

# EUROCONTROL Guidelines for a harmonised and improved OAT FPL implementation

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# **EUROCONTROL Guidelines for a harmonised and improved OAT FPL implementation**

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Abstract	
<p>The purpose of the Guidelines is to facilitate the implementation of the harmonised and improved OAT flight plan (iOAT FPL) in the EUROCONTROL Member States and the Network Manager.</p> <p>The document provides operational context, the harmonisation guidelines, and the improvement requirements to national civil and military aviation authorities facilitating the decision making process on the implementation of iOAT FPL.</p> <p>The Guidelines serve as a reference for the review process and update of the EUROCONTROL IFPS manual to ensure harmonisation and interoperability for flight plan processing and verification.</p>	
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## EXECUTIVE SUMMARY

In line with the SES objective to create a seamless ATM environment across Europe, the National Aviation Authorities, operational stakeholders and the Network Manager (NM) should take into consideration both civil and military ATM requirements. Resulting from national/international defence obligations the military ATM requirements are the foundation upon which all future integration processes will be developed to build up an integrated civil-military ATM co-operation and co-ordination. Implementation of the ATM requirements for military operations requires specific operational and technical enablers and competencies for Flight Crews, ATM, and Air Defence personnel.

A major requirement to create a seamless ATM environment and facilitate military operations in the ECAC area is the harmonised integration of military IFR operations in controlled airspace of the Integrated Initial Flight Plan Processing System (IFPS) zone (IFPZ)<sup>1</sup>. The solution validated in SESAR is the implementation of a harmonised and improved OAT Flight Plan (iOAT FPL) with relevant filing and handling procedures.

The IFPS is a Network Manager centralised flight plan processing system that ensures successful processing and distribution of flight plans to air traffic service units and other pertinent recipients. The IFPS aims at reducing the number of sources of flight plan data within the IFPZ to a single point thus maximising the consistency of the flight data available operationally.

The iOAT FPL is a structured formalised flight plan based on the ICAO model flight plan form that aggregates information regarding military IFR flight and is shared through NM centralised flight plan processing system (IFPS) with all pertinent ATM and relevant non-ATM actors.

EUROCONTROL Guidelines for a harmonised and improved OAT FPL implementation describe the operational context in which the iOAT FPL will be used. The Guidelines explain the current status of the use of OAT FPL in the EUROCONTROL Member-States and describe how a new harmonised iOAT FPL format can accommodate the military specific information.

The iOAT FPL allows the sharing of military specific ATM information needed to fulfil mission requirements e.g. special en-route activities, identification and correlation of reserved airspace, formation flight and RPAS related details etc., without addressing any confidential information.

The document also highlights the benefits that the implementation of iOAT FPL can bring to the operational stakeholders and NM and addresses basic principles upon which the Member-States should take necessary minimum actions facilitating the implementation of iOAT FPL.

The harmonisation guidelines and improvement requirements to be implemented by the military operational stakeholders and the Network Manager are the key area of the document. The harmonisation guidelines aim at providing harmonised information elements per each Item of the iOAT FPL format supporting information consistency and facilitating automated processing at local and network level.

The improvement requirements are complementary to the instructions for insertion of ATS data into ICAO model flight plan form in ICAO Doc 4444 PANS – ATM, and requirements in the EUROCONTROL Network Operations Handbook – IFPS User Manual. The main goal of the improvement requirements is to streamline national processes and procedures for filing and processing of iOAT FPL in the domain ATM systems.

These requirements apply to flight plan originators who file and submit the iOAT FPL (e.g. WOC) the Network Manager who enables centralised processing verification and distribution and the recipients (e.g. ATS civil/military, MCU) who integrate flight related information in the domain systems. Once approved by the operational stakeholder and NM through EUROCONTROL

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<sup>1</sup> Hereinafter, along the document the controlled airspace implies the airspace within the International Civil Aviation Organisation (ICAO) EUR region where Member States are responsible for the provision of air traffic services and also known as IFPS Zone

Regulatory and Advisory Framework ERAF, these requirements will be used to update the EUROCONTROL Network Operations Handbook – IFPS User Manual.

The improved OAT FPL implementation may require systems adaptations fostering a better sharing of information on local services and procedures available for cross border operations and will offer a seamless interface between OAT/GAT flight planning systems.

# 1 Introduction

## 1.1. Purpose

The purpose of the Guidelines is to facilitate the implementation of the harmonised and improved OAT flight plan (iOAT FPL) in the EUROCONTROL Member States and the Network Manager.

The document provides operational context, the harmonisation guidelines, and the improvement requirements to national civil and military aviation authorities facilitating the decision making process on the implementation of iOAT FPL.

The Guidelines serve as a reference for the review process and update of the EUROCONTROL IFPS manual to ensure harmonisation and interoperability for flight plan processing and verification.

It also supports the implementation of the European ATM Master Plan objectives regarding the definition of the OAT/GAT interface and contributes to a collaborative flight planning.

The document ensures the traceability between Improvement Requirements and the objectives set in EUROCONTROL Specifications for harmonised Rules for OAT-IFR inside controlled Airspace of the ECAC Area (EUROAT).

## 1.2. Scope

The document introduces the iOAT FPL and related operational context to the Member States in support of implementation and further use of the harmonised flight plan format based on ICAO Model flight plan form for the military operations in controlled airspace. It also contributes to the harmonisation, standardisation and automation of the flight plan data processing and sharing with ATM and non-ATM actors concerned.

The Guidelines include the operational enablers in relation with the operational concept providing an integrated view on the implementation of iOAT FPL nationally and internationally. It also explains the applicability of the iOAT FPL to the military operational stakeholders and NM highlighting the limitations, constraints, and benefits.

The document provides harmonised guidelines for the filing of the iOAT FPL and the improvement requirements for the extensions of the Items of the flight plan form. The use of the ICAO FPL form in combination with the “instructions for insertion of ATS data” and EUROCONTROL IFPS user manual facilitate the implementation of extensions in iOAT FPL for each Item type.

The Guidelines represent the first concrete materialisation of the work conducted to introduce the military specific requirements in the iOAT FPL format. It enables the military operational stakeholders to express in a clear and harmonised manner their flight intentions and share the ATM related information on a need to know principle with all ATM and non-ATM actors concerned through the flight plan management processes.

## 1.3. EUROCONTROL Guidelines

EUROCONTROL guidelines, as defined in EUROCONTROL Regulatory and Advisory Framework (ERAF), are advisory materials and contain:

*“Any information or provisions for physical characteristic, configuration, material, performance, personnel or procedure, the use of which is recognized as contributing to the establishment and operation of safe and efficient systems and services related to ATM in the EUROCONTROL Member States.”*

Therefore, the application of EUROCONTROL guidelines document is not mandatory.

In addition, EUROCONTROL Regulatory and Advisory Framework specifies that:

“EUROCONTROL Guidelines may be used, inter alia, to support implementation and operation of ATM systems and services, and to:

- complement EUROCONTROL Rules and Specifications;
- complement ICAO Recommended Practices and Procedures;
- complement EC legislation;
- indicate harmonisation targets for ATM Procedures;
- encourage the application of best practice;
- provide detailed procedural information.

## 1.4. Structure

The document consists of the following chapters:

- Chapter 1 describes the purpose, scope, applicability and structure of the document. It also specifies the conventions, definitions, abbreviations and reference material used in the document.
- Chapter 2 describes the Operational concept and its applicability to the IFR-operations highlighting limitations constraints and benefits.
- Chapter 3 describes the harmonisation guidelines and improvement requirements for filing and handling of the iOAT FPL format.
- Annex A specifies the document update procedures.

## 1.5. Applicability

The Guidelines apply to the military operational stakeholders who intend to implement and use the iOAT FPL in the national ATM systems, and the Network Manager who ensures centralised automated processing and distribution of flight plans in the IFPZ through the Integrated Initial Flight Plan Processing System (IFPS).

The document applies to military aircraft operators who conduct internal or cross-border flights in controlled airspace under conditions either specified by national rules and regulations adapted to EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT) or in accordance with ICAO rules and provisions<sup>2</sup> combined with national rules and provisions (mixed OAT/GAT). The Guidelines also apply to AIS experts and all categories of personnel who perform flight planning activities including flight plan filing and submission.

The success of the implementation of the Guidelines to a large degree depends on the level of expertise provided by national experts in countries, which are affected by the new changes and where the national systems have already been established. The implementation process must be flexible enough to allow national systems to be adapted accordingly. Professionals involved could be both civil and military aircraft operators, flight plan providers/originators, ATS experts and NM operational personnel dealing with FPL processing verification and distribution.

The improvement requirements have been drafted by EUROCONTROL Agency ATM experts from CMS Division and NMD and finalised following external stakeholder consultation through the relevant EUROCONTROL working arrangements - MAB, MilHaG, ASMSG, ODSG and NETOPS. The improvement requirements may have effect on the relevant supporting systems (e.g. AIS/FPL, FDPS, ATC systems), operational procedures and supporting documentation at

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<sup>2</sup> For all operational stakeholders who intend to fly only according to ICAO rules and provisions the standard ICAO FPL applies.

the level of the Network Manager (NMOC/IFPS) and at the local ANSP level. These requirements will be used to update the EUROCONTROL Network Operations Handbook – IFPS User Manual. In order to facilitate implementation of iOAT FPL, the proper training of technical and operational personnel has to be organised.

The implementation of the iOAT FPL, will have an effect on the network CDM processes and should consequently be integrated in all phases of the collaborative civil-military ATM network planning.

## 1.6. Conventions

This paragraph includes explanations on how specific words like “shall” “should” and “may” to be used in this document:

- a) “Shall” – indicates a required element that is necessary to meet or satisfy identified objective(s) within the EUROCONTROL Guidelines.
- b) “Should” – indicates something that is a recommendation and not specifically required to meet or satisfy the identified objective(s).
- c) “May” – indicates an optional element.

Improvement Requirements using the operative verb **shall** indicate that they **must be** implemented to achieve the minimum objectives of this guidance material.

Improvement Requirements using the operative verb **should** indicate that they are **recommended** to achieve the best possible implementation of this guidance material.

Improvement Requirements using the operative verb **may** indicate **options**.

The individual Requirements / Guidelines are depicted in tables (not numbered). The number of rows in a table may be different for different Guidelines as appropriate.

As a minimum there will be two rows for each Requirement containing:

- Requirement group and number (=sequence number in the guideline group + “/” + ICAO FPL item number to which the guideline refers) in the first column followed by the guideline text in a second column. This row will be in bold.
- Rationale: the reason for the requirement / guideline.

Additionally, optional rows may be present as appropriate:

- Syntax: syntax details for the flight plan item considered.
- Reference: main reference documents.
- Note (numbered if more than one): additional notes as necessary for a better comprehension.

## 1.7. Reference material

[RD 1] EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT) Ed. 3.0 dd. 01/02/2020;

[RD 2] EUROCONTROL Guidance for Military Aeronautical Information Publications Consistency with ICAO DOC 10066 PANS-AIM;

[RD 3] EUROCONTROL Network Operations Handbook – Integrated Initial Flight Plan Processing System – IFPS User Manual – Ed. 22.1 dd. 20/11/2018;

[RD 4] SESAR 2020 PJ 07-03 OSED / SPR / INTEROP;

[RD 5] SESAR 2020 PJ 18-01a Technical Specification;

[RD 6] SESAR Project 11.1 OSED;

- [RD 7] Commission Implementing Regulation (EU) 2019/123;  
 [RD 8] ESSIP / LSSIP Objective AOM 13.1;  
 [RD 9] Rules of the Air (ICAO Annex 2);  
 [RD10] Air Traffic Services (ICAO Annex11);  
 [RD 11] Standardised European Rules of the Air (SERA);  
 [RD 12] ICAO Procedures for Air Navigation Services, Air Traffic Management (Doc 4444).

## 1.8. Maintenance of the Guidelines

These EUROCONTROL Guidelines have been developed under the EUROCONTROL Regulatory and Advisory Framework (ERAF) and are maintained by EUROCONTROL in accordance with this framework (see Annex A).

## 1.9. Definitions

Term	Definition	Reference
<b><u>ATM actors</u></b>	A person, organisation or technical system authorised/licensed to act within the ATM System. Several ATM actors can perform a role. One ATM actor can perform several roles.	SESAR
<b><u>ATM community</u></b>	The aggregate of organizations, agencies or entities that may participate, collaborate and cooperate in the planning, development, use, regulation, operation and maintenance of the ATM system.	ICAO Doc.9854
<b><u>Aeronautical data</u></b>	A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.	ICAO, ANNEX15 Aeronautical Information Services
<b><u>Aeronautical information</u></b>	Information resulting from the assembly, analysis and formatting of aeronautical data.	ICAO, ANNEX15 Aeronautical Information Services
<b><u>Aeronautical Information Service</u></b>	A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.	ICAO, ANNEX15 Aeronautical Information Services
<b><u>Aircraft identification.</u></b>	A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to	ICAO Doc.9924

Term	Definition	Reference
	be used in air-ground communications, and which is used to identify the aircraft in ground-ground or air traffic services communications.  <i>Note: The aircraft identification is also referred to as flight identification.</i>	
<b><u>Airspace Management</u></b>	Means a planning function with the primary objective of maximising the utilisation of available airspace by dynamic time-sharing and, at times, the segregation of airspace among various categories of airspace users on the basis of short-term needs.	Regulation (EC) No 549/2004
<b><u>Airspace Reservation</u></b>	Means a defined volume of airspace temporarily reserved for exclusive or specific use by categories of users.	Regulation (EC) No 2150/2005
<b><u>Airspace Restriction</u></b>	Means a defined volume of airspace within which, variously, activities dangerous to the flight of aircraft may be conducted at specified times (a 'danger area'); or such airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions (a 'restricted area'); or airspace situated above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited (a 'prohibited area').	Regulation (EC) No 2150/2005
<b><u>Airspace Structure</u></b>	Means a specific volume of airspace designed to ensure the safe and optimal operation of aircraft.	Regulation (EC) No 2150/2005
<b><u>Air Traffic</u></b>	All aircraft in flight or operating on the manoeuvring area of an aerodrome.	ICAO Doc.4444
<b><u>Air Traffic Service airspace</u></b>	Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.  <i>Note:- ATS airspaces are classified as Class A to G as shown in Annex 11, Appendix 4.</i>	ICAO Doc.4444
<b><u>Air Traffic Service Reporting Office</u></b>	A unit established for the purpose of receiving reports concerning air traffic	ICAO Doc.4444

Term	Definition	Reference
	<p>services and flight plans submitted before departure.</p> <p><i>Note: An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.</i></p>	
<b><u>Air Traffic Management</u></b>	<p>Means the aggregation of the airborne and ground-based functions (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations.</p> <p>The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.</p>	<p>Regulation (EC) No 549/2004</p> <p>ICAO Doc.4444</p>
<b><u>Air Traffic Service</u></b>	A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	ICAO Doc.4444
<b><u>Air Traffic Services Unit</u></b>	A generic term meaning variously, air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office.	ICAO Doc.4444
<b><u>Appropriate ATS authority</u></b>	The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	ICAO Doc.4444
<b><u>Appropriate Authority</u></b>	<p>a) Regarding flight over the high seas: The relevant authority of the State of Registry.</p> <p>b) Regarding flight other than over the high seas: The relevant authority of the State having sovereignty over the territory being overflown.</p>	ICAO Doc.4444
<b><u>ATM system</u></b>	A system that provides ATM through the collaborative integration of humans, information, technology, facilities and services, supported by air and ground-	ICAO Doc.9854

Term	Definition	Reference
	and/or space-based communications, navigation and surveillance.	
<u>Civil-Military coordination</u>	Means the coordination between civil and military parties authorised to make decisions and agree a course of actions.	Regulation (EC) No 2150/2005
<u>Civil-Military cooperation</u>	Means the interaction between civil and military authorities and components of ATM referred to in Article 3(1) necessary to ensure safe, efficient and harmonious use of the airspace.	Commission Implementing Regulation (EU) 2019/123
<u>Controlled airspace</u>	An airspace of defined dimensions within which air traffic control service is provided in accordance with airspace classification.  <i>Note: Controlled airspace is a generic term that covers ATS airspace classes A,B,C,D and E as described in Annex 11, 2.6</i>	ICAO Doc.4444
<u>Controlling Military Unit</u>	Any fixed or mobile military unit handling military air traffic and/or pursuing other activities, which owing to their specific nature, may require an airspace reservation or restriction.	Regulation (EC) No 2150/2005
<u>Flight Intent</u>	The future aircraft trajectory expressed as a 4-D profile until destination (taking account of aircraft performance, weather, terrain, and ATM service constraints), calculated and “owned” by the aircraft flight management system, and agreed by the pilot.	ICAO Doc.9854
<u>Formation Flight</u>	A flight consisting of more than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting, as well as clearances issued by ATC.	EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT)
<u>Flight Plan</u>	Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	ICAO Doc 4444

Term	Definition	Reference
<b><u>General Air Traffic (GAT)</u></b>	All movements of civil aircraft, as well as all movements of State aircraft (including military, customs and police aircraft) when these movements are carried out in conformity with the procedures of the ICAO.	Regulation (EC) No 549/2004
<b><u>Improved OAT Flight Plan (iOAT FPL)</u></b>	The iOAT FPL is a structured formalised flight plan based on the ICAO model flight plan form that aggregates information on military IFR flights and is shared with all pertinent ATM and relevant non-ATM actors in a harmonised format (New)	New
<b><u>Military activity/exercise</u></b>	A military event requiring multi-agency (i.e. civil - military coordination) and/or cross border coordination which potentially requires temporary ASM measures that has an impact at network level.	Mission Trajectory Detailed Concept
<b><u>Military tactical control</u></b>	Actions of a qualified (military) controller in his / her area of responsibility (e.g. ARES, QRA), who guides the military aircraft towards the point (in time or space) where the pilots take responsibility for the mission and / or continue to monitor the position of the military aircraft.	New
<b><u>Network Manager NM</u></b>	means the body entrusted with the tasks necessary for the execution of the functions referred to in Article 6 of Regulation (EC) No 551/2004.	Commission Implementing Regulation (EU) 2019/123
<b><u>Non-ATM actor</u></b>	A person, organisation or technical system authorised to interact with the ATM system in order to obtain information about IFR flights through the FPL and use it for further monitoring and control purposes.	New
<b><u>Non-standard Formation</u></b>	A formation that is operating outside the limits of a standard military formation. A non-standard formation requires ATC approval.	EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument

Term	Definition	Reference
		Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT)
<b><u>Operational Air Traffic (OAT)</u></b>	All flights, which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities. OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.	EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT)
<b><u>Operational stakeholders</u></b>	Means the civil and military airspace user's civil and military air navigation service providers and airport operators, which operate in the airspace of ICAO EUR region where Member States are responsible for the provision of air traffic services.	Commission Implementing Regulation (EU) 2019/123
<b><u>Standard Military Formation</u></b>	A formation of aircraft flying under IFR in which each wingman aircraft will stay within 1 NM horizontally and 100 ft vertically of the lead aircraft.	EUROCONTROL Specifications for harmonised Rules for Operational Air Traffic (OAT) under Instrument Flight Rules (IFR) inside controlled airspace of the ECAC Area (EUROAT)
<b><u>Wing Operations Centre (WOC)</u></b>	The Wing Operations Centre is a generic term, which designates the operational processes and services directly related to the military airspace users and linked to Mission Trajectories and other aerial activities. The definition avoids detailing the diverse organisational structures existing in	Mission Trajectory Detailed Concept

Term	Definition	Reference
	Europe; therefore, it is considered to be a function.	

## 1.10. Abbreviations

Acronym	Definition
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
AD	Air Defence
ADQ	Aeronautical Data Quality
ADU	Air Defence Unit
AFTN	Aeronautical Fixed Telecommunications Network
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AMC	Airspace Management Cell
AMHS	Aeronautical Message Handling Service
ANS	Air Navigation Service
ANSP	Air Navigation Services Provider
AOI	Area of interest
AOR	Area of responsibility
APP	Approach
ARES	Airspace Reservation/Restriction
ARO	ATS Reporting Office
ARN	European ATS Route Network
ARR	Arrival
ASM	Airspace Management

Acronym	Definition
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATFCM	Air Traffic Flow and Capacity Management
ATM	Air Traffic Management
ATS	Air Traffic Services
AWACS	Airborne Warning and Control System
B2B	Business to Business
CACD	Central Airspace and Capacity Database
CBA	Cross-Border Area
CDM	Collaborative Decision Making
CDR	Conditional Route
CNS	Communication, Navigation, Surveillance
DCT	Direct
DEP	Departure
EAD	European AIS Database
EAD SDO	EAD service for Static Data Operations for Data Providers and Data Users
EAUP	European Airspace Use Plan
EC	European Commission
ECAC	European Civil Aviation Conference
EUUP	European Update airspace Use Plan
FIR	Flight Information Region
FPL	Flight Plan
FUA	Flexible Use of Airspace
GAT	General Air Traffic
ICAO	International Civil Aviation Organization
IFPS	Integrated Initial Flight Plan Processing System

Acronym	Definition
IFR	Instrument Flight Rules
MEDEVAC	Medical Evacuation
MCU	Military controlling unit
MSS	Mission Support Service
MT	Mission Trajectory
NATO	North Atlantic Treaty Organisation
NM	Network Manager
NMOC	Network Manager Operations Centre
NOTAM	Notice to Airmen
OAT	Operational Air Traffic
OSY	Open Skies
QRA	Quick Reaction Alert
RAD	Route Availability Document
RAM	Rapid Air Mobility
RPAS	Remotely Piloted Aircraft System
RSA	Restricted airspace
RTECOORDATC	Route coordinated with ATC
RVSM	Reduced Vertical Separation Minima
SARPS	Standards And Recommended Practices
SES	Single European Sky
SESAR	Single European Sky ATM Research
SSR	Secondary Surveillance Radar
SWIM	System Wide Information Management (see also Terminology)
TACAN	Tactical Air Navigation
TMA	Terminal Control Area
TRA	Temporary Reserved Area

Acronym	Definition
TSA	Temporary Segregated Area
UIR	Upper Flight Information Region
VFR	Visual Flight Rules
WOC	Wing Operations Centre

## 2 iOAT FPL Operational Concept

### 2.1. Background information

Currently, the military IFR flights operate in all classes of airspace according to the national rules and regulations within the boundaries of national airspace. The geographical scope of military operations may go beyond the national borders when operational needs dictate so. Different national rules/specifics apply to the cross-border flights and these rules must be respected.

Almost every military flight operating in controlled airspace as pure OAT, GAT or mixed OAT/GAT is underpinned by a Flight Plan. The military flight plans are filed in accordance with national military requirements and procedures for filing and submitting flight plan as laid down in national military AIP, where existing. These requirements are often either identical or adapted to ICAO requirements.

The military operational stakeholders adhere to the maximum extent possible to the ICAO model flight plan form and take account of the EUROCONTROL Network Manager Operations Centre (NOC) Integrated Initial Flight Plan Processing System (IFPS) provisions as required.

Military Authorities decide which flight plan format applies best to the military IFR flight and may use either ICAO FPL or OAT FPL depending on the mission type, objectives, rules, provisions, and services needed for such flights.

The flight plan originators (e.g. WOC, military AIS office, AD unit) usually submit FPLs directly to the end recipients. When WOC or AIS office have limited capabilities for flight plan filing, submission and distribution they often make use of services provided by Air Traffic Service Reporting Office (ARO). These flight plans bypass central processing at IFPS and are submitted directly to the final recipients.

The central processing and verification are based on the predefined algorithm where FPL format and content must match the criteria and rules that ensure automated verification and distribution of the flight plan to the recipients concerned. Therefore, the processing and verification of the ICAO FPL applies only to GAT flight segments that comply with ICAO rules and provisions.

The flight plan originators usually avoid submitting OAT FPLs to IFPS, given the geographical boundaries of OAT operations and inconsistent FPL formats. Therefore, the Network Manager and Air Navigation Service Providers (ANSPs) have either limited or diverging information about OAT IFR military flights that operate in controlled airspace. This creates a gap in air situation awareness which potentially leads to low predictability and reduced capacity creating unnecessary capacity buffers due to the lack of information regarding military flights within respective area of responsibility (AoR). The diversity of OAT FPL formats used by military and lack of the harmonized handling procedures lead also to lengthy coordination between ATS authorities of the neighbouring states and unnecessarily creates extra effort.

The ICAO FPL format so far does not fit all types of military IFR flights. It cannot accommodate specific information elements relevant to military missions and IFPS does not support processing and verification of these information elements. Therefore, the development and further implementation of the new harmonized iOAT FPL should be seen as the first real step towards harmonisation of the military mission related information and integration of military demand in the ATM network operations. The consolidated data related to specific military en-route activities will be integrated into the ATM network and provide detailed information elements through the transparent and centralized management of iOAT FPL.

## 2.2. Operational Concept

The implementation of the iOAT FPL depends on many factors, which determine the scope of the operational environment for an operational concept<sup>3</sup>. The operational concept aims at shifting a perception of the military operations in controlled airspace from a local perspective to the wider ATM network view and offers a mechanism that facilitates the transition.

The iOAT FPL is a structured formalised flight plan based on the ICAO model flight plan form that aggregates information regarding military IFR flight and is shared with all pertinent ATM and relevant non-ATM actors through NM centralised flight plan processing system (IFPS).

Concept-wise, the iOAT FPL is regarded as a mechanism that facilitates the military operational stakeholders who intend to share their demand through the centralised processing verification and distribution in IFPS. This mechanism facilitates the accommodation of the military IFR flights in controlled airspace of various classes A, B, C, D, and E.

The format of the iOAT FPL does not substantially differ from the ICAO FPL. However, extensions that apply to the Items of the ICAO model flight plan form allow integrating the information elements and operational requirements of the military operational stakeholders.

The iOAT FPL format ensures consistency of data and semantic interoperability while describing the military demand. It delivers information elements specific to the military mission objectives, which must be processed, validated, distributed, and integrated into the ATM network operations.

The information elements are essential to describe the flight route in combination with the operational needs of the military operational stakeholders.

The main improvement of the iOAT FPL is a modification of the flight route description.<sup>4</sup> The basic route description elements remain unchanged however modification takes place when it concerns special activities that will be performed along the planned flight route.

The special en-route activities can vary by type and may include flights inside reserved/restricted airspace ARES, flights at the aerodromes for multiple approaches and "touch and go" exercises as well as flights inside airspace defined either around one or between two navigation points for orbiting, holding, and loitering. The modification allows the inclusion in the route description information regarding entry and exit parameters for the designated portion of airspace or ARES designator together with time duration of the activity.

The flight route and modified data regarding activities are processed by IFPS and converted into the flight profile/trajectory. Practically, the processing and verification of the flight route in IFPS should cover the entire flight route that goes through controlled airspace despite the composition of the route segments relevant to GAT or OAT. This provides a holistic view on the entire flight in NM and ATC systems hence contributing to predictability, capacity optimisation and reduces uncertainty on military flight intent facilitating tactical ATC operations.

The Network Manager plays its important role in centralised processing verification and distribution for the iOAT FPL to all ATM and non-ATM actors concerned. Before distribution, the iOAT FPL goes through verification on compliance with ATM restrictions and regulations, unless exemptions are applied as described in chapter 2.2.2. Almost all regular IFR flights, civil and military, fall under restrictions published in national AIPs and RAD, which are inevitable due to the complexity and congestion of the European airspace. The flight plan originators should

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<sup>3</sup>The Operational concept highlights specific aspects relevant to military IFR operations in controlled airspace, which are not addressed neither by ICAO PANS Doc.4444 Air Traffic Management nor by reference manual for centralised flight plan processing and distribution service that has been established under the authority of the EUROCONTROL Network Manager (NM).

<sup>4</sup> Decision regarding use of the military navigation aids and significant point to be made at technical level.

consult aeronautical information publications and have unrestricted access to RAD, the national AIPs, and NOTAM publications.

The integration of iOAT FPL in FDPS with enriched set of flight-related data creates increased awareness of military demand. This facilitates the reduction of unnecessary capacity buffers associated with military activities in the AoR and provides conditions for monitoring the correspondence between the original flight path of the airspace user and the flight path integrated into the air traffic control system in the flight execution phase.

This is also valid for the MCU or ADU when it comes to ensuring conflict detection and separation between the participating and the non-participating traffic to a certain mission. Mutual awareness is considered enhancing flight safety, reducing ATCO communication workload in civil and military units, enabling enhanced flexible use of airspace and facilitating pre-tactical and tactical civil-military co-ordination.

After submission of iOAT FPLs, the flight plan originators use the same message type as it applies to the ICAO flight plan. These message types and conditions for their use are explicitly described in the IFPS manual. Use of the flight plan related messages provides flexibility to the military operational stakeholders to notify the pertinent ATM actors and relevant non-ATM actors on delays (DLA), changes associated to the flight (CHG) or status of the flight (DEP, ARR) etc. The originator of the iOAT FPL defines a list of addresses whom the flight plan is going to with respect to the confidentiality aspects.

To maintain a sufficient level of coordination between neighbouring states and ensure efficient cross-border operations, the Military National Aviation Authorities should conclude bilateral agreements, notably LoAs, between pertinent military organisations/units. This practise exists in some European states and identification and sharing of best practices should be encouraged by providing examples of the LoAs in order to create a harmonised LoA specimen. This is vital to have a living document at the operational level that provides conditions and information regarding cross-border military flights facilitating seamless predictable operations and reducing latency in coordination between ATS authorities of the neighbouring states.

### **2.2.1 Integration of the special en-route activities in iOAT FPL**

The iOAT FPL contains information about special en-route activities that military IFR flights may conduct along the flight route. Depending on the mission objectives the military IFR flights may require segregation from the other activities in order to perform tactical events. These tactical events may include different type of activities, e.g. Basic Fighter Manoeuvres (BFM), Air-to-Air refuelling (AAR) or training over predefined aerodromes for multiple approaches and “touch and go” exercises, etc. The segregation could be achieved by requesting ARES or flight level blocks and patterns for holding and loitering.

The integrated in the iOAT FPL information regarding special en-route activity indicates to all pertinent ATM and relevant non-ATM actors concerned the intention to use the airspace outside the flight route or along it for a military tactical event. When the tactical event is dangerous to other flights it must be segregated by using ARES. The ARES is allocated via ASM process. The flight level blocks and patterns defined around a waypoint or between two waypoints where holding, orbiting and loitering take place are coordinated with respective ATS authority prior submission of the iOAT FPL.

To properly reflect the timing of a special en-route activity the STAY indicator applies. The flight route description contains STAY to indicate the beginning and the end of the activity along the flight route. In the flight route description the STAY indicator is used to describe the airspace/pattern between the entry and exit points defined for the special en-route activity. It also indicates to NM and ATSU the time delay associated with the activity.

The information elements are also important for processing and verification of the iOAT FPL in IFPS. The ARES designator under STAY indicator in the iOAT FPL must match the one published in EAUP/EUUP thus, the verification process ensures consistency of data and minimises errors. The iOAT FPL with ARES designator not integrated into NM environmental database (CACD) will be rejected by IFPS.

When published in AIPs the ARES entry/exit points become static and remain as unchanged reference parameters. To facilitate the military operational needs and retain flexibility in training, the use of ARES entry/exit points defined by latitude/longitude coordinates when accepted in addition to the fixed ones are required.

Modern ATC systems allow converting the geographical coordinates of the flight route description into pseudo waypoints with the corresponding designators and provide proper visualisation for the civil or military air traffic controller. This contributes to the robust ATC operations facilitating provision of the tactical ATC clearances for flights heading towards entry and exit points. When such an option does not exist in the ATC system the provision of the ATC clearances towards entry and exit points will be based on bearing and time.

The entry and exit points connect the flight profile with airspace defined and used for special en-route activities. These points can be determined either directly at the border of the ARES or along the flight route in the proximity of the ARES geographical location respecting safety buffers. The definition of the safety buffers may depend on the density of traffic within proximity of the allocated ARES, type of tactical event inside ARES, complexity of the ATS operations or statistical data. This is a state responsibility to define safety buffers for ARES and responsibility of the ATS authorities to apply safety separation minima for non-participating flights.

For special en-route activities not requiring ARES, the entry/exit points for the specific patterns are also applicable as they indicate borders between the flight profile along the planned route and the tactical event that takes place along predefined patterns. These points can also be attributed with speed and flight level/altitude.

The entry/exit points are essential parameters for the flight profile calculation. The airspace entry/exit points are also considered as reference points for radio frequency change and handover of the flight from ATS provision to military tactical control and vice versa.

Indication of FL/ALT at the entry/exit points is a necessary precondition to retain required level of safety. Both ATCO and the AD controller within their area of responsibility shall monitor the adherence to the FL/ALT at entry/exit point as indicated in the iOAT FPL.

Time values reflected in the iOAT FPL include estimated elapsed time (EET) of the entire flight, EET to the STAY entry point e.g. ARES or predefined patterns and EET for the special en-route activities conducted inside ARES or along predefined patterns. It should be noted that the value of EET inside ARES or along the predefined patterns cannot exceed the value of EET of the entire flight. These time values indicated in the iOAT FPL are essential parameters for the Flight Crew ATCO and NM in flight profile calculation validation and management.

## **2.2.2 Exemption policy**

The exemption policy is a State prerogative and applies in the circumstances when special operational requirements or aircraft equipment require exemption from mandatory equipment RAD/AIP as well as EU/EURO restrictions and flow regulations, which under nominal conditions apply to all IFR flights conducted in controlled airspace.

The NM IFPS Manual provides instructions on which codes/procedures shall be used to grant the validation of the IFR GAT FPL. The IFPS procedures describe both cases ensuring automatic validation and cases requiring a manual process to override the automatic FPL check errors for not compliance with restrictions/regulations in the NM system. Several of these

codes/procedures are dedicated to State/Military flights (flight type M) requiring specific exemptions as well as special handling by ATS.

The same codes/procedures also apply to iOAT FPLs. The only difference could be for the ATFM exemptions that the central unit for ATFM notifies a Member State which grants exemptions in excess of 0,6 % of that Member State's annual departures but this limitation does not apply to OAT flights unless State Aviation Authorities decide differently.

The exemptions are granted to military flights such as Air Defence (AD) missions, Quick Reaction Alerts (QRA) and other flights conducted for security and defence matters due to the nature of their specific operations and aircraft equipment.

The military operational stakeholders may request for their IFR flights exemptions from RAD/AIP<sup>5</sup> restrictions for operational or diplomatic reasons and use existing mechanisms to facilitate the processing and integration of these flights into ATM network operations.

In summary, the exemptions refer to the following cases:

- Flow regulations;
- State AIP;
- Airspace utilisation rules and availability in NMOC;
- Mandatory equipment/capability;
- Ad-hoc exemptions.

### **Flow (ATFM) regulations**

The exemptions for flow regulations automatically apply to a particular type of flights marked with a special status indicator (STS). These flights are as follows:

- STS/SAR or a flight engaged in a search and rescue mission;
- STS/FFR for a Fire-fighting flight;
- STS/MEDEVAC for a life critical medical emergency evacuation;
- STS/HEAD For a flight with HEAD of STATE status;
- STS/ATFMX for a flight approved for exemption from ATFM slot allocation.

There are other types of flights with the following STS indicators for which an automatic exemption from flow regulations is NOT granted but requiring special handling by ATS:

- STS/HOSP for a medical flight declared by medical authorities;
- STS/STATE for a flight engaged in military, customs or police services;
- STS/HUM for a flight operating on a humanitarian mission;
- STS/NONRVSM for a non-RVSM capable flight intending to operate in RVSM airspace;
- STS/FLTCK for a Flight check for calibration of navigation aids;
- STS/HAZMAT For a flight carrying hazardous material;
- STS/MARSA for a flight for which a military entity assumes responsibility for separation of military aircraft;
- STS/ALTRV for a flight operated in accordance with an altitude reservation.

In order to get exemptions from flow regulation, the flights operating with the above mentioned codes shall add the STS/ATFMX code. All STS codes shall be described in field 18 of the flight plan. Multiple STS codes are possible.

### **Airspace utilisation rules and availability in NMOC**

All STS designators can be used as a condition in an airspace utilisation rules and availability as defined in the NM system. The condition, when satisfied or not satisfied, may validate or invalidate the FPL submitted to IFPS.

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<sup>5</sup> The restrictions as specified in EUROCONTROL route availability document RAD and State AIP.

## Mandatory equipment

A State may grant exemptions within its area of responsibility. Such exemptions are published in national AIPs. Local exemptions may apply in parts of the airspace e.g. from the carriage of 8.33 kHz capable radios or RVSM compliance (a dedicated STS/NONRVSM code applies). For IFR flights in controlled airspace not equipped with 8.33 kHz the exemption may look like the following:

*In the IFPZ, State aircraft that are not equipped with 8.33 kHz capable radios but are equipped with UHF and 25 kHz capable radios shall be permitted to fly in 8.33 kHz airspace where UHF coverage is provided or special procedures are implemented (see the national AIP of the State concerned). To indicate such, the letters U and Z shall be inserted in Item 10a Equipment and 'COM/EXM833' shall be inserted in Item 18 of the filed flight plan.*

## Ad-hoc exemptions

There are specific operations for which the flight plan is subject to manual process to ensure its acceptance despite errors generated by IFPS validation process. These are:

- RPAS

Due to the particular nature of the RPAS/UAS flights, it is not always possible to have an IFPS compliant routing and these flights usually cannot accept any deviation from their routings. Also, these flights often operate at higher level than normal air traffic. The IFPS staff shall ignore all ROUTE and PROFILE errors and shall insert the relevant IFP indicators.

- Open Sky

Those Open Skies flights, with a callsign starting with the letters 'OSY' and ending with the letters 'F' or 'D' may raise various route-related errors and violations. All flights operating with a callsign starting with the letters 'OSY' and ending with the letters 'F' or 'D' shall be accepted by the IFPS staff without modification to the route, regardless of what route-related errors may be raised. Those flights having a callsign that starts with the letters 'OSY', and a last letter in the callsign that is 'T' shall not be accepted under the Open Skies exemption agreement.

- RAM

The Rapid Air Mobility (RAM) Process is the ability to move military state aircraft from one part of the NATO Alliance to another part of the Alliance, unconstrained by the Civil ATC system capacity. The "OAN" tri-graph in the call sign is to be used only when RAM has been activated. All RAM flights shall be granted exemptions for equipage, RAD restrictions (except errors associated to crossing active RSAs) and flow measures.

Other flights such as test, military, pollution control, aerial surveillance/photo and others may contain routings which are not compliant with airspaces constraints defined in airspace utilisation rules and availability in NMOC, OAT portions, etc.

Where the entire routing has been coordinated and agreed with all relevant ATC unit(s)/FMP, the message filer shall indicate such prior coordination/agreement in item 18 of the FPL under the RMK field (RMK/) with the following text: RTECOORATC.

Where only (a) specific portion(s) of the routing has/have been coordinated and agreed with the ATC unit(s)/FMP, the message filer shall indicate such prior coordination/agreement in item 18 of the FPL under the RMK field (RMK/) with the following text:

RTECOORATC followed by the name(s)/designator(s) of the ATC unit(s).

Examples: RMK/RTECOORATC ROMA BRINDISI or RMK/RTECOORATC LIRR LIBB

## 2.3. Applicability of iOAT FPL

The harmonised iOAT FPL is presented as one of the solutions that enables the military ATM community to deal with the challenges brought by the new architecture of a dynamic and flexible European ATM system and ensures integration of military IFR flights into the ATM network operations with military specific needs.

The iOAT FPL will be used for military IFR flights<sup>6</sup> operating with manned and unmanned aircraft (RPAS), wherever RPAS operations are allowed partially or fully outside restricted/reserved airspace structures (ARES).

It is in the remit of the Member States and their respective Military Authorities to deploy and use this solution when searching for different means to cope with new network challenges and contribute to the overall network performance expectations.

Considering the variety, military operational stakeholders may decide what type of IFR flight could use iOAT FPL. In particular, military missions performing Air-to-Air refuelling, military air transport of personnel and/or cargo and Airborne Warning & Control System (AWACS) operations in controlled airspace can benefit from using the iOAT FPL and sharing the flight related information with pertinent ATM and relevant non-ATM actors concerned.

Military cross-border operations for either regular training or deployment seem to be an excellent first use case for the iOAT FPL.

With centralised processing and distribution, all pertinent ATM and relevant non-ATM actors concerned will be able to receive information about the military IFR flight and react accordingly with respect to their capabilities to provide Air Traffic Services and military tactical control.

## 2.4. Limitations

The following limitations can be noticed in the scope of these Guidelines:

- The iOAT FPL is planned to be used only for military IFR flights operating entirely within the IFPS (DEP, ARR and routing);
- The iOAT FPL is applicable only to military IFR flights operating in controlled airspace as OAT or mixed OAT/GAT;
- The iOAT FPL is the only flight plan format the military operational stakeholders can use for OAT and mixed OAT/GAT centralised processing in IFPS;
- The iOAT FPL is used only for the military IFR flights in controlled airspace, which require provisions of ATS and/or military tactical control;
- The iOAT FPL is not mandatory for flights requiring strict confidentiality and States can decide not to use it, nor is it mandatory for the short notice flights e.g. Quick Reaction Alert (QRA) or Test flights;
- The national AIP must specify the conditions in which the iOAT FPL should be used for military IFR flights in controlled airspace;
- Political/military crisis and conflict time situations are out of the scope of these Guidelines.

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<sup>6</sup> States are not limited and may also decide to use the iOAT FPL for VFR or mixed IFR/VFR military flights as soon as it fits their operational needs.

- The iOAT FPL will be restricted to the selected recipients only on the “need to know” principle;

## 2.5. Enablers

Regulatory (EUROAT), operational (migration to EAD) and technical enablers can facilitate the implementation of iOAT FPL. The enablers listed below will support an efficient implementation of iOAT FPL and harmonisation of the operational procedures.

### 2.5.1 Harmonised Instrument Flight Rules (IFR) inside controlled Airspace of the ECAC Area (EUROAT)

The aim of the EUROAT is to provide the regulatory framework for OAT-IFR flights in controlled airspace at the pan-European scale (in the limits described in 2.4) and to facilitate the interface between OAT and GAT operations, while minimizing the impact upon military operational procedures or aerial tactics as much as possible.

EUROAT follows the three following principles:

- Whenever possible the same definitions, rules and procedures as specified by ICAO for GAT flights shall be applied;
- Required rules for OAT, in addition to and/or rules deviating from ICAO provisions are provided;
- Where the operational requirements of a flight are incompatible with either of the above, these requirements should be met by the use of ARES or other methods that are considered sufficiently safe and are approved by the appropriate national authority.

The rules apply to both aircrews and ATS providers and cover the following topics:

- Flight plan (use of a harmonised FPL based on the ICAO format);
- Flight conduct rules (ACAS, communication, altimeter settings, speed limitations, altitude/FL limitations i.e. in some States for the conduct of supersonic flights above ground);
- En-route Formation flights;
- Flights in ARES;
- Air Defence flights.
- Unusual occurrences (emergency procedures);

States will have to provide information, education and training on EUROAT to aircrews and relevant ATM Personnel. They will also have to adapt their AIPs as well as flight planning procedures.

Since the EUROAT implementation is taking place across the ECAC region, the harmonisation process of national fragmentation concerning military IFR flights has not been finalised at pan-European Level, but has reached a certain level of maturity.

Recent statistics relating to the implementation of the Harmonised OAT-IFR Rules in the ECAC area demonstrate the commitment of the Member States to the harmonisation process. In some instances, national constraints may necessitate deviations from the EUROAT within the sovereign airspace of States. These deviations are stated in the respective AIP country chapters regarding EUROAT.

The majority of the Member States, who confirmed actual implementation status, are representing the Core of the European airspace and may become candidates for further implementation of iOAT FPL.

## 2.5.2 Military Aeronautical Information Publication harmonisation

The purpose of the harmonisation of the military Aeronautical Information Publication is to enable military organisations to publish Military AIPs in Europe in a harmonised way.

Conformance of European military and civil-military AIP format to ICAO Doc 10066 PANS-AIM is necessary to facilitate the potential integration of military aeronautical data in EAD and to increase overall AIP harmonisation and consistency of the information published and used by European aviation stakeholders.

Migration of military organisations as Data Providers and/or Data Users to EAD will improve the availability, completeness and harmonisation of aeronautical information. It will facilitate the alignment of the military operational stakeholders with the objectives set by the European ATM Master Plan.

Implementation of the harmonised Military Aeronautical Information in the European database EAD facilitates recognition of the military aeronautical infrastructure supporting iOAT FPL distribution. In fact, the migration of Military Aeronautical Information has been taken place in some European states and the time for migration depends on the decision of the states.

## 2.6. Benefits

The implementation of iOAT FPL brings potential benefits to the operational stakeholders and Network Manager. It bridges two constituents (civil and military) of the holistic European ATM network. Providing new information elements, the iOAT FPL enriches awareness on the military demand and contributes to the optimisation of the ATM network performance. The potential benefits spread across three main areas:

- Common benefits;
- Benefits for the military operational stakeholders;
- Benefits for the ATM network.

Common benefits are as follows:

- Automation of human processes through implementation of the harmonised FPL format;
- Provision of consistent FPL data and distribution of identical content to all ATM and non-ATM actors concerned;
- Decreased workload for flight data operators across the ATM system as IFPS becomes the central point of flight plan data processing and distribution;
- Full predictability on the military IFR flights in controlled airspace for all ATM actors concerned civil and military alike. This benefit is directly related to the % of military flights using iOAT FPL;
- Mutual awareness on each other's demand military/military and civil/military;
- Enhanced interface between military and civil IFR operations across UIR/FIR boundaries through provision of iOAT FPL data enabling correlation of the military IFR tracks in the AOR/AOI of relevant ATC centres;
- Support to the Network Manager in his tasks to take due account of military demand (Commission Implementing Regulation (EU) 2019/123);
- Minimisation of the implementation cost by using ICAO model flight plan form.

Benefits for the military operational stakeholders:

- Use of a harmonised iOAT FPL format for military IFR flights in controlled airspace;

- Automated processing of iOAT FPL across civil and military ATM infrastructure;
- Ability to address military specific requirements for IFR flights in controlled airspace (e.g. special en-route activities and tactical events, flight formations, exemptions, Diplomatic Clearances etc.);
- Access to the airspace at short-notice through iOAT FPL mechanism and enhanced collaboration with all ATM actors concerned;
- Reduction of complexity of the ATC operations by reducing workload of civil and military ATCOs, e.g. better predictability, less coordination;
- Confidence in provision of ANS and/or MSS across Member States for military IFR flights in controlled airspace;
- Conformity with IFPS requirements for iOAT FPL processing;
- Cost reduction opportunities through usage of the network level solutions for submission and exchange of the flight plan data.

Benefits for the ATM network:

- Enhanced Network collaborative planning;
- Enhanced co-ordination of civil and military demand through network CDM process;
- Better overview of actual airspace capacity through sharing the iOAT FPL with ATM actors concerned;
- Increased mutual awareness and predictability in cross-border operations;
- Enhanced interoperability using standard FPL format and new technological solutions (SWIM, B2B services, FPL services etc.).

All the benefits listed above facilitate minimising the cost and optimising the effort for updating national ATM systems and ATM Network Manager Systems.

## 2.7. Basic principles for iOAT FPL implementation

The Member States should take necessary minimum actions and agree on common basic principles while implementing the iOAT FPL. The implementation, inter alia, should rely on enablers such as EUROAT, harmonised AIS publications and harmonised handling procedures. These enablers are the foundation for the principles listed below.

### **1 The implementation of iOAT FPL is an ECAC wide and joint civil-military process conducted with due regard to military requirements.**

Deployment of iOAT FPL facilitates integration of the military IFR flights into ATM network operations hence creating conditions for a harmonised operational environment. Endorsed by Member States and validated within SESAR framework, iOAT FPL enables harmonised processing and distribution of Military demand across ATM actors concerned, facilitating optimisation of the ATM network performance.

### **2 The harmonised FPL format applies to all military IFR flights in controlled airspace of IFPZ.**

The military operational stakeholders flying in controlled European airspace as OAT or mixed OAT/GAT use the iOAT FPL format based on ICAO Model Flight plan form. When flying exclusively as GAT they use the ICAO FPL format.

### **3 States provide access to national airspace for the military cross-border IFR flights on the grounds of predefined conditions reflected in the iOAT FPL.**

Member States facilitate cross-border military IFR flights by all available means providing access to national airspace on the grounds of bilateral and multilateral agreements. States permission shall be reflected in the iOAT FPL. Detailed information regarding co-ordination and hand-over procedures is reflected in LoAs signed by respective civil and military ATS authorities.

**4 Flexible free/direct or static military route networks are available as long as military IFR flights can be properly planned concerning required operational timing and fuel planning.**

When existing in national airspace structure, military route network with navigation aids as well as navigation points indicating entry into national airspace should be published in the AIPs and available for planning of the cross-border military IFR flights operating as pure OAT or mixed OAT/GAT.

**5 States provide ATS and/or military tactical control to military IFR flights through military, integrated civil-military or civil ATSU and MCU, upon reception of an iOAT FPL and as long as appropriately qualified personnel and suitable equipment is utilised for competent handling.**

**6 States ensure reception of an iOAT FPL by all appropriate means and training for pertinent civil and military personnel to properly process and manage flight plans with information specific to military IFR flight objectives.**

**7 States ensure that the harmonisation of Aeronautical Information Publications is enabled by integrating the military AIP information into EAD.**

Harmonised Aeronautical information and development of a single European database through migration of military national AIP to EAD with unrestricted access to the ATM related aeronautical data is a necessary prerequisite for successful implementation of iOAT FPL.

**8 States ensure effectiveness of the Exemption mechanism that applies to military cross-border IFR flights upon request of the military operational stakeholders.**

The military operational stakeholders may request exemptions from restrictions and flow regulations when it is dictated by operational necessity. A military IFR flight in controlled airspace can be exempted from the airspace utilisation rules and ATFM regulations on request through the existing in NM system mechanism if regulations and restrictions jeopardise the operational objectives of the military mission.

**9 Harmonised training applies to ATS personnel civil and military and AD personnel on military specifics.**

The respective ATS authorities should take due account of the training on the military specifics with individual national content of the military IFR operations for civil and military ATS and AD personnel.

### 3 Harmonisation Guidelines and Improvement requirements

Unless indicated otherwise below, the iOAT FPL Items should be in line with ICAO flight plan provisions as defined in ICAO Procedures for Air Navigation Services, Air Traffic Management.

Additionally, when indicated below, the iOAT FPL items should be in line with the flight plan provisions as described in the EUROCONTROL Network Operations Handbook – IFPS User Manual.

#### 3.1. Harmonisation guidelines for iOAT FPL

The following guidelines<sup>7</sup> are aimed at providing consistent information elements per each Item type of iOAT FPL, ensuring information consistency and facilitating automated processing at local and network level. The harmonisation of the flight plan items makes it easier for the originators to file a flight plan with relevant specific information regarding military IFR flight.

Once approved, the harmonised guidelines will be used to update the IFPS user manual.

Flight Plan Item	iOAT FPL Harmonisation input
ITEM 7 Aircraft Identification	<p>Insert the ICAO telephony designator for the aircraft operating agency, followed by the flight identification (e.g. BAW123) or the Registration Marking of the aircraft (e.g. FGZCF).</p> <p>Information regarding call sign must match exactly what is entered in the Mode S Aircraft Identification (also known as Flight ID) input device in the cockpit.</p> <p>For formation flights, insert the call sign of the leader aircraft. Further information on the formation in Item 18, sub-field 'FOR'.</p>
ITEM 8 Flight Rules and Type of Flight	<p>Insert M for military flight, in combination with indications in Item 15 and 18, to allow unambiguous distinction between military aircraft flying in accordance with either national rules or EUROAT or mixed rules combined with ICAO rules and provisions.</p> <ul style="list-style-type: none"> <li>▪ 'M' in Item 8 + 'EUR/OAT' in Item 18.</li> </ul> <p>Insert "P" as Type of flight for military unmanned aircraft flights.</p> <ul style="list-style-type: none"> <li>▪ "P" in Item 8 + STS/ in Item 18.</li> </ul>
ITEM 9 Number and Type of Aircraft and Wake Turbulence Category	<p>Insert the number of aircraft for formation flight.</p> <p>Insert military aircraft designators as specified in ICAO Doc 8643.</p> <p>Insert ZZZZ if no aircraft designator is available for military aircraft type or when formation consists of different aircraft types and specify in Item 18, the (numbers and) type(s) of aircraft.</p> <p>Insert the wake turbulence category for military aircraft type.</p>
ITEM 10 Equipment	<p>Insert radio communication, navigation and approach aid equipment and capabilities as specified in EUROCONTROL Network Operations Handbook - IFPS User Manual.</p> <p>Insert in item 18 equipment and capabilities relevant to military aircraft not specified in IFPS Manual.</p>
ITEM 13	<p>Insert ZZZZ if no location indicator has been assigned for Departure aerodrome.</p>

<sup>7</sup> The harmonisation guidelines are expanding the content of the flight plan Items and complementary to the Instructions for insertion of ATS data for ICAO model flight plan form (Annex A).

Flight Plan Item	iOAT FPL Harmonisation input
Departure Aerodrome and Time	<p>Insert EOBT (estimated time at which the aircraft will commence movement associated with departure) for military flight.</p> <p>When EOBT is not considered desirable for military flight operating e.g. from aircraft carrier, ETD might be used with a note to this effect contained in appropriate AIPs.</p>
ITEM 15 Route	<p>Insert the intended route and respective parameters of the flight in accordance with the IFPS user manual requirements.</p> <p>Insert STAY indicator when flight intends to conduct special activities along the flight route.</p> <p>In the flight route description, insert (if intended) a designator of the volume of restricted/reserved airspace (ARES) as specified in AIP under STAY indicator.</p> <p>In the route description, insert the STAY ARES preceded by the entry point and followed by the exit point of ARES or other special activity. The entry and the exit point may be the same.</p> <p>In the route description, insert (if intended) the STAY HOLDING preceded by the entry point and followed by the exit point for aircraft performing holding or loitering activities. The entry and the exit point may be the same.</p> <p>In the route description, insert (if intended) the ICAO four-letter aerodrome location indicator under STAY AERODROME indicator for training flight with multiple approaches over selected airfield.</p> <p>Specify in item 18 the reason for STAY in plain text.</p>
ITEM 16 Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)	<p>Insert ZZZZ for destination and alternative aerodromes not compliant with ICAO four-letter location indicator as specified in ICAO Doc 7910, Location Indicators.</p> <p>Specify in Item 18 the name and location of the destination or alternative aerodrome, preceded by DEST/ or ALTN/.</p> <p>Insert the total estimated elapsed time of the flight.</p> <p>For specific type of the manned and unmanned aircraft the total estimated elapsed time may exceed 24 hours.</p>
ITEM 18 Other info	<p>Insert 0 (zero) if no other information.</p> <p>Insert any other necessary information in the sequence and the form of the appropriate indicator selected for ICAO FPL format in ICAO Doc 4444 and the sequence and the form defined in the IFPS user manual.</p> <p>Insert additional indicators identified for military IFR manned and unmanned flights:</p> <p>‘EUR/OAT’ for the flights operating in accordance with EUROAT and national rules or mixed rules combined with ICAO rules and provisions.</p> <p>“TYP/” followed by number and type for formation with different aircraft type.</p> <p>“EET/ADINA0045” time to the point over entry into ARES accumulating estimated time from take-off to such point.</p> <p>“RMK/RTECOORDATC” for flights that are not compliant with constraints and restrictions and for which the flight route is coordinated prior with relevant ACC/UAC (RAD, AIP).</p> <p>‘DCN/’ for flights which require Diplomatic clearance when requested by national authorities.</p> <p>“PIC/” for pilot in Command for RPA operations.</p> <p>“FOR/” for formation flight.</p> <p>“POB/” for persons on board.</p> <p>“END/” for endurance.</p>

## 3.2. Improvement requirements

The improvement requirements are complementary to the instructions for insertion of ATS data in ICAO Model Flight Plan form in CAO Procedures for Air Navigation Services, Air Traffic Management and requirements in the EUROCONTROL Network Operations Handbook – IFPS User Manual.

The main goal of the improvement requirements is to streamline national processes and procedures for filing and processing of the iOAT FPL in the domain ATM systems.

These requirements apply to the flight plan originators who intend to file and submit flight plans through NM centralised processing verification and distribution of the iOAT FPL.

In the context of the Guidelines, the originators of the iOAT FPL are as following:

- Flight crew or individual pilot;
- Wing operations centre (read WOC function);
- Military controlling units MCU;
- Air Defence AD units;
- Aeronautical Information Service AIS units;
- Any other units or entities defined by national military authorities;
- Aircraft operators;
- Air Traffic Service Units (ATSUs) (civil and military);
- ATC reporting office ARO;
- Flight plan service providers.

### 3.2.1 ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

Identifier	REQ-ITEM-7/01
Title	The call sign in radiotelephony for the military IFR flight.
Requirement	The originator of the iOAT FPL shall use Aircraft Identification (Flight ID) that matches the call sign entered in Mode S.
Status	Validated.
Rationale	The aircraft ID entered in Item 7 must match exactly what is entered in the Mode S Aircraft Identification (also known as Flight ID) input device in the cockpit. The aircraft flight track information from the flight plan and stored in the system will not be correlated if aircraft ID does not match Flight ID. There must be no spaces ahead of or between the designator letters and flight number, nor any additional/superfluous zeros. If the input device requires all character boxes to be filled, enter spaces after the flight number.
Examples	<b>BAF102; GAF202</b>

Identifier	REQ-ITEM-7/02
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Title	The call sign for formation flight.
Requirement	The originator of the iOAT FPL for formation flight shall apply an aircraft identification (Flight ID) that matches the call sign entered in Mode S for the leader aircraft only.
Status	Validated.
Rationale	For formation flights, only the call sign for the leader aircraft shall be inserted in Item 7, and for other aircraft of the formation the call signs are inserted in Item 18 under subfield FOR.
Examples	<b>GAF202</b>

### 3.2.2 ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (TWO CHARACTERS)

Identifier	REQ-ITEM-8/01
Title	Type of flight for military remotely piloted aircraft (RPAS).
Requirement	The originator of the iOAT FPL shall use the letter “P” for military remotely piloted aircraft flying IFR.
Status	Validated.
Rationale	The new indicator “P” to be inserted in Item 8 to notify that this particular IFR flight relates to the military RPAS operations and additional information regarding special handling to ATS and pilot in command “PIC” will follow in Item 18.
Examples	<b>P</b>

Identifier	REQ-ITEM-8/02
Title	Type of flight for military flights.
Requirement	The originator of the iOAT FPL shall use letter “M” for manned military IFR flights.
Status	Validated.
Rationale	The standard indicator is to be inserted in Item 8 in combination with indications in Item 15 and 18, to allow unambiguous distinction between military aircraft flying in accordance with either national rules or EUROAT or mixed rules combined with ICAO rules and provisions.
Examples	<b>M</b>

### 3.2.3 ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

Identifier	REQ-ITEM-9/01
Title	Number of aircraft for formation flight.
Requirement	The originator of the iOAT FPL shall indicate the number of aircraft for formation flight.
Status	Validated.
Rationale	The number of aircraft for formation flight is inserted in Item 9 in combination with information regarding aircraft type in Item 18.
Examples	<b>4F16, 4EUFI, 2AJET</b>

Identifier	REQ-ITEM-9/02
Title	The military aircraft type (2 to 4 characters).
Requirement	The originator of the iOAT FPL shall use the military aircraft type designators as specified in ICAO Doc 8643 and if such designator does not exist, ZZZZ shall apply.
Status	Validated.
Rationale	The military aircraft type designator in ITEM 9 should comply with aircraft types indicated in ICAO Doc 8643 and if military aircraft type is not listed in the ICAO document then the originator will specify in Item 18, the type(s) of aircraft preceded by TYP/.
Examples	<b>F16, ZZZZ</b>

Identifier	REQ-ITEM-9/03
Title	The military aircraft Wake turbulence category (1 character).
Requirement	The originator of the iOAT FPL shall use the indicator for the military aircraft Wake turbulence category.
Status	Validated.
Rationale	One of the three indicators for Wake turbulence "H" "M" "L" will be inserted in ITEM 9 for the military aircraft operating in mixed operational environment in controlled airspace.

Examples	<b>H</b> — HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more; <b>M</b> — MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg; <b>L</b> — LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.
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Identifier	REQ-ITEM-9/04
Title	Wake turbulence category for the formation flight.
Requirement	The originator of the iOAT FPL shall indicate the wake turbulence category of the aircraft type with highest wake turbulence in formation.
Status	Validated.
Rationale	For formation flight consisting of different military aircraft types one of the three indicators for Wake turbulence “H” “M” “L” will be inserted in ITEM 9 for the aircraft having the highest wake turbulence category in the formation.
Examples	<b>H</b> — HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more; <b>M</b> — MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg; <b>L</b> — LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

### 3.2.4 ITEM 10: EQUIPMENT AND CAPABILITIES

Identifier	REQ-ITEM-10/01
Title	The military aircraft equipment and capabilities.
Requirement	The originator of the iOAT FPL shall use predefined indicators for radio communication, navigation and approach aid equipment and capabilities as specified in IFPS User Manual.
Status	Validated.
Rationale	The military aircraft equipment and capabilities is to be inserted in Item 10 as specified in the IFPS user manual and when letter Z is used then Insert in item 18 equipment and capabilities preceded by COM/ or NAV/ relevant to military aircraft not specified by IFPS Manual.
Examples	<b>SDFGHIRTUYZ/S</b>

### 3.2.5 ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

Identifier	REQ-ITEM-13/01
Title	Departure aerodrome.
Requirement	The originator of the iOAT FPL shall insert the ICAO four-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators, and if no location indicator has been assigned, <i>INSERT ZZZZ</i> and <i>SPECIFY</i> , in Item 18, the name and location of the aerodrome preceded by DEP/.
Status	Validated.
Rationale	The aerodrome location indicator is not always assigned to all military aerodromes therefore the originator of the iOAT FPL shall use <i>ZZZZ</i> in Item 13 and specify in Item 18 the name and location of the aerodrome preceded by DEP/ .
Examples	<b>UKMM, ZZZZ</b>
Identifier	REQ-ITEM-13/02
Title	Estimated off-block time (EOBT).
Requirement	The originator of the iOAT FPL shall insert estimated off-block time (EOBT) for flight plan submitted before departure.
Status	Validated.
Rationale	EOBT (estimated time at which the aircraft will commence movement associated with departure) for military flight to be inserted in Item 13 for flight plans submitted before departure.  When EOBT is not considered desirable for a military flight operating e.g. from aircraft carrier, ETD should be used with a note to this effect contained in appropriate AIPs.
Examples	<b>EHEH1130</b>

### 3.2.6 ITEM 15: ROUTE

Identifier	REQ-ITEM-15/01
Title	Integration of special en-route activities in the flight route description.
Requirement	The originator of the iOAT FPL shall use a pre-defined designator to describe special military en-route activities under STAY.
Status	Validated.

Rationale	To describe military tactical event along the planned flight route the originator of flight plan inset in Item 15 under STAY the following designators: A for ARES; H for Holding/Loitering; D for Aerodrome training.
Examples	<b>STAY1/A STAY2/D STAY3/H</b>

Identifier	REQ-ITEM-15/02
Title	Integration of special activities in the flight route description.
Requirement	The originator of the iOAT FPL shall insert ARES information with a designator as specified in AIP under STAY indicator.
Status	Validated.
Rationale	Only valid and available in the Network Manager Environmental Database (ENV) ARES and allocated via AUP/UUP or NOTAM can be inserted in the route description, otherwise the flight plan can be rejected. Reason for STAY can also be inserted in Item 18 in plain text preceded by STAYINFO/.
Examples	<b>STAY1/A/EDTRA790/0100</b>

Identifier	REQ-ITEM-15/03
Title	Integration of special activities in the flight route description.
Requirement	The originator of the iOAT FPL shall insert the entry and exit points to the STAY ARES in the route description.
Status	Validated.
Rationale	The ARES entry and exit points expressed as a way point or in Lat./Long coordinates followed by FL and speed parameters are inserted in the flight route description before and after STAY indicator information. It should be noted that the entry and the exit point could be the same.
Examples	<b>WTM/N0450F200 STAY1/A/ EDTRA790/0100 WTM/N0450F300</b>

Identifier	REQ-ITEM-15/04
Title	Integration of special activities in the flight route description.

Requirement	The originator of the iOAT FPL shall use STAY-HOLDING indicator to integrate holding and loitering patterns in the flight route description.
Status	Validated.
Rationale	For special types of military activity along the flight route STAY HOLDING indicator is to be inserted in Item 15. Sub-field STAY contains sequence number from "1" to 9" the letter "H" flight level band and time value expressed by HHMM. The entry and exit point to STAY HOLDING indicator for aircraft holding or loitering activities is to be inserted in the route description. Reason for STAY can be inserted in Item 18 in plain text preceded by STAYINFO/.
Examples	<b>WAL/N0450F200 STAY1/H/0100 WAL/N0450F220</b>

Identifier	REQ-ITEM-15/05
Title	Integration of special activities in the flight route description.
Requirement	The originator of the iOAT FPL shall use STAY- AERODROME indicator to integrate flights training with multiple approaches.
Status	Validated.
Rationale	To train multiple approaches at aerodrome, the flight plan originator inserts STAY indicator preceded by designated IAF and followed by the Aerodrome ICAO designator and training time duration. Sub-field STAY contains sequence number from "1" to 9" the letter D the aerodrome location ICAO designator and time value expressed by HHMM .
Examples	<b>LGE/N0350F070 STAY1/D/EBLG/0030</b>

### 3.2.7 ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

Identifier	REQ-ITEM-16/01
Title	Non ICAO compliant Destination and Alternate aerodromes.
Requirement	The originator of the iOAT FPL shall use ZZZZ for destination and alternative aerodromes not compliant with ICAO four-letter location indicator.
Status	Validated.
Rationale	When destination and en-route alternate aerodromes are not specified in Doc 7910, Location Indicators ZZZZ is inserted in Item 16 and the name and the location of the destination or alternative aerodrome are specified in Item 18.
Examples	<b>ZZZZ0230 UKBB</b> <b>UKBB0230 ZZZZ</b>

Identifier	REQ-ITEM-16/02
Title	The total Estimated Elapsed time.
Requirement	The originator of the iOAT FPL shall be able to indicate the time value that exceeds 24 Hours for specific military unmanned aircraft operations.
Status	Validated.
Rationale	In order to ensure continuity of RPAS operations in controlled airspace the time value that exceeds 24 Hours is to be inserted in Item 16.
Examples	<b>EBBE2800</b>

### 3.2.8 ITEM 18: OTHER INFORMATION

Identifier	REQ-ITEM-18/01
Title	Non ICAO compliant Destination and Alternate aerodromes.
Requirement	The originator of the iOAT FPL shall specify in Item 18 the name and location of the destination or alternative aerodromes marked ZZZZ in Item 16.

Status	Validated.
Rationale	When the destination aerodrome or en-route alternate aerodrome is marked ZZZZ in Item 16 then the name and the location of the destination or alternative aerodrome is to be specified in Item 18 preceded by DEST/ or ALTN/.
Examples	<b>DEST/ NIZHYN 5160N03152E</b> <b>ALTN/ MIRGOROD 4955N03338E</b>

Identifier	REQ-ITEM-18/02
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall use sub-field EUR for the military IFR flights operating within the IFPZ as OAT or mixed OAT/GAT.
Status	Validated.
Rationale	Unambiguous identification of the military flights needs to be established to allow proper coordination and handling in all phases of the flight. For the military manned or unmanned IFR flights operating within the IFPZ as OAT or mixed OAT/GAT the sub-field "EUR/OAT" to be entered in Item 18.
Examples	<b>EUR/OAT</b>

Identifier	REQ-ITEM-18/03
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide special notification in the flight plan regarding the flights exempt from restrictions and constraints (RAD and AIP).
Status	Validated.
Rationale	Prior the submission of the iOAT FPL the originator of the flight plan should coordinate with the effected ACCs accordingly the intended flight route or part of it of the military IFR flight that does not comply with constraints and restrictions specified by RAD and AIP. The special indicator "RTECOORATC" is to be inserted in Item 18 preceded by RMK.
Examples	<b>RMK/RTECOORATC ROMA BRINDIZI RMK/RTECOORATC LIRR LIBB</b>

Identifier	REQ-ITEM-18/04
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide special notification in the flight plan regarding the flights exempt from flow regulations
Status	Validated.
Rationale	The originator of the flight plan should insert in iOAT FPL the code that unambiguously indicate to all pertinent ATM and relevant non-ATM actors that flight is exempt from flow regulations. The special code ATFMX is to be inserted in Item 18 preceded by STS.
Examples	<b>STS/ATFMX</b>

Identifier	REQ-ITEM-18/05
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide special notification in the flight plan regarding the flights intended to fly in RVSM airspace but not equipped.
Status	Validated.
Rationale	For military IFR flights which are not equipped to fly in RVSM airspace the originator of the flight plan should insert in Item 18 of the iOAT FPL the code NONRVSM preceded by STS.
Examples	<b>STS/NONRVSM</b>

Identifier	REQ-ITEM-18/06
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide special notification in the flight plan for military aircraft not equipped with 8.33 kHz.
Status	Validated.
Rationale	For military IFR flights which are not equipped with 8.33 kHz and equipped with UHF and 25 kHz, the letters U and Z shall be inserted in Item 10a Equipment and 'COM/EXM833' shall be inserted in Item 18 of the filed flight plan.
Examples	<b>COM/EXM833</b>

Identifier	REQ-ITEM-18/07
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding time over entry into ARES expressed as EET to the point.
Status	Validated.
Rationale	When the intended route of the military IFR flight contains ARES information, the time value over the entry point is a significant parameter and is to be inserted in Item 18 as EET followed by the point designator and time.
Examples	<b>EET/WAL0045</b>

Identifier	REQ-ITEM-18/08
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding Diplomatic Clearance Number (DCN) for cross-border flights when required.
Status	Validated.
Rationale	Standard cross-border operations are supported by provision of Diplomatic clearance, therefore, pertinent information is to be inserted in Item 18 as DCN followed by the appropriate combination of characters and figures.
Examples	<b>DCN/ EATF2019</b>

Identifier	REQ-ITEM-18/09
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding total number of person/s on board.
Status	Validated.
Rationale	To ensure availability to ATS Information regarding total number of person/s on board the information element is moved from Item 19 to Item 18. The sub-field shall be denoted with the letter P followed by a '/' and then the number of persons on board expressed in digits to a maximum of three.
Examples	<b>POB/23</b>

Identifier	REQ-ITEM-18/10
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding total fuel endurance of the flight.
Status	Validated.
Rationale	To ensure availability to ATS Information regarding total fuel endurance of the flight the information element is moved from Item 19 to Item 18. The sub-field shall be denoted with the letter E followed by a '/' then the time given for the fuel endurance in hours and minutes (HHMM).
Examples	<b>END/0246</b>

Identifier	REQ-ITEM-18/11
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide contact for RPAS pilot in command.
Status	Validated.
Rationale	To ensure continuity of the safe and reliable ATS operations, the information regarding RPAS pilot in command is to be inserted in Item 18 as "PIC/" followed by the pilots telephone number.
Examples	<b>PIC/+322 541 22 17</b>

Identifier	REQ-ITEM-18/12
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding en-route Alternate aerodrome for RPAS operations.
Status	Validated.
Rationale	The name and the location information regarding alternate en-route aerodrome is to be inserted in Item 18 as "RALT/" followed either by the ICAO designator or the name and location specified in AIP.
Examples	<b>RALT/UKBM or RALT/NIZHYN 5160N03152E</b>

Identifier	REQ-ITEM-18/13
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Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide additional information regarding the specific type of activities conducted along the flight route under STAY indicator.
Status	Validated.
Rationale	The information regarding special activities conducted along the flight route is to be inserted in Item 18 sub-field STAYINFO, followed by the appropriate sequence number. The sequence number of the sub-field STAYINFO shall correspond to the sequence number from 1 to 9 of the STAY indicator detailed in the route. A standard en-route STAY-indicator will show A STAYINFO-indicator and sequence number with Free text element.
Examples	<b>STAYINFO1/MULTIPLE IFR APPROACHES AT EBLG</b>

Identifier	REQ-ITEM-18/14
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall use a special indicator when the details of the flight should only be available to a restricted audience.
Status	Validated.
Rationale	The information regarding details of some military IFR flights may need to be available only to a limited audience (e.g. a security sensitive flight). In such situation the EUR/PROTECTED indicator is to be inserted in Item 18.
Examples	<b>EUR/PROTECTED</b>

Identifier	REQ-ITEM-18/15
Title	Information regarding military manned/unmanned flight.
Requirement	The originator of the iOAT FPL shall provide information regarding tactical call sign when required.
Status	Validated.
Rationale	For some military IFR flights information regarding tactical call sign will be provided in compliance with operational requirements. The OPR indicator is to be inserted in Item 18 followed by tactical call sign.
Examples	<b>OPR/TIGER01</b>

## ANNEX A: Guidelines Update Procedures

It is necessary to periodically check this EUROCONTROL Guidelines for consistency with referenced material. The Guidelines is also expected to evolve following real project and field experience, as well as advances in technology.

The main objectives of a regular review are:

- a) to improve the quality of the requirements (e.g. clarity, testability, etc.);
- b) to verify that the level of detail published is adequate;
- c) to ensure that design-oriented requirements, imposing unnecessary constraints to technical solutions, have been avoided;
- d) to ensure that advances in technology are properly reflected;
- e) to make all stakeholders, including industry, aware of the latest developments.

The update process for this EUROCONTROL Guidelines may be summarised as follows:

Stakeholders may provide change proposals either through existing working arrangements (e.g., established working groups) or by sending a formal Change Request (CR) to the generic email address: [standardisation@eurocontrol.int](mailto:standardisation@eurocontrol.int)

The CR needs to provide following minimum elements:

- Originator information (name, Organisation, contact details)
- Specification title, number and edition date
- Page, chapter, section (subsection) where the issue appears
- Description of the issue and reason for change
- Specific change proposal text (incl. potential alternatives, if any).

Main steps towards a revised version:

- Agency (Standardisation unit) will assess each CR in coordination with content owners, classify the urgency and establish the CR impact category (major, minor or editorial).
- Agency will then prepare resolution proposal(s) and, if needed, discuss those with the originator and/or relevant working arrangements. Note: CR will be grouped into “change packages” to consider reasonable update cycles.
- Agreed changes will be integrated into a revised version “Proposed Issue” including a summarised list of changes.
- Consultation will be performed in accordance with the CR impact category identified:
  - Major changes need consultation at working layers (e.g., working group or Team);
  - Editorial changes may be implemented directly at any stage though grouped with change packages.

Note: Identified errors which may cause potential problems when implementing, may be corrected directly via separate “Corrigendum”.

The Agency will apply this process in an objective and impartial way and will consult stakeholders as needed and in line with the formal Standards Development Process.



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