ENR 1.11 Addressing of flight plan messages	ENR 1.11 **Adresirawe na poraki te od pl anot za l etawe**
1.11.1 IFR/GAT flights	**1.11.1**
1.11.1.1 Messages for IFR/GAT flights into, via or from the Skopje FIR/UIR are to be addressed to the IFPS **only**, using both AFTN addresses:	**1.11.1.1**

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1.11.2 VFR flights	**1.11.2**
1.11.2.1 Messages for VFR flights into or via the Skopje FIR are to be addressed:	**1.11.2.1**
• To the centre in charge: LWSSZQZX	•
• To the control tower of the destination aerodrome (….ZTZX) if applicable.	•
1.11.2.2 Messages for VFR flights departing from an aerodrome within the Skopje FIR are to be addressed **only** to the ARO at the appropriate departure aerodrome (….ZPZX) for addressing.	**1.11.2.2**
1.11.3 Mixed IFR/VFR or GAT/OAT flights	**1.11.3**
1.11.3.1 Messages for mixed IFR/VFR or GAT/OAT flights, where the VFR or OAT portion of the flight lies within the Skopje FIR are to be addressed:	**1.11.3.1**
• To the IFPS according § 1.11.1.1; and supplying the following addresses in the extra address line(s) according to § 1.11.4:	•
• To the control tower of the departure and/or destination aerodrome (….ZTZX), if applicable and when on the VFR or OAT portion of the flight; and	•
• to the centre in charge (LWSSZQZX)	•
1.11.4 The IFPS re-addressing function	**1.11.4**
1.11.4.1 The IFPS is unable to calculate any addresses for the VFR or OAT portion of a flight within the IFPS zone, as well as for the entire portion outside the IFPS zone of any type of flight. The flight plan message originator is responsible to address the message to all those ATS units concerned by such a portion of the flight. In order to have the same IFPS validated message being distributed to all addressees concerned, the so called IFPS readdressing function shall be used.	**1.11.4.1**
1.11.4.2 Any additional addresses to be included shall be placed after the date/time - originator group line and immediately before the open bracket which indicates the beginning of the message.	**1.11.4.2**
1.11.4.3 The IFPS will, after successful processing, disseminate the message to the extra addresses in addition to the calculated addresses within the IFPS zone.	**1.11.4.3**

1.11.4.4   Any existing AO address or addresses of handling agents may therefore also be included in the extra address lines.

1.11.4.4

1.11.4.5   The following rules apply:

1.11.4.5

· · As many extra address lines as needed may be created.

· ·

· · Every extra address line must begin with the keyword 'AD'.

· ·

· · 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.

· ·

· · There must be no more than 7 addresses per line, and each must be of 8 characters.

· ·

1.11.4.6   When the IFPS re-addressing method was applied for the addressing of a Flight PLan (FPL), the following associated messages (i.e. CHG, DLA, CNL) related to the same flight need only to be addressed to both IFPS addresses. The IFPS, having stored the complete address list of the original flight plan will disseminate the modified data accordingly.

1.11.4.6

1.11.4.7   Associated messages related to a RPL in contrary need always to have the extra address lines included, if § 1.11.4.1 applies, as no previous reception of a flight plan containing such addresses occurred at IFPS.

1.11.4.7

1.11.4.8   Example of IFR flight with additional addresses:

1.11.4.8

ZCZC BOC548 250925

FF EUCHZMFP EUCBZMFP

250920 EGLLZPZX

AD ADDRESS1 ADDRESS2 ADDRESS3 ADDRESS4 ADDRESS5 ADDRESS5 ADDRESS6 ADDRESS7

AD ADDRESS8

(FPL-BAW83-IS

... ...)

NNNN

1.11.5 Addressing of flight plan and related messages for flights into or from the IFPS zone	**1.11.5**
1.11.5.1 Aerodrome of departure within - aerodrome of destination outside the IFPS zone	**1.11.5.1**
1.11.5.2 For that portion of the flight within the IFPS zone, the two IFPS addresses according to § 1.11.1.1 are to put in the addressline of the message; and, supplied in the extra address line(s) according to § 1.11.4, the addresses of all appropriate ATS units outside the IFPS zone in accordance with ICAO procedures and as published in the AIPs of the States concerned.	**1.11.5.2**

FF   EUCHZMFP EUCBZMFP

AD   . . . . ZQZX . . . . ZQZX . . . . ZQZX . . . . ZTZX

1.11.6 Aerodrome of departure outside the IFPSzone	**1.11.6**
1.11.6.1 The message is to be addressed according to ICAO procedures and the provisions stated in the AIP by that aerodromes State. Normally it will be the address of the ARO of the departure aerodrome (. . . . ZPZX).	**1.11.6.1**
1.11.7 Support	**1.11.7**
1.11.7.1 It is the aim of ATS to provide any assistance through the ARO staff, should an operator experience difficulties in the application of the procedures and message addressing.	**1.11.7.1**

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