

MINISTÈRE DES ARMÉES
DIRECTION DE LA SÉCURITÉ AÉRONAUTIQUE D'ÉTAT
DIRECTION DE LA CIRCULATION AÉRIENNE MILITAIRE
DIVISION DE L'INFORMATION AÉRONAUTIQUE
Adresse postale : DIRCAM/DIA BP 80370
33694 MERIGNAC CEDEX
FT : 05.33.89.43.72 – PNIA : 865.337.4372
SITE INTRADEF : <http://portail-dircam.intradef.gouv.fr>
E-MAIL : dsae-dircam-dia.sec-cdt.fct@intradef.gouv.fr

MILITARY AERONAUTICAL INFORMATION CIRCULAR

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OBJECT : *Implementation procedures for OAT V en LTA*

1) Background

In order to increase the capacity of GAT control in upper airspace, a process of transfer of responsibility between the organizations providing civil air navigation services under the DSNA has been underway since 2019.

It progressively induces a change in the providers of control services, from the en-route control organizations (CRNA) to the approach control organizations (SNA), in class D lower control area (LTA), as defined in §2 of this circular.

This process has been implemented in the western part of France with the progressive takeover of the airspaces up to FL195 by the Iroise, Rennes and then Nantes control units between 2019 and 2021 (LTA France part 1 classified D from FL115 to FL195). The process will be carried on starting end of 2023 in the other lower control regions of the national territory.

The end status of this process is that the air traffic control services provided to users flying in CAM V in the portions of LTAs classified as D, will be guaranteed uniformly by the DSNA approach control centers.

This context has encouraged new studies on the consideration of the evolution of aircraft in CAM V inside LTAs in response to the GPSA's recommendation of March 21, 2018, aiming, in particular at *"identifying the issues encountered both by defense operators and providers and by DSNA to decide, if necessary, to modify the current system."*

2) CAM V rules reminder

General rule:

CAM V flights display the specific transponder code A 0300. In general, CAM V flights require a clearance to enter Class A, B, C or D airspace or as soon as they become part of the aerodrome traffic of a controlled aerodrome. These flights, once cleared by the relevant managing unit, are provided with the CAM control service as defined at §4.

Special case

When, for operational or technical reasons, or for reasons of absolute necessity (real air security mission, police, public safety or rescue mission), a CAM V flight is required to enter, without a clearance, an area where obtaining a clearance is normally mandatory, it must manoeuvre, with the possible assistance of a CAM unit, to maintain its route and the required separation from other aircraft.

A CAM V flight entering without a clearance will keep clear of aerodrome circuits and IFR arrival and departure routes and display the transponder code A 0400 during transit.

Ultimately, collision avoidance relies on the application of the rules of the air by all aircraft in each traffic.

3) Airspace involved

The lower control area (LTA) is the portion of airspace between the highest of FL 115 or 3000 ft ASFC and FL 195 excluding, unless otherwise stated:

- Terminal control areas and airways,
- Control Areas (CTAs), Transborder Areas (TBAs), Temporary Restricted Areas (TRAs) and Temporary Segregated Areas (TSAs),
- Restricted, hazardous and prohibited areas.

This portion of airspace is classified as D, except for the volumes above mountainous areas described in AIP France under ENR 1.4.2 and the area above the open sea (beyond 12 NM from the coast) which are classified as E.

Pilots' attention is drawn to the fact that there is no uniformity in the vertical limits of the portions of the LTA in which the approach control centers provide air traffic control services, the ceiling can be either up to FL145 or FL195.

4) Implementation procedures

New radio contact procedures for aircraft operating in CAM V in class D LTA are implemented.

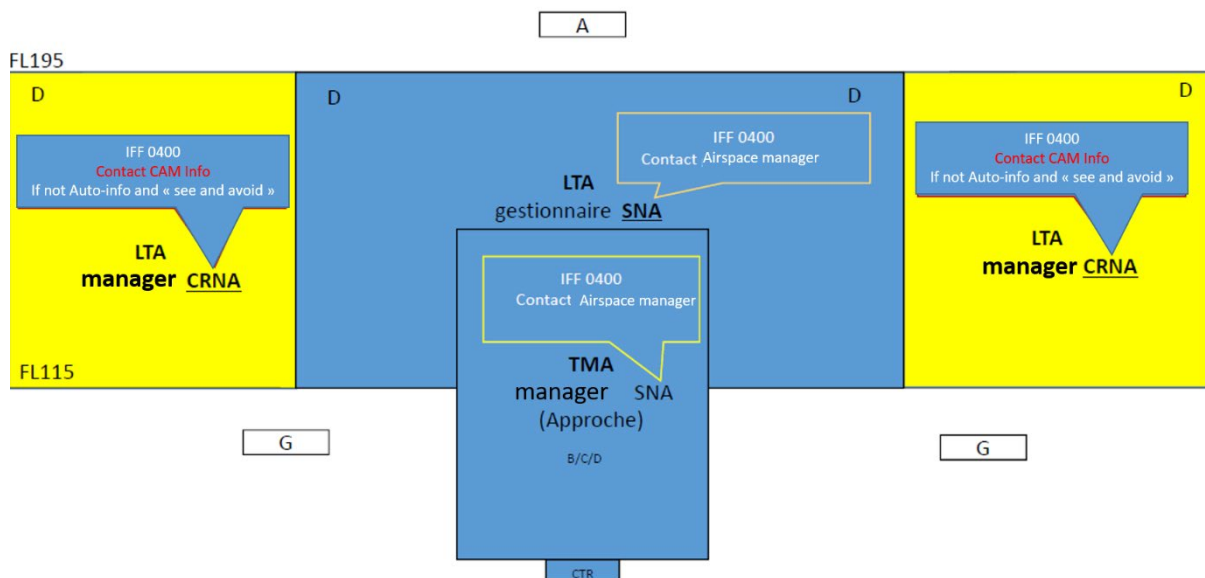
These procedures, are described in the following paragraph. They are different in terms of services provided and in application depending on the manager of these class D airspaces :

- in LTA managed by a CRNA :
 - **mandatory contact of CAM INFO** in order to benefit from the flight information service within the limits of the possibilities of the CDC;
 - display of the **transponder code 0400** ;
 - avoid, as much as possible, the levels corresponding to the vertical limits of published spaces (FL115, TMA ceiling...);

- when a crossing must be performed visually in LTA, it is imperative to maintain a distant enough route from other aircraft.
- in LTA managed by a DSNA approach control center,
 - **mandatory radio contact with the SNA** managing the airspace ;
 - display of the **transponder code 0400** ;
 - avoid, as much as possible, the levels corresponding to the vertical limits of published airspaces (FL 115, TMA ceiling, ...);
 - when a crossing must be carried out visually in LTA, it is imperative to maintain a distant enough route from other aircraft.

These measures are intended to reinforce safety and avoid the triggering of the automatic anti-collision systems which are commonly used by commercial fleets. These radio contacts in no way exempt crews from applying the rules of the air to prevent collision.

4) *Synthesis schematic*



5) *Aeronautical publication*

The provisions detailed above will be published :

- in MILAIP ENR 2.1 on December 16, 2021 and applicable on December 30, 2021,
- in AIP ENR 1.4 on December 2, 2021 and applicable on December 30, 2021.