



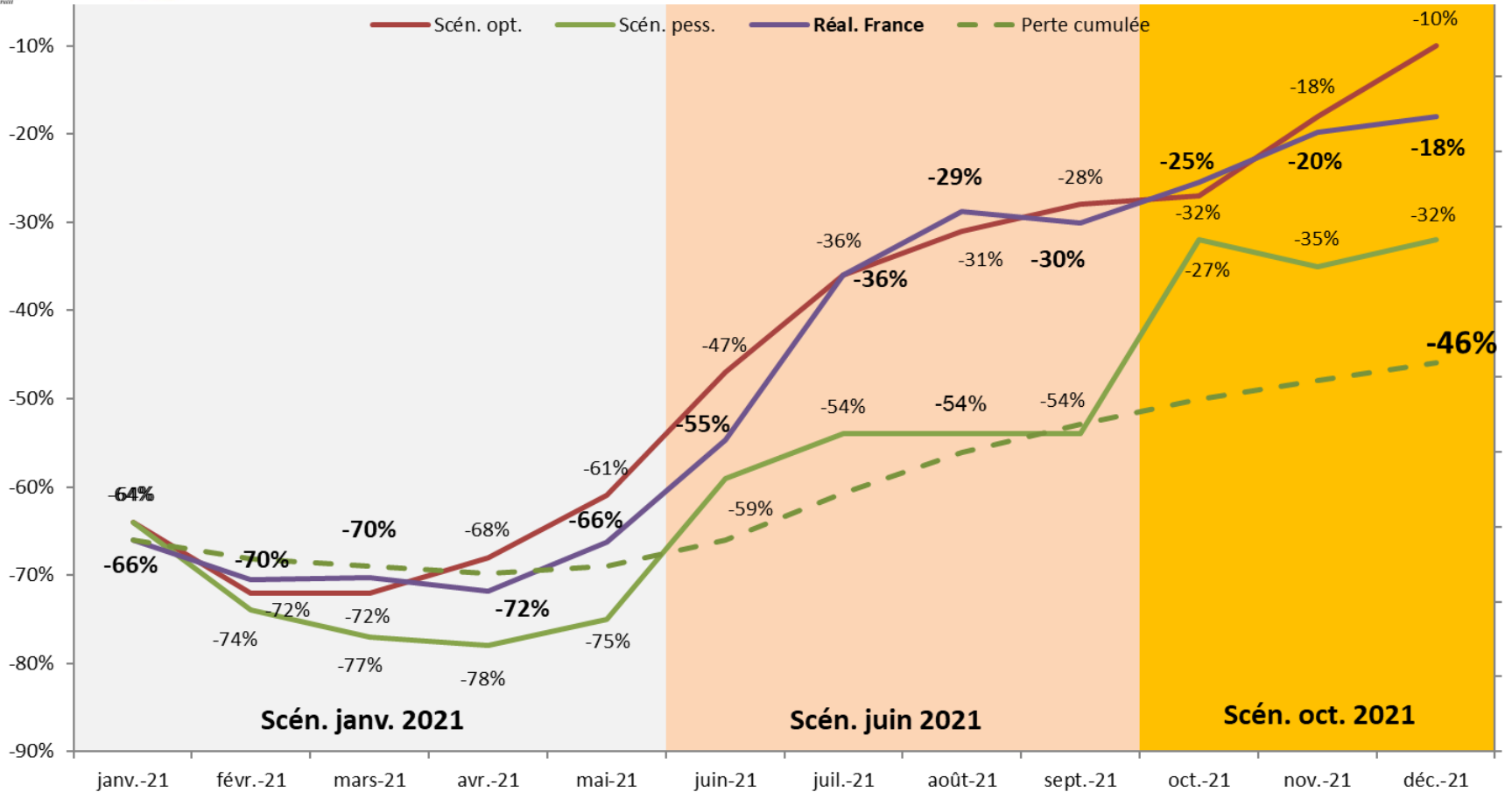
**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

*Liberté
Égalité
Fraternité*



USER FORUM 02/02/2022

Traffic France 2021



2021 delays, all causes

Average delay (all flights):
0,58 minute

Average delay (> 15 min):
29,88 minutes

% flights on time	% flights delayed	
96.06	1.29	More than 15 min.
	2.65	15 min. or less
QoS	Default rate	

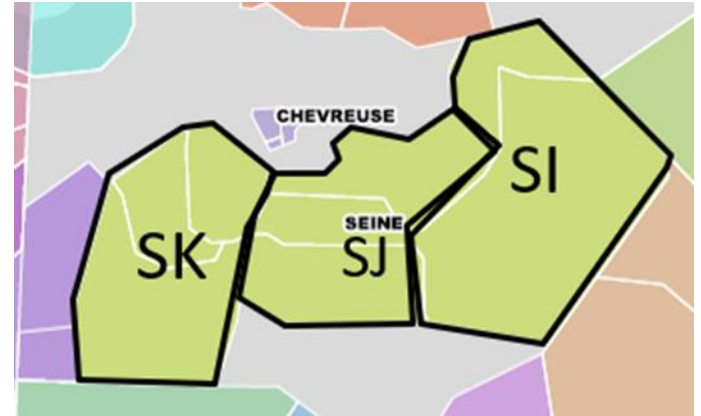
(was 2018 - 90.99 and 4.41, 2019 - 92.83% and 2.94%)

Reasons for this bad performance

- No flexibility HR tools (or very limited) to adapt to new traffic pattern and peak period
- No possibility to adapt the roster of ATCOs on a rolling NOP notice (instead of 1 y notice)
- Capacity reduction in Reims, Marseille and Paris (controller competency on high volume of traffic):
 - Simulations used to retrain but not enough and needs for initial training
 - Traffic picked up very late (-55% in June -> -36% in July)
 - Traffic pattern does not allow for steady training
- Lack of ATCOS in APP, LFMM and LFEE (even densified roaster in Reims)
- Many late staff shortage: around 2000 days due to EASA recommendation on vaccine (+ quarantine rules)
- SEINE: see slide

- Seine has only 50% of the necessary qualified ATCOs and cannot cope with the traffic in all its airspace (similar in size to Belgium), especially since the creation of SK to arm the Tours-Val de Loire approach since last July.
- Paris ACC takes one or two sectors everyday with important regulations penalizing flying schools and IFR flights (private or RYR).

DSNA is already thinking about possible solutions if Seine cannot maintain a steady volume of controllers.



It was not all bad

- Good cooperation between NMOC and FMPs during summer
- Densified roster in Reims ACC by the end of July
- Strong adaptability to the evolution of health measures restrictions
- Confirmation of our weaknesses in terms of adaptability/flexibility.

DSNA must evolve and improve ATCOs HR management, management of capacities...

2022: lessons learnt?

- The applicable rules are defined by law and therefore the government : not easy to modify **but DSNA wants to change.**
- Escalate to Ministry of Transport impact of EASA recommendation and possibility to organize vaccination at ANSP level.
- Negotiating a **specific HR toolbox** for 2022 and beyond
 - More flexibility at shorter notice (rolling NOP forecasts)
 - Back up ATCOs



- Need of transparency and reliability :
Example 4-FLIGHT Transition plan
 - Close cooperation with NM, AOs and other ANSP
 - Set of measures validated
 - Work still in progress (first day, week ends)
- Define the process for returning to normal capacities and then increase with indicators and objective criteria.
- Mobility for ATCOs
- For Seine in summer 2022, adaptation of training of ATCOs and new ATFCM management, reduce impact in term of delays

Beginning of process

2022: lessons learnt?

