



# AOM-0304-A — Improved and Harmonised OAT Flight Plan

Military activities planned for the long term by military Authorities will be shared with the ATM network. These activities will be further detailed to the level of individual flights for the medium-short term planning phase. An improved and harmonised OAT flight plan will represent the first description of the Mission Trajectory (MT) and will be integrated into the ATM network systems for processing and distribution. Mission Trajectory in Step1 will be the specific representation of the military flights which vary from the requirements for Business Trajectory or when their needs exceed these requirements. Demand for airspace reservation/restriction (ARES) will become an integral part of MT. ASM support tools in conjunction with congruent protocols and procedures will facilitate the automation of the data sharing and Collaborative Decision Making process (CDM) triggered either by Airspace Users or by NM. The negotiation process may result in agreed configuration of the airspace volume along with associated target times over the entry/exit points into ARES (TTO) to improve the Network performance.

For the Mission Trajectories which will use airspace reservations/restrictions (ARES), this specific information will be reflected in the dedicated improved OAT flight plan fields. Description of MT will thus include the unique identification of the airspace volume and associated estimates, e.g. elapsed time in ARES or TTOs agreed upon CDM process. Improved OAT flight plans will be integrated at European network level in the short term planning phase. Typically they will be delivered at the day of operations. Input, validation, acceptance and distribution of the OAT flight plans will be performed through network level services. Once validated in NM system, Shared MT will be published in Network Operations Plan (NOP) and will become the initial Reference Mission Trajectory (iRMT).

**Rationale** The integration of information on military flights in NM systems will increase predictability and efficiency of the ATM network planning and ensure better balance between civil and military demands.

The integration of information on military OAT flights in European IFPS shall allow for more accuracy in capacity and airspace planning and real time activation/deactivation of airspace reservation/restriction (ARES).

Step 1 develops the improvement of OAT flight plans including their harmonisation and centralised management at European level. Improved OAT flight plans will be integrated at European network level in the short term planning phase. Typically they will be delivered at the day of operations. Input, validation, acceptance and distribution of the OAT flight plans will be performed through network level services. For military air operations, the improved OAT flight plan will constitute the initial description of the Mission Trajectory and once delivered it would become the Shared Mission Trajectory made known to the NOP. The improved OAT flight plan is the initial step towards the Shared/Reference Mission Trajectory (iSMT/iRMT).

Any ARES, agreed in accordance with current policy and protocols, can be properly referenced in the flight plan. When available, ARES entry and exit points and associated estimated times over can support the management by the ATM system of a target time for a military flight i.e. TTO(ARES). A TTO (Target Time Over) is an ATM computed over-flight time that can be progressively refined until execution of the flight. If during flight execution the time tolerance needs to be made more stringent, then the TTO becomes a CTO (Controlled Time Over), which is a time constraint that has to be managed by the pilot interacting with the on-board FMS/MMS. CTOs can be communicated by voice or by data link when available.

Ultimately (Step 2), ARES planning will become an integral part of Mission Trajectory planning.

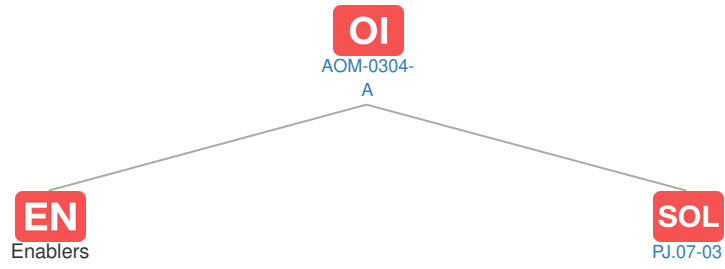
Military transport type aircraft operators are assumed, when operating exclusively under GAT, to provide Extended Flight Plan Messages as planned for BT.

Some types of military flights (e.g. Quick Response Alert) which cannot be planned in advance are likely to be excluded from Mission Trajectory processes and will need to be coordinated individually with civil ATM as today.


<b>Forecast V3 end date</b>	31-12-2020	
<b>Benefits start date (IOC)</b>	31-12-2026	
<b>Full benefits date (FOC)</b>	31-12-2030	
<b>Current Maturity Level</b>	V2	<b>Solution Data Quality Index</b> -
<b>Current Maturity Phase</b>	R&D	
<b>Scope</b>	Network	
<b>Release</b>	-	
<b>PCP Status</b>	-	

## Context

### Related Elements





 PCP Elements: No associated data

 Implementation Objectives: No associated data

 ICAO Block Modules: No associated data