

OPERATIONAL AIR TRAFFIC TRANSIT SERVICE



OATTS

EUROCONTROL
DSS/CM
IGOR KUREN

SCOPE

1. INTRODUCTION

2. EUROAT

- STATE OF PLAY

3. OATTS

- DEFINITION

- ENABLERS

- KEY MILESTONES

WHY OAT

MILITARY FLYING OPERATIONS GO BEYOND GAT RULES, PROCEDURES AND ATM ARRANGEMENTS

RESULTING GAPS HAVE TO BE COVERED WITH RULES AND ATM ARRANGEMENTS

EUROPE

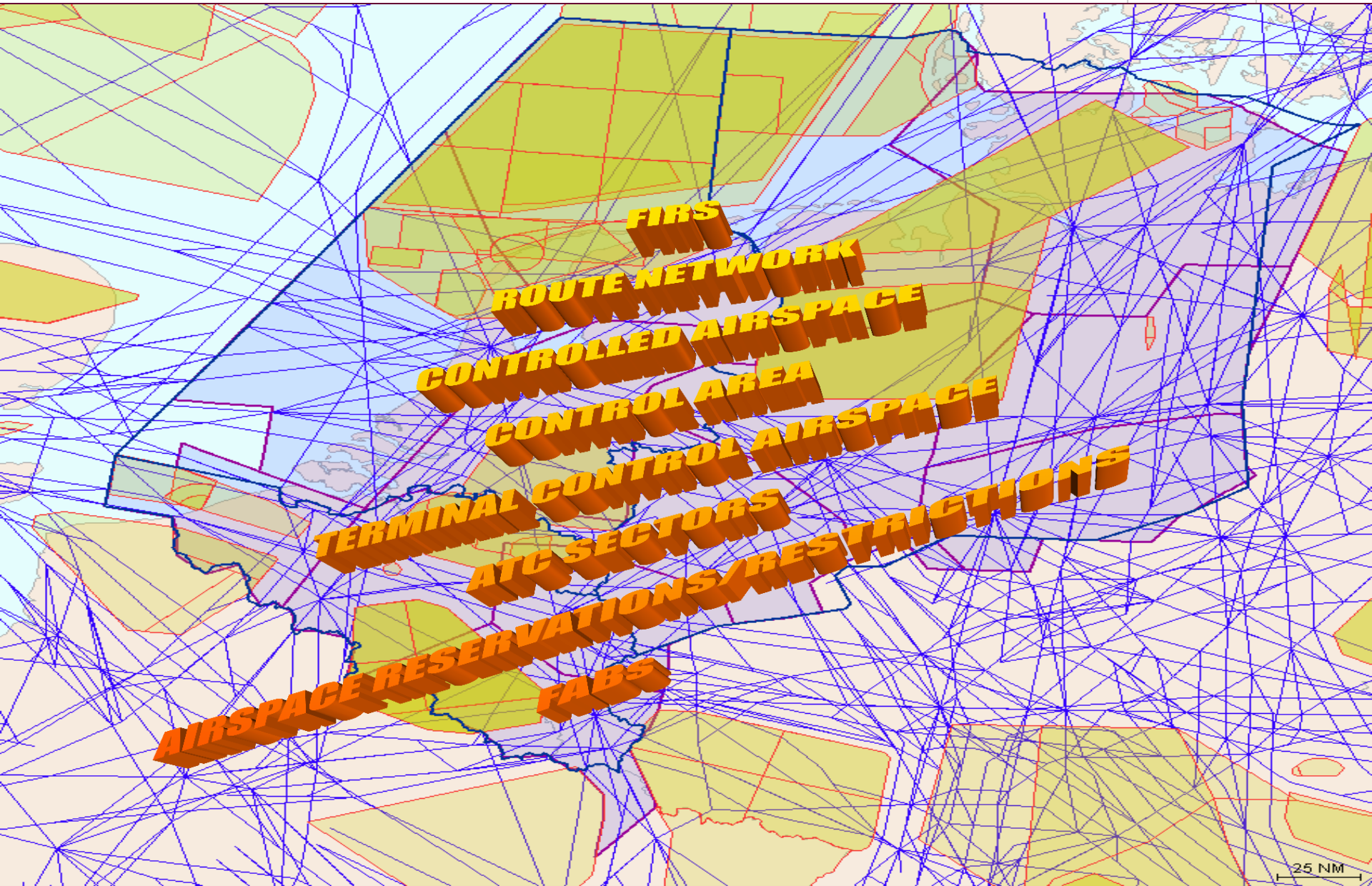
OAT IS THE STATUS THAT FACILITATES MILITARY AND OTHER STATE AIRCRAFT FLIGHTS FOR WHICH THE GAT FRAMEWOK IS NOT SUITED TO PROVIDE THE RULES REGULATIONS AND ATM SUPPORT

OPERATIONAL AIR TRAFFIC



OPERATIONAL AIR TRAFFIC MEANS ALL FLIGHTS WHICH DO NOT COMPLY WITH THE PROVISIONS STATED FOR GAT AND FOR WHICH RULES AND PROCEDURES HAVE BEEN SPECIFIED BY NATIONAL AUTHORITIES

AIRSPACE ORGANISATION



FIRS

ROUTE NETWORK

CONTROLLED AIRSPACE

CONTROL AREA

TERMINAL CONTROL AIRSPACE

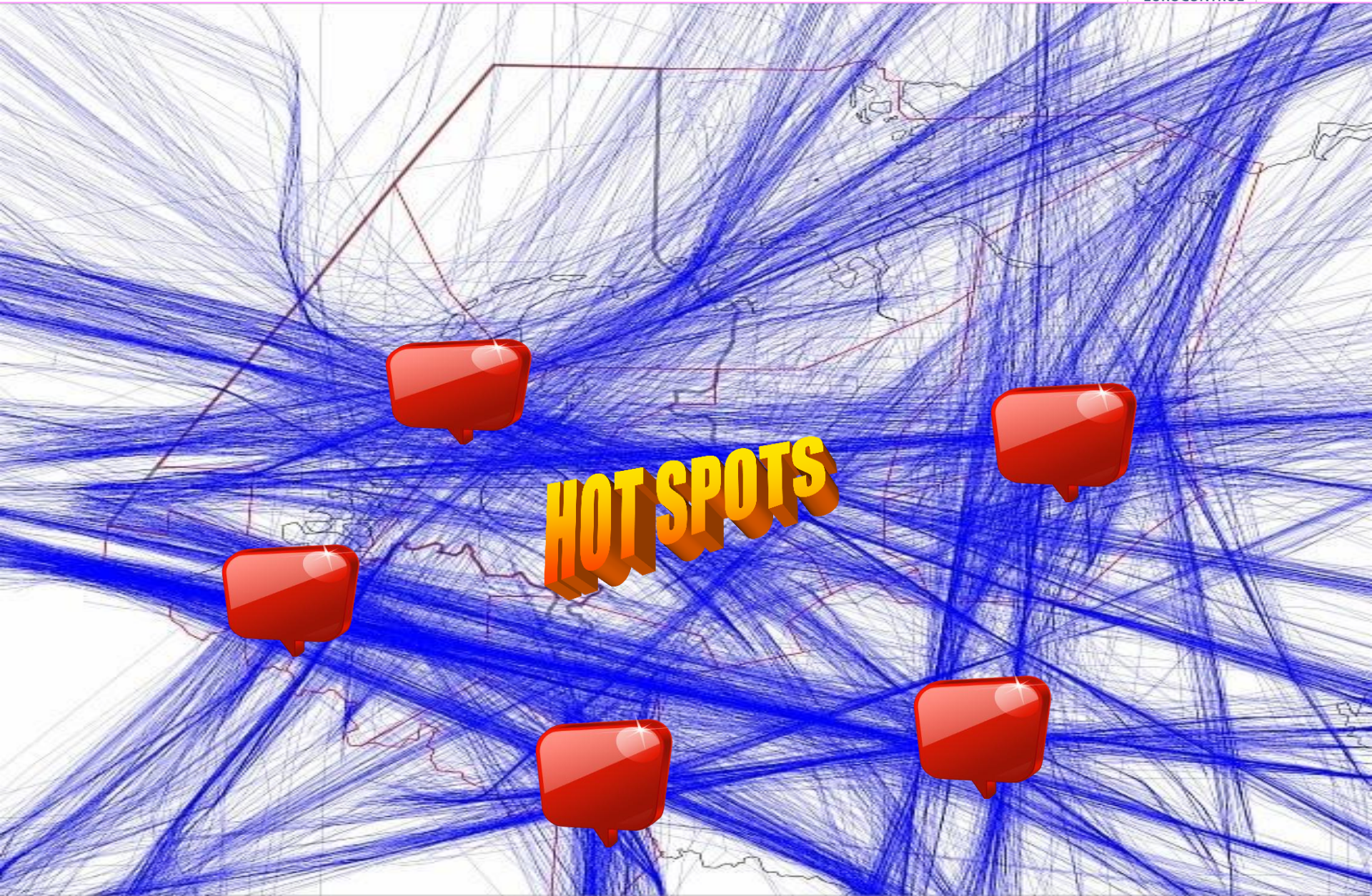
ATC SECTORS

AIRSPACE RESERVATIONS/RESTRICTIONS

FABS

25 NM

AIR TRAFFIC FLOWS



HOT SPOTS

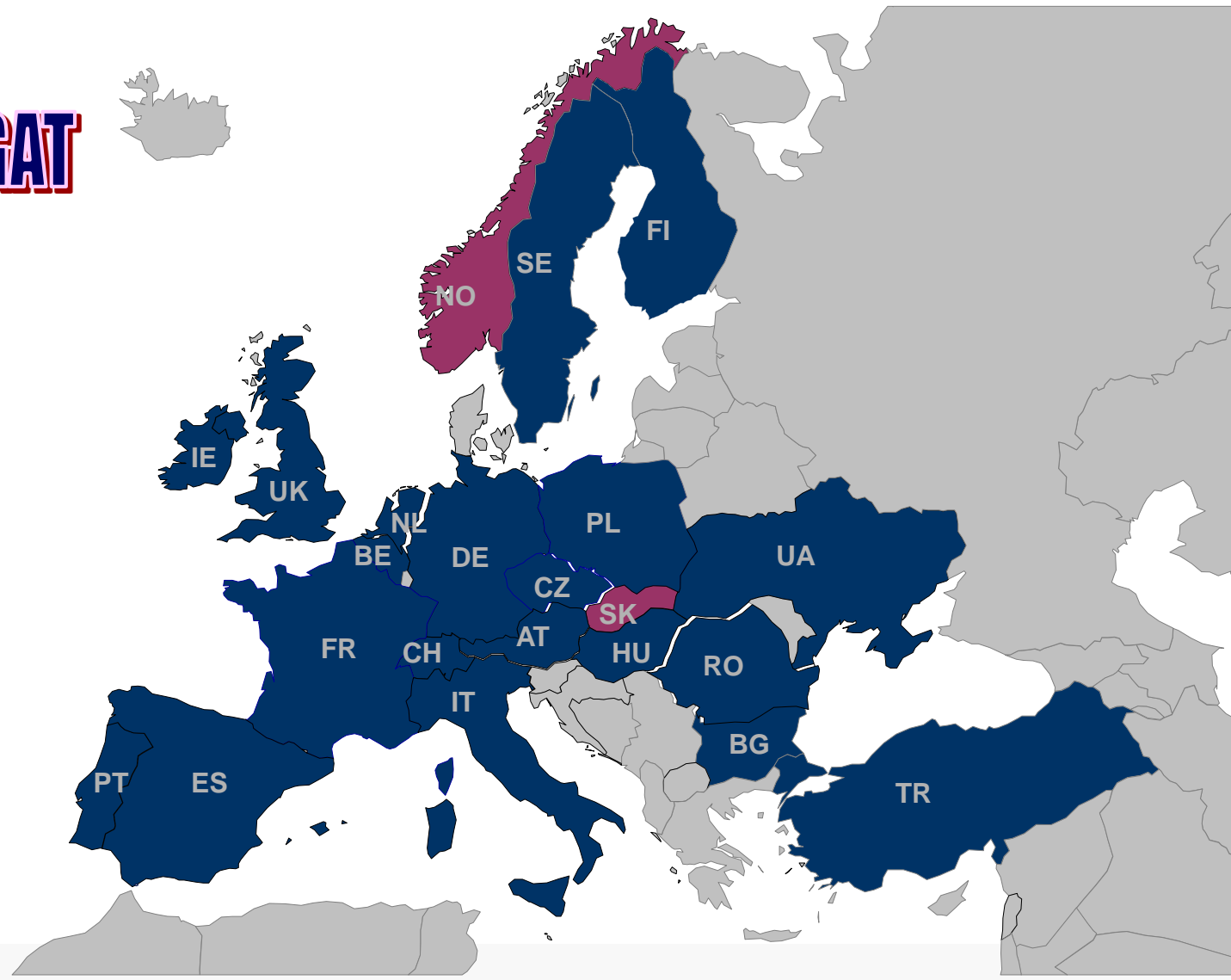
STATUS OF THE MILITARY FLIGHTS



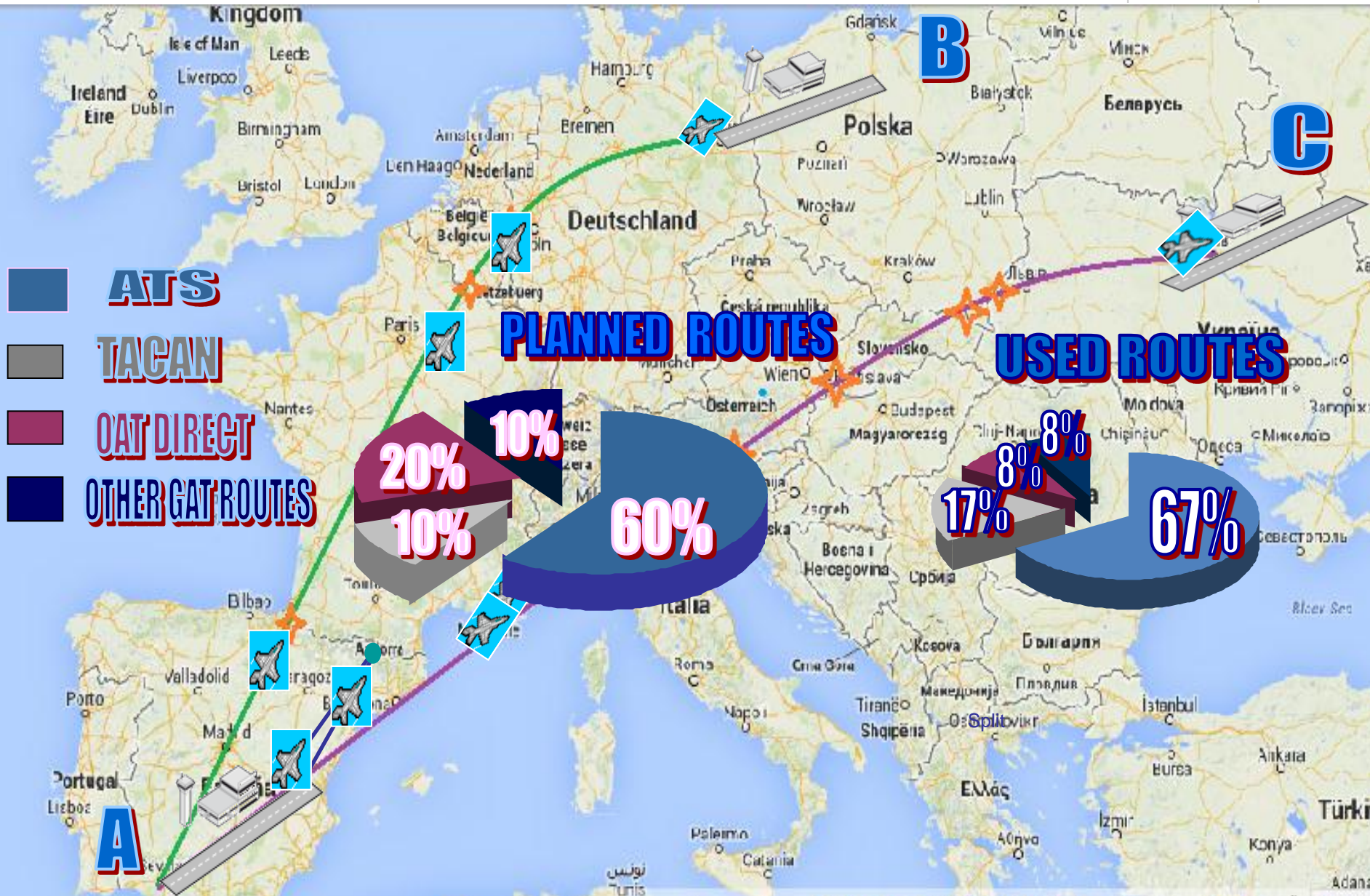
OAT & GAT



OAT



OAT FLIGHTS STATISTICS



CHALLENGES

**INTEGRATE OAT OPERATIONS INTO
THE ATM NETWORK**

ESTABLISH REGULATORY FRAMEWORK

**DEFINE ENABLERS FOR HARMONIZED
IMPLEMENTATION OF OAT**

IMPLEMENT ECAC - WIDE OAT IFR RULES

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**FACILITATE OAT AND ITS INTERFACE WITH GAT
WITHIN THE SES ENVIRONMENT**

IMPLEMENT SERVICES FOR CROSS-BORDER OAT

IFR OPERATIONS IN CONTROLLED AIRSPACE - OATTS

WHY EUROAT



**HARMONISED RULES FOR
OPERATIONAL AIR TRAFFIC
UNDER INSTRUMENT FLIGHT
RULES INSIDE CONTROLLED
AIRSPACE OF THE ECAC AREA**

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MAIN PRINCIPLES



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 detailed in EUROAT

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If the operational requirements of a flight are incompatible with either of the above, these requirements should be met by use of an Airspace Reservation of appropriate type and dimension

AIM



**PROVIDE THE REGULATORY FRAMEWORK
FOR OAT - IFR IN CONTROLLED AIRSPACE
AT THE EUROPEAN SCALE**

FACILITATE THE INTERFACE BETWEEN OAT AND GAT

EUROPE

MINIMIZ THE IMPACT ON THE ATM NETWORK

PROVIDE EUROAT IMPLEMENTATION GUIDANCE

EUROAT STATE OF PLAY



FORMALLY IMPLEMENTED THE EUROAT:

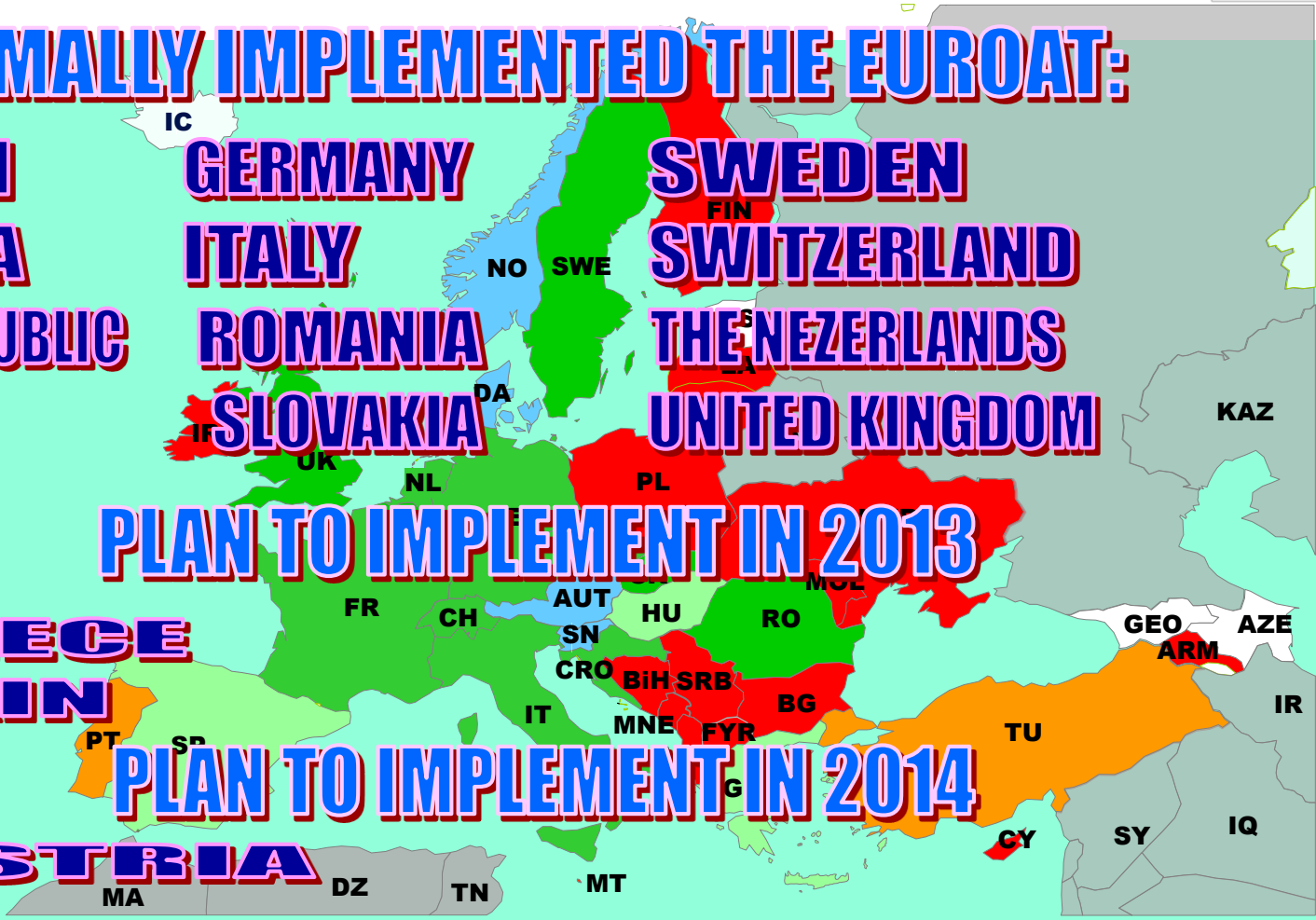
- BELGIUM
- CROATIA
- CHECK REPUBLIC
- FRANCE
- GERMANY
- ITALY
- ROMANIA
- SLOVAKIA
- SWEDEN
- SWITZERLAND
- THE NEZERLANDS
- UNITED KINGDOM

PLAN TO IMPLEMENT IN 2013

- GREECE
- SPAIN

PLAN TO IMPLEMENT IN 2014

- AUSTRIA
- BOSNIA
- HUNGARY



* Austria with firm Date of 04/2014

EUROAT BENEFITS



THE EUROAT WILL PROVIDE:

REQUIRED FLEXIBILITY FOR MILITARY OPERATIONS

COMMON EUROPEAN OAT-IFR REGULATION

FULL PREDICTABILITY FOR OAT-IFR FLIGHTS

SAFETY ENHANCEMENTS

EUROPE

THE REGULATORY FRAME FOR THE OATTS

WHY OATS



FACILITATE CROSS-BORDER OPERATIONS AND

TRANSIT OF MILITARY AND STATE AIRCRAFT

EUROPE

IFR FLIGHTS IN CONTROLLED ECAC AIRSPACE.

REASONS TO IMPLEMENT OATTS

SEGMENTS OF OAT ROUTES OFTEN INEXISTENT

MILITARY USING GAT ROUTES AS LONG AS IT IS SUITABLE FOR THEIR MISSIONS

OAT-GAT-OAT IN-FLIGHT HANDOVERS

SERIOUS OPERATIONAL DELAYS

AIRSPACE BOOKING

LIMITATIONS IMPOSED ON THE FORMATION FLIGHTS

DIPLOMATIC CLEARANCE



O A T T S



**combination of Air Navigation services
and military Mission Support services**

**facilitating cross-border operations
and transit of military and state aircraft**

IFR flights in controlled ECAC airspace

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**OATTS will connect national ATM systems and
provide timely and flexible availability of adequate
routing and services to military operations**

OAT TRANSIT SERVICES



ANS SERVICES

AIR TRAFFIC MANAGEMENT - ATM

AERONAUTICAL INFORMATION SERVICES - AIS

SEARCH AND RESCUE SERVICE - SAR

METEOROLOGICAL SERVICE - MET

COMMUNICATIONS, NAVIGATION, SURVEILLANCE - CNS

MISSION SUPPORT SERVICES

AIR TO AIR REFUELING - AAR

AIR DEFENCE SURVEILLANCE CONTROL - ADSC

DIPLOMATIC CLEARANCE - DIC

MISSION PREPARATION

GROUD SUPPORT

CIVIL-MILITARY DATA EXCHANGE SERVICES

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OATTS ENABLERS



EUROAT

HARMONISED OAT FLIGHT PLAN

EUROPE

HARMONISED MILITARY AIS DATABASE

HARMONISED CNS INFRASTRUCTURE

OATTS HARMONISATION



ESSENTIAL ELEMENTS

EUROAT IMPLEMENTATION ACCOMPLISHED

OAT-IFR FLIGHT-PLAN, DATA-SHARING

FULL INTEGRATION OF ASM AND FUA MECHANISMS

INTEGRATION OF UAV/FLIGHTS

CIVIL-MILITARY INTEROPERABILITY

ANSP CERTIFICATION/DESIGNATION

AND ATCO TRAINING/LICENSING

IMPACTS OF INDUSTRIAL ACTIONS

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OATTS HARMONISATION



PRACTICAL WORK:

CONNECT NATIONAL SYSTEMS AND ARRANGEMENTS

DETERMINE RESPONSIBILITIES FOR ATS PROVISION

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DEFINE CNS REQUIREMENTS FOR AIRCRAFT AND GROUND SYSTEMS

**DEVELOP ATM CONTINGENCY PLANS TO FACILITATE
LARGE-SCALE MILITARY OPERATIONS AND EXERCISES**

BENEFITS

BETTER COMPREHENSION OF THE MILITARY REQUIREMENTS

IMPROVED ATM PLANNING

STABLE INTERFACE BETWEEN OAT & GAT

HARMONISED RULES AND PROCEDURES FOR OAT HANDLING

SIMPLIFIED TRANSITION FROM OAT TO GAT STATUS AND V V

USE OF FUA MECHANISMS AND AFUA STRUCTURES

PAVES THE WAY FOR MISSION TRAJECTORY IMPLEMENTATION

KEY MILESTONES



ECAC-WIDE IMPLEMENTATION OF EUROAT

MIGRATION TO THE EUROPEAN AIS DATABASE (EAD)

IMPLEMENTATION OF HARMONISED OAT FLIGHT PLAN

EUROPE

DETAILED GAP ANALYSIS AND REALITY CHECK TO IDENTIFY THE QUICK WINS

DEVELOPMENT OF OATTS IMPLEMENTATION GUIDANCE MATERIAL

WAY AHEAD



CLOSE CO-OPERATION WITH MILITARY ATM COMMUNITY (NATO)

DETAILED LIST OF PRIORITIES FOR HARMONISATION

WORKING ARRANGEMENTS FOR OATS DEVELOPMENT

EUROPE

STRONG SUPPORT FROM THE MEMBER STATES

THANK YOU FOR YOUR ATTENTION

