

Tel: (37410) 593208  
Fax: (37410) 284916  
AFTN: UDDYNYX  
E-mail:  
publication@armats.com



**ARMATS**

**ARMENIAN AIR TRAFFIC SERVICES**  
**AERONAUTICAL INFORMATION SERVICES**

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**REPUBLIC OF ARMENIA**  
**GENERAL DEPARTMENT OF CIVIL AVIATION**

The present Circular of Aeronautical Information contains information concerning IFPS full operations.

**AIC Effective date 21 DEC 2006.**

## 1. INTRODUCTION

On 21 DEC 2006 the Republic of Armenia will delegate responsibility for the provision of flight planning services within the Yerevan FIR to the Integrated Initial Flight Plan Processing System (IFPS).

The Republic of Armenia will therefore become part of the IFPS Zone on 21 DEC 2006.

The following paragraphs describe the flight plan filing procedures that will come into effect on 21 DEC 2006 for flights, which are intending to operate within the Yerevan FIR.

## 2. GENERAL

- 2.1 Effected from 21 DEC 2006 flight plan and associated messages for IFR/GAT<sup>1</sup> flights intending to operate within the Yerevan FIR shall no longer be addressed to ATS Units within the Yerevan FIR. The only addresses, which need to be entered for the portion of the flight within the Yerevan FIR, are those of the two IFPS Units at Haren (Brussels) and Bretigny (Paris), as detailed below.

Guidance is given below for the addressing of flight plan and associated messages in respect of flights, which proceed beyond the boundaries of the IFPS Zone.

- 2.2 With effect from 21 DEC 2006 Aircraft Operators may submit flight plans directly to IFPS for all IFR/GAT flights, or portions thereof, departing from within the Yerevan FIR. Flight plans for flights departing outside the Yerevan FIR and operating into or overflying the Yerevan 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 21 DEC 2006 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 Yerevan FIR are submitted to the RPL Section of the CFMU. 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 the following telephone number: +32-2-7299847.

## 3. FLIGHT PLAN MESSAGE ADDRESSING

- 3.1 Flights departing an aerodrome within the Yerevan FIR and remaining wholly within the IFPS Zone
- 3.1.1 Flight plan and associated messages need ONLY be addressed to the two IFPS Units as follows:

<sup>1</sup> Note: 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 organization". 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".

For AFTN - **EBBDZMFP and LFPYZMFP**

For SITA - **BRUEP7X and PAREP7X**

Note 1: **BOTH** IFPUs must be addressed for all flight plan and associated messages.

Note 2: Specific addresses for any VFR or OAT portions of the flights will have to be added" by the originator preferably by using the readdressing function described in paragraph 3.4 below,

### **3.2 Flights entering or overflying the Yerevan FIR**

3.2.1 For that portion of the flight within the Yerevan FIR, only the two IFPUs need to be addressed as indicated in paragraph 3.1.1 above.

### **3.3 Flights departing an aerodrome within the Yerevan FIR and then exiting the IFPS Zone**

3.3.1 For that portion of the flight within the Yerevan FIR, only the two IFPUs need to 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 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 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 EBBDZMFP LFPYZMFP  
250920 LUKKZPZX  
AD ADDRESS1 ADDRESS2 ADDRESS3 ADDRESS4 ADDRESS5 ADDRESS6  
ADDRESS7  
AD ADDRESS  
(FPL-AFL83-IS  
-B73A/M-SXYR/C  
-LUKK1430-...
```

The following rules apply:

- (i) The extra address lines must begin with the keyword AD to distinguish them from other comment lines which may be present,
- (ii) 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,
- (iii) There must be no more than 7 additional addresses per line, and each must be of 8 characters.

#### 4. THE IFPS VALIDATION SYSTEM (IFPUV)

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 : EBBDZMFV**

**SITA: BRUEY7X**

or via internet at [www.cfm.eurocontrol.int/chmi\\_public/ciahome.jsp](http://www.cfm.eurocontrol.int/chmi_public/ciahome.jsp)

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. The IFPUV therefore does not generate MANUAL (MAN) messages.

*(Further details can be found in the IFPS User Manual, § 2.8.).*

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.

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".

#### **FURTHER INFORMATION**

Further detail concerning all aspects of IFPS operations can be found in the IFPS User Manual and ATFCM User Manual part of the CFMU Handbook, which is available at [http://www.cfm.eurocontrol.int/cfm/public/site\\_preferences/display\\_library\\_list\\_public.html](http://www.cfm.eurocontrol.int/cfm/public/site_preferences/display_library_list_public.html) or can be requested by sending e-mail to [cfmu.opsdoc@eurocontrol.int](mailto:cfmu.opsdoc@eurocontrol.int)

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