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## **MILITARY AERONAUTICAL INFORMATION CIRCULAR**

**N° 05/23 of OCTOBER 16, 2023**

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**SUBJECT** : Evolution of OAT-GAT transfers in the « LFFRAE » Free Route Airspace (FRA) cell of Reims ACC from February 22<sup>nd</sup> 2024.

### **1. Background**

Free Route Airspace (FRA) is currently being deployed at European level in accordance with the requirements of implementing regulation (UE) IR n°116/2021.

The eastern part of Reims ACC area of responsibility will switch to FRA on 22/02/2024. This area will constitute the « LFFRAE » FRA cell.

This new concept concerns only the upper airspace. Based on the disappearance of conventional routes, it is in line with the saturation of air traffic in Europe. It is accompanied by the automation of processes and the strengthening of pre-tactical flight management. The aim is to provide a greater control capacity and to contribute to traffic fluidity through better flight planning for all users.

In the FRA system, conventional air routes disappear in favour of a navigation based solely on defined points. However, its use remains subject to network usage rules defined by the Route Availability Document (RAD) and more specifically by flight restrictions known as "RAD Restrictions".

This new method of using UIR airspace by flights operating in GAT means that it is technically impossible to carry out OAT <-> GAT transfers using the methods currently in force. The transfer points and associated procedures had therefore to be modified.

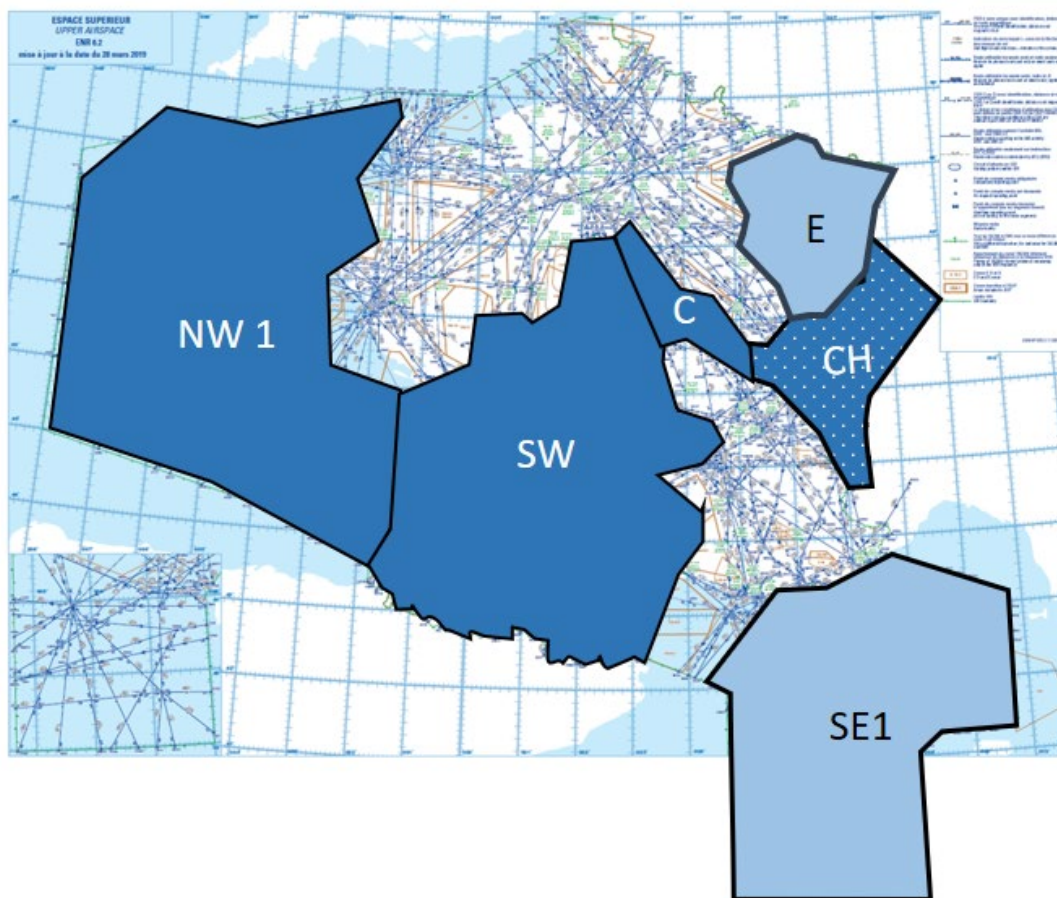
These transfers must now be carried out on identified points following specified trajectories to avoid any computer failure of the flight plan management system. In the FRA system, it is not possible for a flight to appear or disappear in the GAT sense of the term during a phase of flight, except in cases that are foreseen and previously computer-encoded in the civil servers.

For example, in the case of GAT -> OAT transfers, a mandatory trajectory must be followed prior to the change of flight rules. Similarly, for OAT -> GAT transfers, a mandatory route must be followed after the transfer.

The purpose of this document is to define the procedures for transfers between civil and military air traffic in the FRA cell of Reims ACC from 22 February 2024.

## 2. Progressive deployment of Free Route Airspace (FRA)

In France, the DSNA is gradually implementing the FRA.



### 02/12/2021 :

- ➔ NW1 : western part of the Brest ACC area of responsibility
- ➔ SW : Bordeaux ACC area of responsibility
- ➔ C : southern part of the Paris ACC area of responsibility

### 01/12/2022 :

- ➔ CH : area of responsibility delegated to Geneva

### 22/02/2024 :

- ➔ E : eastern part of the Reims ACC area of responsibility
- ➔ SE1 : southern part of the Marseille ACC area of responsibility

Due to the progressive deployment of the FRA in France, old and new modes of traffic will coexist for several years in the Reims UIR.

**In the areas not affected by the introduction of the FRA, the existing routes between navigation points will be maintained.**

It should be noted that the deployment of the FRA at this stage only concerns upper airspace and that consequently the current system based on the use of conventional routes will remain unchanged below FL 195.

In Reims ACC airspace not affected by the switch to FRA, OAT <-> GAT transfers will continue to be carried out for the time being under the current arrangements.

As a reminder, outside FRA airspace, these transfers can be carried out on any GAT beacon (or point defined by coordinates), with no imposed trajectory to follow, whether for an en-route transfer or for an arrival/departure at a defense airfield.

It should be noted that when airways are used to describe trajectories in the remainder of the document, these will be portions of flights carried out in lower airspace or in upper airspace outside FRA cells.

Finally, for OAT <-> GAT transfers performed in lower airspace, no phase of flight may be performed in GAT in a FRA cell (excepted for pre-defined routes).

**3. OAT ↔ GAT « En route » transfers in the FRA cell of the Reims UIR**

**3.1. OAT → GAT transfers**

Transfers must be carried out at the GAT transfer points defined in the table below. At the end of this transfer, for technical reasons, a GAT itinerary must be followed before being able to evolve freely according to GAT rules from the last point of the mandatory itinerary.

Example :



*Transition to GAT at KORER, mandatory GAT trajectory from KORER to TUPAR, free GAT trajectory afterwards.*

To cover the needs of the armed forces, several routes are set up.

TRANSFERTS CAM --> CAG EN UIR REIMS / OAT --> GAT TRANSFERS IN REIMS UIR			
PARTIE CAM / OAT PART	POINT DE TRANSFERT CAG / GAT TRANSFER POINT	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE FIN D'ITINERAIRE CAG / ENDING POINT OF GAT MANDATORY ROUTE
CAM / OAT	EQRAZ	EQRAZ/ GAT DCT SORAL	SORAL
	NEBAX	NEBAX/GAT DCT LUVAL	LUVAL
		NEBAX/GAT DCT JOCUZ	JOCUZ

### 3.2. GAT → OAT transfers

These transfers must be carried out at the OAT transfer points defined below. For technical reasons, a GAT route must first be followed before being able to fly freely according to OAT rules from the OAT transfer point.

Example :



*Transfer to OAT at the TOFLO point, free GAT trajectory before MANAK, GAT trajectory mandatory from MANAK to TOFLO, free OAT trajectory after TOFLO.*

TRANSFERTS CAG --> CAM EN UIR REIMS / GAT --> OAT TRANSFERS IN REIMS UIR			
POINT DE DEBUT D'ITINERAIRE OBLIGATOIRE CAG / BEGINNING POINT OF GAT MANDATORY ROUTE	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE TRANSFERT CAM / OAT TRANSFER POINT	PARTIE CAM / OAT PART
LUVAL	LUVAL DCT EPL DCT NEBAX/OAT	NEBAX	CAM / OAT
RLP	RLP DCT EPL DCT NEBAX/OAT		
JOCUZ	JOCUZ DCT EPL DCT NEBAX/OAT		
SUTAL	SUTAL DCT EXHOM/OAT	EXHOM	
LUVAL	LUVAL DCT VAKPA/OAT	VAKPA	
RLP	RLP DCT VAKPA/OAT		
JOCUZ	JOCUZ DCT VAKPA/OAT		

## 4. Fields located under the Reims FRA cell or in the immediate vicinity

### 4.1. Nancy (LFSO)

- OAT -> GAT departures**

Départs LFSO : TRANSFERTS CAM --> CAG / LFSO Departures : OAT --> GAT TRANSFERS			
PARTIE CAM / OAT PART	POINT DE TRANSFERT CAG / GAT TRANSFER POINT	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE FIN D'ITINERAIRE CAG / ENDING POINT OF GAT MANDATORY ROUTE
CAM / OAT	EPL	EPL/GAT N491 LASAT DCT BEGAR	BEGAR
		EPL/GAT N491 LASAT DCT SHARA DCT DEVDI	DEVDI
		EPL/GAT N491 LASAT DCT MOROK DCT GILIR	GILIR
	MONCE	MONCE/GAT G21 DCT RLP	RLP
		MONCE/GAT G21 DCT JOCUZ	JOCUZ
		MONCE/GAT T131 POGOL DCT MOROK DCT GILIR	GILIR
	EQRAZ	EQRAZ/GAT DCT SORAL DCT IBERA	IBERA
	NEBAX	NEBAX/GAT DCT LUVAL	LUVAL
		NEBAX/GAT DCT JOCUZ	JOCUZ

- **GAT -> OAT arrivals**

Arrivées LFSO : TRANSFERTS CAG --> CAM / LFSO Arrivals : GAT --> OAT TRANSFERS			
POINT DE DEBUT D'ITINERAIRE OBLIGATOIRE CAG / BEGINNING POINT OF GAT MANDATORY ROUTE	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE TRANSFERT CAM / OAT TRANSFER POINT	PARTIE CAM / OAT PART
GILIR	GILIR DCT PENDU DCT EPL/OAT	EPL	CAM / OAT
HOC	HOC DCT LUL DCT EPL/OAT		
HOC	HOC DCT LUL G4 RLP G21 EPL/OAT		
JOCUZ	JOCUZ DCT RESPO DCT EPL/OAT		
SUTAL	SUTAL DCT EXHOM/OAT	EXHOM	
JOCUZ	JOCUZ DCT EPL DCT NEBAX/OAT	NEBAX	

## 4.2. Saint-Dizier (LFSI)

- **OAT -> GAT departures**

Départs LFSI : TRANSFERTS CAM --> CAG / LFSI Departures : OAT --> GAT TRANSFERS			
PARTIE CAM / OAT PART	POINT DE TRANSFERT CAG / GAT TRANSFER POINT	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE FIN D'ITINERAIRE CAG / ENDING POINT OF GAT MANDATORY ROUTE
CAM / OAT	EPL	EPL/GAT DCT LUPEN	LUPEN
		EPL/GAT DCT BEGAR	BEGAR
		EPL/GAT DCT DEVDI	DEVDI
		EPL/GAT DCT GIVOR DCT SORAL DCT IBERA	IBERA
	NEBAX	NEBAX/GAT DCT RLP	RLP
		NEBAX/GAT DCT JOCUZ	JOCUZ
	EQRAZ	EQRAZ/GAT DCT SORAL DCT IBERA	IBERA
		EQRAZ/GAT DCT SORAL DCT CUSNU	CUSNU

- **GAT -> OAT arrivals**

Arrivées LFSI : TRANSFERTS CAG --> CAM / LFSI Arrivals : GAT --> OAT TRANSFERS			
POINT DE DEBUT D'ITINERAIRE OBLIGATOIRE CAG / BEGINNING POINT OF GAT MANDATORY ROUTE	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE TRANSFERT CAM / OAT TRANSFER POINT	PARTIE CAM / OAT PART
GILIR	GILIR DCT PENDU DCT EPL/OAT	EPL	CAM / OAT
JOCUZ	JOCUZ DCT EPL/OAT		
LUPEN	LUPEN DCT EPL/OAT		
SUTAL	SUTAL DCT GTQ G21 EPL/OAT		
EXHOM	EXHOM DCT GTQ G21 EPL/OAT		
NEBAX	NEBAX DCT EPL/OAT		
HOC	HOC DCT LUL G4 RLP/OAT	RLP	
SUTAL	SUTAL DCT EXHOM/OAT	EXHOM	
JOCUZ	JOCUZ DCT EPL DCT NEBAX/OAT	NEBAX	

## 4.3. Luxeuil (LFSX)

- **OAT -> GAT departures**






Départs LFSX : TRANSFERTS CAM --> CAG / LFSX Departures : OAT --> GAT TRANSFERS			
PARTIE CAM / OAT PART	POINT DE TRANSFERT CAG / GAT TRANSFER POINT	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE FIN D'ITINERAIRE CAG / ENDING POINT OF GAT MANDATORY ROUTE
CAM / OAT	LUL	LUL/GAT G4 RLP	RLP
		LUL/GAT DCT EPL DCT GIVOR DCT SORAL DCT IBERA	IBERA
	EQRAZ	EQRAZ/GAT DCT SORAL DCT IBERA	

- **GAT -> OAT arrivals**

Arrivées LFSX : TRANSFERTS CAG --> CAM / LFSX Arrivals : GAT --> OAT TRANSFERS			
POINT DE DEBUT D'ITINERAIRE OBLIGATOIRE CAG / BEGINNING POINT OF GAT MANDATORY ROUTE	ITINERAIRE OBLIGATOIRE CAG / GAT MANDATORY ROUTE	POINT DE TRANSFERT CAM / OAT TRANSFER POINT	PARTIE CAM / OAT PART
ROUSSY	ROUSSY DCT GTQ A242 MIRGU R112 LUL/OAT	LUL	CAM / OAT
SUTAL	SUTAL DCT GTQ A242 MIRGU R112 LUL/OAT		
ROUSSY	ROUSSY DCT GTQ G21 RLP G4 LUL/OAT		
SUTAL	SUTAL DCT GTQ G21 RLP G4 LUL/OAT		
SUTAL	SUTAL DCT EXHOM/OAT	EXHOM	
LUVAL	LUVAL DCT EPL DCT NEBAX/OAT	NEBAX	
RLP	RLP DCT EPL DCT NEBAX/OAT		
JOCUZ	JOCUZ DCT EPL DCT NEBAX/OAT		

## 5. Cartographic representation

As a reminder, the transfer points are represented on the OAT high altitude navigation chart as follows:

Limite de secteur - <i>Sector limit</i>	
Point FRA - <i>Point FRA</i>	 ADABI
Point de transfert CAG/CAM <i>CAG / CAM transfer point</i>	 BUROX
Point de transfert CAM/CAG <i>CAM / CAG transfer point</i>	 BAKTA
Point de transfert CAG/CAM ou CAM/CAG <i>CAG / CAM or CAM / CAG transfer point</i>	 EQLIQ
Point associés à moyen de radionavigation <i>Point associated with radionavigation means</i>	