

**ENR 1.10 FLIGHT PLANNING**

(Restriction, limitation or advisory information)

**1. Procedures for submission of a flight plan**

(a) The State of Israel is a participant in the Integrated Initial Flight Plan Processing System (IFPS), which is an integral part of the EUROCONTROL Centralized Air Traffic Flow Management (ATFM) system.

IFPS is the sole source for the distribution of IFR/GAT flight plan information to ATS units within the participating European states, which collectively comprise the IFPS zone. IFPS will not handle CVFR flight plans or military OAT flights within Tel-Aviv FIR, but will process the GAT portions of a mixed OAT/GAT flight plan and the IFR portions of a CVFR/IFR flight plan, as well as military flights departing outside Tel-Aviv FIR.

(b) For contingency purposes, IFPS comprises two units sited within the EUROCONTROL facilities in Brussels, Belgium, and Paris, France. Consequently all IFR/GAT flight plans and associated messages must be addressed to both IFPS units (see below). Following successful processing, the FPL will be delivered, at the appropriate time, to all the ATS units' addresses on the flight-profiled route within the IFPS zone.

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.

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:

- (b1) The FPL Acceptance Acknowledgement Message (ACK);
- (b2) Referred for Manual Treatment (MAN);
- (b3) Message Rejected (REJ).

IFPS is the responsible unit for accepting and distributing IFR/GAT flight plans for flights conducted within the IFPS zone. The originator of a flight plan message will be informed of the successful processing of flight plans and flight plan associated messages within IFPS by an ACK message. Flight plans, which cannot be processed by IFPS, will be passed on to the IFPS correction unit to be corrected manually (MAN). If flight plan and flight plan associated messages can be corrected manually, the originator will be informed by IFPS. If not, they will be returned to the originator to be corrected (REJ message).

Unless a flight plan has been received and accepted by IFPS (an ACK message has been received), the requirement to submit a flight plan for an IFR/GAT flight intending to operate within the IFPS zone will not have been satisfied and no ATC clearance will be issued for such a flight. A corrected flight plan must be refiled, without delay, to IFPS without the detected errors mentioned on the REJ message by IFPS.

Procedures for submission of a flight plan

A flight plan shall be submitted prior to operating:

- a) any IFR flight;
- b) any CVFR flight

*Time of submission*

Except for repetitive flight plan, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (AFTM) purposes which should be filed a minimum of 3 hours before EOBT.

The IFPS always calculates the DOF if none is given in the FPL. In doing so will assume the EOBT to be within the next 24 hours after the filing time. If a FPL is filed more than 24 hours in advance of the EOBT, the DOF must be indicated in item 18 of the FPL.

Note: The IFPS will not accept FPL's submitted more than 120 hours (5 days) in advance of the flight taking place.

*Place of submission:*

- a) FPLs shall be submitted at the Aeronautical Information Services Office (AIS) at the departure aerodrome.
- b) In the absence of such an office at the departure aerodrome, a flight plan shall be submitted to the nearest AIS office as listed below:  
Eilat/Ilan and Asaf Ramon AIS Tel: 972-8-9553600 |  
Tel-Aviv/Ben-Gurion AIS Tel: 972-3-9756216/7
- c) Pilots or operators that have access to AFTN/AMHS or SITA can submit a flight plan to those systems.
- d) Another method of submission of a flight plan is by the Pilot Self Briefing (PSB) system, as detailed in Para 4.

*Contents and form of an ATS flight plan*

- a) ATS flight plan forms are available at AIS offices.
- b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

Flight plans concerning flights intended to operate off ATS routes shall be submitted in a special form, in accordance with the DOM AIP, part B, chapter B-08.

- c) When a flight plan is submitted by telephone, the sequence of items in the flight plan form shall be strictly followed.

*Adherence to ATS route structure*

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the AIS department of the IAA,  
Tel: +972 3 9750195.

*Adherence to flight plan*

- a) Except as provided for in Para. e), an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.
- b) Unless otherwise directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:
  - 1) When on an established ATS route, operate along the defined centre line of that route; or
  - 2) When on any other route, operate directly between the navigation facilities and/or points defining that route.
- c) Subject to the overriding requirement in Para. b), an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio (VOR) ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.
- d) Deviation from the requirements in Para. b) shall be notified to the appropriate air traffic services unit.
- e) *Inadvertent changes.* In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:
  - 1) *Deviation from track:* if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
  - 2) *Variation in true airspeed:* if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.
  - 3) *Change in time estimate:* if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from that notified to air traffic services, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.
- f) *Intended changes.* Requests for flight plan changes shall include information as indicated hereunder:
  - 1) *Change of cruising level:* aircraft identification; requested new cruising level. and cruising speed at this level (when applicable).
  - 2) *Change of route:*

- i) *Destination unchanged:* aircraft identification; description of new route of flight beginning with the position from which requested change of route is to commence; and any other pertinent information.
- 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](mailto: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.

The following paragraphs detail the differences between the ICAO Standard and the EUROCONTROL requirements, which permit a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the EUROCONTROL Network Manager Handbook.

RPL shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for its entire route. RPL procedures shall be applied only when ALL ATS authorities concerned with the flights have agreed to accept RPL's. In this respect, all States of the IFPS Zone accept RPL's. It is also the responsibility of the AO to ensure that RPL's for flights which are partly outside the Zone are properly coordinated and addressed to the relevant external ATS authorities

To suspend an RPL the originator should send the information in the format as shown in the IFPS User Manual. However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving "ghost" flights in the Network Manager and ATC databases.

To cancel an RPL for a specific day, the originator need only send a normal ICAO CNL message to both of the IFPS units (EUCHZMFP & EUCBZMFP or BRUEP7X & PAREP7X), but not earlier than 20 hours before the EOBT of the flight. The same rule applies for a change (CHG) or delay (DLA)

message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes a FPL.

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 or directly to IFPS. 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 or IFPS 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:

- Tel-Aviv/Ben Gurion
- Eilat/Ilan and Asaf Ramon
- Haifa