

SUBJECT : LIVE TRIAL OF THE NEW ATM SYSTEM 4-FLIGHT : TEMPORARY CAPACITY REDUCTIONS FOR PARIS ACC AND AERODROME COORDINATION FOR PARIS-CHARLES DE GAULLE (LFPG), PARIS-ORLY (LFPO), PARIS-LE BOURGET (LFPB) AND BEAUVAIS-TILLÉ (LFOB) FROM 9TH JANUARY TO 14TH FEBRUARY 2024

1 CONTEXT AND OBJECTIVE

4-FLIGHT is the major DSNA modernization project for the operational systems deployed in the en-route centres. In the context of 4-FLIGHT commissioning in Paris ACC (LFFF), live trials are organised to :

- detect, as early as possible potential systems issues that could arise during implementation ;
- support the operational staff in gaining expertise in using the new system ;
- confirm and enhance finetuning adjustments ;
- consolidate working methods.

An extended phase of live trial for Paris ACC will be held from January 9th to February 14th , 2024, paving the way for final implementation, scheduled for November 5th, 2024.

This extended phase follows a sequence of short live trials with targeted objectives that were held in 2023.

2 RISK MITIGATION MEASURES

Operational capacities of the ACC must be adjusted to maintain flight safety and minimize disruption to operations. During the extended live trial period, the declared operational capacity for the entire airspace will be reduced by 30 %. That reduction will be supported by an ATFCM (Air Traffic Flow and Capacity Management) plan and a flight program reduction plan.

The ATFCM plan is composed of specific network RAD measures enforced during the duration of the live trial.

The flight program reduction plan is based on a temporary reduction of published airport coordination slots for LFPG and LFPO, and on the enforcement of airport coordination slots for LFOB and LFPB pursuant to Council Regulation (EEC) NR 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports, as last amended.

3 IMPACTS ON TRAFFIC REGULARITY

Most of the traffic managed by Paris ACC lands in any one of the Paris area region aerodromes. Any capacity restrictions on arrival flows in will therefore impact the operations of airlines operating and aerodrome stakeholders from those aerodromes, namely LFPG, LFPO, LFPB, and LFOB.

Despite the flow management measures, traffic delays are expected that could impact punctuality and, in general, operations of any airline flying through Paris ACC, even those not landing in Paris. Special attention shall be given to the weekend ski season flows.

4 COORDINATION AND SLOT ALLOCATION

4.1 GENERAL INFORMATION

The airports of Paris-Le Bourget (LFPB), Paris-Charles de Gaulle (LFPG), Paris-Orly (LFPO) and Beauvais-Tillé (LFOB) will be coordinated from Tuesday 9th January to Wednesday 14th February 2024 (included) using 4-FLIGHT coordination parameters for slot allocation.

These parameters are published and can be consulted on the COHOR coordinator's website : www.cohor.org

With the exception of State flights, emergency landings and medical flights, all IFR aircraft movements will mandatorily be allocated a time slot by the appointed coordinator (COHOR) depending on available capacity. This allocation is made directly by COHOR.

For general aviation and business aviation (GABA) flights, airport slots should be requested by a ground handling agent (except for flights with a specific authorization). Applicants will be given an authorization number and a movement time that may differ from the required time, depending on available capacity.

The authorization number should be referenced in field 18 of the flight plan, using the following specific format :

RMK/ASL directly followed by the 14-character authorization number, the first 4 of which are the ICAO code for the aerodrome for which the slot has been issued :

RMK/ASL (14 CHARACTER AIRPORT SLOT ID).

Example :

RMK/ASLLFPBA123456789 (arrival) or RMK/ASLLFPBD123456789 (departure) for Paris-Le Bourget.

Finally, any operator operating a flight without an airport time slot or for which the flight plan information is not consistent with that of the allocated airport time slot, will be liable for administrative sanctions as per articles R. 6231-1 to 28 of the Transport Code.

Those can amount to 7 500 € per infringement.

4.2 PARIS-LE BOURGET AIRPORT (LFPB)

4.2.1 SUPPLEMENTS IN ADDITION TO COORDINATION

As a reminder, the use of an approved based company is compulsory for handling assistance at Le Bourget airport. The name of the handling assisting company must be stated in field 18 of the FPL as a remark (RMK) - cf AIP AD 2 LFPB AD2.4.7.

For VFR flights :

VFR Helicopters : no coordination required.

VFR Aircraft : mandatory PPR (for PPR see VAC AD 2 LFPB TXT 01).

4.2.2 CONSISTENCY BETWEEN THE FILED FLIGHT PLANS AND THE ALLOCATED AIRPORT TIME SLOTS

Any operator subject to the coordination process should note that flight plans filed without time slots or with a different time from the one allocated by the coordinator will generate a notification message to the entity who filed the flight plan. A copy of this message will also be addressed to the airport operator and the ATC services of the airport.

As per article 14.1 of Council Regulation (EEC) NR 95/93 of 18 January 1993 , any flight without an airport time slot or with flight plan information inconsistent with that of the allocated airport time slot may be suspended by EUROCONTROL, on COHOR's request, before departure from Paris-Le Bourget or from its point of origin and could be refused on arrival at Paris-Le Bourget.

Those provisions do not supersede normal ATFM measure that could be applied during flight plan processing.