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AIRAC
AIP
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FLIGHT PLAN FILING PROCEDURES

1. INTRODUCTION

On 22 June 2017, the State of Israel will delegate responsibility for the provision of certain flight planning services within Tel-Aviv FIR to the EUROCONTROL Integrated Initial Flight Plan Processing System (IFPS).

2. GENERAL

- 2.1 With effect from 0001UTC on June 22, 2017, flight plan and associated messages for IFR/General Air Traffic (GAT) flights intending to operate within Tel-Aviv FIR shall no longer be addressed to ATC units within Tel-Aviv FIR. The only addresses which need to be entered for the portion of the flight within Tel-Aviv FIR are those of the two IFPS units at Haren (Brussels) and Bretigny (Paris) as detailed below.
- 2.2 When submitted flight plans for IFR/GAT flights directly to IFPS, pilots and aircraft operators shall comply with the procedures published in the EUROCONTROL Network Manager Handbook.
- 2.3 Pilots and aircraft operators are ultimately responsible for the complete filing of their flight plans and all associated messages. This encompasses compilation (including addressing), accuracy and submission of flight plan messages and also for the reception of the operational reply messages from IFPS.

Operational reply messages delivered by IFPS are the following:

- (a) The FPL Acceptance Acknowledgement Message (ACK);
- (b) Referred for Manual Treatment (MAN);
- (c) Message Rejected (REJ).

Unless a flight plan has been received and accepted by IFPS (an ACK message has been received) no ATC clearance will be issued for such a flight.

- 2.4 With effect from 0001UTC on June 22, 2017, aircraft operators which make use of Repetitive Flight Plans (RPL) are requested to ensure that RPL data for flights into, departing from or overflying Tel-Aviv FIR are submitted to the RPL section of the Network Manager Operations Centre (NMOC). RPL files should preferably be submitted in electronic format via E-Mail or alternatively as paper copy via SITA or post. Further information can be obtained by contacting the RPL supervisor at:

E-MAIL: RPL@EUROCONTROL.INT
PHONE: +32 2 7451957

3. FLIGHT PLAN MESSAGE ADDRESSING and submission

- 3.1 With effect from 0001UTC on June 22, 2017 operators into or via TEL-AVIV FIR/UIR, Along IFR routes, may submit flight plans directly to IFPS for all IFR/GAT flights.
For AMHS/AFTN: EUCHZMFP / EUCBZMFP
For SITA: BRUEP7X / PAREP7X
- 3.2 Commercial IFR Flight Plans, except Military, General Aviation ,Test , Training and Transition flights for flights departing from Tel-Aviv FIR may submit flight plans directly to IFPS for all IFR/GAT flights.
Specific addresses for any VFR or Operational Air Traffic (OAT) portions incoming, overflights and departing flights shall be added by the originator preferably by using the re-addressing function described in paragraphs 3.5 and 5.1 below.
- 3.3 Military, General aviation ,test , training transition flights and VFR flight departing from Tel-Aviv FIR will submit flight plans to local ARO. For flights departing from LLET LLOV and LLER will submit to LLETZPZX, flights departing from all others aerodromes to LLBGYDYX.
- 3.4 Flights departing an aerodrome within Tel-Aviv FIR and then exiting the IFPS zone:
- 3.4.1 For the IFR/GAT portion of the flight within Tel-Aviv FIR, only the two IFPS units need be addressed as indicated in paragraph 3.1.
- 3.4.2 For any portion of the flight outside the IFPS zone, the flight plan message originator is responsible for having the flight plan and associated messages addressed to all appropriate ATS units in accordance with ICAO procedures. The procedure in paragraph 3.5 below describes the preferred way of addressing as it ensures consistency between messages distributed within and outside the IFPS zone. This procedure will enable the IFPS to distribute a validated flight plan or associated message to any additional AMHS/AFTN address which is included in the address line as described below.
- 3.5 The Re-addressing Function
- 3.5.1 The IFPS can transmit a copy of a message to any AMHS/AFTN addresses specified by the message originator in the re-addressing function of that message;
- 3.5.2 The IFPS will not confirm the correctness of any addressed submitted in the re-addressing function, other than that the syntax conforms to that of the AMHS/AFTN;
- 3.5.3 The IFPS will retain any AMHS/AFTN addresses specified by the message originator in the readdressing function of any submitted message, and the IFPS shall automatically include those addresses in the distribution of subsequent associated messages;
- 3.5.4 Any additional addresses to be included should be placed after the originator information line and immediately before the open bracket which indicates the beginning of the message. An example of an AMHS/AFTN message with such additional addresses is given below:

ZCZC WOO548 250925 MB
FF EUCHZMFP EUCBZMFP
250920 UBBBZTZX
AD UUWZDZX UMKKZRZX UUWVZDZX UUWVZQZX UUWWZTZX UUWWBFXX
(FPL-ABC480-IS
-B735/M-SXYR/C
-LLBG1430
-.....
-.....

THE FOLLOWING RULES APPLY:

- (i) The extra addressing function is only available where the addresses specified by the message originator are AMHS/AFTN addresses; it may not be used for SITA addresses;
- (ii) The extra address lines must begin with the keyword AD to distinguish them from other comment lines which may be present;
- (iii) The extra address lines must be consecutive (no other comment lines between them), and they must be immediately before the line containing the open bracket;
- (iv) There must be no more than 7 additional addresses per line, and each must be of 8 characters;
- (v) The extra addressing function is only available for messages submitted via AMHS/AFTN/Type B in ICAO format, or via B2B Web Service.

4. THE IFPS VALIDATION SYSTEM (IFPUV)

4.1 Flight plan originators wishing to test FPLs with the IFPUV, prior to their submission to the operational IFPS, can use the validation system available in the network Manager Network Operation Portal (NM/NOP), or may submit them via either AMHS/AFTN or SITA to one of the following:

AMHS/AFTN: EUCHZMFV
SITA: BRUEY7X

- 4.2 Test flight plans may be submitted with a DATE OF FLIGHT (DOF) up to 120 hours (5 days) in advance by means of DOF/ in item 18, in the format DOF/yymmdd, where "yy" is the year indicator, "mm" is the month and "dd" is the date. The system will respond to flight plan submission by means of a Reply Message in the form of either an ACKNOWLEDGEMENT (ACK) which indicates that the FPL would pass automatic processing or a REJECT (REJ) which indicates a failure. In the case of REJ the Reply Message will contain a system generated indication of the reason for failure.
- 4.3 Every reply message from the IFPUV contains the phrase "This message has been sent by a test system and must not be used operationally". This message is added to ensure that there is no confusion between submissions to the test system and those to the operational IFPS.
- 4.4 The IFPUV is not connected to the operational IFPS and test messages are neither distributed nor stored in the system. Since FPLs are not stored in the IFPUV, flight plan associated messages (i.e. CHG, DLA, CNL, RQP etc.) are rejected by the IFPUV with the message: "ERROR: no existing filed flight plan matches this message".
- 4.5 The IFPUV is also available on the internet via the NOP, or via a dedicated web service (B2B).

5. ADDRESSING OF FLIGHT PLAN MESSAGES

5.1 Flight movement messages relating to traffic incoming, outgoing or via the Tel-Aviv FIR, shall be addressed as stated below in order to warrant correct relay delivery.

Note. – Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc. 4444, EUROCONTROL Network Operations Handbook and User Guides refers).

CATEGORY OF FLIGHT	ROUTE (INTO OR VIA FIR/TMA)		MESSAGE ADDRESS
1	2		3
IFR FLIGHTS	INTO OR VIA TEL-AVIV FIR/UIR		EUCHZMFP EUCBZMFP
VFR FLIGHTS	INTO TEL-AVIV FIR, DESTINED TO LLBG & LLSA FROM THE WEST		LLBGZTZX LLBGYDYX LLLNZRZX LLLZFX LLBGFMPX
	INTO TEL-AVIV FIR, DESTINED TO LLBG FROM THE SOUTH		LLLSZRZX LLBGYDYX LLBGZTZX LLLZFX LLBGFMPX
	INTO TEL-AVIV FIR, DESTINED TO LLET, LLOV OR LLER FROM THE WEST		LLLNZRZX LLLSZRZX LLETZTZX LLETZPZX LLERZPZX LLERZTZX LLLZQZF LLBGFMPX LLOVZTZX LLOVZPZX
	INTO TEL-AVIV FIR, DESTINED TO LLET, LLOV OR LLER FROM THE SOUTH		LLLSZRZX LLETZTZX LLETZPZX LLERZPZX LLERZTZX LLLZQZF LLOVZTZX LLOVZPZX LLBGFMPX
	INTO TEL-AVIV FIR, DESTINED TO LLHA FROM THE WEST		LLLNZRZX LLHAZTZX LLBGYDYX LLLZQZF LLBGFMPX
MIXED IFR/VFR FLIGHTS	INTO OR VIA TEL-AVIV FIR/UIR	<i>THE IFR PORTION OF A MIXED MODE (IFR/VFR) FLIGHT PLAN IS TO BE ADDRESSED AS FOR IFR FLIGHTS; THE VFR PORTION IS TO BE ADDRESSED AS FOR VFR FLIGHTS.</i>	
INTERNATIONAL AND DOMESTIC COMMERCIAL IFR FLIGHTS	OUTGOING TEL-AVIV FIR/UIR	<i>EUCHZMFP EUCBZMFP</i>	
MILITARY, GENERAL-AVIATION, TEST, TRAINING & TRANSITION FLIGHTS & VFR FLIGHTS	OUTGOING TEL-AVIV FIR/UIR	LLBGYDYX	

6. FURTHER INFORMATION

FURTHER DETAIL CONCERNING ALL ASPECTS OF IFPS OPERATIONS CAN BE FOUND IN THE IFPS USER MANUAL PART OF THE NETWORK OPERATIONS HANDBOOK, WHICH IS AVAILABLE AT:

[HTTP://WWW.EUROCONTROL.INT/NETWORK-OPERATIONS/LIBRARY](http://www.eurocontrol.int/network-operations/library)

Reference AIP ENR 1.10 and ENR 1.11.