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CMIA
N°04/24
Publication date :
19 DEC 2024

SUBJECT : Procedures for performing CAM V flights in CTA/LTA

References: MILAIP (ENR 2.1) / AIP (ENR 1.4)

Publication date: 19/12/2024.

Publication period: 6 months.

Publication area: mainland France.

1) Context

In order to increase GAT control capacity in upper airspace, a process of transfer of responsibility between the agencies that provide civil air navigation services dependent on the DSNA has been ongoing since 2019.

This will progressively lead to a change in control service providers, from en-route control agencies (CRNAs) to approach control agencies (SNAs), and a transition of the lower control area from the LTA to the class D CTA.

This “de-capping” is being implemented progressively throughout the entire French airspace.

The process will be completed in 2025 with the transition to CTA of the remaining portions of LTA.

At the end of this process of de-capping, the control service provider for users operating in OAT V in the portions of CTA, D classified, will be the sole responsibility of the DSNA approach control centres (SNA).

2) Reminder for visual OAT flight (CAM V)

General rule:

OAT type V flights display the specific transponder code A 0300. In general, OAT type V flights require a clearance to penetrate in class A, B, C or D airspace or as soon as they are part of the airfield traffic of a controlled airfield. These flights, once they have obtained a clearance from the managing body concerned, benefit from the OAT control service.

Special cases:

When, for operational or technical reasons or due to an absolute necessity of service (real air safety mission, police, public safety or rescue mission), an OAT type 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 an OAT agency (CRC/OAT info), to maintain its route and the required separations from other aircraft.

If an OAT V flight in OAT V enters without a clearance, it will keep clear of the airfield circuits and the arrival and departure axes of IFR flights and will display the transponder code A 0400 during its transit.

As a last resort, the prevention of collisions is based on the application of the rules of the air by all aircraft in each traffic flow.

3) Airspace concerned

The lower control area (CTA) located between the higher of FL115 or 3000 ft ASFC and FL195 excluding, unless otherwise stated:

- terminal control areas and airways ;

- Cross-Border Areas (CBAs), Temporary Restricted Areas (TRAs) and Temporary Segregated Areas (TSAs);

- restricted, hazardous and prohibited areas;

is classified D with the exception of the volumes above mountainous regions described in AIP France under heading ENR 1.4.2 and the area above the high seas (beyond 12 NM from the coast) which are classified E.

4) Procedures for air crossing CTAs (AIP ENR 1.4)

The CTAs in which the DSNA approach control centres provide air traffic services, OAT type V flights require a clearance to enter. These flights, once they have obtained a clearance from the air traffic control agency concerned, receive the same services as those received by VFR flights in the same class of airspace.

In addition, when a crossing must be carried out visually, they must maintain a sufficiently distant route from other aircrafts. This measure is intended to enhance safety and avoid triggering the automatic anti-collision systems that are now standard on commercial fleets.

In CTA managed by a DSNA approach control centre:

- Mandatory radio contact with the SNA managing the airspace concerned ;

- Clearance for penetration ;

- Display of transponder code 0300 ;

- As far as possible, avoidance of levels corresponding to the vertical limits of published airspace (FL 115, TMA ceiling, etc.) ;

- When a crossing must be carried out visually in CTA, it is imperative to maintain a sufficiently distant route from other aircrafts.

These measures are designed to enhance safety and avoid triggering the automatic collision avoidance systems that are now standard on commercial fleets. These radio contacts in no way exempt crews from applying collision avoidance rules.

5) Possible developments

The DSAÉ/DIRCAM, in consultation with the DTA (Direction du Transport Aérien) and the DSNA (Direction des Services de la Navigation Aérienne), is looking into specific ways of facilitating access to and through the new CTAs by OAT type V aircraft, while complying with the regulations and ensuring flight safety.