUAL DATE AND TIME OF ARRIVAL IS NOT WITHIN ACCEPTABLE RANGE AFTER RECEPTION TIME	The filed arrival time is more than 10 minutes in the future, when compared to the current system time.	Where an ARR message is filed, the arrival time should not be in the future.
S23	Syntax_Errors	INVALID_ID	INVALID ID USED IN FIELD	An item or sub-field identifier has been incorrectly formatted.	Where required, field identifiers must be present and correctly formatted.
R37	Route_Errors	NO_PT_AFTER_STAY	A POINT IS EXPECTED BEFORE AND AFTER A STAY INDICATOR	A STAY indicator has been filed without the required point before and after the indicator.	The STAY indicator is preceded by the point at which the STAY starts, and is followed by the point at which the flight resumes the flight planned route.
R22	Route_Errors	INCONSISTENT_WITH_FLIGHT_RULES	THIS FIELD VALUE IS INCONSISTENT WITH THE FLIGHT RULES	The flight rules are Y or Z, but the IFPS is unable to identify conditions within Item 15 that are consistent with the given flight rules.	The flight rules and any changes thereto in Item 15 must correspond.
R6	Route_Errors	BAD_LEVEL_AT_POINT	FLIGHT LEVEL AT IS INVALID OR INCOMPATIBLE WITH AIRCRAFT PERFORMANCE	The flight level filed at the given point is either incorrect or beyond the known performance of the filed aircraft type	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 type, an error is generated

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	<b>Error Class</b>	<b>Error Name</b>	<b>Error Text</b>	<b>Reason</b>	<b>Requirements</b>
R27	Route_Errors	MULTIPLE_JUNCTIONS	MULTIPLE JUNCTIONS BETWEEN AND	More than one possible junction point exists between the indicated airways.	A specific point must be given at the junction between two airways.
R33	Route_Errors	NO_JUNCTION	NO JUNCTION BETWEEN AND	No known junction exists between the indicated airways.	No known junction exists between the indicated airways, so a route should be built to connect them.
E43	Efpm_Errors	NIL_NOT_EXPECTED	NIL NOT EXPECTED	A STS indicator other than STS/NIL has been submitted with STS/NIL in the same CHG message, or STS/NIL has been submitted in a message other than a CHG message.	STS/NIL may only be used in a CHG message. No other STS indicators may be submitted in that same message.
R19	Route_Errors	ENTRY_EXIT_MISSING_BEFORE	EXPECTED ENTRY/EXIT POINT BEFORE	An IFPZ Entry/Exit point is either missing or not in a logical point according to the route description for a flight entering or leaving the IFPZ.	The IFPS checks for an IFPZ Entry/Exit point in a logical point in a route extraction. If one is not in a logical point, or cannot be extracted, an error is raised. Unidentified homonyms in the route description outside the IFPZ may also cause the error.
R8	Route_Errors	BAD_TIME_AT_POINT	INVALID TIME GIVEN FOR	The time given for an EET for a boundary or point is incorrectly formatted or is greater than the total EET for that flight.	The time given for an EET point must be less than the total EET for the flight in Item 16b and greater than zero.
E11	Efpm_Errors	ARC_TYP_AND_TYP_Z_PRESENT	AIRCRAFT TYPE AND TYP_Z PRESENT	The aircraft type is given in Item 9, but TYP/ is also given in Item 18.	Where a known ICAO aircraft type designator is used in F9, the F18 TYP/ subfield should not also be used. Any further details should be included in the RMK/ subfield.
R18	Route_Errors	ENTRY_EXIT_MISSING_AFTER	EXPECTED ENTRY/EXIT POINT AFTER	An IFPZ Entry/Exit point is either missing or not in a logical point according to the route description for a flight entering or leaving the IFPZ.	The IFPS checks for an IFPZ Entry/Exit point in a logical point in a route extraction. If one is not in a logical point, or cannot be extracted, an error is raised. Unidentified homonyms in the route description outside the IFPZ may also cause the error.
P25	Profile_Errors	UNEQUIPED_ENTERS_833_SECTOR	UNEQUIPPED FLIGHT ENTERS 8.33 SECTOR(S)	The submitted flight plan does not indicate that the flight does not carry the necessary equipage to enter 8.33 kHz airspace.	The indicated sector(s) require that all flights intending to use that airspace carry either 8.33 kHz equipage (Y in Item 10) or UHF (U in Item 10), but the submitted message contains neither.
S16	Syntax_Errors	INVALID_BEARING_IN_FIELD	MISSING OR INVALID END KEYWORD		
E9	Efpm_Errors	ALTERNATE_AERODROME_ZZZZ_AND_NO_NAME	ALTERNATE AERODROME IS ZZZZ BUT ALTN INFO IS NOT PRESENT	Item 16c contains ZZZZ but no ALTN indicator is present in Item 18.	Where an unclassified alternate aerodrome is indicated as ZZZZ in Item 16c, it is necessary to include the Item 18 sub-field ALTN with relevant details of that aerodrome.
E59	Efpm_Errors	W_AND_STS_NON_RVSM	STS/NONRVSM IS NOT EXPECTED FOR AN RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE	In the submitted message, the equipment contains W, but Item 18 contains STS/NONRVSM.	Within the EUR RVSM airspace, where a flight indicates 'W' in Item 10, then Item 18 should not contain STS/NONRVSM.

	Error Class	Error Name	Error Text	Reason	Requirements
S48	Syntax_Errors	MULTIPLE_MATCHING_LONGITUDE	MULTIPLE MATCHING LONGITUDE FOUND IN ROUTE, CANNOT EXPAND MERIDIAN	An EET estimate using only a longitude as a referent point has more than one route point indicating the same longitude	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
P23	Profile_Errors	STAY_LONGER_THAN_TTL_EET	TOTAL STAY TIME GREATER THAN TOTAL ESTIMATED ELAPSED TIME	The submitted message contains an en-route STAY indicator with a time greater than the total estimated elapsed time indicated in Item 16b.	The IFPS shall check the given EET for a submitted flight plan, and where a STAY indicator is used in the route, the associated time is also checked. Where the STAY time is incompatible with the calculated total EET (including its accepted percentage error), an error is generated.
R13	Route_Errors	CONSECUTIVE_STAY	CONSECUTIVE STAY INDICATORS NOT ALLOWED	Consecutive STAY indicators have been found associated with the same point.	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.
E38	Efpm_Errors	MATCH_WITH_FPD	THIS MESSAGE ASSOCIATES WITH THE FPD:	The submitted message has been identified as associating with an existing message held by the IFPS.	
S45	Syntax_Errors	MISSING_RIGHT_BRACKET	MISSING PARENTHESIS	The syntax of the message is incorrect.	The syntax must follow that defined for that message or field type.
R31	Route_Errors	NO_IDENTIFIER	MISSING DESIGNATOR	The route does not start with a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.	The route must not start with an unknown navigation beacon, an airway, or any designator other than a known ICAO designator for a navigation beacon or a set of geographical co-ordinates.
R53	Route_Errors	STAY_NOT_PERMITTED	THE STAY PORTION .. IS NOR PERMITTED FOR A FLIGHT GOING OUT OF THE FPM_DIST AREA ()	A STAY indicator has been used for a flight that intends to operate outside the IFPZ as well as inside	The STAY indicator is only permitted for use with those flights that remain entirely within the IFPZ
R2	Route_Errors	ABORT_DUE_TO_SOFTWARE	ROUTE ANALYSIS HAS ABORTED	Wide range of applications.	
E20	Efpm_Errors	DATE_TIME_INCONSISTENCY_WITH_FIELD	DATE AND TIME GIVEN ARE INCONSISTENT WITH	The date and time of the submitted message are inconsistent with either the current IFPS time or the EOBT of an associated message.	The EOBT must be in the future for any submitted messages, or a logical extension to any existing EOBT in an associated message.
E56	Efpm_Errors	STATE_FORMATION_FLIGHTS_RVSM_INCOMPATIBLE	FIELDS 10 AND/OR 18 INCORRECT FOR STATE FORMATION FLIGHT IN EUR RVSM AIRSPACE	In the submitted message, the flight type is given as M; the number of aircraft indicated is more than 1, and either W is included in Item 10 or STS/NONRVSM is not included in Item 18.	Within the EUR RVSM airspace, State formation flights shall not include W in Item 10, but must include STS/NONRVSM in Item 18.
R16	Route_Errors	DCT_MISPLACED	A DIRECT ROUTE (DCT) CANNOT APPEAR BETWEEN <> AND <>	A DCT route is not allowed to connect two route designators.	The two routes must be connected either by a common point, or by a route between a point on each route.
S7	Syntax_Errors	EQPT_FIELD_NOT_ALLOWED	EQPT FIELD NOT ALLOWED	The equipment sub-field is not allowed in the submitted message type.	The equipment sub-field should only be included in those message types where it is required or allowed.

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R35	Route_Errors	NO_MORE_VALID_NAT	THE NAT TRACK IS NOT ACTIVE	The North Atlantic track indicated is not valid in the IFPS system.	The North Atlantic tracks for that period must be valid in the IFPS.
E26	Efpm_Errors	FIELD_IS_NOT_REQUIRED	FIELD FORBIDDEN IN THIS TYPE OF MESSAGE	Wide range of applications.	
E30	Efpm_Errors	FORMATION_FLIGHTS_FORBIDDEN_IN_RVSM_AS	CIVIL FORMATION FLIGHT NOT PERMITTED IN EUR RVSM AIRSPACE	In the submitted message, the flight type is not given as M, and the number of aircraft indicated is more than 1.	Within the EUR RVSM airspace, formation flights are only allowed for military flights.
E57	Efpm_Errors	STS_NON_RVSM_CIVIL_INCOMPATABLE	NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE AND STS/NONRVSM IS NOT EXPECTED FOR A CIVIL AIRCRAFT	In the submitted message, the flight type is not given as M, the equipment does not contain W, and STS/NONRVSM is in Item 18.	Within the EUR RVSM airspace, civil flights shall not be given STS/NONRVSM.
S36	Syntax_Errors	INVALID_TITLE_FIELD	MISSING OR INVALID TITLE	The message title is either missing or unidentifiable due to incorrect formatting.	The message title must always be present and should be correctly formatted.
R29	Route_Errors	NAT_NOT_CONNECTED	THE NAT IS NOT CONNECTED TO THE REST OF THE ROUTE	The North Atlantic Track specified does not link with the route as submitted.	The North Atlantic Track data is updated daily in IFPS, and any submitted route using a North Atlantic Track is checked to ensure the coherence of the route connecting to that Track within the IFPS airspace.
R61	Route_Errors	UNRESOLVED_HOMONYM	INSUFFICIENT DATA TO RESOLVE HOMONYM AT	The indicated point has one or more homonyms and it is not possible to determine which one is relevant to this flight plan.	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.