

SUBJECT : CIRCULAR IFR FLIGHT ABOVE FL 145 - PRE-COORDINATION PROCEDURE WITH FRENCH AIR TRAFFIC SERVICES UNITS.

This AIC cancels and supersedes AIC A 12/20.

1 SUBJECT

The purpose of this circular is to inform of the introduction in the AIP France part ENR 1.10.4 of a pre-coordination procedure between air operators wishing to carry out a circular IFR flight above FL 145 and the relevant French air traffic service units to ensure the optimal integration into general air traffic (GAT) of this type of flight from France or abroad.

2 CHARACTERISTICS OF THE AFFECTED FLIGHTS

The flights concerned are IFR flights above FL 145, with identical departure and destination aerodromes (circular flights), for which the trajectory may be inconsistent with the usual air traffic flows.

In the absence of coordinated preparation, a circular IFR flight conducted in controlled airspace could result in non-compliant execution of the flight plan and thus negatively affect the workload of air traffic services units. In this regard, the aircraft operator is subject to a sanction as referred to in section R. 160-1 of the Civil Aviation Code and reminded in ENR 1.10.6. Difficulties in integration in air traffic may also not allow the air traffic control unit to issue the clearances requested in flight.

In order to avoid such situations, circular IFR flights above FL 145 are the subject of an integration study in air traffic as part of the pre-coordination procedure with the French air traffic services units described below.

N.B. This procedure does not apply to test and acceptance air traffic (CER) (see ENR 1.10.5).

3 PRE-COORDINATION PROCEDURE WITH FRENCH AIR TRAFFIC SERVICES UNITS

Two working days before the flight, no later than 12:00 local (unless there is a special agreement between an operator and a unit), the operator notifies the relevant air traffic services units by email of a circular IFR flight above FL 145, stating :

- Call sign ;
- Aircraft type ;
- Estimated take-off date and time ;
- Route and flight levels requested ;
- Nature of mission and objective of circular flight.

Depending on the constraints identified, air traffic services units may propose to the operator or ask them to make changes to the route, flight levels or schedules. Changes made in agreement with air traffic services units ensure the operator the smooth running of the planned operations.

4 REGULATORY REMINDERS

The Commission Implementing Regulation (EU) No. 923/2012, known as SERA, states in paragraph SERA.8020 that "an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft [...]".

The provisions of section R. 160-1 of the Civil Aviation Code also allow the Minister responsible for civil aviation to impose an administrative fine against an air carrier or any other civilian aircraft operator when they file a flight plan that does not reflect the intended flight profile.

ANNEX

Circular IFR flight above FL 145 - E-mail addresses of French air traffic services units for the pre-coordination procedure :

BORDEAUX ACC/UAC	crna-so-e-ct-tempsreel@aviation-civile.gouv.fr
BREST ACC/UAC	crna-o-e-co-temps-reel-bf@aviation-civile.gouv.fr
MARSEILLE ACC/UAC	crna-se-e-ctrl-tempsreel@aviation-civile.gouv.fr
PARIS ACC/UAC	lfff-sub-ctl-bf@aviation-civile.gouv.fr
REIMS ACC/UAC	reims-acc.spacc@aviation-civile.gouv.fr