



COHOR
Airport Coordination, France.

WHAT'S NEW ?

THE CONFERENCE LETTER

REMINDER ... On-line coordination tool :
<https://e-airportslots.aero>

WORKROOM BURREARD

4th Floor Conference Level

On **Tuesday 19th** appointments are possible from 08:30 am till 01:00 pm and from 02:00 pm till 05:30 pm.

On **Wednesday 20th** and **Thursday 21st** from 09:00 am till 01:00 pm and from 02:00 pm till 05:30 pm .

W18 SLOT HANDBACK DEADLINE

15 AUG



AIRCRAFT TYPE CHANGES

Please **update your aircraft type** to get valid terminal capacity warnings.



CDG (PARIS/CHARLES DE GAULLE)

Capacity for W18:

The Paris airports executive Coordination Committee met on March 21st, 2018 and decided to keep unchanged for W18, the coordination parameters published for summer 2018 scheduling season (S18). Please refer to Cohor Website for the detailed coordination parameters.



Due to **some works** at the airports and to the increase of the average aircraft size used at CDG, the D,E,F ICAO aircraft categories parking stands capacity becomes more scarce every season. The coordination committee initiated a project to model the airport parking stands capacity in the coordination system. In a first step, this model will be used to monitor and anticipate the use of the D, E, F ICAO aircraft parking stands.

ORY (PARIS / ORLY)

Since 06 October, 1994 a French regulation has limited to 250,000 the total number of slots the Coordinator may allocate for 2 consecutive scheduling periods (Summer and Winter).

The Paris airport executive Coordination Committee met on March 21st 2018 and decided to keep unchanged for W18, the coordination parameters published for summer 2018 scheduling season (S18). Please refer to COHOR Website for the detailed coordination parameters.

Due to **some works** in the airport terminals, some infrastructures in the terminals become very scarce (especially the bags sorting system and the check in counters). The coordination committee initiated a project to model the terminal capacity in the coordination system. In a first step, this model will be used to monitor and anticipate the congestion of the terminals.

NCE (NICE CÔTE D'AZUR)

Runway works :

From October 29th 2018 to the 21st of December 2018 , and from the 4th of January 2019 to the 29th of March 2019, between 0600 and 2159 UTC.

During these periods runway limits are the following :
> 40 total movements by rolling 60 mn with a 10 minutes step with a maximum of 20 arrivals et 24 departures

> 7 total movements per 10 minutes and a maximum of 4 arrivals and 5 departures.

DATA COLLECTION : 3 NEW AIRPORTS GNB (GRENOBLE)-TLS (TOULOUSE)-AJA (AJACCIO)

NANTES AIRPORT (VINCI AIRPORTS GROUP) entrusted to COHOR, Airport Slot Coordination France, the collection of flight schedules data for Nantes-Atlantique airport (NTE) in France since the start of the Summer scheduling season 2017. COHOR has also been collecting the flight intentions of aircraft operators for **Saint-Nazaire Montoir (SNR)** airport since then.

On the basis of the encouraging results of this scheme for Nantes-Atlantique airport 3 new airports decided to entrust their flight schedules data collection to COHOR as **from W18** scheduling season:

TOULOUSE-BLAGNAC (TLS), **AJACCIO (AJA)** for year round and **GRENOBLE (GNB)** for **Winter seasons only**.

This process consists of air carriers sending to COHOR, coordinators of the French most congested airports, standard messages (SCRs) usually used for airport slot applications at coordinated airports, in order to file their flight schedule and keep it up to date. A large number of carriers have indeed the ability to automatically send flight schedules updates to the concerned coordinator when they modify their flight schedules and COHOR system is able to automatically process and positively reply to such requests. This process made it also possible for the airport team to have very early access to all planned schedules from carriers in a single format transmitted automatically by COHOR. In addition, COHOR integrated capacity data related to various airport resources into its computerized coordination software, SLOTIX, and is able to periodically provide the airport managing body with a congestion status of its critical resources on the basis of reliable, consistent and homogeneous data enabling it to anticipate possible congestion and the necessary actions to be implemented to avoid it. The tools provided by COHOR, (SLOTIX and the [online coordination portal e-Airportslots.aero](http://online.coordination.portal.e-Airportslots.aero)) together with the collaboration of the airport handling agents, also enable the airport to better manage the general and business aviation traffic, particularly near the peaks of commercial traffic of the airport.

It is also important to note that the data collected by COHOR for all those new airports and centralized in COHOR data base are provided with daily updates to EUROCONTROL enabling the pan European Air Traffic Flow Management Agency to also better anticipate en route bottlenecks. This has proved to be extremely valuable with data from Coordinated and Facilitated airports already and the densification of the network of European airports for which flight intentions are collected in advance shall steadily increase the efficiency of the process to the benefit of the Industry.

NTE, TLS, GNB, AJA airports and COHOR are therefore grateful to all the air carriers and airport handling agents for their valuable collaboration in this operation, which demonstrates the operational efficiency of information sharing using an existing international process known of all the players and already used by all the carriers who operate flights on coordinated airports or to facilitate schedules around the world.



RUNWAY WORKS AT PARIS ORLY AIRPORT DURING S19

Paris Aéroport needs to make important works on runway 08/26 at Paris Orly airport.

This runway is more than 60 years old and even if some renovation works were regularly made, the runway needs now to be completely demolished (at a depth of almost 1 meter) and rebuilt. The works will be particularly complex because the runway crosses another active runway (02/20) and a major road of Paris area over a bridge. The length and the schedule of the works are still under discussion but the second half of IATA season S19 will likely be impacted. There will be an impact on the airport capacity but its extent is still to be defined specifically. COHOR will communicate to airlines on this topic in the coming weeks to specify exactly the schedule of the works, the impact on the airport capacity and the possible applicable specific procedures.



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Coordinated French airports

IATA Level 3 :

- PARIS CDG
- PARIS ORY
- LYON LYS
- NICE NCE
- CANNES CEQ

(2 weeks in May)

Schedules facilitated French airports

IATA Level 2:

- CHAMBERY CMF
- ANNECY NCY
- FIGARI FSC

(From June 18th to Sept 2nd)

Data collection French Airports

IATA Level 1:

- NANTES NTE
- SAINT NAZAIRE SNR
- TOULOUSE TLS
- AJACCIO AJA
- GRENOBLE GNB

(Winter Seasons only)

