

NM Mitigation Plan for the French Industrial Action

24th March 2023 04:00 – Monday 01st April 04:00

LFFA F0488/23 NOTAMN

Q)LFXX/QAFXX/IV/NBO/E/000/999/4412N00040E460

A)LFBB,LFEE,LFFF,LFMM,LFRR

B)2303240400

C)2304010400

E)DUE TO AN INTER-PROFESSIONAL SOCIAL MOVEMENT AFFECTING ALL AREAS OF

ACTIVITY, MAJOR DISRUPTIONS ARE EXPECTED IN DSNA ATC CENTERS (ACCS, APP, TOWER) IN FRANCE AND OVERSEAS DEPARTMENTS.

A MINIMUM SERVICE WILL BE ENSURED IN DSNA ATC CENTERS IDENTIFIED IN THE DECREE NUMBER 85-1332 MODIFIED OF DECEMBER 17, 1985. ACTUAL ATC CAPACITY WILL BE DETERMINED ACCORDING TO AVAILABLE STAFF.

RMK 1: INFORMATION ON THE REAL-TIME SITUATION AND CLOSURES OF ATS SERVICES WILL BE AVAILABLE ON THE FOLLOWING INTERNET WEBSITE:

<HTTPS://CDM.DSNA.FR>

CONSULT THE LIST OF AIRPORTS UNDER DSNA RESPONSIBILITY AND THOSE BENEFITING FROM THE MINIMUM SERVICE IN THE CRISIS MESSAGES

RMK 2: ADDITIONAL NOTAMS WILL BE ISSUED FOR AIRLINE OPERATORS FLIGHT SCHEDULES REDUCTIONS.

RMK 3: ADDITIONAL NOTAMS WILL BE ISSUED IF NEEDED DEPENDING ON THE EVOLUTION OF THE SITUATION.

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Q)LFXX/QAFXX/IV/NBO/E/000/999/4412N00040E460

A)LFBB,LFEE,LFFF,LFMM,LFRR

B)2303230854

C)2303242300

E)DUE TO AN INTER-PROFESSIONAL SOCIAL MOVEMENT AFFECTING ALL AREAS OF

ACTIVITY, MAJOR DISRUPTIONS ARE EXPECTED IN DSNA ATC CENTERS (ACCS, APP, TOWER) IN FRANCE AND OVERSEAS DEPARTMENTS.

RMK 1: AIRLINE OPERATORS ARE REQUIRED TO REDUCE THEIR FLIGHT SCHEDULE FOR THE DAY OF MARCH 24, 2023 FROM 05H00 UTC TO 22H59 UTC BY 30 PERCENT OF MOVEMENTS INITIALLY SCHEDULED AT PARIS-ORLY AIRPORT (LFPO) AND BY 20 PERCENT OF MOVEMENTS INITIALLY SCHEDULED AT MARSEILLE PROVENCE AIRPORT (LFML), LYON SAINT EXUPERY AIRPORT (LFLL) AND BORDEAUX MERIGNAC AIRPORT (LFBD).

IT IS POSSIBLE TO GROUP AIRLINES TOGETHER ON AN AIRPORT TO SHARE THE

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FLIGHTS PROGRAM REDUCTION.

PROPOSALS FOR MODIFIED FLIGHT SCHEDULES MUST BE SENT BEFORE THURSDAY
23 MARCH 14H00 UTC TO DGAC/DTA BY EMAIL TO:

DTA-PROGRAMMES-CRISES-BF(AT)AVIATION-CIVILE.GOUV.FR

RMK 2: TERRITORIAL CONTINUITY FLIGHTS ARE NOT CONCERNED BY THIS
REQUEST

RMK 3: AIRCRAFT OPERATORS MUST SYSTEMATICALLY CANCEL ALL PLN, RPL OR
FPL FOR THE FLIGHTS NOT PERFORMED.

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Q)LFXX/QAFX/IV/NBO/E/000/999/4412N00040E460

A)LFBB,LFEE,LFFF,LFMM,LFRR

B)2303250500

C)2303252300

E)DUE TO AN INTER-PROFESSIONAL SOCIAL MOVEMENT AFFECTING ALL AREAS
OF

ACTIVITY, MAJOR DISRUPTIONS ARE EXPECTED IN DSNA ATC CENTERS (ACCS,
APP, TOWER) IN FRANCE AND OVERSEAS DEPARTMENTS.

RMK 1: AIRLINE OPERATORS ARE REQUIRED TO REDUCE THEIR FLIGHT SCHEDULE
FOR THE DAY OF MARCH 25, 2023 FROM 05H00 UTC TO 22H59 UTC BY 15
PERCENT OF MOVEMENTS INITIALLY SCHEDULED AT PARIS-ORLY AIRPORT (LFPO)
AND BY 20 PERCENT OF MOVEMENTS INITIALLY SCHEDULED AT MARSEILLE
PROVENCE AIRPORT (LFML), LYON SAINT EXUPERY AIRPORT (LFLL) AND
BORDEAUX MERIGNAC AIRPORT (LFBD).

IT IS POSSIBLE TO GROUP AIRLINES TOGETHER ON AN AIRPORT TO SHARE THE
FLIGHTS PROGRAM REDUCTION.

PROPOSALS FOR MODIFIED FLIGHT SCHEDULES MUST BE SENT BEFORE FRIDAY 24
MARCH 11H00 UTC TO DGAC/DTA BY EMAIL TO:

DTA-PROGRAMMES-CRISES-BF(AT)AVIATION-CIVILE.GOUV.FR

RMK 2: TERRITORIAL CONTINUITY FLIGHTS ARE NOT CONCERNED BY THIS
REQUEST

RMK 3: AIRCRAFT OPERATORS MUST SYSTEMATICALLY CANCEL ALL PLN, RPL OR
FPL FOR THE FLIGHTS NOT PERFORMED.

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- NMOC will be coordinating with the French and the neighbouring ACCs to improve the Network situation whenever needed.
- Refer to D-1 measures in the INP (available on the NOP) and tactical details on the NOP Headline News.
- Due to a new AIRAC (502) becoming valid as from 23rd March, AOs are advised to test their FPLs on the IFPUV beforehand.

Mitigation Measures

DTTC (Tunisia)

DTTCACC3 may be regulated tactically during the Strike period.

AOs intending to use DTTC airspace during the strike period must send their FPLs to these AFTN addresses: **DTTCZQZX** and **DTTCZRZX**.

DTTC agreed with LMMM to join routes connecting in the DAAAFIR.
Restrictions EUDTTC1A and EUDTTC1B have been enabled.

Flights originating from North and East Europe to Africa and South America shall file FPL using following routes:

EUDTTC1A:

PAN/SENTI/ADEXI DCT RALAK UG362 EBA FL245-665
mandatory for traffic destination South/South West Africa

EUDTTC1B:

PAN/SENTI/ADEXI DCT BIRSA UG361 ELO DCT GHA FL245-665 or,
PAN DCT RALAK UP623 EBA FL195-465
mandatory for traffic destination West Africa and South America.

EUPAN1A: to allow DCTs PAN/SENTI/ADEXI to BIRSA/RALAK

Please note that during the strike period, there is no need for overflight permission.

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DAAA (Algeria)

Scheduled commercial flights can overfly DAAA without permission, other flights must have a valid overfly permission.

Send all FPL additionally to the address of Algiers ACC DAAAZQZX.

TV DALFSTK1 maybe regulated tactically depending on demand.

Route ELO DCT GHA is available during the strike.

For flights also overflying Tunisia, please see the information below:

1. All traffic overflying DAAA airspace with destination LECB FIR must file via point LUXUR at FL300 or above, and at only EVEN flight levels. Traffic destination LEPA via LUXUR should FPL UM134-LUXUR-GENIO-UN859-OSGAL with STAR OSGAL.

Restrictions EULUXUR1A and EULUXUR1B apply respectively.

2. All traffic departing from LECBFIR and overflying DAAA airspace must file via point SADAF at FL310 or above, and at only ODD flight levels.

Restriction EUSADAF1A applies

3. All traffic departing from LEPA with destination DAAA FIR must file max FL290 over point SADAF. Deps LEPA must also file SID MEBUT: MEBUT-NINES-UM134-OLMIR-UN861-SADAF at FL290.

Restrictions EULEPA1A, EULEPA1B and EULEPA1C apply.

4. Entering Morocco (GMMM FIR) via TUNIS (DTTC FIR) and Algiers (DAAA FIR):

Route DOPEL UM126 KAWKA UG14 CSO UA31 CHE shall be used. DAAA ATC will tactically approve direct routing to ALR where possible.

Route: DOPEL DCT LUXUR SADAF CHE cannot be planned.

5. From Morocco (GMMM FIR) entering Algiers (DAAA FIR), Tunis (DTTC FIR) and then Italy (LIRR FIR):

Route CHE UA31 CSO UG14 KAWKA UM126 DOPEL shall be used. DAAA ATC will tactically approve direct routing from ALR where possible.

Summary of EU restrictions activated

EUSADAF1A: Traffic departing LECBFIR and over-flying DAAA must file via SADAF at FL310+ (only odd levels).

EUSADAF3A: SADAF is not available for traffic GMMMCTA>DAAACTA>SADAF>DTTCCTA except via LECBCTA

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EUSADAF4A: SADAF is not available for traffic DTTCTA>DAACTA>SADAF>GMMMCTA except via LECBCTA

EULUXUR1A/1B: Traffic overlying DAAA airspace with destination LECB FIR must file via point LUXUR at FL300+ (only 'EVEN' flight levels).

EULEPA1A: All traffic departing from LEPA with destination DAAA FIR: max FL290 over point SADAF

EULEPA1B: Deps LEPA must FPL LEPA with SID MEBUT: MEBUT DCT NINES UM134 OLMIR UN861 SADAF at FL290

EULEPA1C: Restriction is **de-activated** during the strike period in order to allow MEBUT DCT SADAF.

RAD measures **LE2804A** and **LE2484A** are disabled for the entire strike period.

LECM (Madrid) and LPPC (Lisbon)

Tango routes are available for suitably equipped aircraft are likely to be regulated.

LECMSAN sector may be regulated tactically.

UM30 airway is available as per AUP/UUP during the French strike period.

GCCC (Canaries)

The following Routeings are available during the entire French strike period **as they are available from Monday to Friday without any rate restriction:**

Destination GCRR*:

Route ORTIS DCT SARAY DCT LZR DCT LTE (MAX FL290)

Destination GCFV:

Route ORTIS UN728 BRICK DCT GDV – SIRPU (IAFRWY 01)

ORTIS UN728 BRICK DCT GDV – KEMEV (IAF RWY 19)

Deps GCRR*

Route LZR SARAY BIMBO

Deps GCFV

Route ADOVO TADEK SARAY BIMBO

***Note that the above 2 scenarios are not available from 25/03/23 00:00UTC - 26/03/23 12:00UTC**

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North Atlantic Traffic

“Operators are advised that as a result of industrial action within French airspace, published routes T9 (southbound), T290 (northbound), T213 and T13/T16 will be subject to higher than normal demand throughout the period of industrial action.

To maximise capacity within the Swanwick South Eastern corner, all flights intending to route to/from Canaries, Madeira and mainland Portuguese and Spanish destinations via the Shanwick Oceanic control area (OCA) are requested to flight plan via published routes T9, T290, T213 or T13/T16 accordingly.

Operators should be aware that flights which do not conform to published Tango routes may be subject to reroutes and/or lower than optimum cruising levels.

Westbound traffic having North/Central American destinations intending to enter Shanwick OCA via entry points LASNO, GELPO or TAMEL are requested to FPL via OMOKO (or West of), in order to avoid those entry points associated with tango routes.

Similarly, Westbound traffic having North/Central American destinations and intending to enter the Shanwick OCA via entry points ADVAT, DIXIS, BERUX or PITAX are requested to FPL via PASAS.

RR2SOTA will be active when requested:

Traffic from: E, LT

Traffic to: C, K, LFV,M,P,S,T

NOT ALLOWED VIA POINTS - TAMEL GELPO LASNO

REFILE VIA OMOKO OR WEST OF

Operators are further reminded of NAT HLA/MNPS airspace requirements and that HF radio is mandatory for flights operating within Shanwick OCA. Please request Oceanic Clearance minimum 40 minutes before oceanic entry”.

LSAG (Geneva)

The following Alternate Routeings are available for the whole period of the strike:

AR1VENAT rate 3/60

FROM: LFLB VIA VENAT

TO EG..

ARE ALLOWED VIA:

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VENAT/N0450F280 T330 GILIR/N0450F320 UN853 IBERA N853 DIK M624
RAD LS2399A TO BE DISABLED

AR2LSAGN Rate 3/60
DEPS : EG..VIA MOROK
DEST : LFLB
ARE ALLOWED VIA UN852 MOROK UZ24 LIRKO Y55 SALEV

The following RAD units are disabled for the period of the strike:
LS2349A/B, LSLF1111A, LS2729B, LS2399A

V-Flights

When a flight is regulated, the CTOT might delay the flight into one or more IFPS constraints, e.g. a RAD restriction or closed CDR1.

ETFMS will regulate these flights in such a way that they will arrive at the closed route/airspace location exactly at the end of their IFPS validity period (i.e. just before the route closure), possibly creating an over-delivery and/or bunching inside the regulation.

In order for NM to easier manage, and seek solutions, AO's are advised to flight plan early and to avoid 'late filing'.

NMOC staff will attempt to mitigate the over-delivery/bunching, using different methods and starting with low-impact actions.

As a last measure and in order to maintain safe operations, **V-Flights will be manually suspended** in order to enforce a rerouting.