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**CMIA**

**N°01/24**

Publication date :  
05 JUL 2024

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**SUBJECT : OAT flight plans syntax evolutions from July 11, 2024**

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From July 11, 2024 (AIRAC cycle 07/24), developments are necessary in the drafting of OAT flight plans to maintain their compliance with ICAO rules as well as to take into account the first requirements relating to the deployment of the iOAT FPL in Europe.

The iOAT FPL (improved OAT Flight Plan) is an European project aimed at harmonizing the context of OAT flight plans in order to ensure their processing by the Network Manager (NM) system.

Initially, from July 11, 2024, only cross-border flights between France and Germany will be affected.

At the beginning of 2025, the iOAT FPL will be extended to all territories of France, Germany, Belgium as well as in the MUAC area of responsibility.

This circular specifies the elements to be taken into account from July 11, 2024.

## **1. ICAO compliance**

**For all OAT flights**, MILAIP ENR 1.10 is amended as follows:

- ENR 1.10 - p15 :

*Add following text:*

In case of consecutive STAYs, the exit point of the first STAY cannot immediately be used as the entry point of the next STAY. In the event that this situation arises, 2 solutions are possible:

- Change of entry point of the next STAY;
- Grouping of 2 STAYs with a duration equivalent to the 2 activities

**Example:**

Flight with RTBA on LA02 followed by work with LFOA approach

Syntax to use:

Item 15 : LXI STAY1/0045 AVD

Item 18 : STAYINFO1/LA02 AT 1410 SPARE AT 1415 1420 THEN WORK WITH LFOA APPROACH DURING 15 MIN

- ENR 1.10 - p17 :

*Add following text:*

In case of formation flight, the mention STS/NONRVSM must be entered.

ENR 1.10 - p19 :

*Amendment as follows:*

**COM/** : application or communication possibilities not specified in box 10-a.

**For an aircraft operating in OAT and not equipped 8.33**, enter EXM833 (aircraft exempted from carrying equipment 8.33) by entering letter Z in field 10-a beforehand. If the frequencies are limited (Z in box 10), list the frequencies that can be used after the call signs of the CDCs concerned.

## 2. iOAT FPL implementation

**Only for OAT flights to or from UIR Germany**, MILAIP ENR 1.5 is amended as follows:

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### 2. FLIGHT PLANS

*Cross-border flights including an OAT-controlled flight phase to or from Germany must be subject to an **improved OAT FPL (iOAT FPL)** filing. Only flights remaining in the airspace of France and Germany are affected. If the trajectory leaves these airspaces, a simple OAT flight plan must be filed.*

*In case of the cross-border flight does not include an OAT controlled phase (OAT VFR), the iOAT FPL rules below do not apply.*

*Flight plans must be written accordingly to the format defined in the IFPS USER MANUAL – Section 29.*

#### 2.1 **Writing rules**

*The syntax is identical to the rules specified in Chap. ENR 1.10.2.1.8 of MILAIP except the following elements:*

- *Item 15 : ROUTE*

→ *The keyword “OAT” must not appear at the beginning of the Route field.*

- *Item 18 : MISCELLANEOUS INFORMATIONS*

→ *Enter **EUR/OAT***

→ *Enter **RMK/OAT** (réf. MILAIP Germany chap. ENR 1.10-15)*

→ *In case of work or transit in an active zone published in the AUP:*

**RMK/** *must contain the area **CACD RSA ID**. The CACD RSA ID can be found in the RAD Annex 2c.*

Example :

Round trip flight to Germany with work in EDR201

(FPL-CMIS21-IM

-04MIR2/M-SUDITOLYW/C

-LFSO0930

-M085F405 DCT RUSTI/M085F400 TL8 FURIC TB1 NDO/M085F240

STAY1/0100 NDO/M085F400 TB1 FURIC TL8 RUSTI DCT

-LFSO0200 LFSI LFSX

-EUR/OAT STS/NONRVSM DOF/xxxxxxxx REG/COMMIS 21 OPR/FAF

RMK/OAT **EDR201AZ** NPL01SO DIC GERMANY FRAXX

STAYINFO1/WORK IN EDR201)

**2.2 Flight plan addressing**

**iOAT FPL must be transmitted to IFPS :**

- EUCHZMFP

- EUCBZMFP

The iOAT FPL must obtain an ACK to be authorized to operate its flight.

Additional addresses will have to be added manually depending on the cases listed in the **MILAIP Germany chap. ENR 1.11 – sections 2.5 and 2.6.**

**2.3 Mixed GAT – OAT flights**

As part of a “mixed” cross-border flight including an OAT-controlled flight phase, a mixed GAT/iOAT flight plan must be transmitted in compliance with the rules defined in section 2.1.

The mixed GAT/iOAT flight plan (GAT VFR included) must be transmitted to the IFPS and obtain an ACK.”