

- ii) *Destination changed*: aircraft identification; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; and any other pertinent information.

Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restrictions specified above. A request for exemption shall be E-mailed to the Operation Division of the CAA (golane@mot.gov.il) at least one week before the intended day of the flight.

Maximum cruising levels for flights within Tel-Aviv FIR

Traffic from the Tel-Aviv/Ben-Gurion TMA with a destination in the southern sector should file MAX 29 000 FT.

2. Repetitive flight plan system

General

The procedures concerning the use of Repetitive Flight Plans (RPL) should conform to ICAO Doc 7030 and the PANS-ATM, current edition.

RPL lists relating to flights intended to land in the Tel-Aviv FIR, and flights overflying the Tel-Aviv FIR, shall be submitted at least two weeks in advance, in duplicate, to the following address:

- a) by airmail: AIS office, P.O. Box 7, Ben-Gurion Airport, 70100
- b) via AFS: AFTN\SITA LLBGYDYX

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules.

RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

Incidental changes and cancellations of RPL

Incidental changes to and cancellations of RPL relating to departures from Tel-Aviv FIR shall be notified as soon as possible and not later than 30 minutes before departure to the AIS office, Tel: 972-3-9756217/6.

Incidental changes to and cancellations of RPL relating to departures from aerodromes outside Tel-Aviv FIR shall be notified as soon as possible and not later than 30 minutes before departure to the AIS office serving the departure aerodrome.

Delay

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately. Delays relating to departures from Tel-Aviv FIR shall be notified to the AIS office, Tel: 972-3-9756217/6.

Note. – Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the AIS units concerned.

ATS messages

For a flight operated on a Repetitive Flight Plan, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will be transmitted to ATS units outside the Tel-Aviv FIR.

3. Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 15 minutes (for international flights westbound) or 30 minutes (for domestic, and international flights east and southbound), or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old flight plan has been canceled.

Note – If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Whenever a flight, for which a flight plan has been submitted, is canceled, the appropriate ATS unit shall be informed immediately.

4. Pilot Self Briefing (PSB) System

The Pilot Self Briefing (PSB) system is an internet-based system for a submittal of ATS flight plan and for checking latest NOTAMs and meteorological reports.

The PSB system may be accessed at a specific IAA website by the following address:

<http://aispsb.iaa.gov.il>

Submittal of a flight plan by the PSB system should be for flights that are intended to be flown on designated routes only.

Pilots using the PSB system should check all the relevant data concerning the planned flight, by using the PSB system, one hour prior to the planned departure time at the very latest.

5. Termination of a flight plan

With reference to Art. 78 to the air navigation regulation. In the following aerodromes the termination of a flight plan is not required:

- Ben Gurion
- Eilat
- Ovda
- Haifa
- Sde-Dov.