

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](mailto:dsae-dircam-dia.sec-cdt.fct@intradef.gouv.fr)

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**MILITARY AERONAUTICAL INFORMATION CIRCULAR**

**N° 06/21 of DECEMBER 20, 2021**

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**CORRECT VERSION of JANUARY 04, 2022**

**SUBJECT : MILAIP ENR 1.6 update and redistribution of SSR mode 3/A codes.**

**1. Organizations affected by the changes :**

This change concerns all the air traffic control units of the forces and the DGA (ground, sea, airborne), the National center of air operations and all the flying units.

**2. Effective date and validity :**

From March, 15 2022 to the publication at MILAIP.

**3. Nature of the modifications :**

Chapter 1.6 of the ENR section of MILAIP is completely replaced by the following pages.

The appropriation and preparation of this important change by the concerned organizations justifies the delay between the publication of this CMIA and its date of entry into force.

## ENR 1.6

### IFF/SIF - Allocating principle and distribution of SSR mode 3/A codes

#### 1. General

Mode 3 / A SSR codes are limited in number and the need is increasing due to the continuous increase in air traffic, despite the implementation of Mode S. The European SSR Code Management Plan has been established by the ICAO EUR/NAT Office to provide States in the ICAO EUR Region with a means to coordinate the use of the SSR codes based on the principles of the Originating Region Code Assignment Method (ORCAM), which provide for the most efficient and economical use of codes. This plan is the subject of Doc ICAO EUR 023.

The area covered by the ORCAM includes ten participating areas (PA) defined as a function of air traffic flow :

- PA EUR «A» : Algeria, Morocco, Portugal (including Azores), Spain (Canarias and Madrid FIR/UIRs) ;
- PA EUR «B» : Belgium, France, Germany, Ireland, Luxembourg, The Netherlands, Spain (Barcelona FIR/UIR), Switzerland, United Kingdom ;
- PA EUR «C» : Denmark, Estonia, Finland, Latvia, Norway, Sweden ;
- PA EUR «D» : Albania, Austria, Bosnia and Herzegovina, Croatia, Cyprus, Greece, Italy, Malta, Serbia and Montenegro, Slovenia, The former Yugoslav Republic of Macedonia, Tunisia, Turkey ;
- PA EUR «E» : Belarus, Bulgaria, the Czech Republic, Hungary, Lithuania, Poland, Republic of Moldova, Romania, Russian Federation, Slovakia, Ukraine ;
- PA EUR «F» : Armenia, Azerbaijan, Georgia, Russian Federation ;
- PA EUR «G» : Russian Federation ;
- PA EUR «H» : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan ;
- PA EUR «I» : Russian Federation ;
- PA EUR «J» : Russian Federation.

A detailed code allocation list (CAL) for defined PAs and certain adjacent areas has been drawn up. The CAL is updated by the SSR Code Secretariat and published by the ICAO EUR/NAT Office as an attachment to the Management Plan.

The IFF/SIF mode 3/A codes are divided into two categories :

- transit codes for international use ;
- local codes for national use.

The CAL includes transit codes and local codes.

#### 2. Principles of allocation and use of codes

##### 2.1 Transit codes

Transit codes are allocated for assignment to transit flights. Aircraft will retain the assigned code within the geographical limits of the relevant PA or, in the case of the agreement between States concerned, across PA boundaries.

Transit codes shall be assigned in accordance with the following principles :

- when an aircraft enters a PA (either on departure or in flight), it will be assigned a discrete code by the first ATC unit concerned in that PA ;
- each aircraft will keep the original code assigned on entering the PA for the entire flight within that PA at least.

## 2.2. Local codes

Local codes are allocated for use by aircraft remaining within the boundaries of the agreed area of responsibility (normally within one State) or, in the case of agreement between States concerned, across agreed areas of responsibility.

Local codes should be used so that utmost economy in the number of codes required is achieved. In order to facilitate required international coordination of the use of local codes in border areas, the following guidelines must be observed :

- codes employed for transit purposes in a PA may be used for local purposes in States of other PAs subject to suitable systematic or procedural safeguards to ensure there is no interference with the transit use of those codes in adjacent PAs; based on appropriate agreements between the ATC Units affected, and after coordination through the appropriate body, exceptions to this rule may be made.
- local codes used for terminal purposes or within specified portions of the airspace (sectors) or across national boundaries will be assured protection in these functions from other uses of the same code.

## 2.3. NATO Codes

Among the code series, some are managed by NATO. This represents 288 codes, reserved only for military use, in peace time, crisis time or war time. They are usable in all NATO airspace except the United States and Canada.

There are two series. The NATO codes or series of codes are defined in the tables below.

### **a. XX00 series**

			3000	4000	5000	6000
0100	1100	2100	3100	4100	5100	6100
0200	1200	2200	3200	4200	5200	6200
0300	1300	2300	3300	4300	5300	6300
0400	1400	2400	3400	4400	5400	6400
0500	1500	2500	3500	4500	5500	6500
0600	1600	2600	3600	4600	5600	6600
0700	1700	2700	3700	4700	5700	6700

### **b. series formed of blocks**

1301	à	1327
1501	à	1577
1601	à	1677
1701	à	1727
2401	à	2477

### **3. Codes allocated to State aviation**

The codes allocated to the organizations and activities of the ministry in charge of defense are local codes and NATO codes.

Regarding local codes, DIRCAM is responsible for their allocation in coordination with DSNA/DO. DSNA/DO represents France in the Eurocontrol working groups in charge of updating the code management plan for the ICAO EUR/NAT Office.

The use of NATO codes is coordinated between DIRCAM and NATO.

### **4. Directives for users**

Allocated local and NATO codes must be used rigorously. Only the codes allocated in §5 can be used.

The following allocation table (§ 5) also includes the codes allocated to the CCM Guyane, although French Guiana is not part of either of the ICAO EUR zone or the ORCAM zone.

Any change request in the following distribution, including or not a new need, must be the subject of a request addressed to the Regulation sub-department of DIRCAM :

DSAÉ / DIRCAM  
BA 107  
Route de Gisy  
78129 VILLACOUBLAY AIR

## 5. Allocation of IFF/SIF NATO and local codes

L/N (1)	CODES	DEFENSE USE	CIVIL USE
L	0001 to 0017	Atlantic and Mediterranean naval operations within FIR France limits.	
L	0010 to 0017	Local use for aircraft authorised by CNOA to work within temporary prohibited areas; northeast sector	
L	0020 to 0027	Local use for aircraft authorised by CNOA to work within temporary prohibited areas, southwest sector	
L	0040 to 0047	Local use for aircraft authorised by CNOA to work within temporary prohibited areas, southeast sector.	
L	0070 to 0076	Targets and mobiles of the Landes and Mediterranean test center	
N	0300 (2)	Visual flight OAT V < FL 115 or OAT T	
N	0400 (2)	OAT V without clearance in controlled airspace OAT > FL 115 in LTA (3)	
L	0460 to 0477	CMCC BREST	
L	1000 (2)		Conspicuity code assigned to aircraft identified by call sign downlinked by mode S
L	1201 to 1237	CDC CINQ MARS in area of responsibility north - east part except CBA 1 (4)	Approaches of: ANNECY, GRENOBLE, VALENCE, LYON, ST ETIENNE, TOULOUSE, RODEZ, AGEN, TARBES, BORDEAUX, LA ROCHELLE
L	1240 to 1267	VILLACOUBLAY Approach	
N	1520 to 1547	EDCM within the limits of the national airspace.	
N	1550 to 1557	ALAT (exercices and manoeuvres in FIR France)	
N	1560 to 1562	Drone in training mission	
N	1563 to 1577	Electronic Warfare Range Control Centre	
N	1601 to 1667	National and international exercises (CBA1 included) (5)	
N	1670 to 1677	Aircraft under AEW control within the limits of the national airspace.	
N	1701 to 1727	Atlantic and Mediterranean aircraft carrier within the limits of FIR FRANCE (6)	
		Electronic Warfare Range Control Centre (7)	
L	2000 (2)		Aircraft entering national airspace without instruction from control.
N	2401 to 2417	ALAT (exercices and manoeuvres in FIR France)	
N	2420 to 2477	Aircraft under AEW control within the limits of the national airspace.	
L	2601 to 2607	CCER TOULOUSE	
L	2610 to 2617	CCER TOULOUSE	

L/N (1)	CODES	DEFENSE USE	CIVIL USE
L	2620 to 2627	CCER TOULOUSE	
L	2630 to 2637	CCER AIX - CCER BREST	
L	2640 to 2646	CCER BORDEAUX	
L	2647	CCER BORDEAUX special flight on GABY axis	
L	2650 to 2657	CCER CAZAUX - CCER ISTRES	
L	2660 to 2667	CCER ISTRES	
L	2670 to 2676	CCER ISTRES - CCER MONT DE MARSAN	
L	2677	Code usable by all the centres for "CER flight in special situation"	
L	3401 to 3437	CCMAR ATLANTIQUE - CCMAR MEDITERRANEE	Approaches of : BEAUVAIS, CHALONS, ROUEN, MELUN, BÂLE, TOULOUSE, RODEZ, BERGERAC, POITIERS
L	3401 to 3477	CCM GUYANE	
L	3401 to 3450	ORANGE Approach	
L	3440 to 3467	Naval Action Force (ships implementing helicopters)	
L	3601 to 3677	CDC LYON in area of responsibility (4)	Approaches of : PARIS - LE BOURGET, PARIS - CDG, ISSY, TOUSSUS, ORLY, PONTOISE
L		Aircraft carrier in Atlantic ocean and Mediterranean sea (6)	
L		LE LUC Approach	
L	3601 to 3647	ORLEANS Approach- NANCY Approach	
L	3601 to 3641	CMC CAZAUX	
L	4201 to 4277	CDC MARSAN in area of responsibility (4)	
L	4201 to 4227	LORIENT Approach	Approaches of : PARIS - LE BOURGET, PARIS - CDG, ISSY, TOUSSUS, ORLY, PONTOISE
L	4260 to 4277	LANVEOC Approach	
L	4401	Police light aircraft in visual flight intervention	
L	4501 to 4577	EACA ROISSY CDG	Approaches of : PARIS - CDG, CLERMONT, ST YAN
L	4501 to 4533	ETAIN Approach	
L	4501 to 4557	CMC ISTRES	
L	4501 to 4547	All CDC : activities in CBA1 except national and international exercises All CDC, COGNAC APP : aircraft PC21 activities within LF-R49, , ZRT 7X1 and 7X2, TSA9	
L	4601 to 4607	COGNAC Approach	
L	4601 to 4637	DAX Approach	
L	4601 to 4627	CDC CINQ MARS in area of responsibility north - east part except CBA 1 (4)	

L/N (1)	CODES	DEFENSE USE	CIVIL USE	
L	4630 to 4647	CDC MARSAN outside area of responsibility or in case of activation of substitution plans, in north – east- part of CDC CINQ MARS area (4)		
L	4650 to 4667	CDC LYON outside area of responsibility or in case of activation of substitution plans, in north – east- part of CDC CINQ MARS area (4)		
L	5001 to 5057	HYERES Approach		
L	5001 to 5007	CMCC AIX (only in Geneva delegated area)		
L	5010 to 5027	CDC MARSAN outside area of responsibility or in case of activation of substitution plans, in CDC LYON area (4)		
L	5030 to 5057	CDC CINQ MARS outside area of responsibility or in case of activation of substitution plans (except 5030 to 5037 in CDC MARSAN area) (4)		
L	5060 to 5077	CDC LYON outside area of responsibility or in case of activation of substitution plans, in CDC MARSAN area (4)		
L	5070 à 5077	Local use for aircraft authorised by CNOA to work within temporary prohibited areas; northwest sector including Pas de Calais and Nord (from Dunkerque to Lille) Departments		
L	5401 to 5440	ST DIZIER Approach	Approaches of : LYON, NICE, MARSEILLE, MONTPELLIER	
	5401 to 5427	ALAT instrument flight training within LF-R 41 and 42		
L	6001 to 6077	SUIPPES shooting range (LF-R4A, B and C, LF-R175 A and B)	Approaches of : CALAIS, Le TOUQUET, LILLE, MERVILLE, COLMAR, STRASBOURG, AIX	
L		LANDIVISIAU Approach		
L		SALON Approach		
L		CMC SOLENZARA		
L		COGNAC Approach		
L	6001 to 6030	EVREUX Approach		
L	6001 to 6060	MONT DE MARSAN Approach		
L	6001 to 6067	AVORD Approach		
L	6001 to 6037	LUXEUIL Approach		
L	6040 to 6067	PHALSBOURG Approach		
L	6101 to 6120	CDC MARSAN outside area of responsibility or in case of activation of substitution plans, in west part of CDC CINQ MARS area (4)		
L	6201 to 6257	CDC CINQ MARS in area of responsibility west part (4)		Approach of METZ
L	6201 to 6247	CMCC AIX		

L/N (1)	CODES	DEFENSE USE	CIVIL USE
L	6260 to 6277	CDC LYON outside area of responsibility or in case of activation of substitution plans, in west part of CDC CINQ MARS area (4)	
L	6501 to 6577	CMCC PARIS	
L		CMCC REIMS	
L		CMCC BORDEAUX	
N	6700 (2)	Very low altitude defense network	
L	7000	VFR flight in class G airspace	
L	7014, 7015	National HOSP (emergency hospital transports)	
L	7050 to 7057	Transit VFR in military approach area	
L	7066, 7067	Balloons (prior permission from DIRCAM requested before use)	Balloons
L	7074 to 7076	Civil Security aircraft in visual flight intervention on fires (8)	
L	7400 to 7407	Live air policing fighter mission	
L	7410 to 7414	Live air policing helicopter and light aircraft mission	
L	7415	AEW in OAT transiting for priority missions (that may require modification of a flight in progress)	
L	7416	AEW in GAT transiting for priority missions (that may require modification of a flight in progress)	
L	7417	Aircraft under "CERISE" (9) procedure	
L	7420	Civil Security, Gendarmerie (except emergency hospital transports) and Customs helicopters in intervention on the whole national metropolitan territory (10)	
L	7421	Special OAT / GAT coordination or coordination for handover OAT ↔ GAT (11)	
L		Control flights in LF-R25 C/H	
L	7422	Training for live air policing missions	
L	7423	AEW on preferential pattern in GAT	
L	7424	AEW on preferential pattern in OAT	
L	7425	Flight under « Open Sky » treaty	
L	7426 to 7427	Drone in live mission	
L	7430	Change of mission in flight to live air policing mission	
L	7431	Tanker patrol flight transit	
L		Special OAT / GAT coordination in addition to code 7421 (in case of separation of aircraft formations)	
L	7432 to 7437	Air to air refueling flight	
L	7500 (2)	Unlawful interference	
L	7600 (2)	Radio failure	

- This circular is ten pages long -



L/N (1)	CODES	DEFENSE USE	CIVIL USE
L	7700 (2)	Emergency	
L	7720 to 7727	SAR Operations (the use of these codes is to be coordinated between the French and allied RCCs when operations take place at the edge of the responsibility area) (12)	
L	7776	Ground transponder test (13)	
L	7777	Radar station setting (13)	

(1) L / N : Local / NATO.

(2) These codes are unique. They cannot be declined in series.

(3) The use of this code does not exempt from compliance with the conditions for entering the controlled airspace considered, in particular radio contact.

(4) The CDC's areas of responsibility are defined in MILAIP ENR 2.2. The area of responsibility of Cinq Mars la Pile is divided in two for the use of SSR codes mode 3/A :

- West : west side of the lines defined by the geographical points 50°27'N – 000°53'E / 48°35'N – 003°01'E / 47°00'N – 004°004'E ;
- North - east : east side of the lines defined by the geographical points above.

(5) These codes are managed by DIRCAM/Airspace sub-directorate, which assign them temporarily for the exercises. Their use is subject to prior permission. The request for use shall be made with a prior notice allowing aeronautical publication, except for Tactical Leadership Program (TLP), which can use it for all its missions, regardless of the country in which the missions take place.

(6) Mediterranean sea : in FIR France prefer codes 1701 to 1727, the use of codes 3601 to 3677 requires coordination with the CDC Lyon.

(7) Electronic Warfare Range Control Centre uses the same codes in France and in Germany.

(8) Public service interventions on fires under visual flight rules and installation for these missions under visual flight rules. These codes shall not be used for any other type of missions (learning and training, simple transport flights, etc.). The use of these codes does not exempt from compliance with other possible conditions for entering airspaces.

(9) "CERISE" procedure: exceptional crossing of the very low altitude defense network when avoidance is not possible.

(10) Public service, State action at sea, police, customs, public security or rescue missions under visual flight rules and installation for these missions (VFR or IFR in non-controlled airspace). This code shall not be used for any other type of missions (learning and training, simple transport flights, etc.). The use of this code does not exempt from compliance with other possible conditions for entering airspaces.

(11) Handover GAT ⇒ OAT: poor maneuvering military aircraft formations entering French airspace under GAT and taken over under OAT.

Handover OAT ⇒ GAT: visualization of the aircraft by civilian control systems during handover before a new code is assigned by the winning control unit.

(12) These codes are usable for all search and rescue operations above land or sea. This also includes the SECMAR and SECTER operations of the French naval aviation.

(13) The code 7700, displayed or forced directly by means of the emergency functions of certain transponders, must not be used for ground transponder tests. If the validation of the correct operation of the emergency function of a transponder absolutely requires it, this test must imperatively be coordinated by the local control unit which will alert the CCS, the CRNA and the CDC concerned.

## 6. Glossary

ALAT	:	Aviation légère de l'armée de terre - Army light aircraft aviation
ALFAN	:	Amiral commandant la Force d'action navale - Admiral Chief of the Naval Action Force
APP	:	Approach control service
ATC	:	Air Traffic Control
CAL	:	Code allocation list
CBA	:	Cross border area
CCER	:	Centre de la circulation d'essais et de réception - Flight testing and reception air traffic center
CER	:	Circulation d'essais et de réception - Flight testing and reception air traffic
CCM	:	Centre de contrôle militaire - Military control center
CCMAR	:	Centre de coordination et de contrôle Marine - Navy coordination and control center
CDC	:	Centre de détection et de contrôle - Control and reporting center
CERISE	:	Croisement exceptionnel du RTBA pour raisons impérieuses de service / Exceptional crossing of the very low altitude defense network when avoidance is not possible
CMC	:	Centre militaire de contrôle - Military control center
CMCC	:	Centre militaire de coordination et de contrôle - Military coordination and control center
CNOA	:	Centre national des opérations aériennes - National air operations center
CRNA	:	Centre régional de la navigation aérienne – Air control center
CTR	:	Control Traffic Region
DIRCAM	:	Direction de la Circulation Aérienne militaire – French Military ATM Directorate
DSNA/DO	:	Direction des services de la navigation aérienne / Direction des opérations – Ops direction of DSNA (French civil air navigation service provider)
EACA	:	Eléments air de contrôle d'approche de Roissy - Air Force Roissy approach control unit
AEW	:	Airborne Early Warning
EDCM	:	Escadron de détection et de contrôle mobile – Mobile detection and control unit
EUR / NAT	:	Europe and North Atlantic
FIR/UIR	:	Flight Information Region / Upper Information Region
GAT	:	General Air Traffic
ICAO	:	International Civil Aviation Organization
IFF/SIF	:	Identification Friend or Foe / Selective Identification Feature
LTA	:	Lower Traffic Area
OAT	:	Operational Air Traffic
OAT V :	:	OAT visual flights rules
ORCAM	:	Originating Region Code Assignment Method
NATO	:	North Atlantic Treaty Organization
PA	:	Participating area
RCC	:	Rescue coordination center
SAR	:	Search and rescue
SECMAR	:	Secours maritime – maritime rescue
SECTER	:	Secours terrestre – ground rescue
SSR	:	Secondary surveillance radar
TMA	:	Terminal control Area
VFR	:	Visual Flight Rules