

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 GENERAL

1.1 ADDRESSING OF FLIGHT MOVEMENT MESSAGES

1.1.1 Flight movement messages relating to traffic into or via Doha FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS-ATM refers).

1.1.2 The originators of FPLs and associated messages for IFR/VFR flights intending to operate to/from/within and overflying Doha FIR (regardless of flight level) are advised to address those messages to the AFTN addressee indicators **OTDFIFPS** and **OTBDYWYX**.

2 IFPS SYSTEM

2.1 IFPS ADDRESSING REQUIREMENTS

2.1.1 For Qatar outbound flights, Airline Operators shall be responsible to provide the AFTN addresses of relevant en-route ATC units which are outside of Qatar Airspace (AD Field/Extra addressing for re-addressing purpose as described in section 2.2 RE-ADDRESSING REQUIREMENTS.). Qatar IFPS will distribute the FPL and associated messages through AFTN/AMHS to the addresses provided by Originator (Airline Operators).

2.1.2 All FPLs and associated messages for the flights to/from/within and overflying Doha FIR shall be submitted to the above address for processing at least one (1) hour prior to the EOBT of those flights but not more than one hundred and twenty (120) hours.

2.2 RE-ADDRESSING REQUIREMENTS

2.2.1 Re-addressing may be used in any FPL or associated messages submitted to the Qatar IFPS for processing.

2.2.2 Qatar IFPS will transmit a copy of a FPL or associated messages to any AFTN addresses specified by the message originator in the re-addressing function. This function is only available where the addresses that are specified by the message originator are AFTN addresses.

2.2.3 The Qatar IFPS will not confirm the correctness of any addresses submitted in the re-addressing function.

2.2.4 The extra addresses for re-addressing function shall be included in the message text after the originator line and before the opening bracket of the message. A maximum of seven (7) AFTN addresses is allowed per line for extra addressing, and each line shall begin with the letters 'AD' separated by a space from the first address.

2.3 IFPS VALIDATION SYSTEM

2.3.1 The Qatar IFPS will send Operational Reply Messages (ORM) for all ATS messages in the category of FPL, DLA, CHG and CNL messages addressed to **OTDFIFPS** by message originators. There are three (3) types of ORM messages as detailed below:

- a) ACK (Acknowledge - for messages automatically or manually processed)
- b) MAN (Manual - for messages referred for manual correction)
- c) REJ (Reject - for messages automatically or manually rejected)

2.3.2 In order to prevent confusion the message originators shall wait until they have received an ACK or REJ message from the Qatar IFPS for the first message before they submit the second associated message.

2.3.3 Airline operator/ FPL originator are responsible for ensuring that the Flight Plan filed in accordance with the current required routing as published in each national Aeronautical Information Publication and in compliance with applicable NOTAM.

2.3.4 In case of Non-Receipt of Operational Reply Messages (ORM) within twenty (20) minutes, originators are advised to reach Flight Plan operations as contact details given under section 2.4.3 to check the status of FPL or associated messages.

2.4 OTHER INFORMATION

2.4.1 A Pilot portal for Flight Plan submission is available for the Airline Operators who do not have the access to the AFTN. This platform can be used to syntax check any flight plan.

2.4.2 For Guidelines and login credentials, please send the request to the email address as mentioned in section 2.4.3 with the subject "Request for Pilot Portal"

2.4.3 Contact Communication Operations:

Tel: +974 4470 5081

+974 4470 5082

E-mail: doha.comm@caa.gov.qa