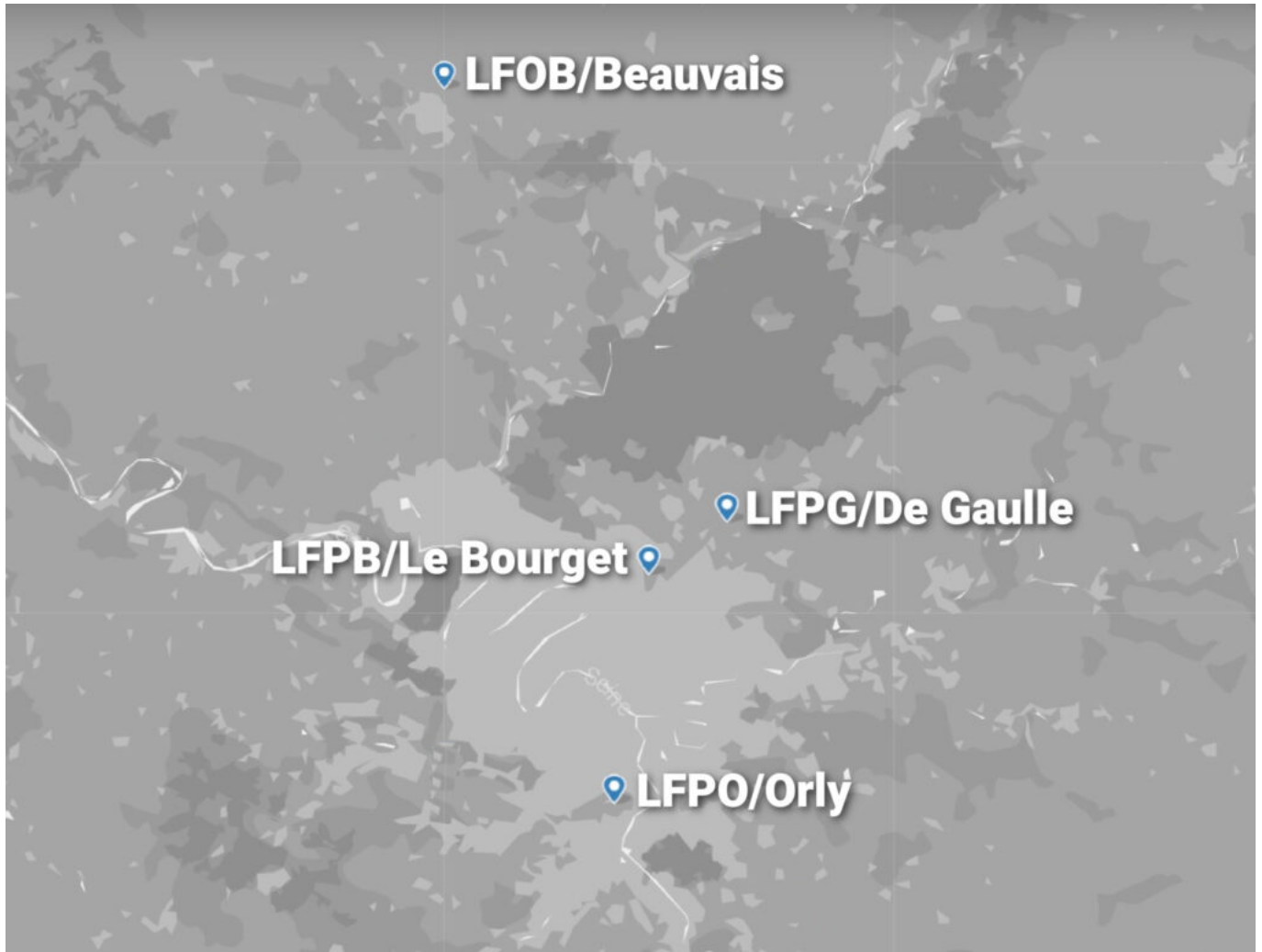


# Slots required at all Paris airports until mid-Feb

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France is slowly rolling out a new ATC system called 4-Flight, and from **Jan 9 to Feb 14** there's a live trial happening which is going to cause **delays at all four airports in the Paris area**: LFPB/Le Bourget, LFPG/De Gaulle, LFPO/Orly and LFOB/Beauvais.



Ops to Paris = a grey and joyless experience for the next few weeks.

During this period, the operational capacity for the entire airspace will be reduced by 30%. The real-world result of all this is that LFPG and LFPO will have fewer slots available, and **LFPB and LFOB will require slots** (normally they don't).

For GA/BA flights headed to any of these airports, you should request slots via your handling agent, and you need to make sure you add the slot ID number to your flight plan, in a very 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.

There may also be **some impact to overflights** through the Paris ACC - especially at weekends when it's busy with ski flights heading south to the Alps.

Check AIC 19/23 for more info.

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

**1 CONTEXT AND OBJECTIVE**

4-FLIGHT is the major CNSA 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 organized 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 existing 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 LFPQ and LFPD, 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 aerodromes. Any capacity restrictions on arrival flows in will therefore impact the operations of airlines operating and aerodrome stakeholders from those aerodromes, namely LFPQ, LFPD, 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.