

**Mitigation Plan starting Wednesday 18th January 2023 – Friday 20<sup>th</sup> January 2023**  
**For French Industrial Action 18/01 1700 UTC – 20/01 0600 UTC**

Due to Industrial actions affecting the entire French Public Services, disruptions are expected in ALL DSN A ATC Centres (ACC, APP, TOWER) in France and Overseas departments.

(F0072/23 NOTAMN

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

A) LFBB LFFF LFEE LFMM LFRR B) 2301181700 C) 2301200600

E) DUE TO AN INTER-PROFESSIONAL SOCIAL MOVEMENT AFFECTING ALL AREAS OF ACTIVITY, MAJOR DISRUPTIONS ARE EXPECTED IN ALL DSN A ATC CENTERS (ACCS, APP, TOWER) IN FRANCE AND OVERSEAS DEPARTMENTS.

A MINIMUM SERVICE WILL BE ENSURED IN 5 ACCS AND IN THE AIRPORTS IDENTIFIED IN THE DECREE NUMBER 85-1332 MODIFIED OF DECEMBER 17,1985. ACTUAL ATC CAPACITY WILL BE DETERMINED ACCORDING TO AVAILABLE STAFF.

RMK 1: AIRLINE OPERATORS ARE REQUIRED TO REDUCE THEIR FLIGHT SCHEDULE AT PARIS-ORLY AIRPORT (LFPO) FOR THE DAY OF JANUARY 19, 2023 FROM 5:00 A.M. TO 10:30 P.M BY 20 PERCENT OF MOVEMENTS INITIALLY SCHEDULED. PROPOSALS FOR MODIFIED FLIGHT SCHEDULES FOR THE DAY OF THURSDAY 19 JANUARY MUST BE SENT BEFORE WEDNESDAY 18 JANUARY 09H00 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.

RMK 4: INFORMATION ON THE REAL-TIME SITUATION AND CLOSURES OF ATS SERVICES WILL BE AVAILABLE ON THE FOLLOWING INTERNET WEBSITE: [HTTPS://CDM.DSNA.FR](https://CDM.DSNA.FR) CONSULT THE LIST OF AIRPORTS UNDER DSN A RESPONSIBILITY AND THOSE BENEFITING FROM THE MINIMUM SERVICE IN THE CRISIS MESSAGES TAB

RMK 5: ADDITIONAL NOTAM WILL BE SENT IF NEEDED DEPENDING ON THE EVOLUTION OF THE SITUATION)

A Minimum service is declared for all ACCs and 15 airports.

**Affected French ACCs during the Strike Period**

LFBB: regulations applied for 18/01 with low, and 19/01 with initially high delays predicted.

LFEE: regulations applied for 18/01 with low, and 19/01 with initially high delays predicted.

LFFF: regulations applied for 19/01 with high delays predicted.

LFMM: regulations applied for 18/01 with low, and 19/01 with high delays predicted.

LFRR: regulations applied for 18/01 with low, and 19/01 with initially high delays predicted.

**Affected French airports during the Strike Period**

Several airports regulated pre-tactically (LFML giving moderate delay on 18/01).

LFPO: Flight reduction program (-20%) from 19/01 0500 until 19/01 2230 UTC

Further airports may be regulated and/or unavailable at short notice.

Tactical changes are expected throughout the strike period. Increased capacities are particularly expected for LFBB, LFEE and to some extent for LFRR on 19/01.

**See updated details on the NOP Headline News.**

**Mitigation Plan starting Wednesday 18th January 2023 – Friday 20<sup>th</sup> January 2023**  
**For French Industrial Action 18/01 1700 UTC – 20/01 0600 UTC**

**Mitigation Measures**

**DTTC (Tunisia)**

DTTCACC3 is regulated 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 or SENTI or ADEXI DCT RALAK UG362 EBA FL245-665 mandatory for traffic destination South/South West Africa

Or,

EUDTTC1B: PAN or SENTI or ADEXI DCT BIRSA UG361 ELO DCT GHA FL245-665 mandatory for traffic destination West Africa and South America.

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

**DAAA (Algeria)**

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

No pretactical regulation for TV DALFSTK1.

Route ELO DCT GHA is available during the strike.

DAAATNE sector is included to the IFPZ zone of FPL distribution to avoid any cases of missed FPL.

**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

**Mitigation Plan starting Wednesday 18th January 2023 – Friday 20<sup>th</sup> January 2023**  
**For French Industrial Action 18/01 1700 UTC – 20/01 0600 UTC**

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

**EUSADAF4A:** SADAF is not available for traffic DTTCCTA>DAAACTA>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.

**LECM (Madrid) and LPPC (Lisbon)**

Tango routes are available for suitably equipped aircraft.

Tango routes are regulated on 19/01/2023.

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

LECMSAN sector may be regulated tactically.

ZST213 (zero rate) from 19/01 0500 – 20/01 00:00 UTC.

RAD measures disabled: LE2804A, LE5646A and LE2484A.

**Mitigation Plan starting Wednesday 18th January 2023 – Friday 20<sup>th</sup> January 2023**  
**For French Industrial Action 18/01 1700 UTC – 20/01 0600 UTC**

**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

**LSAG (Geneva)**

The following Alternate Routeings are available on 19/01:

AR1VENAT rate 3/60

FROM: LFLB VIA VENAT

TO EG..

ARE ALLOWED VIA:

VENAT/N0450F280 UT330 MOLUS UN853 GILIR/N0450F320 UN853

IBERA N853 DIK M624 BUB

VENAT/N0450F280 UT330 MOLUS UN853 GILIR/N0450F320 UN853

IBERA N853 DIK M624 NIK L610 RAPIX

RAD LS2399A TO BE DISABLED RAD LS2399X TO BE ENABLED

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

**Mitigation Plan starting Wednesday 18th January 2023 – Friday 20<sup>th</sup> January 2023**  
**For French Industrial Action 18/01 1700 UTC – 20/01 0600 UTC**

**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.