



# AOM-0304-B — Integrated management of Mission Trajectory in trajectory based operations environment

In Trajectory based operations (TBO) environment Mission Trajectory will be integrated into ATM network operations through all phases of trajectory lifecycle (SMT/RMT). The MT profile will be described by a 4D dataset and shared with ATM network. In addition to the 4D dataset MT may contain 4D targets ATM constraints and associated tolerances and will be subject to trajectory management processes.

MT profile will be distinct from BT in order to address specific mission requirements e.g. ARES integrated into MT description, trajectory synchronization, formation join up and split up. Providing that ARES is integrated into MT profile it will be described by the 4D dataset, and then shared with ATM network. This data can be extracted from MT description by NM system and used as an input into DCB process. In order to secure the confidentiality aspects of the mission objectives, the 4D dataset describing the trajectory profile within ARES will not be shared.

**Rationale** Although the layered planning phases described for the Business Trajectory and Mission Trajectory can be similarly distinct, Mission Trajectory will require more emphasis on short notice to comply with operational needs. Additionally, ARES planning is an integral part of Mission Trajectory planning. Those parts of Mission Trajectories executed within airspace reservation/restriction (ARES) (training, combat etc.) will not be shared - but any other 4D information (position, time, altitude) have to be planned, agreed and achieved. In this case the ARES requests may form an integral part of the Shared and Reference Mission Trajectory (SMT/RMT), with the airspace volume dynamically tailored for the military operation and coordinated with respect to civil traffic flows where possible, and in accordance with agreed policy and protocols. ARES will be managed in an integrated way with trajectories and will be added to the Mission Trajectory description (SMT - RMT). Publication of SMT will trigger the ARES allocation process (ASM) through CDM. The final outcome is the RMT, ARES allocation included. Quick response Alert missions (priority flights and distress assistance flights) are, by their nature, not likely to be able to define a specific trajectory or airspace volume, and will need to be coordinated individually.

**Forecast V3 end date** -

**Benefits start date (IOC)** 01-07-2029

**Full benefits date (FOC)** 31-12-2033

**Current Maturity Level** -

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

**Scope** -

**Release** -

**PCP Status** -

## Context

### Related Elements



## EN Enablers

Code	Dates																										
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
AOM-0304-B																											
🔒 A/C-61																											
🔒 A/C-61b																											
🔒 A/C-61c																											
🔒 AAMS-16a																											
🔒 AAMS-16b																											
🔒 AAMS-17																											
🔒 AAMS-18																											
🔒 CTE-C06d																											
🔒 CTE-N01																											
🔒 CTE-N06																											
🔒 CTE-N06a																											
🔒 ER APP ATC 10																											
➔ CTE-N02																											
➔ CTE-N03																											
➔ CTE-N04																											
➔ CTE-N06b																											

## OI Dependent OI Steps

Relationship	Code	Title	Related Elements
Has predecessor	AOM-0303	Pan-European OAT Transit Service	SOL OI EN OBJ DS
Has predecessor	AOM-0304-A	Improved and Harmonised OAT Flight Plan	SOL OI EN DS
Has successor	AOM-0304-C	Integrated Management of Mission Trajectories in Step 3	OI EN

**SOL** SESAR Solutions: No associated data

**PCP** PCP Elements: No associated data

**OBJ** Implementation Objectives: No associated data

**ICAO** ICAO Block Modules: No associated data

