

NMD/NOM/NMOC	Operational Notice					Doc. ID: ON/25-166
Issued on: 20/11/2025 By: MACIRSTI	Subject SKI Axis 2025-2026					Validity From: 27/11/2025 To: 15/04/2026 NOP Portal: Yes Briefing: No
Applicability	AD	✓	FM	✓	FP	✓ TLP status White

1. Introduction

This ON contains relevant information and special procedures for the Ski Axis Season 2025-2026.

2. General Information- highlights

- Ski Season 2025-2026 will start on 27/11/2025 and end on 15/04/2026.
- Specific events that may impact ski-traffic are summarized in **Appendix A**. Teleconferences may be organized ahead of them or at any other time, based on FMPs or NMOC initiative.
- Reviewed ski ATFCM scenarios are available and summarized in **Appendix C**. Additional scenarios for LFFF are under coordination.
- **Appendix B** contains the list of ski airports.
- Additional information and documents are available on the SKI SharePoint page <https://eurocontrol.sharepoint.com/sites/comm-SKI>
- Ski preparation meeting was held on the 6/11/2025 with around 30 participants from NM, ANSPs, Slot Coordinators and AOs. Main take-aways from this meeting are reflected in this ON in the sections below. The detailed meeting report is available on the SKI SharePoint page. Few take-aways are highlighted below:
 - Overall, ATC staffing for the season is adequate; Some issues are expected especially during the start of the season on Saturdays when some staffing shortage in (i.e. LFMM/LFFF/Lyon APP) overlapping with the start of the school holidays may result in regulations and delay.
 - EES (Entry/Exit system) for passengers outside EU may impact operations at small ski airports, however due to implementation towards end of the season, impact may be limited.
 - NM MET aims to support the ski axis with a new MET product. Requirements collection is ongoing.
 - Slot coordination CH and Slot Austria reported a decrease in the number of slot booking but an increase in the aircraft size and load factor.
 - The potential use of STW and DTW at Chambéry and Sion airports was also discussed and coordination with the local FMPs should be expected.

2.1. Airspace Measures (Airspace Data / CACD)

Normal procedure shall be applied for the deactivation or activation of RAD restrictions (if required) by the activation/deactivation of Rerouting (RR) or Alternate-routing (AR) scenarios.

2.2. Flight Planning Measures

For information – France AIP requires authorization numbers given by COHOR to be included in item 18 of flight plan if the aircraft departs or lands in a "schedule facilitated" or "coordinated" airport. e.g. RMK/ASLLFLBNSEA3456789.

2.3. ATFCM Measures

Appendix C contains the revised list of scenarios for Ski Season 2025-2026 available at the moment of creating this ON. Additional Scenarios will be created for Paris FMP to be used if needed during Saturdays.

Ski RAD restrictions are in RAD Annex 2B/2A/3B and are identified by the word « SKI » in the remark column.

2.3.1. PRE-TACTICAL and TACTICAL management

- **PRE-TACTICAL** D-1 CDM for each SKI weekend with **Thursday** Agreed Plan via E-conference (if held)

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2.4. Information for Ski Airports

Below you can find the SKI airports for which information was made available during the ski axis preparation that differ from the normal operation.

Chambery (LFLB) & Annecy (LFLP)

- LFLB/LFLP are Level 2, facilitated by COHOR during expected busy days.
Terminal capacity of up to 6/60 is shared between the 2 airports.
- Y flights will be forbidden by NOTAM except for certain aircraft types.
- Arrivals are limited to 1/20' for: B737 family, A320 family, B757-200 and B757-300, MD83, E190.
- Weather regulations expected mainly on LFLPARR/LFLBARR
- New TV LFLBRN18 (ARR LFLB except RNP equipped)
- LFLB and LFLP arrivals are exempted from certain LFFF SKI TV (LFFMOU & LFFUTSK2) and LSAGN TV

Lyon (LFLL)

- LFLLTARR** standard winter rate: **28/60**.
- MDI procedures on LFLL departures could be applied after coordination with the stakeholders.

Geneva – LSGG

- TVs that may be used for regulations: LSGGPX04 & LSGGPX22
- Not available for diversion between 1200 UTC FRI - 1200 UTC MON

Samedan - LSZS

- Several busy periods identified by LSAG (WEF 2026, White Turf, etc)

Innsbruck - LOWI

- LOWIARR** standard rate: **10/60** instead of normally 12/60.

2.5. Special Ski Procedure grouped by FMP

2.5.1. LFMM FMP

2.5.1.1. “Repatriation Procedure” (repositioning of flights)

The procedure is an agreement between LFLB/LFLS/LFLL to exclude some flights in case of diversions.

- LFMM will advise NMOC and TACT will have to exclude these flights from the LFLB regulations.

2.5.1.2. LFLB procedures

In case of visibility below minima for the ILS RWY18:

- LFMM FMP will request 0 rate on TV LFLBRN18.
- Rate of regulation will be adapted on LFLBSKI.
- Some business jets could be excluded from 0 rate on LFLB request (if able to perform the approach regarding their own minima).

To improve the management of traffic in adverse operational condition LFLB may also request the extension of the STW/DTW by up to 30 minutes for a renewable one-hour period. The request process would be as follows:

- If required, LFLB submits a one-hour extension request to the FMP,
- FMP contacts the NMOC, and relays its decision back to LFLB.

NOTE: The official electronic version takes precedence over any paper copies (except in the event of contingency)

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2.5.2. LSAG FMP

2.5.2.1. Procedure for tactical exclusion from regulations for DEP LFLS/LFLG

LSAG FMP shall evaluate traffic load and if applicable identify potential flights for exclusion and then propose them to TWR for exclusion of a regulation from LSGG DEP Transit TVs

- If agreed LSAG FMP shall contact the NM tactical team to request the exclusions of these flights from the regulation, as described in chapter 5.7.1.5 Exclude/Include a Flight from/ in a Regulation of the ATFCM Operations Manual.
- If successful, the procedure will be applied year-round and will be removed from the ski ON.

2.5.2.2. SALEV procedure

TFV LSSALEV will be monitored by the FMP (hourly counts).

- Last minute improvements will be available for:
 - Flights LFLB/LP destination LSGG/LFLI
 - LFLB TWR Supervisor asks LSGG TWR Supervisor for approval to exclude these flights. If exclusion is approved, then LSAG FMP calls NMOC to exclude specific flight.

2.5.2.3. LSGS procedures

To improve the management of the departure peak, tactical request may be made for STW/DTW and if needed LSAGSION may be regulated as well together with the LSGSARR. Regulation linking may be applied in order not to over-penalized traffic. Standard MV for LSGSARR is 7/60 with RWY 25 in use.

LSGS shall coordinate with FMP the application of the extended STD/DTW as follows:

- LSGS identifies a complex departure peak and informs FMP

FMP shall then:

- Check with LSGS whether standard Taxi Time (current: 5min) is still sufficient and adjust it in CHMI/NMP if needed.
- Agree with LSGS the extension of the DTW and STW (recommendation: -10/+20)
- FMP will coordinate the extended STW/DTW with NMOC"

2.5.3. LSAZ FMP

2.5.3.1. Samedan Procedures (LSZS)

When required, to increase the capacity for VFR movements, Samedan aerodrome will publish a NOTAM and Skyguide will contact the NM AD SPVR and NM PRETACT or NM TACT team to request the activation of the EU restrictions (EULSZS1A / EULSZS1D).

- D-1 before 18:00 CET for application on D-day → NM PRETACT & NM AD SPVR
- D-1 after 18:00 CET or D-day before 08:00 CET for application in the afternoon → NM TACT & NM AD SPVR
- LSZSARR (Y+IFR counted)
- Normal operation 4/60
- Y/Z only 6/60
- LSZSDEP (IFR) are no longer monitored/regulated.

Application of a zero-rate regulation for Samedan airport from HRH (end of evening civil twilight) until midnight when necessary:

- This will only apply on days when traffic demand exceeds LSZS traffic throughput, meaning that a previously implemented regulation would push traffic into LSZS closure.

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2.5.4. LOVV FMP

2.5.4.1 Innsbruck Special Arrival Procedure

Implementation of a reduced rate ARR regulation accepting only operators with special, low minima approach authorization. The list of operators will be provided by LOVV FMP ahead of the ski season.

To implement the Procedure LOVV FMP will contact the NMOC and request to implement the “Innsbruck Special Arrival Procedure”.

The request will include details of time period, rate accepted and a list of call-signs of the accepted flights. This information will be in a standardized format via e-mail or fax.

- The NMOC FM Tactical Team will apply a zero-rate regulation on LOWIARR with the following parameters:
 - a. Auto-link: Yes
 - b. XCD Shift: Yes
 - c. FCM value: *none*
 - d. RVR value: *none*
 - e. ANM remark field: information provided by Innsbruck/Vienna FMP including the type of approach that is available
- Application of this regulation will result in all flights shifted to the end of the regulation period. When LOWI/LOVV FMP sends the list of call-signs for the accepted flights NMOC staff will exclude these flights from the zero-rate regulation.
- The NMOC staff will simultaneously apply a normal regulation with the rate accepted by LOWI/LOVV (e.g. 8/60) on LOWIARR for the same period as the zero rate regulation.
 - a. The flights that are approved for the special arrival procedure will be automatically allocated slots in the normal regulation with the rate accepted by LOWI/LOVV.

Important note

NMOC may receive calls from operators who hold a special permit for the Special LOC/DME East with MDA of more than 2700 ft MSL and who will ask to be accepted into this regulation. NMOC will not accept such a request during an “Innsbruck Special Arrival Procedure” regulation.

Any operator that believes they should be included in the approved flights list should be referred to the Innsbruck Supervisor, Tel. +43 5 1703 6610.

2.6. Additional Documentation / Teleconferences

- Ad-hoc meetings will be organized via Microsoft Teams, following **FMPs/NMOC** initiative; typically, in advance of days with bad weather forecast or high traffic demand forecast.
- **NM Pretact** will send the meeting invitation together with the MS Teams link and agenda.
- Some potential call dates are presented in **Appendix A** of this ON.

2.7. Post Event Actions

Microsoft 365 form will be used to collect feedback from FMPs and AOs. Automatic reminders will be sent to the FMPs and AOs ahead of relevant events with potential impact on the ski axis as indicated in Appendix A.

OPA are responsible for collating all NMOC feedback.

Head of NMOC