

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

1. INTRODUCTION

With NM release NM24.0, the legacy ATFCM messages have been implemented into NM B2B services.

The objective of this IN is to present the legacy ATFCM messages and their corresponding NM B2B examples. As well, it could be used as information material for our operational staff in any future discussion with NM stakeholders interested into NM B2B services.

To ease the understanding, the content of this IN is presented as the extended version of the existing Annex J, which is already part of the ATFCM Operations Manual [ATFCM Operations Manual | EUROCONTROL](#)

All B2B examples present in this document correspond to the NM release NM25.0.

2. ATFCM MESSAGE TYPES AND THEIR CORRESPONDING B2B EXAMPLES

DESCRIPTION

The ATFCM messages are classified as:

1. Slot related messages – originated by the NM
2. Slot related messages – originated by AOs and ATS
3. Primary field composition of tactical ATCFM messages – section that contains an overview of the ADEXP and B2B fields as present in each Slot related message.

1. SLOT RELATED MESSAGES – ORIGINATED BY THE NM

The following table gives examples of all the legacy ATFCM messages currently in use. The table includes a brief description of each message and subsequent actions.

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Page 1 of 43

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The NM B2B service used to obtain the legacy ATFCM messages is called Publish/Subscribe Flight Data.

Below each ATFCM message, a list of the B2B fields is presented to obtain the same information (and even more) as from the legacy ETFMS output.

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE SAM (1) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0950 -CTOT 1030 -REGUL RMZ24M -TTO -PTID VEULE -TO 1050 -FL F300 -TAXITIME 0020 -REGCAUSE CE 81	<u>SAM</u>: SLOT ALLOCATION MESSAGE The SAM is used to inform AOs & ATS of the Calculated Take-Off Time (CTOT) computed by CASA for an individual flight, to which AOs / ATC must adhere.	Sent to AOs / ATS 2 hours before the last received EOBT. AOs / ATC must comply with the CTOT.
<pre><payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>lateUpdater</item> <item>estimatedTimeOfArrival</item> <item>excludedRegulations</item> <item>suspensionStatus</item> <item>suspensionInfo</item> <item>flightState</item> <item>exemptedFromRegulations</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>calculatedTakeOffTime</item></pre>		

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<item>mostPenalisingRegulation</item> <item>mostPenalisingRegulationCause</item> <item>aircraftType</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>estimatedTakeOffTime</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>slotSwapCounter</item> <item>flightCriticality</item> <item>departureTolerance</item> <item>calculatedOffBlockTime</item> <item>targetTimeOverFix</item> </flightFields>		

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Page 3 of 43

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
TITLE SAM (2) -ARCID AMC 101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0945 -CTOT 1200 -REGUL LMMLA24 -TTO -PTID GZO -TO 1438 -FL F060 -COMMENT AERODROME OR AIRSPACE OR POINT NOT AVAILABLE -TAXITIME 0010 -REGCAUSE AA 83	<u>SAM: SLOT ALLOCATION MESSAGE</u> <u>In the case of: Non Availability</u> A SAM message is sent by the NM when a problem occurs on the flight path requiring a modification of the take-off time e.g. non-availability of aerodrome for a short period.	In the event of a non-availability for a short period the NM activates exceptional condition mechanism to inform AOs individually of the delay of their flight(s). The AO and ATC shall comply to the (NEW)CTOT according to the usual ICAO rules. The (NEW may be modified as the situation requires. When an AO submits an amendment (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the (NEW)CTOT provided in the SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks. The flight plan may be modified to avoid the problem area. Reference shall be made to AIM / ANM and NOTAM.
Same as (1)	Remark: COMMENT (AERODROME OR AIRSPACE OR POINT NOT AVAILABLE), that is present in SAM, won't be visible in P/S reply	

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Page 4 of 43

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE SAM (3) -ARCID AMC 101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0945 -CTOT 1200 -RVR 100 -REGUL LMMLA24 -TTO -PTID GZO -TO 1438 -FL F060 -COMMENT RVR CRITERIA NOT MET -TAXITIME 0010 -REGCAUSE WA 84	<u>SAM: SLOT ALLOCATION MESSAGE</u> <u>In the case of: Runway Visual Range (RVR)</u> An SAM message is sent by the NM when a problem occurs at or around aerodromes requiring a modification of the take-off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SAM message indicating the minimum RVR required as well as the related comment).	ETFMS sends individual Slot Allocation Messages to inform AOs and / or ATC that a flight has been delayed to arrive when RVR requirement is met. An SAM will be sent immediately at or after the moment of slot issue. AOs / ATC must conform to the SAM and, where required, the relevant AIM. Flights delayed due to insufficient RVR are repositioned in the slot list at reception of messages from AOs (see FCM below). The message will be followed by a SRM (indicating the NEWCTOT) or an SLC which indicates the departure requirements. Flights affected by weather conditions may become subject to other ATFCM regulations as well.
<pre><payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>lateUpdater</item> <item>estimatedTimeOfArrival</item> <item>excludedRegulations</item> <item>suspensionStatus</item> <item>suspensionInfo</item> <item>flightState</item> <item>exemptedFromRegulations</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>calculatedTakeOffTime</item> <item>mostPenalisingRegulation</item> <item>mostPenalisingRegulationCause</item></pre>		

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
<item>aircraftType</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>estimatedTakeOffTime</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>minimumRequestedRVR</item> <item>slotSwapCounter</item> <item>flightCriticality</item> <item>departureTolerance</item> <item>calculatedOffBlockTime</item> <item>targetTimeOverFix</item> </flightFields>		
(1) -TITLE SRM -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0950 -NEWCTOT 1020 -REGUL RMZ24M -TTO -PTID VEULE -TO 1025 -FL F300 -TAXITIME 0020 -REGCAUSE CE 81	SRM: SLOT REVISION MESSAGE After CASA has issued an initial SAM , subsequent updates may be notified via the Slot Revision Message (SRM) . This message may be used to indicate a delay increase or decrease.	The SRM notifies a significant change of slot It is issued not earlier than 2 hours before the last received EOBT. This EOBT may be provided by DLA or CHG. AOs / ATC must comply with the NEWCTOT.
<payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>lateUpdater</item> <item>estimatedTimeOfArrival</item> <item>excludedRegulations</item>		

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MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<item>suspensionStatus</item> <item>suspensionInfo</item> <item>flightState</item> <item>exemptedFromRegulations</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>calculatedTakeOffTime</item> <item>mostPenalisingRegulation</item> <item>mostPenalisingRegulationCause</item> <item>aircraftType</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>estimatedTakeOffTime</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>slotSwapCounter</item> <item>flightCriticality</item> <item>departureTolerance</item> <item>calculatedOffBlockTime</item> <item>targetTimeOverFix</item> </flightFields>		

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MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
TITLE SRM (2) -ARCID AMC 101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0945 -NEWCTOT 1200 -REGUL LMMLA24 -TTO -PTID GZO -TO 1438 -FL F060 -COMMENT AERODROME OR AIRSPACE OR POINT NOT AVAILABLE -TAXITIME 0010 -REGCAUSE AA 83	<u>SRM: SLOT REVISION MESSAGE</u> <u>In the case of: Non Availability</u> An SRM message is sent by the NM when a problem occurs on the flight path requiring a modification of the take-off time e.g. non-availability of aerodrome.	In the event of a non-availability for a short period the NM activates exceptional condition mechanism to inform AOs individually of the delay of their flight(s). The AO and ATC shall comply with the (NEW) CTOT according to the usual ICAO rules. The (NEW) CTOT may be modified as the situation requires. When an AO submits an amendment (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the (NEW) CTOT provided in the SAM / SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks. The flight plan may be modified to avoid the problem area. Reference shall be made to AIM / ANM and NOTAM.
Same as (1)		

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Page 8 of 43

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MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE SRM (3) -ARCID AMC 101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 160224 -EOBT 0945 -NEWCTOT 1200 -RVR 100 -REGUL LMMLA24 -TTO -PTID GZO -TO 1438 -FL F060 -COMMENT RVR CRITERIA NOT MET -TAXITIME 0010 -REGCAUSE WA 84	<p><u>SRM:</u> SLOT REVISION MESSAGE <u>In the case of:</u> Runway Visual Range (RVR)</p> <p>An SRM message is sent by the NM when a problem occurs at or around aerodromes requiring a modification of the take-off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SRM message indicating the minimum RVR required as well as the related comment).</p>	<p>ETFMS sends individual Slot Allocation Messages to inform AOs and / or ATC that a flight has been delayed to arrive when RVR requirement is met.</p> <p>A SRM will be sent immediately AOs / ATC must conform to the SRM and, where required, the relevant AIM.</p> <p>Flights delayed due to insufficient RVR are repositioned in the slot list at reception of messages from AOs (see FCM below). The message will be followed by a SRM (indicating the NEWCTOT) or a SLC which indicate the departure requirements.</p>
<p>Same as (1) Note: <item>minimumRequestedRVR</item></p>		
-TITLE SLC (1) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -REASON OUTREG -TAXITIME 0020	<p><u>SLC:</u> SLOT REQUIREMENT CANCELLATION MESSAGE</p> <p>Sent to AOs / ATS to advise that a flight which has received a CTOT is no longer subject to an ATFCM restriction.</p>	<p>The flight is no longer subject to ATFCM measures and may depart without delay.</p> <p>If the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the SLC will indicate a COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA).</p>

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>excludedRegulations</item> <item>suspensionStatus</item> <item>suspensionInfo</item> <item>flightState</item> <item>exemptedFromRegulations</item> <item>mostPenalisingRegulation</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>calculatedTakeOffTime</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>mostPenalisingRegulationCause</item> <item>aircraftAddress</item> <item>estimatedTakeOffTime</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>actualOffBlockTime</item> <item>flightCriticality</item> <item>calculatedOffBlockTime</item> </flightFields> Note: <eventType>CSC</eventType>		

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE SLC (2) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -REASON VOID -COMMENT FLIGHT CANCELLED -TAXITIME 0020	<u>SLC:</u> SLOT REQUIREMENT CANCELLATION MESSAGE <u>In the case of:</u> Cancel Sent to AOs / ATS to confirm that the slot of a regulated flight has been released as a result of a CNL.	When an SLC is issued as a result of a CNL, the field -COMMENT FLIGHT CANCELLED will be included in the SLC.
Same as (1) Note: <flightState> CANCELLED </flightState>		

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE SIP -ARCID AMC 101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -CTOT 1030 -NEWCTOT 1010 -REGUL UZZU11 -RESPBY 0930 -TAXITIME 0020	SIP: SLOT IMPROVEMENT PROPOSAL MESSAGE The SIP proposes a NEWCTOT. A response is expected from the AO. If no response is given, the proposal expires at the respond by (RESPBY) time (15 minutes after the SIP issue time) and the last published CTOT remains valid.	If CASA is able to improve the CTOT by a significant amount, by using the slots freed due to a revised EOBT, Slot Missed Message or an improved flow rate, etc., a proposal is put to the AO before the NEWCTOT becomes firm. The AO accepts the proposal with an SPA or rejects with an SRJ .
<pre> <payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>estimatedTimeOfArrival</item> <item>excludedRegulations</item> <item>suspensionStatus</item> <item>suspensionInfo</item> <item>flightState</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>actualTakeOffTime</item> <item>highestModelAirspaceProfile</item> <item>exemptedFromRegulations</item> <item>calculatedTakeOffTime</item> <item>mostPenalisingRegulation</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> </pre>		

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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<item>mostPenalisingRegulationCause</item> <item>actualTimeOfArrival</item> <item>estimatedTakeOffTime</item> <item>calculatedTimeOfArrival</item> <item>slotSwapCounter</item> <item>actualOffBlockTime</item> <item>reroutable</item> <item>flightCriticality</item> <item>departureTolerance</item> <item>calculatedOffBlockTime</item> </flightFields>		
(1) -TITLE FLS -ARCID <i>AMC101</i> -IFPLID <i>AA12345678</i> -ADEP <i>EGLL</i> -ADES <i>LMML</i> -EOBD <i>080901</i> -EOBT <i>0945</i> -REGUL <i>LMMLA01</i> -COMMENT <i>AERODROME OR AIRSPACE OR POINT NOT AVAILABLE</i> -TAXITIME <i>0020</i> -REGCAUSE <i>AA 83</i>	FLS: FLIGHT SUSPENSION MESSAGE <u>In the case of: Non Availability</u> The ETFMS indicates with an FLS that this flight is considered as not taking off. The flight data are kept in the database but suspended (non-availability of an aerodrome for a long period).	In the event of a non-availability for a long period, the NM activates the exceptional condition mechanism to inform AOs individually of the suspension of their flight(s). The identifier of the regulation(s) concerned together with the corresponding regulation reason are inserted in the FLS message. AO must confirm their intent to operate in the provided regulation(s) with an FCM, in order to receive a slot after re-opening.

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Page 13 of 43

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MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<flightFields> <item>lateUpdater</item> <item>estimatedTimeOfArrival</item> <item>excludedRegulations</item> <item>lastKnownPosition</item> <item>suspensionInfo</item> <item>suspensionStatus</item> <item>flightState</item> <item>exemptedFromRegulations</item> <item>mostPenalisingRegulation</item> <item>mostPenalisingRegulationCause</item> <item>delay</item> <item>calculatedTakeOffTime</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>lateFiler</item> <item>divertedAerodromeOfDestination</item> <item>operatingAircraftOperator</item> <item>estimatedTakeOffTime</item> <item>filedRegistrationMark</item> <item>calculatedTimeOfArrival</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>actualOffBlockTime</item> <item>reroutable</item> <item>calculatedOffBlockTime</item> </flightFields> Note: <suspensionStatus>REGULATION_CONFIRMATION</suspensionStatus>		

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MESSAGE & example	DEFINITION	PROCEDURE & ACTION
-TITLE FLS (2) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -RVR 350 -RESPBY 0855 -REGUL UZZU11 -COMMENT RVR UNKNOWN -TAXITIME 0020 -REGCAUSE WA 84	FLS: FLIGHT SUSPENSION MESSAGE <u>In the case of: Runway Visual Range (RVR)</u> The flight is suspended (comment will be RVR UNKNOWN) until the flight's RVR is provided to the NM.	ETFMS sends individual Flight Suspension Messages to inform AOs and / or ATC that a flight has been suspended. A RESPBY time is also in the message enabling the AO to keep its present CTOT if the CHG / FCM with sufficient RVR is received by the NM in due time. A FLS will be sent immediately where a flight has already received a CTOT. The FLS is sent instead of a SAM at the moment of slot issue. The identifier of the regulation concerned together with the corresponding regulation reason are inserted in the FLS message.
Same as (1) Note: <suspensionStatus>TRAFFIC_VOLUMES_CONDITION</suspensionStatus>	Remark: COMMENT RVR UNKNOWN will correspond to <suspensionStatus>TRAFFIC_VOLUMES_CONDITION</suspensionStatus> in P/S reply	

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Page 15 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
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SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE FLS (3) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -COMMENT SMM RECEIVED -TAXITIME 0020	FLS: FLIGHT SUSPENSION MESSAGE <u>In the case of: Slot Missed Message (SMM)</u> After the reception of a SMM , the flight is put in suspension and ETFMS originates a FLS . The flight will be de-suspended after the reception of a DLA.	The flight will be de-suspended at reception of a DLA / CHG updating the EOBT or a new DPI message triggered by a TOBT update. The AO is expected to send a DLA / CHG or communicate the updated TOBT to the A-CDM platform. The message will be followed by a SAM (indicating the CTOT) or a DES, which indicates the departure requirements. If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight. AOs / ATC must conform to the FLS and, where required, the relevant AIM. The message will be followed by a SAM (indicating the CTOT) or a DES which indicate the departure requirements.
<p style="text-align: center;">Same as (1)</p> Note: <suspensionStatus>SLOT_MISSED</suspensionStatus>	<p style="text-align: right;">Remark:</p> COMMENT SMM RECEIVED will correspond to <suspensionStatus>SLOT_MISSED</suspensionStatus> in P/S reply	

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Page 16 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE FLS (4) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -COMMENT NOT REPORTED AS AIRBORNE -TAXITIME 0020	<u>FLS:</u> FLIGHT SUSPENSION MESSAGE <u>In the case of:</u> Flight Activation Monitoring <p>The flights, which are expected to be airborne but are not actually reported as airborne will be regularly 'shifted' then suspended and ETFMS will originate an FLS. The flight will be de-suspended after the reception of a DLA.</p>	<p>Flights may be reactivated at reception of DLA or CHG messages from AOs.</p> <p>AOs / ATC must conform to the FLS and, where required, the relevant AIM.</p> <p>The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements.</p> <p>If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight.</p>
<p>Same as (1)</p> <p>Note: <suspensionStatus>NOT_REPORTED_AS_AIRBORNE</suspensionStatus></p>	<p>Remark: COMMENT NOT REPORTED AS AIRBORNE will correspond to <suspensionStatus>NOT_REPORTED_AS_AIRBORNE </suspensionStatus> in P/S reply</p>	
-TITLE FLS (5) -ARCID BEL2CC -IFPLID AA00126947 -ADEP EBBR -ADES LIPZ -EOBD 120119 -EOBT 0543 -COMMENT SUSPENDED BY DEPARTURE AIRPORT -TAXITIME 0016	<u>FLS:</u> FLIGHT SUSPENSION MESSAGE <u>In the case of:</u> Cancel DPI <p>At airports transmitting DPI messages the Cancel DPI (C-DPI) is sent when there is an interruption to the departure planning process and a new Off-Block-Time is not (yet) known, triggering the FLS.</p>	<p>The flight is de-suspended at reception of:</p> <ul style="list-style-type: none"> A delay or change message (DLA/CHG) updating the EOBT. Any DPI message other than the A-DPI. <p>The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements.</p> <p>If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight.</p>

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Applicability	AD		FM	✓	FP	TLP Status White
						Doc. ID: IN/23-002
						NOP Portal: Yes Briefing: No

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
<p>Same as (1)</p> <p>Note: <suspensionStatus>AIRPORT_SUSPENSION</suspensionStatus></p>	<p>Remark:</p> <p>COMMENT SUSPENDED BY DEPARTURE AIRPORT, will correspond to <suspensionStatus> AIRPORT_SUSPENSION</suspensionStatus> in P/S reply</p>	
<p>(6)</p> <p>-TITLE FLS</p> <p>-ARCID BEL2CC</p> <p>-IFPLID AA00126947</p> <p>-ADEP EBBR</p> <p>-ADES LIPZ</p> <p>-EOBD 120119</p> <p>-EOBT 0543</p> <p>-PTOT 1000</p> <p>-RESPBY 0720</p> <p>-REGUL DVR9811</p> <p>-COMMENT SUSPENDED DUE TO DELAY EXCEEDING THRESHOLD VALUE. SEND FCM BEFORE RESPBY TO SECURE PTOT. ALTERNATIVELY, REROUTE, OR UPDATE EOBT WITH A DLA MSG, OR CNL</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE</p> <p><u>In the case of: Regulation with Delay threshold Monitoring (used in specific circumstances decided by the NM)</u></p> <p>To additionally give to the airspace users delay information and time to react before fully suspending a flight crossing a high delays regulation.</p> <p>An additional benefit is that the flights do not lose the initial sequence based on the ETO, as the slot is kept booked for a period of 20 minutes.</p>	<p>If, at SIT1 (EOBT - 2 hours) or later, the delay of the flight is bigger than the Delay Confirmation threshold time specified in the regulation editor, a slot for that flight will be booked, for a period of 20 min. Flights presenting delays below the threshold value will get a SAM.</p> <p>A FLS will be sent containing a Proposal Take-Off Time (PTOT) and a Time for response by (Time of FLS issuance +20 min).</p> <p>By sending a Flight Confirmation Message (FCM) message within the time for response by, the airspace user shows its acceptance of the PTOT, upon receipt of a FCM a SAM is sent (PTOT becomes the CTOT).</p> <p>If the airspace user fails to respond within the Time for response by, the booking is lost and the flight remains suspended.</p> <p>Before SIT1, provisional delays and flights affected by delay threshold regulations can be monitored using external interfaces (NOP / CHMI).</p>

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Page 18 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID:
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
<p>Same as (1)</p> <p>Note: <suspensionStatus>DELAY_CONFIRMATION</suspensionStatus></p>	<p>Remark:</p> <p>COMMENT (SUSPENDED DUE TO DELAY EXCEEDING THRESHOLD VALUE. SEND FCM BEFORE RESPBY TO SECURE PTOT. ALTERNATIVELY, REROUTE, OR UPDATE EOBT WITH A DLA MSG, OR CNL) will correspond to <suspensionStatus> DELAY_CONFIRMATION</suspensionStatus> in P/S reply</p>	
<p>-TITLE DES</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-TAXITIME 0020</p>	<p>DES: DE-SUSPENSION MESSAGE</p> <p>This NM message indicates that a flight which was previously suspended is now de-suspended.</p>	<p>The flight is de-suspended by ETFMS and is no longer subject to ATFCM measures.</p> <p>No action is normally required of AOs / ATS but if the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the DES will indicate a COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA. In the meantime the flight will be counted as if departed taxi time + TIS after the de-suspension. AO shall update the EOBT by sending a DLA / CHG</p>
<p><payloadConfiguration-FlightDataPayloadConfiguration></p> <p><flightFields></p> <p><item>suspensionStatus</item></p> <p><item>flightState</item></p>		

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NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
<item>actualTakeOffTime</item> <item>mostPenalisingRegulation</item> <item>aircraftOperator</item> <item>delay</item> <item>proposalInformation</item> <item>delayCharacteristics</item> <item>calculatedTakeOffTime</item> <item>readyStatus</item> <item>aircraftAddress</item> <item>operatingAircraftOperator</item> <item>estimatedTakeOffTime</item> <item>filedRegistrationMark</item> <item>calculatedTimeOfArrival</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>actualOffBlockTime</item> <item>flightCriticality</item> <item>calculatedOffBlockTime</item> </flightFields>		

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Issued on: 18/01/2023 By: ANESIC/COI		Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)				Validity From: 25/01/2023 To: UFN	NOP Portal: Yes Briefing: No
Applicability		AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE RRP (1) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF EGLLLMML1 -NEW RTE MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ -NEWCTOT 1105 -RESPBY 0900 -COMMENT PURPOSE IS ATFCM -TAXITIME 0020 -TOT LIMIT -VALPERIOD 20080901105020080901450	RRP: REROUTEING PROPOSAL MESSAGE This message is sent to an AO to offer a different CTOT or to avoid the need for a slot on a new route. A 'respond by time' is also added. Example 1 The flight had already received a CTOT corresponding to its original route (ORGRTE). A new CTOT is offered provided the flight is refiled along the proposed new route (NEW RTE).	This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG (this solution preferred when the flight is conducted wholly within the IFPS / NM area of responsibility) or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time. At the reception of the new route in the flight plan ETFMS will merge it to the proposal.
<payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>excludedRegulations</item> <item>flightState</item> <item>actualTakeOffTime</item> <item>mostPenalisingRegulation</item> <item>icaoRoute</item> <item>delay</item> <item>proposallInformation</item> <item>calculatedTakeOffTime</item> <item>hasOtherRegulations</item> <item>regulationLocations</item> <item>readyStatus</item> <item>mostPenalisingRegulationCause</item>		

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Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN	NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP		TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
<item>estimatedTakeOffTime</item> <item>minimumRequestedRVR</item> <item>currentDepartureTaxiTimeAndProcedure</item> <item>actualOffBlockTime</item> <item>flightCriticality</item> <item>slotZone</item> <item>calculatedOffBlockTime</item> <item>profileValidity</item> </flightFields> Note: proposalInformation (<proposalKind> <responseBy> <proposedCTOT> <routeld>)		
-TITLE RRP -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF ELLLLMML2 -NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ -RESPBY 0900 -REASON OUTREG -COMMENT PURPOSE IS ATFCM -TAXITIME 0020 -TOT LIMIT -VALPERIOD 200809 200809011450	Example 2 This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation. The REASON OUTREG indicates that there is no slot required, for that route.	Then SLC, SAM, SRM messages will be transmitted as appropriate. The possible combination of optional fields is as follows: <div style="display: flex; justify-content: space-between;"> <div> -CTOT -NEWCTOT -CTOT -REASON -PTOT -NEWPTOT -PTOT -REASON -PTOT -NEWCTOT -NEWCTOT -NEWPTOT </div> <div>only only</div> </div>
Same as (1)		

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NMD/NOM/NMOC	Information Notice					Doc. ID:
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					IN/23-002
Validity From: 25/01/2023 To: UFN	NOP Portal: Yes Briefing: No					
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
Note: <code>proposalInformation (<proposalKind> <responseBy> <routeId>)</code> (3) -TITLE RRP -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -PTOT 1230 -RRTEREF ELLLLMML1 -NEW RTE MID UA1 RBT UG32 BAJKO UA24 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ -NEWPTOT 1100 -RESPBY 0730 -COMMENT PURPOSE IS ATFCM -TAXITIME 0020 -TOT LIMIT -VALPERIOD 200809011050 200809011450	Example 3 This flight has not yet received its slot, only a provisional take-off (PTOT) time was calculated. A new provisional take-off (NEWPTOT) time is calculated which corresponds to the new proposed route. This value may be modified until the final slot is issued.	This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time. At the reception of the new route in the flight plan ETFMS will merge it to the proposal. Then SLC, SAM, SRM messages will be transmitted as appropriate.
Same as (1) Note: <code>proposalInformation (<proposalKind> <responseBy> <proposedCTOT> <routeId>)</code>		

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Validity From: 25/01/2023 To: UFN	NOP Portal: Yes Briefing: No					
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
-TITLE RRP (4) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -PTOT 1230 -RRTEREF EGLLLMML2 -NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ -RESPBY 0730 -REASON OUTREG -COMMENT PURPOSE IS ATFCM -TAXITIME 0020 -TOT LIMIT -VALP 200809011050200809011430	Example 4 Same as above. The flight has not yet received a slot and is proposed a route with no regulation active at the time of the proposal.	The possible combination of optional fields is as follows : -CTOT -NEWCTOT -CTOT -REASON -PTOT -NEWPTOT -PTOT -REASON -PTOT -NEWCTOT -NEWCTOT only -NEWPTOT only
Same as (1) Note: proposalInformation (<proposalKind> <responseBy> <proposedCTOT> <routeId>)		

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Page 24 of 43

NMD/NOM/NMOC		Information Notice				Doc. ID: IN/23-002	
Issued on: 18/01/2023 By: ANESIC/COI		Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)				Validity From: 25/01/2023 To: UFN	NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status	White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
(5) TITLE RRP ARCID GRV090A IFPLID AT00002136 ADEP LGKV ADES LGAL EOBD 140204 EOBT 0525 ORGRTE N0250F090 IDILO RRTEREF LGKVLGALG3 NEW RTE N0250F090 SOSUS1A SOSUS G12 IDILO IDILO1A RESPBY 1305 REASON OUTREG COMMENT PURPOSE IS FLIGHT EFFICIENCY TAXITIME 0005 TOTLIMIT -VALPERIOD 201402040530 201402040930	Example 5 Flight which is not regulated receives a new route with no regulation active at the time of the proposal.	This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile. This should be received before the RESPBY time.
Same as (1) Note: proposalInformation (<proposalKind> <responseBy> <routeId>)		

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Page 25 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
(6) -TITLE RRP -ARCID GRV090A -IFPLID AT00002136 -ADEP LGKV -ADES LGAL -EOBD 140204 -EOBT 0525 -ORGRTE N0250F090 IDILO -RRTEREF LGKVLGALG3 -NEW RTE N0250F090 SOSUS1A SOSUS G12 IDILO IDILO1A -RESPBY 1305 -REASON OUTREG -COMMENT PURPOSE IS ATFCM -TAXITIME 0005 -TOTLIMIT -VALPERIOD 201402040530 201402040930	Example 6 Flight which is not regulated receives a more efficient route proposed route with no regulation active at the time of the proposal.	This issue follows a FLIGHT EFFICIENCY PROPOSAL made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile. This should be received before the RESPBY time.
Same as (1) Note: proposalInformation (<proposalKind> <responseBy> <routeId>)		

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Page 26 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE RRN (1) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF EGGLEMML1 -NEW RTE MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ -NEWCTOT 1105 -RESPBY 0900 -COMMENT PURPOSE IS AOWIR -TAXITIME 0020 -TOT LIMIT -VALP 200809011050200809011450	RRN: REROUTEING NOTIFICATION MESSAGE This message is sent to an AO to notify a rerouting triggered through the NM Client Application. Example 1 The flight had already received a CTOT corresponding to its original route (ORGRTE). A new CTOT is offered provided that the flight is refiled along the proposed new route (NEW RTE).	The RRN message is issued in case of an acceptance of the rerouting with option 'CNL original FPL', book slot and flight plan refile by the AO via SITA / AFTN. The flight plan is cancelled in the NM system and a new slot may be booked : The IFPS proceeds exactly as if a cancel (CNL) message had been submitted by the user. SLC are distributed with the FPL cancellations. RRN messages are sent by ETFMS to AO addresses in accordance with the addressing rules in the ATFCM Users Manual and, in addition, to the address associated to the NM Client Application having made the Apply.
<pre><payloadConfiguration-FlightDataPayloadConfiguration> <flightFields> <item>excludedRegulations</item> <item>flightState</item> <item>actualTakeOffTime</item> <item>exemptedFromRegulations</item> <item>mostPenalisingRegulation</item> <item>icaoRoute</item> <item>calculatedTakeOffTime</item> <item>delay</item> <item>proposalInformation</item> <item>hasOtherRegulations</item></pre>		

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Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
-TITLE RRN (2) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF EGLLLMML2 -NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ -RESPBY 0900 -REASON OUTREG -COMMENT PURPOSE IS AOWIR -TAXITIME 0020 -TOT LIMIT -VALP 200809011050200809011450	Example 2 This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation. The REASON OUTREG indicates that there is no slot required, for that route.	This message includes the new route description and e.g. : -NEWCTOT 1105 the new slot calculation result -REASON OUTREG when the new route is not subject to ATFCM regulation or The user is now expected to file a new flight plan in order to match the new conditions. This shall be received before RESPBY time. The route should be fully consistent with the one provided within the RRN message and also displayed on the NM Client Application. Then SAM or FLS messages will be transmitted as appropriate. The possible combination of optional fields is as follows : -CTOT -NEWCTOT -CTOT -REASON -NEWCTOT only
Same as (1)		

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Page 29 of 43

NMD/NOM/NMOC	Information Notice					Doc. ID: IN/23-002
Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

SLOT RELATED MESSAGES - ORIGINATED BY THE NM		
MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE ERR (1) -ARCID <i>AMC101</i> -FILTIM <i>0915</i> -ORGMSG <i>SMM</i> -REASON <i>SYNTAX ERROR</i>	<u>ERR</u>: ERROR MESSAGE The error message indicates that an error has been found in a message previously received by ETFMS. The erroneous field or the reason for rejection may be indicated.	This message is sent by ETFMS when a message is received but its syntax is incorrect and cannot be processed. It can also be sent when a message is received with a correct syntax but the message cannot be correlated to an existing flight plan or the message is not relevant (e.g. an EOBT earlier than the previous one). AOs / ATS resend the correct message.

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Applicability	AD		FM	✓	FP	TLP Status White

2. SLOT RELATED MESSAGES – ORIGINATED BY AOS / ATS

Each ATFCM message originated by AOs/ATS is covered under a specific NM B2B service.

Below each ATFCM message, the corresponding B2B service containing the same fields.

SLOT RELATED MESSAGES - ORIGINATED BY AOs / ATS		
It is highly recommended that ATFCM messages originated by AOs / ATS include the EOBD and the IFPLID, preferably only if generated automatically. These fields being used by ETFMS in the correlation mechanism will precisely indicate to which flight the ATFCM message is addressed.		
MESSAGE & example	DEFINITION	PROCEDURE & ACTION
-TITLE SMM -ARCID HBPPB -IFPLID AT00191337 -ADEP LSZR -ADES LFSB -EOBD 210908 -EOBT 1430 -CTOT 1514	<u>SMM</u>: SLOT MISSED MESSAGE This message is originated by an AO when a slot time given in the SAM cannot be achieved but where a new EOBT cannot be supplied.	NM cancels the issued CTOT and issues the suspension with an FLS message. The flight is suspended until : AOs / ATS will advise new EOBT (when known) via a Change (CHG), Delay (DLA) or CNL and refile into IFPS. The NM responds with an SAM or a DES.
<pre><flig:SlotMissedRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-08 15:50:00</sendTime> <aircraftId>HBPPB</aircraftId> <aerodromeOfDeparture>LSZR</aerodromeOfDeparture> <aerodromeOfDestination>LFSB</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-08 14:30</estimatedOffBlockTime> <ifplId>AT00191337</ifplId> <calculatedTakeOffTime>2021-09-08 15:14</calculatedTakeOffTime> </flig:SlotMissedRequest> </soapenv:Body></pre>		

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Issued on: 18/01/2023 By: ANESIC/COI	Subject ATFCM messages and their corresponding B2B services (Replacing IN/22-006)					Validity From: 25/01/2023 To: UFN NOP Portal: Yes Briefing: No
Applicability	AD		FM	✓	FP	TLP Status White

-TITLE SPA -ARCID OAL293 -IFPLID AT00193333 -ADEP LGKF -ADES LGAV -EOBD 210909 -EOBT 1155 -NEWCTOT 1247	<u>SPA:</u> SLOT IMPROVEMENT PROPOSAL ACCEPTANCE MESSAGE This message is a positive response to a Slot Improvement Proposal (SIP) message.	NM confirms thereafter NEWCTOT with an SRM if an SPA is received within the RESPBY time. If an SPA outside RESPBY time or if parameters of restriction have changed, an error message will be sent stating the REASON i.e. VOID. AOs / ATC comply with the NEWCTOT or SRM.
<pre><flig:SlotProposalFeedbackRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-09 12:20:00</sendTime> <aircraftId>OAL293</aircraftId> <aerodromeOfDeparture>LGKF</aerodromeOfDeparture> <aerodromeOfDestination>LGAV</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-09 11:55</estimatedOffBlockTime> <ifplId>AT00193333</ifplId> <slotProposalAccepted>true</slotProposalAccepted> <proposalCalculatedTakeOffTime>12:47</proposalCalculatedTakeOffTime> </flig:SlotProposalFeedbackRequest> </soapenv:Body> </soapenv:Envelope></pre>		
-TITLE SRJ -ARCID SEH349 -IFPLID AT00193333 -ADEP LGSR -ADES LGAV -EOBD 210909 -EOBT 1225 -REJCTOT 1235	<u>SRJ:</u> SLOT PROPOSAL REJECTION MESSAGE This message is confirmation that an AO cannot comply with a Slot Improvement Proposal (SIP) message.	Use of this message will allow the SIP slot to be released back into the system for potential use elsewhere. The AO keeps the original slot received before the SIP .

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Applicability	AD		FM	✓	FP	TLP Status White

<pre> <flig:SlotProposalFeedbackRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-09 12:20:00</sendTime> <aircraftId>SEH349</aircraftId> <aerodromeOfDeparture>LGSR</aerodromeOfDeparture> <aerodromeOfDestination>LGAV</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-09 12:25</estimatedOffBlockTime> <ifplId>AT00193333</ifplId> <slotProposalAccepted>false</slotProposalAccepted> <proposalCalculatedTakeOffTime>12:35</proposalCalculatedTakeOffTime> </flig:SlotProposalFeedbackRequest> </soapenv:Body> </soapenv:Envelope> </pre>		
-TITLE RFI -ARCID FDB1815 -IFPLID AT00194433 -ADEP LGMK -ADES LGSR -EOBD 2210908 -EOBT 1340	RFI: RFI MESSAGE The RFI message is used by the AO to change the flight's readiness status from SWM (RFI NO) to RFI. The RFI status of the flight will be set to YES.	The AO operating a flight having its RFI status set to YES will receive a SRM if any improvement is possible. ATC will also receive the same message. AO and ATC shall comply with the NEWCTOT.
<pre> <flig:SlotImprovementModeRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-08 14:55:00</sendTime> <aircraftId>FDB1815</aircraftId> <aerodromeOfDeparture>LGMK</aerodromeOfDeparture> <aerodromeOfDestination>LGSR</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-08 13:40</estimatedOffBlockTime> <ifplId>AT00194433</ifplId> <slotImprovementStrategy>READY_FOR_IMPROVEMENT</slotImprovementStrategy> </flig:SlotImprovementModeRequest> </soapenv:Body> </soapenv:Envelope> </pre>		

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Applicability	AD		FM	✓	FP	TLP Status White

-TITLE SWM -ARCID OAL4CQZ -IFPLID AT00187335 -ADEP LGAV -ADES LGSA -EOBD 20210909 -EOBT 1005	<u>SWM</u>: SIP WANTED MESSAGE The SWM message is used by the AO to indicate that it cannot accept SRM when an improvement is possible but wants to be in a position to refuse an improvement. The RFI status of the flight will be set to NO.	The AO operating a flight having its RFI status set to NO will receive a SIP if any improvement is possible. The AO will accept the proposal with an SPA or reject it with an SRJ.
<pre> <soapenv:Body> <flig:SlotImprovementModeRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-09 11:44:00</sendTime> <aircraftId>OAL4CQZ</aircraftId> <aerodromeOfDeparture>LGAV</aerodromeOfDeparture> <aerodromeOfDestination>LGSA</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-09 10:05</estimatedOffBlockTime> <ifplId>AT00187335</ifplId> <slotImprovementStrategy>SIP_WANTED</slotImprovementStrategy> </flig:SlotImprovementModeRequest> </soapenv:Body> </soapenv:Envelope> </pre>		

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MESSAGE & <i>example</i>	DEFINITION	PROCEDURE & ACTION
-TITLE REA -ARCID EWG6802 -IFPLID AA11857784 -ADEP LEPA -ADES EDDC -EOBD 210910 -EOBT 1230 -MINLINEUP 0010	REA: READY MESSAGE For flights having already received their slot and being in a situation to depart before their CTOT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message. In the REA local ATC may also include a MINLINEUP time, to indicate the minimum time needed for that flight to get from its position to take-off.	Only ATC / ATFCM units can send a REA message. REA may be sent between EOBT minus 15 minutes and the CTOT of the flight. When the REA is filed before the EOBT, the flight is considered as having a new EOBT at this filing time and the MINLINEUP as a revised taxi time. The MINLINEUP is constrained in the range [0 min, 90 min] If an improvement is possible AO and ATC will receive a SRM.
<pre><flig:ReadyToDepartRequest> <endUserId>xxx</endUserId> <sendTime>2021-09-10 14:30:00</sendTime> <aircraftId>EWG6802</aircraftId> <aerodromeOfDeparture>LEPA</aerodromeOfDeparture> <aerodromeOfDestination>EDDC</aerodromeOfDestination> <estimatedOffBlockTime>2021-09-10 12:30</estimatedOffBlockTime> <ifplid>AA11857784</ifplid> <minLineup>10</minLineup> </flig:ReadyToDepartRequest></pre>		
-TITLE FCM (1) -ARCID DLH5RJ -IFPLID AT04910244 -ADEP LGAV -ADES EDDF -EOBD 211207 -EOBT 1220 -RVR 75	FCM: FLIGHT CONFIRMATION MESSAGE An AO indicates to ETFMS the RVR capability of a flight with an EOBT in the future. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM, which includes the flight's RVR capability. When the route has	An AO may send an FCM in response to a selective AIM or to an individual FLS message to provide the RVR operating minima which should be given in metres. When the flight's RVR capability is requested, the flight is kept suspended within ETFMS until this RVR capability is provided by CHG or FCM message or until the NM releases the RVR requirement or until a DLA / CHG message pushes the flight

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						Doc. ID: IN/23-002
						NOP Portal: Yes Briefing: No

		also to be changed it must be amended by a CHG, which will include an amended route and the flight's RVR capability.	outside the period requesting the RVR.
<pre> <flig:FlightConfirmationRequest> <endUserId>xxx</endUserId> <sendTime>2021-12-07 10:30:00</sendTime> <aircraftId>DLH5RJ</aircraftId> <aerodromeOfDeparture>LGAV</aerodromeOfDeparture> <aerodromeOfDestination>EDDF</aerodromeOfDestination> <estimatedOffBlockTime>2021-12-07 12:20</estimatedOffBlockTime> <ifplId>AT04910244</ifplId> <runwayVisualRange>75</runwayVisualRange> </flig:FlightConfirmationRequest> </pre>			
-TITLE FCM (2) -ARCID AFR25BR -IFPLID AT04911856 -ADEP LROP -ADES LFPG -EOBD 211207 -EOBT 1235 -REGUL FAPTE07M		FCM: FLIGHT CONFIRMATION MESSAGE An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by an FCM.	An AO may send an FCM in response to a selective AIM or to an individual FLS message. When a confirmation is requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation or until the NM releases the confirmation requirement or until a DLA / CHG message pushes the flight outside the period requesting the confirmation.

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Applicability	AD		FM	✓	FP	TLP Status White

<flig:FlightConfirmationRequest> <endUserId>xxx</endUserId> <sendTime>2021-12-07 11:00:00</sendTime> <aircraftId>AFR25BR</aircraftId> <aerodromeOfDeparture>LROP</aerodromeOfDeparture> <aerodromeOfDestination>LFPG</aerodromeOfDestination> <estimatedOffBlockTime>2021-12-07 12:35</estimatedOffBlockTime> <ifplId>AT04911856</ifplId> <regulations> <item>FAPTE07M </item> </regulations> </flig:FlightConfirmationRequest>			
-TITLE FCM (3) -ARCID RYR21WF -IFPLID AT04905315 -ADEP LIPH -ADES EDDB -EOBD 211207 -EOBT 1230 -RVR 75 -REGUL EDDBA07A		FCM: FLIGHT CONFIRMATION MESSAGE An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. The message may include the flight's RVR capability. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by a FCM.	An AO may send an FCM in response to a selective AIM or to an individual FLS message. If so required, it includes the RVR operating minima which should be given in metres. When both a confirmation and a flight's RVR capability are requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation and provide the flight's RVR capability or until the NM releases the confirmation and the RVR requirement or until a DLA / CHG message pushes the flight outside the period requesting the confirmation and the RVR.

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Applicability	AD		FM	✓	FP	TLP Status White

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<flig:FlightConfirmationRequest>
  <endUserId>xxx</endUserId>
  <sendTime>2021-12-07 11:30:00</sendTime>
  <aircraftId>RZR21WF</aircraftId>
  <aerodromeOfDeparture>LIPH</aerodromeOfDeparture>
  <aerodromeOfDestination>EDDB</aerodromeOfDestination>
  <estimatedOffBlockTime>2021-12-07 12:30</estimatedOffBlockTime>
  <ifplId>AT04905315</ifplId>
  <runwayVisualRange>75</runwayVisualRange>
  <regulations>
    <item>EDDBA07A</item>
  </regulations>
</flig:FlightConfirmationRequest>

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-TITLE RJT -ARCID RYR21WF -IFPLID AT04905315 -ADEP LIPH -EOBD 211207 -EOBT 1230 -ADES EDDB -RRTEREF SRLIPHEDDB1	<u>RJT</u>: REROUTEING REJECTION MESSAGE Used by an AO to reject an RRP message.	Use of the RJT will enable the slot potentially associated with the RRP, to be released back into the system for possible use elsewhere.
<pre> <flig:ReroutingProposalRejectedRequest> <endUserId>xxxx</endUserId> <sendTime>2021-12-07 11:30:00</sendTime> <aircraftId>RYR21WF</aircraftId> <aerodromeOfDeparture>LIPH</aerodromeOfDeparture> <aerodromeOfDestination>EDDB</aerodromeOfDestination> <estimatedOffBlockTime>2021-12-07 12:30</estimatedOffBlockTime> <ifplId>AT04905315</ifplId> <reroutingReference> <routeType>STANDARD</routeType> <standardRouteId> <from>LIPH</from> <to>EDDB</to> <seqNr>1</seqNr> </standardRouteId> </reroutingReference> </flig:ReroutingProposalRejectedRequest> </pre>		

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3. PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES

PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE (1)														
Message Field	SAM	SRM	SLC	SIP	FLS	DES	RRP	RRN	ERR	SMM SlotMissedRe quest	SPA SlotProposalF eedbackRequ est	SRJ SlotProposalF eedbackRequ est	FCM FlightConfirma tionRequest	RJT ReroutingPro posalRejected Request
-TITLE	1	1	1	1	1	1	1	1	1	1	1	1	1	1
-IFPLID (flightId)	1	1	1	1	1	1	1	1	(1)	(1)	(1)	(1)	(1)	(1)
-ADDR	(1)	(1)	(1)	(1)	(1)	(1)								
-ARCID (aircraftId)	1	1	1	1	1	1	1	1	(1)	1	1	1	1	1
-ADEP (aerodromeOfDeparture)	1	1	1	1	1	1	1	1	(1)	1	1	1	1	1
-EOBD (estimatedOffBlockTime)	1	1	1	1	1	1	1	1	(1)	(1)	(1)	(1)	(1)	(1)
-EOBT (estimatedOffBlockTime)	1	1	1	1	1	1	1	1	(1)	1	1	1	1	1
-IOBD	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
-IOBT	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
-CTOT (calculatedTakeOffTime)	1			1			(1)	(1)		1				
-NEWCTOT (calculatedTakeOffTime)		1		1			(1)	(1)			1			
-NEWPTOT (proposedCTOT)							(1)	(1)						
-REJCTOT (proposalCalculatedTakeOffTime)												1		
-REASON	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)					
-ADES (aerodromeOfDestination)	1	1	1	1	1	1	1	1	(1)	1	1	1	1	1
-REGUL (mostPenalisingRegulation)	1<	1<		1<	0<								0<	
-ORGRT (icaoRoute)							1	1						
-PTOT (calculatedTakeOffTime)					(1)		(1)	(1)						
-NEWRT							1	1						
-RRTEREF (routeId)							(1)	1						(1)
-RVR (runwayVisualRange)	(1)	(1)			(1)								(1)	
-RESPBY (responseBy)				1	(1)		1	1						
-ORGMSG									(1)					

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PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE (1)														
Message Field	SAM	SRM	SLC	SIP	FLS	DES	RRP	RRN	ERR	SMM SlotMissedRe quest	SPA SlotProposalF eedbackRequ est	SRJ SlotProposalF eedbackRequ est	FCM FlightConfirma tionRequest	RJT ReroutingPro posalRejected Request
-FILTIM									1					
-ERRFIELD														
-MINLINEUP (minLineup)														
-COMMENT	0<	0<	0<	0<	0<	0<	0<	0<	0<					
-TAXITIME (currentDepartureTaxiTimeAndProcedure)	1	1	1	1	1	1	1	1	(1)					
-REGCAUSE (iataDelayCode)	1	1			(1)									
-OBTLIMIT – VALPERIOD (profileValidity)							1	1						
-TTO (targetTimeOverFix)	1	1												

'1' means: exactly one field of the specified type is required

a 'blank cell' means: this field is not in a message

'(1)' means : a single optional field of the specified type is allowed

'n<' means: n or more occurrences of this field can appear in a message

Note: Refer to the IFPS Users Manual for the format of FLS message used in flight plan.

PRIMARY FIELD COMPOSITION OF TACTICAL ATFCM MESSAGES EXCHANGE (2)								
Message Field	SWM SlotImprove mentModeR equest	RFI SlotImprove mentModeR equest	REA ReadyToDe partRequest					
-TITLE	1	1	1					
-ADDR								
-ADEP (aerodromeOfDeparture)	1	1	1					
-ADES (aerodromeOfDestination)	1	1	1					
-ARCID (aircraftId)	1	1	1					

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Applicability	AD		FM	✓	FP	TLP Status White

-COMMENT								
-CTOT (calculatedTakeOffTime)								
-EOBD (estimatedOffBlockTime)	(1)	(1)	(1)					
-EOBT (estimatedOffBlockTime)	1	1	1					
-ERRFIELD								
-FILTIM								
-IFPLID (flightId)	(1)	(1)	(1)					
-IOBD	(1)	(1)						
-IOBT	(1)	(1)						
-MINLINEUP (minLineup)			(1)					
-NEWCTOT (calculatedTakeOffTime)								
-NEWPTOT (proposedCTOT)								
-NEW RTE								
-ORGMSG								
-ORGRTE (icaoRoute)								
-PTOT (calculatedTakeOffTime)								
-REASON								
-REGCAUSE (iataDelayCode)								
-REGUL (mostPenalisingRegulation)								
-REJCTOT (proposalCalculatedTakeOffTime)								
-RESPBY (responseBy)								
-RRTEREF (routeId)								
-RVR (runwayVisualRange)								

'1' means: exactly one field of the specified type is required

'(1)' means : a single optional field of the specified type is allowed

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Page 43 of 43