

LFPM/Villaroche: Paris Without the Pain

Katerina Michalska

31 July, 2025



If LFPB/Paris Le Bourget is proving too noisy, too crowded, or just too regulated for your liking this summer - there's another option.

Thanks to the team at Elyxan Aviation, we've got the full scoop on LFPM/Paris Villaroche, a lesser-known but promising alternative for BizAv flights heading to Paris. Located about 45-50 minutes from the city center, this airport sits southeast of Paris and offers something refreshingly rare: **no slots, no APU restrictions, and 24/7 availability**.

Why consider LFPM?

LFPM/Paris Villaroche isn't new - it's a former flight test site that's been quietly evolving into a solid business aviation option southeast of Paris. It has a similar feel to EGLF/Farnborough, and although public ownership has slowed its full development, what's already in place is pretty impressive:

- 1972m x 45m runway with GNSS/LPV approach
- No slots, no APU restrictions, no curfews
- 24/7 ops capability, with English-speaking ATC available on request
- RFFS Cat 5 available on request
- Modern FBO with hangars for bizjets up to Global 7000/Gulfstream 700
- Direct ramp access, VIP pax facilities, and fast turnarounds
- No public access = high privacy for pax and high-profile ops



What's the catch?

LFPM is not a designated port of entry - so it only accepts flights arriving from or departing to EU/Schengen airports (Switzerland included). No customs or immigration means international flights must route in from a Schengen stop first.

Also, while the runway can easily handle larger jets, **LFPM imposes a 37-tonne (approx. 81,600 lbs) limit on actual operating weight** at the time of arrival or departure - not MTOW. For heavier aircraft, fuel loads may need to be adjusted accordingly.

Looking at other options around Paris:

- **LFPB/Le Bourget** is Paris's main BizAv airport - but it's slot-controlled, has APU restrictions, and can be congested in summer.
- **LFPG/Charles de Gaulle** and **LFPO/Orly** are international, but mainly serve scheduled airlines and are not BizAv-friendly.
- **LFOB/Beauvais** and **LFOK/Vatry** are international airports with customs, but they're significantly farther from the city.
- **LFPT/Pontoise** (NW of the city) is also Schengen-only, with a shorter runway and stricter weight limits. Currently undergoing refurbishment.



Faster into Paris?

Actually, yes – and not just on paper.

Even though LFPM looks farther from central Paris than LFPB, the real-world travel time is often the same or shorter. That's especially true if you're arriving from the south – you'll avoid the extra flight time needed to route around LFPG/Charles de Gaulle and skip the congestion-prone A1 motorway used by LFPB/Le Bourget arrivals.

Elyxan put together a practical comparison of travel times from LFPM vs. LFPB to central Paris – factoring in flight routing, ramp access, and road traffic.

For now, it's Schengen-only – but if French authorities eventually install CIQ, Villaroche could become a serious player. In the meantime, it's a great EU option: straightforward, operator-friendly, and low on red tape.

□ Contact Elyxan Aviation for more info:
ops@elyxan-aviation.fr | +33 6 58 83 66 25

Watch Out For APU Fines at Le Bourget

Chris Shieff
31 July, 2025



The summer peak is nearly upon us, and so too is the busiest season for BizAv at LFPB/Le Bourget.

Several upcoming events will see an influx of traffic to the airport including the **French Open** (May 19 – June 8), the **Paris Air Show** (June 16 – 22) and **Paris Fashion Week** (June 24 – 29).

While this isn't a new change, if you're heading into LFPB it's a good time to remind yourself of the strict rules for APU usage lest you fall victim to some potentially large fines.

They're not mucking around either – two groups are involved. The Air Transport Gendarmerie is responsible for monitoring APU usage at the airport and making sure operators follow the rules. If not, a group known (in English) as the Airport Nuisance Authority (ACNUSA) will get involved and issue fines.

In a recent year, ACNUSA imposed 334 fines for non-APU compliance across French airports. Their haul? €6.9 million – that's an average of more than **€20,000 per fine**. This has been confirmed as accurate and current by a local handler. Both the operator and PIC can be held liable.

The French AIP (LFPB AD 2.21) has the full rules – but here's what you need to know...

Know the time limits

Since 2023, the rules at Le Bourget have depended on whether your parking stands have ground facilities or not:

Departing Flights – APU use limited to **10 minutes** prior to the EOBT if your stand is equipped with ground air and power, or **45 minutes** on stands without these services.

Arriving Flights – APU use limited to **5 minutes** after arrival if your stand is equipped with ground air and power, or **20 minutes** on stands without these services.

There are *limited* exemptions to the rules, these include:

- Humanitarian and medical flights.
- Military aircraft.
- Aircraft carrying live animals, perishables, medical or cosmetic goods that require active air

flow.

- The sake of flight safety (which specifically includes passenger, crew or handler health). For departing aircraft it's worth noting it can take up to 30 mins to cool the cabin of a larger jet (such as a G650, or Falcon 8X) to comfortable temp when the ambient temp outside is more than 30 deg C (86 deg F).

For BizAv flights, determining whether or not the FBO is "equipped with ground air and power" is a slightly tricky business. **One FBO reported the following:**

We have some mobile GPUs, but not for every space. That creates two interpretations:

The first one: if we have a mobile GPU available, so it is 5 minutes on arrival and 10 minutes on departure; and if we don't have it available, it is 20 minutes on arrival and 45 minutes on departure.

The second one: they consider that as we are not able to provide one GPU to each aircraft, we are in the 20 minutes on arrival and 45 minutes on departure category by default.

But as the second way is not an "official" one, it is only a tolerance, that's why you might get different replies from the different FBOs about how the rules work here.

I need an exemption

This is at the PIC's discretion, but you need to be able to **justify it** using one of the conditions above.

To do so, you'll need to provide your agent with a declaration for the Gendarmerie that you intend to break the APU rules, and most importantly **why**.

Feedback from local agents

Here's what handlers at Le Bourget had to say when we reached out to them directly.

- "...the airport authorities are very strict with the use of APU's here. The authorities may fine you for failure to comply - we are able to provide a GPU at the request of the crew..."
- "...there are some unexpected and random inspections by the authorities, after which they write a report and impose a fine..."
- "...the use of the APUs is randomly controlled by the Gendarmerie here in LFPB. The maximum amount of the fine for APU infractions is 20,000€..."
- "...the Captain may only deviate from APU rules for safety reasons. Violation is heavily penalized by the ACNUSA agency, with fines generally exceeding €10,000!..."

Why the fuss anyway?

Two things - noise and pollution.

APU's are **noisy** things - a typical one produces 113 decibels, an equivalent noise range to a power saw, jackhammer or even a rock concert. Le Bourget is **noise sensitive** and located in close proximity to residential areas.

Then there's the dinosaurs we're burning - carbon dioxide, nitrogen oxides and other nasties are ejected from our APU exhaust. Reducing runtime helps **lower emissions** and improves air quality near the field. In fact, here is a **surprising statistic** - approx. 30% of an airport's carbon emissions come from aircraft

on the ground (with APU use being a significant factor).

This is all in line with global and EU climate goals (such as Fit for 55 or the Paris Agreement). Agree or not, we have to play by the rules – or find ourselves paying a hefty price.

Have a report to share?

Have you been stung or know someone who has? Please share your story with us (as always, our reports are always de-identified). There are several thousand crew out there who will owe you a beer. You can reach us around the clock on news@ops.group.

Slots required at all Paris airports until mid-Feb

David Mumford

31 July, 2025



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.

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 :

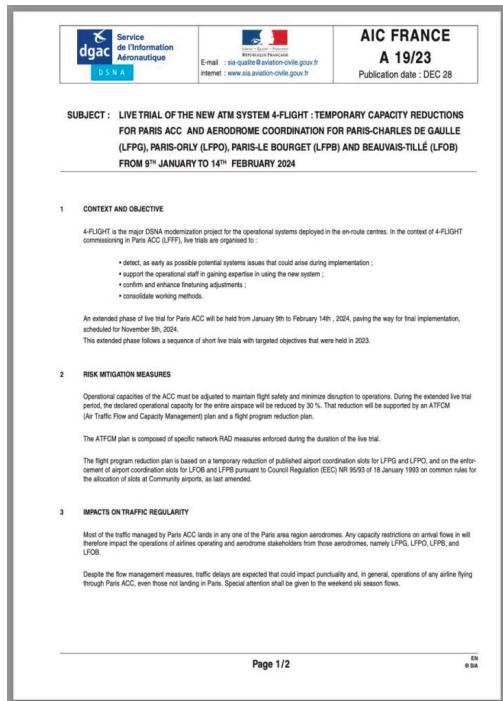
RMK/ASL (14 CHARACTER AIRPORT SLOT ID).

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.



Paris Le Bourget - New Requirement to list parking in Flight Plan

OPSGROUP Team
31 July, 2025



In the recent France AIP August update a new requirement was added for all aircraft inbound to **LFPB/Paris Le Bourget** to list their parking position and handler on Field 18 of their flight plan.

Mentioned **twice** in the *local traffic regulations* (the translation is a little iffy but you get the idea):

Mandatory assistance by approved based companies. The name of the assistant society must be stated in field 18 of the FPL as a remark (RMK).

and

It is required to the crews to indicate in field 18 of the flight plan, the traffic area of destination and the name of the handling provider.



We understand that this came about due to "much confusion" of the parking stand locations after aircraft land.

Remark 18 should include

1. Handler Name

2. Your parking stand location (e.g. HANDLER ABC T1 APRON FOXTROT 2)

- For **heavy aircraft** (A330/A340/A350/B747/B787/B767/C130) apron Golf, Sierra or Foxtrot 3 will suffice. Your local handler should give you confirmation ahead of your expected flight.

3. Your handlers phone number.

So it should look something like this:

(FPL-FGTRY-IG

-C525/L-SDFGRWY/S

-LFMD0610

-N0360F340 OKTET UM733 GIPNO UT26 LOGNI UN854 DJL

-LFPB0120 LFPN

**-PBN/A1B2D2S1 DOF/180903 IFP/MODESASP ORGN/KBLIHAEX RMK/HANDLER ABC
TERMINAL 1 APRON FOXTROT 2 TEL : +3312345678)**

Do you know more? Feel free to comment or **drop us a line!**

Also- here is a video of a Beech Bonanza flying under the Eiffel Tower

https://www.youtube.com/watch?v=_txdqnVP3-c

Midweek Briefing 06JUL: Hong Kong capacity problems, Iceland: The fun continues

Cynthia Claros
31 July, 2025



Hong Kong capacity problems 06JUL During this year, the Hong Kong CAA has issued a couple of warnings to operators to stick carefully to their allocated slots, but it's not making much of a difference to operations there. Read the article.

Iceland: The fun continues 06JUL Last week there were some really positive indications that the ATC strike in Iceland was coming to an end, but it's now worse than ever, with Westbound, Eastbound, and landing traffic all affected. Read the article.

HECC/Cairo FIR A restriction exists for traffic to and from the Amman FIR, so if overflying Jordan and then Egypt, or vice versa, you can only use the waypoint METSA.

OMAE/Emirates FIR has some updated peak times. Departures need a slot between 0630-0730Z and 1700-0000Z. Arrivals will be spaced 5 mins apart during these times also, as will aircraft entering the OMAE FIR from nearby airports like Muscat, Isa, and Baghdad.

EIDW/Dublin Runway 10/28 is closed overnight until 09JUL.

OERK/Riyadh, Saudi Arabia will be hosting the 'Global Ministerial Aviation Summit' 29AUG-31AUG. 55 different ministers from various countries are expected to be in attendance. Be aware of potential restrictions leading up to and after the event.

CYFB/Iqaluit Another NAT alternate favourite, CYFB has some runway closures throughout July.

EGCC/Manchester is doing some work on 05L/23R overnight until 08JUL and has advised operators to carry some extra gas due possibility of holding.

LOWW/Vienna has published a helpful list of rush hour periods - worth avoiding these times as holding is common at VIE. The times are: 0530-0750, 0920-1030, 1140-1240, 1340-1500, 1615-1800, and 1840-1940Z.

BIZZ/Iceland Despite optimistic reports of a resolution to the ATC dispute in Iceland last week, the situation remains unresolved. Last night BIRD Oceanic was closed to most Eastbound traffic once again, as was BIKF. A new addition to restrictions is a closure to many Westbound flights on Wednesday 06JUL - "DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV

VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGFX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA" Read the article.

EDYY/Maastricht ATC have requested crews operating through the Maastricht UIR to log on to CPDLC EDYY, if you have datalink. While voice remains the primary comms method, you might get an uplink message if the frequency is busy – it's not a test, you should confirm – most of these uplinks are likely to be frequency changes.

EPZZ/Poland has advised operators to check carefully whether permission is required in advance of operations at airports other than EPWW/Warsaw. Many countries including Poland have reinstated Border Controls within the Schengen zone. Best advice is to treat each country as having full Border Controls for the moment (so think Passport, GenDec, etc.)

SPIM/Lima FIR (Note that the airport is now SPJC, distinct from the FIR code) is shutting down airway UG427 after 21JUL.

SUEO/Montevideo ACC (Uruguay) has some comms issues in its airspace, and has advised of some extreme spacing between aircraft irrespective of FL – 40nm. For now, this ends today (06JUL) but may happen again.

WSZZ/Singapore Qualifying citizens of Singapore are now eligible to apply for US Global Entry membership – and benefit from expedited entry to the United States at designated airports. Similarly, qualified U.S. citizens are eligible for enrolment in Singapore's enhanced-Immigration Automated Clearance System (eIACS).

ZMUB/Ulaanbaatar, Mongolia is downgraded to RFF Cat 7 until 10JUL. Also, from 12-16JUL, you can't file this as an alternate which may limit your options somewhat.

LFPG/Paris due to maintenance on the ILS for Runway 08L/26R from 18JUL to 02OCT. The only approaches that will be available will be RNAV based procedures (LNAV/VNAV, LPV, LNAV) and VOR/DME.

GQNN/Nouakchott, Mauritania has moved to a new international airport this June. Located approximately 10nm north of the city, it has an annual passenger capacity of 2 million. Infrastructure from the capital's old airport was transported to the new one.

SECU/Cuenca Following the landing incident on 28APR of an E190, all inbound flights will be reportedly be held if the runway is wet – until end of August.

LFMH/St Etiennee Fuel outage on 07JUL, 0800-1100 UTC.

Canada/Mexico From 01DEC2016, Mexican nationals will be able to travel to Canada without a visa for business and tourism for up to 90 days.

Turkey/Russia Russia has lifted the travel restrictions on tourists between the two countries. The ban was put in place following the downing of a Russian military aircraft last year.

Bangladesh Germany, Australia and the U.K. have banned direct cargo flights from Bangladesh due to security concerns.

Israel/China The Israeli parliament has ratified a multiple-entry visa agreement with China, under which Chinese business visitors and tourists can enter Israel multiple times with the same ten-year visa and vice versa.

EZZZ/Europe the European Union updated **Air Safety list** (aka the Airline Blacklist) on 17JUN, and lifted a ban on Zambian air carriers.

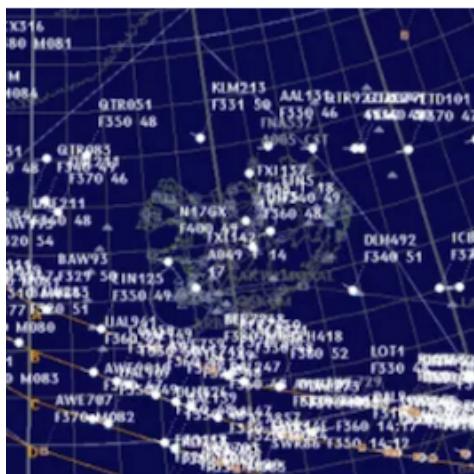
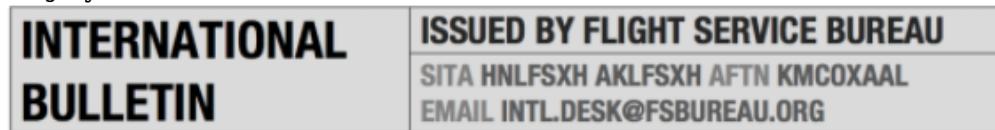
Uganda Introduction of 'e-visa' system. You must show a valid yellow fever vaccination certificate on arrival.

ZJSA/Sanya FIR, China has an ADS-B trial up and running on L642 and M771. Radar is still the primary separation tool, but ATC ask that you check your Flight ID matches your FPL.

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Midweek Briefing 11MAY: Reykjavik Oceanic Closure, Australia to turn off Navaids

Cynthia Claros
31 July, 2025



Reykjavik Oceanic Closure 11MAY Operators planning eastbound flights across the NAT should be aware of a NOTAM issued earlier by Reykjavik Oceanic/Iceland ATC, that essentially asks traffic to avoid the airspace wherever possible, due to further ATC Industrial Action. Read the article.

Australia to turn off Navaids 11MAY On 26MAY, Australia will switch off around 180 different VOR's, NDB's, and other ground-based Navaids. All international operators will be required to have GNSS/GPS as primary navigation. Read the article.

CYMM/Fort McMurray, Canada is closed due to Forest Fires; only emergency and evacuation flights are allowed.

EGPX/Scottish Expect delays from 17MAY when controllers change to a new ATC system. ATC advises a fundamental level of change in the method of operation within Scottish Upper Airspace will result. There is no change to the Oceanic Operation, and Domestic CPDLC will be available at all times from 17MAY.

KATL/Atlanta closed one of its three security checkpoints in the domestic terminal for three weeks and will reopen 25MAY. They have added additional security lines to the other 2 checkpoints in hopes of reducing the impact. Plan for extra time if you are heading through ATL in the next few weeks.

LGZZ/Greece An update on 09MAY was issued for the slot allocation Rules and Guidelines for all Greek Coordinated Airports. The updated document can be found at GABA report.

YZZZ/Australia CASA has issued clarification as to who is responsible for Terrain Clearance when ATC instructs an aircraft to "resume own navigation". Consistent with ICAO standard, while under radar vectors below the MSA, ATC assumes responsibility for Terrain Clearance. The AIC is worthwhile refresher reading as this applies to most International Ops.

OYRN/Mukalla has reopened after it was recently re-captured by government and Emirati soldiers. It is currently only accepting humanitarian and aid flights.

HKIS/Isiolo is a new airport in Kenya that will be operational in early JUN. The new facility will cater to domestic and international flights and will have annual passenger capacity of 125,000 and a 1400m runway. Isiolo is located near many national reserves, approximately 125 mi/200 km northeast of Nairobi.

BIRD/Reykjavik Oceanic Operators planning eastbound flights across the NAT should be aware of a NOTAM issued earlier by Reykjavik Oceanic/Iceland ATC, that essentially asks traffic to avoid the airspace wherever possible, due to further ATC Industrial Action. Eastbound flights in particular will not be accepted into the airspace unless ... [Read Full Article](#).

LIZZ/Italy Another ATC Industrial Action in Europe has been announced for 14MAY, this time in Italy and affecting only part of operational personnel. Only some air navigation services may be affected. The following NOTAM has been issued.

EGLL/London Heathrow has been identified as the airport most affected in the UK by laser strike incidents with 121 in 2015, followed by EGBB/Birmingham with 94, EGCC/Manchester recording 93 and EGNM/Leeds Bradford with 77.

SKBO/Bogota has introduced a significant enhancement to the current ATC infrastructure by adding Secondary Surveillance Radar or SSR. The Colombian CAA issued AIC **A07/16** to cover the upgrade. This will help increase the level of safety for operations in SKBO, especially given the terrain in the vicinity.

WZZZ/Indonesia The Visa-Free Program has expanded to Nationals from a total of 169 countries and are now eligible to enter Indonesia without a visa. Although the regulation is silent on the allowable activities under this status, the previous version of the law restricted its use to tourism.

LFPG/Paris The first IFR LPV approach was implemented at LFPG for Runway 26L on 03MAY. The new approach mirrors Cat I ILS approach minimums, including a 200-foot decision height, and it is supported by the European Geostationary Navigation Overlay Service (EGNOS).

WSZZ/Singapore has introduced a system called **ATLAS** (Air Transportation License and Administration System), for obtaining the application, renewal and administration of licences and permits for scheduled and non-scheduled air services.

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