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FLIGHT PLAN FILING PROCEDURES WITH EFFECT FROM 9 JANUARY 2014

This AIC replaces AIC A 05/2019 dated 15 FEB 2019.

1 INTRODUCTION

On 9th January 2014 Georgia will delegate responsibility for the provision of flight planning services within the Tbilisi FIR to the Integrated Initial Flight Plan Processing System (IFPS).

Georgia will therefore become part of the IFPS Zone as of AIRAC 1401 on 9th January 2014.

The following paragraphs describe the flight plan filing procedures that will come into effect at 0001 UTC on 9th January 2014 for flights which are intending to operate within the Tbilisi FIR.

2 GENERAL

2.1 With effect from 0001 UTC on 9th January 2014 flight plan and associated messages for IFR/GAT¹ flights intending to operate within the Tbilisi FIR shall no longer be addressed to ATS Units within the Tbilisi FIR. The only addresses which need to be entered for the portion of the flight within the Tbilisi FIR are those of the two IFPS Units at Haren (Brussels) and Bretigny (Paris), as detailed below.

2.2 With effect from 0001 UTC on 9th January 2014 Aircraft Operators may submit flight plans directly to IFPS for all IFR/GAT flights, or portions thereof, departing from within the Tbilisi FIR. Flight plans for flights departing outside the Tbilisi FIR and operating into or overflying the Tbilisi FIR shall be submitted in accordance with the procedures published by the State within which the aerodrome of departure is located.

2.3 With effect from 0001 UTC on 9th January 2014 Aircraft Operators which make use of Repetitive Flight Plans (RPLs) are requested to ensure that RPL data for flights into, departing from or overflying the Tbilisi FIR are submitted to the RPL Section of the 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:

Email: rpl@eurocontrol.int

Tel: +3227451957

3 FLIGHT PLAN MESSAGE ADDRESSING

3.1 Flights departing an aerodrome within the Tbilisi FIR and remaining wholly within the IFPS Zone

3.1.1 Flight plan and associated messages (fully IFR/GAT) need ONLY be addressed to the two IFPS Units as follows:

For AFTN - EUCHZMFP and EUCBZMFP

For SITA - BRUEP7X and PAREP7X

Note 1: BOTH IFPU's must be addressed for all flight plans and associated messages.

Note 2: Specific addresses for any VFR or OAT portions of the flights shall be added by the originator preferably by using the Re-addressing function described in paragraph 3.4 below.

¹Note: the abbreviation GAT stands for "General Air Traffic" and is defined within Europe as "flights conducted in accordance with the regulations and procedures promulgated by State civil aviation authorities and operating under the control or authority of the civil ATS organisation". The converse of GAT is "Operational Air Traffic (OAT)" which is defined as "flights conducted outside civil controlled airspace and which operate in accordance with military air traffic service procedures and which as a result do not require systematic addressing to civilian ATS Units".

3.2 Flights entering or overflying the Tbilisi FIR

3.2.1 For the IFR/GAT portion of the flight within the Tbilisi FIR, only the two IFPU need be addressed as indicated in paragraph 3.1.1 above.

3.3 Flights departing an aerodrome within Tbilisi FIR and then exiting the IFPS Zone

3.3.1. For the IFR/GAT portion of the flight within the Tbilisi FIR, only the two IFPU need be addressed as indicated in paragraph 3.1.1 above.

3.3.2. 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 ATSUs in accordance with ICAO procedures. The procedure in 3.4 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 AFTN address which is included in the address line as described below.

3.4 The Re-addressing Function

3.4.1. The IFPS can transmit a copy of a message to any AFTN addresses specified by the message originator in the re-addressing function of that message.

3.4.2. The IFPS will not confirm the correctness of any addresses submitted in the re-addressing function, other than that the syntax conforms to that of the AFTN.

3.4.3. The IFPS will retain any 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.

3.4.4. 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 AFTN message with such additional addresses is given below:

ZCZC BOC548 250925 MB
FF EUCHZMFP EUCBZMFP
250920 UGTBZTZ
AD UUUWZDZX UMKKZRZX UMKKZRZX UUVVZDZX UUVVZQZX UUUWZTZ UUUWBFXX
AD USTTUTAO
(FPL-ABC480-IS
-B735/M-SXYR/C
-UGTB1430

-.....

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The following rules apply:

- i) The extra addressing function is only available where the addresses specified by the message originator are 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 in ICAO format.

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, may submit them via either AFTN or SITA to one of the following addresses:

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/yyymmdd, 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 Network Operation Portal (NOP), or via a dedicated web service (B2B).

5 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>

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