

 <p>MINISTÈRE DES ARMÉES ET DES ANCIENS COMBATTANTS</p> <p><i>Liberté Égalité Fraternité</i></p>	 <p>Internet: https://www.dircam.dsae.defense.gouv.fr Intradef: https://portail-dircam.intradef.gouv.fr E-mail: dsae-dircam-dia.resp-qualite.fct@intradef.gouv.fr</p>	<p>CMIA</p> <p>03/24</p> <p>Publication date : 16 DEC 2024</p>
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SUBJECT : Supplementary changes to the OAT flight plan format following the migration to the improved OAT Flight Plan format (iOAT FPL).

References : CMIA 01/24 of 05th July 2024 / MILAIP (ENR 1.10)

Date of implementation: 23th January 2025.

Time of publication : 6 months.

Publication area : mainland France.

1) Context

From 11 July 2024 (AIRAC cycle 07/24), changes have been made necessary to the way OAT flight plans are drafted in order to maintain their compliance with ICAO rules and to take into account the initial requirements relating to the deployment of iOAT FPL in Europe.

The iOAT FPL (improved OAT Flight Plan) is a European project designed to harmonise the OAT flight plans format so that they can be processed by the Network Manager (NM) system. Initially, from 11 July 2024, only cross-border flights between France and Germany will be concerned. At the beginning of 2025, iOAT FPL will be extended to the whole of France, Germany and MUAC's area of responsibility.

The circular referred to above specified the changes made to the OAT flight plan (MILAIP ENR 1.10) to bring it into line with European requirements in terms of the evolution towards iOAT FPL.

This new circular specifies the additional elements to be taken into account from 23th January 2025 for the drafting of OAT flight plans.

These changes and those made in July 2024 will shortly be incorporated into an amended version of the RCAM (French Military Regulation).

2) Implementation of iOAT FPL

2.1 Additional drafting rules

The syntax is similar to the rules specified in MILAIP chapter ENR 1.10.1 except for the following elements:

- Procedures for filing messages associated with a flight (ENR 1.10.1)
 - Filing Flight plans will now have to meet the requirements of the improved OAT Flight Plan (iOAT FPL) format, as specified in the IFPS User Manual - section 29. To meet the requirements of the Single European Sky, controlled OAT flights will also have to be sent to IFPS and obtain an ACK. Before iOAT FPL is deployed in other nations, only flights remaining in the airspace of France and Germany will be addressed to IFPS.

- Addressees (ENR 1.10.2.1.3)
 - allied OAT flights are sent, in addition to the agencies involved in the flight, to the ~~CNOA~~ **CAPCODA TN** (LFXVYWZQ et LFPJYWZQ);
 - OAT flights taking place on Saturdays, Sundays and Fridays will be subject to a flight plan sent to the ~~CNOA~~ **CAPCODA TN**.
 - **E3F OAT or mixed OAT/GT flights will be the subject of a flight plan sent to CAPCODA TN.**
 - flights that include at least one flight phase in OAT India and remain within French and German airspace will be sent to the Network Manager (EUCHZMFP and EUCBZMFP).
 - Case 15 : ROUTE
 - Begin the Route field with the keyword « OAT », replace with :
 - **The route field must not begin with the word « OAT ».** For a flight using OAT only, the term 'OAT' will not appear in the Route field. It may only appear in the case of a mixed GAT/OAT flight plan, except at the beginning of the route.
 - Case 18
 - In the case of an approach procedure, the STAY indication must not be used. The procedure will be described in the route using the radionavigation means of the concerned airfields and the mention 'DCT' with the flight level of execution of the procedure. Box 18 will specify the approach-procedure carried out under the heading 'RMK'.
 - Case 15: SDI/N0300F085 DCT NAY
 - Case 18: RMK/ APPROACH APPROACH PROCEDURE FROM LFSI TO LFSO
 - Notes (ENR 1.10 page 8)
 - Note 4 : In the case of consecutive STAYs, the exit point of the first STAY cannot be immediately used as the entry point of the next STAY. If this situation arises, there are 2 possible solutions :
 - Change of entry point for the next STAY ;
 - Combining the 2 STAY activities with the same duration for the 2 activities.
- Exemple :
- Flight with RTBA on LA02 followed by work using the LFOA approach
 - Syntax to be used :
 - Case 15 : LXI STAY1/0045 AVD
 - Case 18 : STAYINFO1/LA02 AT 1410 SPARE AT 1415 1420 THEN WORK WITH LFOA APPROACH DURING 15 MIN
- Miscellaneous information:
 - STS/ : In the case of patrol flights, STS/NONRVSM must be completed.

- COM/ : For an aircraft operating in OAT and not equipped with 8.33 frequencies, insert EXM833 (aircraft exempt from carrying 8.33 equipment), in specifying beforehand the letter Z in field 10 . If the frequencies are limited (Z in box 10), list the frequencies that can be used following the designators of the CRCs concerned.
- EET/ : significant points or transitions from uncontrolled to controlled flight and cumulative flight times.
 - OAT to GAT flight crossing points and cumulative flight times
 - Border crossing points and cumulative flight times
- EUR/PROTECTED
 - Must be inserted to indicate that the flight plan is in iOAT FPL format.
- EUR/OAT
 - Must be inserted to indicate that the flight plan is in iOAT FPL format.
 - This field does not need to be completed if the flight leaves French and German airspace.
- RMK/
 - OAT must appear at the beginning of the RMK field to indicate that at least one phase of the flight is OAT. In particular, it can be used to differentiate a OAT V flight from a GAT/VFR flight, since the word 'OAT' does not appear at the start of the route.
 - If the flight includes a work phase in an area reserved by AUP, the RMK field must include the identification of the areas concerned (CACD RSA ID) as they appear in the AUP or RAD Annex 2C.