

SUBJECT : Commissioning 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 November 5th, 2024

1 CONTEXT AND OBJECTIVE

4-FLIGHT is the major modernization project led by DSNA for the technological upgrade of the en-route air traffic control centers. Starting on November 5, 2024, DSNA will implement the 4-FLIGHT system at Paris ACC (Athis-Mons) in several phases :

- Phase 1, (November 5, 2024 to December 10, 2024) : Use of the new 4-FLIGHT system ;
- Phase 1bis, (December 11, 2024 to January 6, 2025) : Temporary return to the legacy system ;
- Phase 2, (starting January 7, 2025) : Continuation of the 4-FLIGHT system use.

2 RISK MITIGATION MEASURES

Operational capacities of Paris ACC must be adjusted to maintain flight safety and minimize disruptions to operations.

When 4-FLIGHT is used from November 5, 2024, to December 10, 2024, the declared operational capacity of control sectors will be reduced by approximately 25 % compared to nominal operational capacities. This reduction will be supported by an ATFCM plan and a flight program reduction plan.

When 4-FLIGHT is used from January 7, 2025, to March 16, 2025, control sector capacities will also be reduced compared to nominal operational capacities. An ATFCM plan and a flight program reduction plan will be in place during this period as well.

During Phase 1bis, from December 11, 2024, to January 6, 2025, there will be no flight program reductions linked to the commissioning of the new 4-FLIGHT ATC system.

The ATFCM plan includes specific network RAD measures, which will be active during Phases 1 and 2. Aircraft will be rerouted, and neighbouring ACC's of Paris ACC will handle the affected traffic.

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 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-Charles de Gaulle (LFPG), Paris-Orly (LFPO), and Beauvais-Tillé (LFOB) will be coordinated from Tuesday, November 5, 2024, to Tuesday, February 11, 2025 (inclusive), using 4-FLIGHT coordination parameters for slot allocation. Paris-Le Bourget (LFPB) will be coordinated from Tuesday, November 5, to Tuesday, December 10, 2024 (inclusive), and again from Tuesday, January 7, to Tuesday, February 11, 2025 (inclusive), 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 shall be allocated an airport 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 slot or for which the flight plan information is not consistent with that of the allocated airport slot, will be liable for administrative sanctions as per articles R. 6231-1 to 28 of the Transport Code. Those can amount to up to 7 500 € per infringement and a doubling of the penalty in case of recurrence.

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 AD 2.4.7.

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 airport 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 slot or with flight plan information inconsistent with that of the allocated airport 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.