



# Network Operations Plan 2020 Recovery Plan

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## CHECKLIST

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# TABLE OF CONTENT

DOCUMENT CONTROL .....	I
EDITION HISTORY .....	II
CHECKLIST .....	III
<b>1 INTRODUCTION .....</b>	<b>3</b>
1.1 Scope of the European Network Operations Recovery Plan – 2020 .....	3
1.2 Geographical Area covered by the European Network Operations Recovery Plan – 2020 .....	3
1.3 Preparation of the Plan.....	3
<b>2 DESCRIPTION OF THE NETWORK OPERATIONS RECOVERY PLAN, OPERATIONAL TARGETS &amp; OBJECTIVES.....</b>	<b>4</b>
2.1 Strategic Objectives .....	4
2.2 A Collaborative Process.....	4
2.3 EU Performance Targets Application .....	4
2.4 Priorities and Resources.....	5
2.5 Impact on ATM and Other Areas.....	5
2.6 Strategic Evolution of the NOP .....	5
2.7 Preparations for the Network Operations Plan.....	5
<b>3 OVERALL NETWORK OPERATIONS PLANNING PROCESSES.....</b>	<b>7</b>
3.1 Strategic Planning Processes Description .....	7
3.2 ATFCM Phases and Processes.....	8
3.3 Description of Data and Tools Used.....	8
<b>4 OVERALL CONTEXT AND OPERATIONAL REQUIREMENTS.....</b>	<b>9</b>
4.1 Challenges and Opportunities .....	9
4.2 EACCC.....	10
4.3 COVID-19 Related NOTAMs .....	21
4.4 Network Traffic Outlook .....	21
4.5 Network Operational Performance Requirements.....	32
<b>5 NETWORK OPERATIONAL PERFORMANCE PLANS AND ACTIONS AT NETWORK LEVEL.....</b>	<b>34</b>
<b>6 OPERATIONAL PERFORMANCE ENHANCEMENT PLANS AND ACTIONS AT LOCAL LEVEL .....</b>	<b>35</b>
6.1 ACC Capacity Enhancement Measures.....	35
6.2 Airport Performance Enhancement and network integration .....	36
6.3 FAB integration into the Network planning process .....	38
6.4 Safety.....	38
6.5 Relationship with ‘Third Countries’ .....	40
6.6 Relationship with ICAO .....	40
<b>7 SPECIAL EVENTS.....</b>	<b>41</b>

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7.1	Overview of Special Events with significant ATM impact.....	41
7.2	Individual Special Events and their handling from a network perspective 41	
7.3	ATM system changes, special events and major projects.....	43
7.4	Major Military Exercises .....	45
8	MILITARY AIRSPACE REQUIREMENTS .....	47
8.1	Airspace Availability.....	48
9	FORECAST OF NETWORK OPERATIONAL PERFORMANCE.....	52
9.1	Previous week – Network performance.....	52
9.2	Expected En-route Performance of the European ATM Network .....	56
9.3	Expected Airport Performance of the European ATM Network .....	59
10	BOTTLENECK AREAS AND MITIGATION SOLUTIONS.....	63
10.1	En-route: ACC capacity enhancement measures.....	63
10.2	Airport capacity enhancement measures .....	63
10.3	Proposed Actions at Network Level .....	64
11	CONCLUSION.....	65
	ANNEX 1 – ACC TRAFFIC FORECAST & CAPACITY PLANS .....	66
	ANNEX 2 – AIRPORTS.....	165
	ANNEX 3 – SAFETY .....	184

# 1 Introduction

## 1.1 Scope of the European Network Operations Recovery Plan – 2020

The European Network Operations Recovery Plan – 2020 is a special version of the NOP developed under the exceptional circumstances of the COVID-19 Crisis. Its development has been agreed by the Network Directors of Operations Group (NDOP) at its 25<sup>th</sup> meeting held on 17<sup>th</sup> March 2020 and endorsed by the Network Management Board (NMB) at its 27<sup>th</sup> meeting held on 2<sup>nd</sup> April 2020. The European Aviation Crisis Coordination Cell (EACCC) has been informed about and requested to contribute to the development of the Recovery Plan. The relevant information collected through the EACCC is being taken into account in this Recovery Plan – 2020 as appropriate.

The Network Operations Recovery Plan addresses the need to have a consolidated European network view of the evolution of the traffic demand and of the planning of the service delivered in the recovery phase by ANSPs and airports to match the expected air traffic demand in a safe, efficient and coordinated manner. Parts of its content have been adapted to respond to current exceptional circumstances. A full version of the NOP will be issued after the Summer 2020 when more stability and predictability will be expected in the evolution of the traffic demand.

To that effect, the Recovery Plan - 2020 addresses the requirements set forth in Commission Implementing Regulation (EU) 2019/123 of 24 January 2019.

## 1.2 Geographical Area covered by the European Network Operations Recovery Plan – 2020

The Network Operations Recovery Plan covers the following geographical area:

- **EU member States:** Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden plus third countries applying EU law (Norway, Switzerland) and the United Kingdom.
- **EUROCONTROL member States and Comprehensive Agreement States**, that are not EU members (Albania, Armenia, Bosnia & Herzegovina, North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine plus Israel and Morocco).

## 1.3 Preparation of the Plan

The European Network Operations Recovery Plan – 2020 is developed in a cooperative manner with the operational stakeholders, published on the NM Network Operations Portal and updated once per week. The Recovery Plan covers the entire 2020 recovery phase and it is maintained as long as deemed necessary. In its initial phase it ensures a rolling outlook of 4 (four) weeks.

All operational stakeholders worked with the Network Manager (NM) to ensure a safe, smooth and coordinated recovery of the European ATM network operations and the preparation of this Plan. The validation of the information included in this Recovery Plan – 2020 was made individually and collectively through the on-line availability of the document and is based on the data and tools that NM is using for operational planning processes, adapted to current circumstances.

## 2 Description of the Network Operations Recovery Plan, Operational Targets & Objectives

Based on the decisions of the NDOP and NMB, the focus of the European Network Operations Recovery Plan – 2020 is on anticipation of traffic and air traffic services recovery. The NM has been tasked to develop this Plan to ensure an effective European ATM network operational recovery in close cooperation with all operational stakeholders; the timing of such activity will take into account the evolution of the crisis.

### 2.1 Strategic Objectives

The European Network Operations Recovery Plan – 2020 responds to the Strategic Objectives of the Network Strategy Plan (NSP 2020-2029) endorsed by the NMB at NMB/25 on 27 June 2019 and approved by the European Commission Implementing Decision 2019/2167 of 17 December 2019.

### 2.2 A Collaborative Process

At its 25th meeting held on 17th March 2020, the NDOP group drew the following conclusions in relation to the European Network Operations Recovery Plan – 2020:

- **NDOP agreed** that anticipation of traffic recovery shall be considered and that NM shall start developing the first elements of an effective COVID-19 Recovery Plan in close cooperation with all operational stakeholders; the timing of such activity will take into account the evolution of the crisis;
- **NDOP agreed** that NM will work closely with the airspace users to take into account the latest traffic evolution and to have a daily update of the traffic demand outlook;

The NMB, at its 27<sup>th</sup> meeting held on 2<sup>nd</sup> April 2020, endorsed the NDOP conclusions.

The European Network Operations Recovery Plan – 2020 was developed through an iterative process with all operational stakeholders, is available on the Network Operations Portal and distributed to the NDOP and NMB members. It is constantly updated based on the inputs received from all the concerned operational stakeholders. Its objectives are:

- To ensure coordinated planning, execution, assessment, monitoring and reporting of all aspects and measures agreed and related to the recovery phase;
- To enable a safe and smooth recovery phase for all operational stakeholders;
- To ensure that the traffic demand is accommodated with minimal constraints.

The document identifies potential bottlenecks, gives indications on the adaptations of existing resources, on network interactions and on potential improvements required.

### 2.3 EU Performance Targets Application

The European Network Operations Recovery Plan – 2020 is based on the performance targets adopted by Single Sky Committee (SSC) and published in the Commission Implementing Decision 2019/903 of 29 May 2019 for RP3.

To ensure sustainable recovery the aim is to accommodate traffic demand with minimal ATFM delay and minimal trajectory management constraints. NM together



with the operational stakeholders will aim to ensure capacity delivery adapted to the traffic demand, with minor fine-tunings in pre-tactical and tactical ATFCM. This will enable airspace users to plan and fly their optimal trajectories.

## 2.4 Priorities and Resources

This Plan will focus on mobilisation of all available resources, human and technical, among all operational stakeholders, on ensuring an effective, coordinated, consistent and sustainable recovery. NM will offer direct, open and consolidated support, through a smooth partnership process from planning to operations. A consolidated approach between capacity planning, airspace improvements, integrated data and tool availability for all planning phases, enhanced ATFCM planning, planning and coordination of significant events will be ensured. All this requires full commitment and increased flexibility from all stakeholders – National Supervisory Authorities (NSAs), FABs, ANSPs, airports, airspace users, military and the Network Manager.

## 2.5 Impact on ATM and Other Areas

To ensure an effective and coordinated recovery it is paramount that operational stakeholders cooperate closely with the Network Manager. The European Network Operations Recovery Plan – 2020 will provide all ATM stakeholders, including NM, with the timely information required to plan for the capacity needed to meet expected demand.

The improved level and quality of information regarding the anticipated traffic demand from the airspace users will enable a better quality of the capacity related information at ACCs and airports, an enhanced management of the ATM network, through the early identification of constraints and the implementation of the necessary adaptations.

## 2.6 Strategic Evolution of the NOP

The European Network Operations Recovery Plan – 2020 is a contingency edition of the NOP, which covers the entire 2020 recovery phase and will be maintained as long as deemed necessary. In its initial phase it ensures a rolling outlook of a 4 (four) - week periods.

## 2.7 Preparations for the Network Operations Plan

The European Network Operations Recovery Plan – 2020 will be updated on a weekly basis. The timeline for the weekly preparation of the Network Operations Plan is presented below:

Action	Date	Who
ANSPs to send their plan to NM for the 5 following weeks	By Friday COB	ANSPs
Airports to send their plan to NM for the 5 following weeks	By Friday COB	Airports
Input from EACCC State Focal Points	By Wednesday COB	EACCC State Focal Points

Traffic expectations at network, ACC and airport level covering 4 weeks	Monday/Thursday	NM
NM Assessment of ACC plans	Monday/Thursday	NM
NM Assessment of airport plans	Monday/Thursday	NM
Weekly NOP publication	Friday	NM

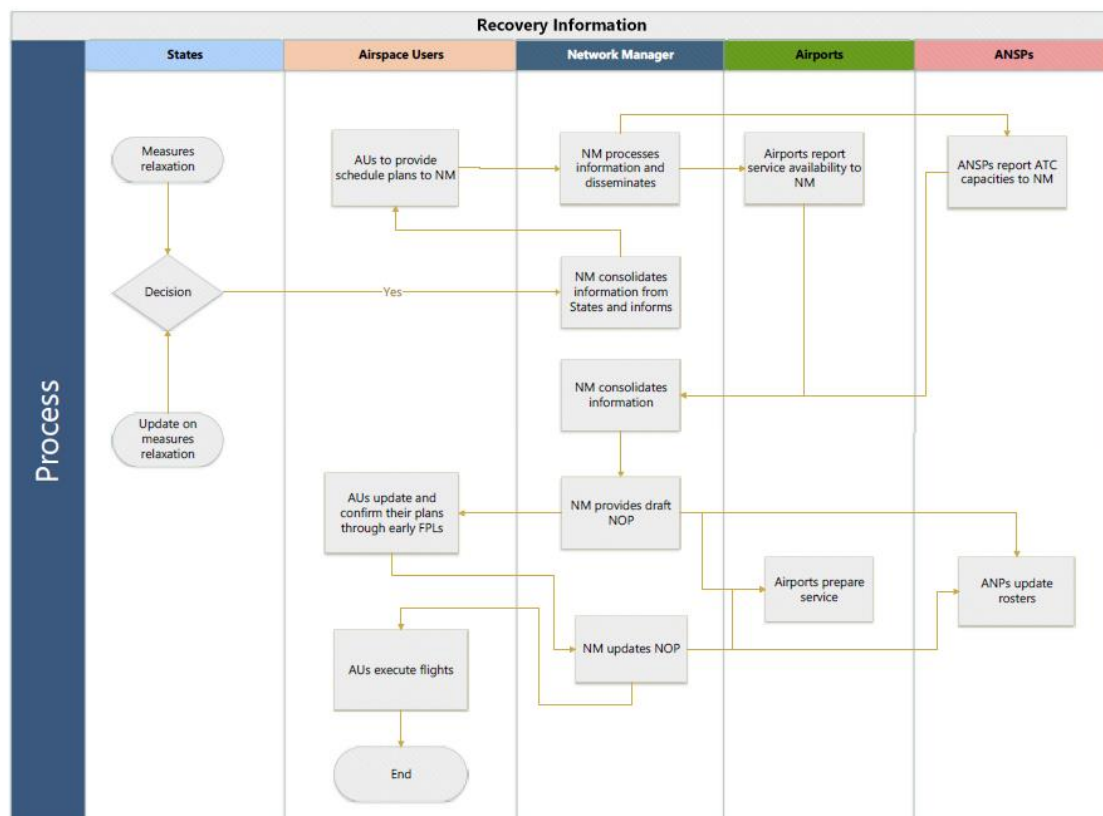
# 3 Overall Network Operations Planning Processes

## 3.1 Strategic Planning Processes Description

In view of the current COVID-19 situation and the uncertainty which prevents to derive a realistic full year traffic forecast at this point in time, the European Network Operations Recovery Plan – 2020 was developed on the basis of an adapted process that is based on the overall principles of the usual capacity planning processes. This adapted process provides a rolling outlook of a four weeks period in terms of traffic and capacity.

NM worked in partnership with all operational stakeholders to derive the rolling 4-week periods traffic demand, sector opening schemes and capacity outlook, airport capacity outlook, special events and any other information deemed necessary for the recovery phase. The processes and tools used are to a large extent those described in the European NOP 2019-2024 approved by the NMB in June 2019.

The European Network Operations Recovery Plan – 2020 covers all the ACCs in the NM area of responsibility and it focuses on the airports that have the greatest impact or have the most significant demand upon the ATM network. The Network Manager has been ensuring a dynamic and systematic update of the data relevant to the European Network Operations Recovery Plan – 2020.



### 3.2 ATFCM Phases and Processes

A smooth and continuous process will be ensured for all Air Traffic Flow and Capacity Management (ATFCM) phases (Strategic, Pre-Tactical, Tactical and Post Operational Analysis). This will allow to address the challenges ahead for the recovery period, including the evolution of the traffic demand and available capacity, with the aim of minimising to the largest possible extent the operational constraints in the network.

### 3.3 Description of Data and Tools Used

The European Network Operations Recovery Plan – 2020 gives an overview of expected traffic at network / ACC / airport level for two scenarios, and an outlook of the expected performance. The tools and data used were adapted to take into account the exceptional circumstances in 2020 (based on NEST and DDR2).

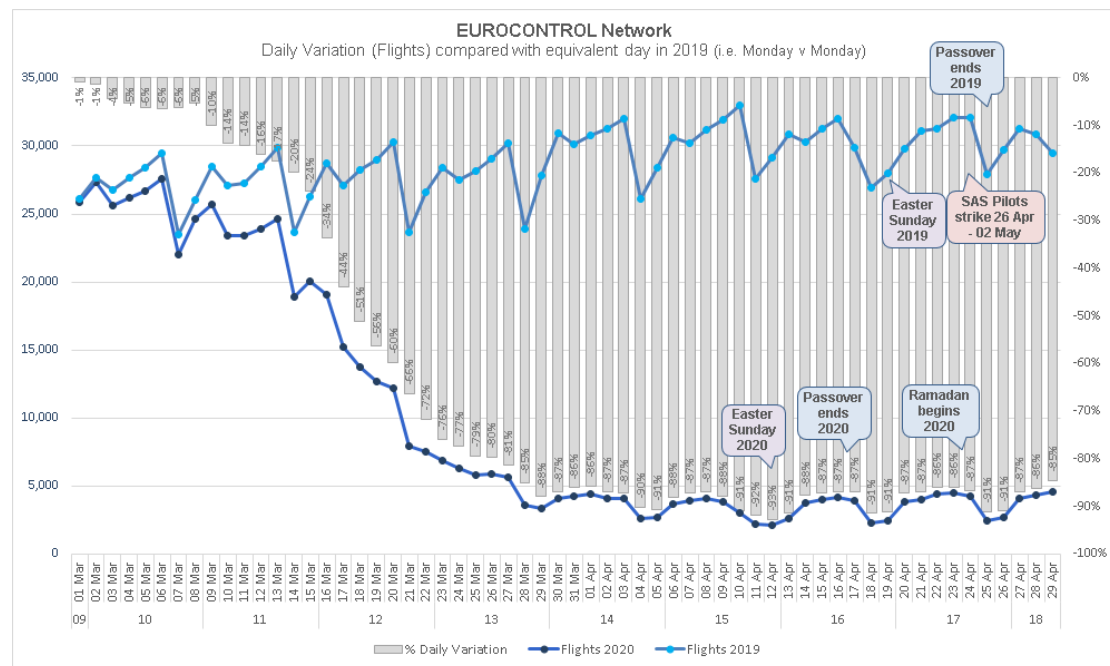
The traffic outlook is based on the airline schedule data and airport slots collected. Other additional information provided by airlines and airports is also taken into account where available. Due to the volatile nature of the data received, the confidence interval between the lower and the higher traffic assumptions grow wider as the target date moves further in the future.

ACCs and airports are invited to plan for the higher traffic assumption to ensure sufficient resources available resulting into a close to zero ATFM delay in the network. The demand outlook will be updated on a weekly basis in line with the evolution of airline and airport data updates.

# 4 Overall Context and Operational Requirements

## 4.1 Challenges and Opportunities

Due to the impact that the COVID-19 crisis had on the traffic demand and the uncertainties related to the recovery phase, at this point in time it is not possible to have a full EUROCONTROL Network Manager Seven-Year Forecast. The graph below indicates the evolution of the traffic demand since the beginning of March 2020.



The main challenges and opportunities for this European Network Operations Recovery Plan – 2020 are:

- Initiating the gradual evolution from the current levels of service delivery indicated in the latest version of the NOP Business Continuity Plan document;
- Capturing accurately the evolution of the traffic demand during the recovery phase until stabilisation;
- Capturing timely the outlook of the EACCC State Focal Points input on the expectations for the recovery phase;
- Capturing accurately the evolution of en-route, TMA and airport capacity;
- Minimising to the largest possible extent the operational constraints in the network;
- The continuous adaptation of the European ATM network capacity (for en-route, TMAs and airports) to the evolution of traffic demand to enable a constraints-free operation of the network;
- The re-scheduling of the implementation of major projects, of major events, of major military exercises and their possible synchronisation over a short period of time;

- Building on the processes for the preparation of this Plan to further improve planning of operations for the European ATM network in the medium/long term;
- Further strengthening the links between strategic/pre-tactical planning and tactical operations;
- Sharing good operational and technical practices for both business continuity and recovery.

This will ensure a safe and smooth recovery and a better response of the European ATM network to operational performance challenges in the medium/long term.

This Plan ensures a structured contingency planning and preparation to enable the Network Manager and operational stakeholders to successfully mitigate the effects of the current crisis. It is helped by the maturity of the existing capacity planning processes. It is complemented by key inputs from the EACCC State Focal Points and the daily evolution of the national decisions promulgated by means of NOTAMs. A detailed summary of the COVID-19 related NOTAMs is available on the Headline News of the Network Operations Portal <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html> .

The major opportunity in exercising the network management functions and activities is the establishment of the Network Operations Plan (NOP) that provides for a common mechanism for coordinated and consistent planning and operations across Europe.

## 4.2 EACCC

The information below has been extracted by EUROCONTROL Network Manager from the latest NOTAM Summary ('Current situation') and from responses to the EACCC Questionnaire on the COVID-19 Recovery Strategy provided by EACCC State Focal Points ('Expected evolution'). It will support 2020 Recovery Plan in providing trends in evolution of traffic demand during the recovery.

Confidential information is considered for the traffic outlook but is not included in the publicly available summary.

This summary is updated on a weekly basis.

**Note:**

Detailed information from EACCC State Focal Points may be found in the latest EACCC Pandemics Factsheet on

<https://www.nm.eurocontrol.int/PORTAL/gateway/spec/index.html>

Legend –

[State] – No input received from EACCC State Focal Point until 29 April 2020;

[State] – Input received from EACCC State Focal Point

State		Latest input on lifting restrictions
ALBANIA	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - LAAA airport closed to all intl. flights, with exemptions granted for emergency, cargo, technical, repatriation, UN flights HUM/MEDEVAC;
	Expected evolution	No input received from EACCC State Focal Point
ARMENIA	Current situation	<b>PAX</b> - Foreign Pax forbidden to enter Armenia except for the once with permanent or temporary residence, are spouses or children of citizens of Armenia, employees of foreign diplomatic missions and consular institutions, representatives of international missions and organizations, Russian militaries who work in Armenia; All pax returning from the above countries must undergo 14 days quarantine; some exemptions granted; <b>FLIGHTS</b> - All scheduled international pax flights are prohibited;
	Expected evolution	Lifting strategy to be defined
AUSTRIA	Current situation	<b>PAX</b> - Austrian, EEA/EU and Swiss citizens, their family, legal Austrian residents, on 14 days self monitored home quarantine plus other requirements and exemptions; Third country nationals not allowed to enter Austria from outside Schengen area with exemptions; third country citizens entering Austria from the Schengen area to provide certificate proving no infection with COVID-19; exemptions applied for crews and other categories of passengers; <b>FLIGHTS</b> - Flights between Austria and China/Iran/Italy/South Korea/France/ Switzerland/Spain/United Kingdom/The Netherlands/Ukraine/Russia are prohibited; exemptions granted for cargo, emergency, ambulance, ferry, repatriation flights;
	Expected evolution	Lifting strategy to be defined
BELGIUM	Current situation	<b>PAX</b> – <b>FLIGHTS</b> - EBBR - Pax flights only allowed to operated btn 0800UTC and 1600UTC, exemptions given for ACFT in emerg, cargo flights, technical landing, HUM/MED/REP flights after coordination with airport authorities, UN flights, MIL flt; general aviation flights, PPR handling company required
	Expected evolution	No input received from EACCC State Focal Point
BOSNIA HERZEGOVINA	Current situation	<b>PAX</b> - Foreign Pax prohibited to enter Bosnia and Herzegovina with exemptions granted; All arriving pax and crew must complete a public health pax locator form (PLF); All arriving nationals of Bosnia and Herzegovina will be put in 14 days quarantine; <b>FLIGHTS</b> - International borders closed for all pax at international airports (LQSA, LQMO, LQBK, LQTZ) in Bosnia and Herzegovina; all international pax flights prohibited except transport of goods and mail,

State		Latest input on lifting restrictions
		SAR, HUM, medical, tech landing, positioning acft for BH registered acft, emergency, flight calibration, technical without disembarkation, state, special purpose flights;
	Expected evolution	Lifting strategy to be defined
BULGARIA	Current situation	<b>PAX</b> - Pax from Italy, Spain, France, UK and Northern Ireland, Germany, Netherlands, Switzerland, Austria, Belgium, Iceland, Liechtenstein and Luxembourg are prohibited to enter Bulgaria; <b>FLIGHTS</b> -
	Expected evolution	Lifting strategy to be defined
CROATIA	Current situation	<b>PAX</b> - Foreign pax not allowed to enter Croatia for 30 days, except citizens of Croatia and long term residents; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted <b>FLIGHTS</b> -
	Expected evolution	No input received from EACCC State Focal Point
CYPRUS	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - All local flights prohibited with exemptions granted; All flights between Cyprus and EU including Iceland, Lichtenstein, Norway, Switzerland are prohibited; exceptions granted for cargo, emergency, ferry; humanitarian, ambulance, repatriation flights or other urgent flights only with prior permission; All local flights prohibited with exemptions granted;
	Expected evolution	Lifting strategy to be defined
CZECH REPUBLIC	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - International pax flights to/from Czech Rep allowed only to Prague (LKPR) airport; International commercial pax flights to/from Czech Rep allowed only to Prague (LKPR) airport, including Schengen, border control applied; exemption for cargo, ferry flights, SAR, firefighting, medical, repatriation, positioning, technical
	Expected evolution	<b>National travel restrictions</b> - As of 14 April, travelling abroad for „essential activities“ is allowed. Each trip will be followed by 14 days of obligatory quarantine after arrival; Lifting strategy to be defined; The Czech Government lifted a ban on Czech citizens travelling abroad for reasons other than work following an improvement in conditions of the coronavirus outbreak. As of 24 April, it is possible to travel abroad, even for a holiday. But when anyone returns, this person has to be COVID-negative, with proof by a test, or go into a two-week quarantine. <b>Quarantine</b> - Mandatory quarantine for patients with COVID-19 and possibly for returnees lasts 14 days.



State		Latest input on lifting restrictions
		<p>As of 24 April, the Government of the Czech Republic lifted the ban on the free movement of people as well as travelling abroad.</p> <p><b>International Travel Restrictions</b> - as of 14 April, travelling abroad for „essential activities“ is allowed; This includes business trips, assembly of a production facility, visit to a doctor or a relative. Each trip will be followed by 14 days of obligatory quarantine after arrival (this does not apply to healthcare workers, social services and critical infrastructure workers and rescuers).</p> <p>Effective from April 27th, 2020 (0:00) possibilities for entry of the European Union citizens (as well as the Schengen area and United Kingdom citizens) to the Czech Republic have been extended. It will be possible to arrive also for the purpose of documented economic and educational activities after presentation of PCR testing results in the Ministry of the Interior's form. The test at entry must not be older than four days.</p>
DENMARK	Current situation	<p><b>PAX</b> - Non-Danish citizens will not be allowed to enter the country unless they have clear reason; observe new entry requirements from 14MAR20 1100UTC with exemptions granted;</p> <p><b>FLIGHTS</b> - Foreign training military flights prohibited in Danish military installations, exemptions granted with special request;</p>
	Expected evolution	Lifting strategy to be defined
ESTONIA	Current situation	<p><b>PAX</b> - Foreign pax not allowed to enter Estonia with some exemptions; transit allowed provided no COVID-19 symptoms;</p> <p><b>FLIGHTS</b> -</p>
	Expected evolution	No input received from EACCC State Focal Point
FINLAND	Current situation	<p><b>PAX</b> -</p> <p><b>FLIGHTS</b> - All international flights prohibited from 21:00 UTC on 27 April 2020 to 20:59 UTC on 11 May 2020 exemptions granted</p>
	Expected evolution	Lifting strategy to be defined
FRANCE	Current situation	<p><b>PAX</b> - Foreign pax not allowed to enter France except citizens and their spouses or children from EU and UK, Iceland, Liechtenstein, Norway, Andorra, Monaco, Switzerland, Vatican and San Marino; exemptions also for citizens who have long term resident permits/visas in France and EU and who return home; other exemptions granted;</p> <p><b>FLIGHTS</b> -</p>
	Expected evolution	<p>On 28. April, the French Prime minister presented to the National Assembly the government strategy for progressive relaxation of containment measures after 11. May. It includes the following measures :</p> <ul style="list-style-type: none"> <li>- Alleviation of movement restrictions on the territory for distances below 100 km, relaxation measures being adapted to the epidemic situation of each department</li> <li>- Increase of frequencies for urban transports, with capacity limitations to ensure minimum social distancing and mandatory wearing of a face mask.</li> </ul>

State		Latest input on lifting restrictions
		<p>- Travels further than 100 km will still be limited to compelling family of professional reasons, and will require the carrying of a travel certificate.</p> <p>- All shops may reopen, excepted bars and restaurants. Shops will have to manage client flow to ensure social distancing, and may restrict access to clients carrying a mask.</p> <p>- Sanitary measures will also be implemented in airports and airplanes (passenger flow management, wearing of masks...)</p>
GEORGIA	Current situation	<p><b>PAX</b> - Restrictions for all foreign pax, exemptions granted for nationals of Georgia and other categories; any person entering the country will go in 14 days quarantine, airlines are obliged to return home people with denied entry; crew requirements;</p> <p><b>FLIGHTS</b> - International scheduled flights to/from Georgia prohibited; exemptions granted for ferry flt, cargo, governmental flt, ambulance, emergency landings, technical stop, areal works, search and rescue operations</p>
	Expected evolution	Lifting strategy to be defined
GERMANY	Current situation	<p><b>PAX</b> - All Non-EU nationals are prohibited to enter Germany for non-essential travel; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted;</p> <p>All pax flying to the German State of Berlin and State of Brandenburg quarantined, other health rules requirements;</p> <p><b>FLIGHTS</b> - Flights from Iran prohibited to land in Germany;</p>
	Expected evolution	Lifting strategy to be defined
GREECE	Current situation	<p><b>PAX</b> - All pax arriving from Non-EU countries are prohibited to enter Greece; some exemptions granted</p> <p>All pax arriving from all countries quarantined for 14 days; exemptions granted</p> <p><b>FLIGHTS</b> - Commercial Flights between Spain/Italy/UK/Netherlands/Turkey and Greece are prohibited with exemptions granted for: repatriation, cargo, ferry, humanitarian, sanitary, emergency, FRONTEX, technical without pax disembarking;</p> <p>Commercial flights between Germany and Greece are allowed only to LGAV airport; flights to/from Germany to/from any other airports in Greece are suspended; exemptions granted for: flights supporting Hellenic national healthcare, repatriation, cargo, ferry, humanitarian, sanitary, emergency, FRONTEX, technical without pax disembarking</p> <p>Commercial flights between Albania/ North Macedonia and Greece are suspended; exemptions granted for: flights supporting Hellenic national healthcare, repatriation, cargo, state, ferry, humanitarian, sanitary, military, cargo, firefighting, emergency, FRONTEX, technical without pax disembarking</p>

State		Latest input on lifting restrictions
		All GA and charter flights (airplanes and helicopters) within Athina FIR operating domestic from/to any airports, airfields, heliports and provisional landing fields are prohibited.  exempted are: sanitary, police, SAR, state, military, FRONTEX, technical inspection flights, flights related to the function of the state.
	Expected evolution	Lifting strategy to be defined
<b>HUNGARY</b>	Current situation	<b>PAX</b> - Arrival at Hungarian airports allowed only for Hungarian citizens, EEA citizens with permanent residence permit; limited exemptions with PPR for neighbouring states citizens and humanitarian transit  <b>FLIGHTS</b> -
	Expected evolution	No input received from EACCC State Focal Point
ICELAND	Current situation	<b>PAX</b> - All pax prohibited to enter Iceland except nationals from EU/EEA, EFTA, UK; other exemptions granted  <b>FLIGHTS</b> -
	Expected evolution	Lifting strategy to be defined
IRELAND	Current situation	<b>PAX</b> - The Irish Government is advising against all non-essential travel overseas. This includes Great Britain but does not apply to Northern Ireland;  <b>FLIGHTS</b> -
	Expected evolution	A decision on the continuation or easing of Covid-19 restrictions when they are due to lapse on 5 May will be made over the coming days. For the latest information consult <a href="https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/">https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/</a> or <a href="http://www.hse.ie">www.hse.ie</a>  Lifting strategy to be defined
ISRAEL	Current situation	<b>PAX</b> - Pax from any other countries except Israel are prohibited to enter the country; exemptions granted; crew members restrictions;  <b>FLIGHTS</b> - All international flights arriving to Israel permitted to land only at Tel Aviv Ben Gurion airport.
	Expected evolution	Lifting strategy to be defined
ITALY	Current situation	<b>PAX</b> - Pax with symptoms in flight - landing to LIRF and LIMC only; All pax prohibited to enter Schengen area till 03/05/2020; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted; All pax entering Italy by air must check the entry conditions;  <b>FLIGHTS</b> - Flights between China, Hong Kong and Macao, are prohibited with some exemptions for overfly, STATE/MEDEVAC/ HOSP/HUM, medical eqpt cargo flights. Cargo flights require special approval.
	Expected evolution	Lifting strategy to be defined
LATVIA	Current situation	<b>PAX</b> -

State		Latest input on lifting restrictions
		<b>FLIGHTS</b> - International pax flights to/from Latvia prohibited with exemptions requiring pre-approval
	Expected evolution	Current criteria proposed by the Ministry of Health is "4x4" approach, which means that during a period of 4 weeks, 4 criteria would be monitored to make decisions about any changes in the restrictions 1) epidemiological situation (if there are any hot spots, number of deaths and number of sick people), 2) ability of the health system to deal with the pressure, 3) situation in other other states 4) safety and security of the society, ability to control public events and psychological welfare of the society.  Latvian government plans to review the restrictions next week, in May 7th.
LITHUANIA	Current situation	<b>PAX</b> - Foreign pax not allowed to enter Lithuania with some exemptions; rules for nationals of Lithuania; updated rules for transit; arriving pax shall stay in 14 days quarantine, with exceptions granted;  <b>FLIGHTS</b> - Pax flights to/from the international airports of the Lithuania shall be performed only subject to an individual permission to operate issued by the Lithuanian transport safety administration;
	Expected evolution	Lifting strategy to be defined
LUXEMBOURG	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - All VFR, IFR leisure and training flights prohibited exemptions granted for medical, SAR, state, mil, maintenance, technical inspection flt and flt to assure functioning of the state;;
	Expected evolution	Lifting strategy to be defined
MALTA	Current situation	<b>PAX</b> - All pax to/from Malta to/from all countries prohibited; exemptions granted to cargo, ferry, humanitarian and repatriation flights; other exemptions granted  <b>FLIGHTS</b> -
	Expected evolution	No input received from EACCC State Focal Point
MOLDOVA	Current situation	<b>PAX</b> - Foreign pax not allowed, except for Moldavian citizens; other exemptions granted  <b>FLIGHTS</b> - All scheduled and regular charter flights to/from Moldova prohibited; no exemptions granted;
	Expected evolution	No input received from EACCC State Focal Point
MONACO	Current situation	<b>PAX</b> - <b>FLIGHTS</b> -
	Expected evolution	No input received from EACCC State Focal Point
MONTENEGRO	Current situation	<b>PAX</b> - Foreign pax not allowed to enter the country, except for permanent or temporary residence;14 days mandatory isolation for all pax arriving from abroad;  <b>FLIGHTS</b> - All international flights with the purpose of public transport of passengers prohibited; exemptions granted

State		Latest input on lifting restrictions
	Expected evolution	Lifting strategy to be defined
MOROCCO	Current situation	<p><b>PAX –</b></p> <p><b>FLIGHTS -</b> All international flights to/from Morocco prohibited; with exceptions granted for over flights and cargo.</p> <p>All flights between Spain and Melilla airport are prohibited, except state, cargo only, ferry, humanitarian, emergency, medical flights</p> <p>All private flights to/from Morocco prohibited; VIP flights required authorization</p>
	Expected evolution	No input received from EACCC State Focal Point
NORTH MACEDONIA	Current situation	<p><b>PAX –</b> Foreign pax not allowed to enter North Macedonia with some exemptions;</p> <p><b>FLIGHTS -</b></p>
	Expected evolution	No input received from EACCC State Focal Point
NORWAY	Current situation	<p><b>PAX -</b> Foreign pax not allowed to enter the country, except for residents of Norway, EEA citizens, family members who reside in Norway; airports open for international flights enabling people leaving Norway;</p> <p>Pax travelling from abroad will be returned to origin or quarantined for 14 days with exemptions granted</p> <p><b>FLIGHTS -</b></p>
	Expected evolution	<p>28.04.2020 Norwegian Health Authorities published guidance material for aviation in order to contain infection protection in aviation. Focus especially on distance and protection equipment.</p> <p>Recommended to have one empty seat or aisle between passengers. Facial mask are not recommended for others than people who are infected.</p> <p>Cleaning measures.</p> <p>Lifting strategy to be defined</p>
POLAND	Current situation	<p><b>PAX -</b> Pax prohibited with exemptions</p> <p><b>FLIGHTS -</b> Flight ban for all international pax flights with exemptions granted for cargo, empty flights, HOSP, HUM, HEAD and other urgent medical flights, protect public order</p>
	Expected evolution	Lifting strategy to be defined
PORTUGAL	Current situation	<p><b>PAX –</b></p> <p><b>FLIGHTS -</b> Flights between Portugal and Spain are prohibited with exemptions for State, emergency, HEAD, hosp/MEDEVAC, firefighting, HUM/repatriation, UN, technical stopovers for non-commercial purposes, cargo/mail, ferry, technical Idg where pax do not disembark;</p> <p>Flights from/to Non-EU prohibited. Exempted are Iceland, Norway, Switzerland, Angola, Cape Verde, Guinea-Bissau, Mozambique, Sao Tome and Principe, Canada, South Africa, United Kingdom, USA, Venezuela, Brazil, Brazil – Sao Paulo and Rio de Janeiro; other</p>

State		Latest input on lifting restrictions
		<p>exemptions granted for repatriation, Head of State, cargo, mail, HOSP, HUM, MEDEVA, tech stopovers non-commercial purposes</p> <p>Flights between Portugal and Italy are prohibited with exemptions for State, emergency, HEAD, hosp/MEDEVAC, firefighting, HUM/repatriation, UN, technical stopovers for non-commercial purposes, cargo/mail, ferry, technical ldg where pax do not disembark;</p>
	Expected evolution	No input received from EACCC State Focal Point
ROMANIA	Current situation	<p><b>PAX</b> - All asymptomatic people coming from countries with over 500 confirmed COVID-19 cases will be quarantined;</p> <p>All foreign pax not allowed to enter Romania, exemptions granted as follows: family members of Romanian citizens and of EU citizens, EEA citizen and Switzerland residing in Romania, long term Romanian residents; other exemptions granted;</p> <p>All pax entering Romania will be isolated into quarantine or self-isolation in their residence;</p> <p><b>FLIGHTS</b> - Flights between Romania and Italy are prohibited;</p> <p>Flights between Spain, France and Germany and Romania are prohibited; exemptions granted for State, cargo, MAIL, HUM, medical, non-commercial tech flights; Flights between Austria, Belgium, Iran, Netherlands, Switzerland, Turkey, UK, USA, and Romania are prohibited-exemptions granted for State, cargo, mail, HUM, medical, non-commercial tech flights;</p> <p>AOs allowed to perform charter flights with seasonal workers from Romania to any other states subject to approval by countries of destination. These provisions do not apply to health and social assistance workers; Rules to obtain permissions for charter flights transporting seasonal workers</p>
	Expected evolution	Lifting strategy to be defined
SERBIA	Current situation	<p><b>PAX</b> - All foreign pax prohibited to enter Serbia, exemptions granted for nationals of Serbia and other categories;</p> <p><b>FLIGHTS</b> - All international pax flights prohibited with exemptions granted for transport of goods And mail, SAR, HUM, urgent medical, technical landings and positioning of Serbian registered acft, emergency landings, state flights;</p>
	Expected evolution	Lifting strategy to be defined
SLOVAKIA	Current situation	<p><b>PAX</b> -</p> <p><b>FLIGHTS</b> - All international flights to/from Slovakia are prohibited; exemptions granted for cargo, postal flights, search and rescue mission, firefighting, emergencies without possibility of disembarking, HUM/MED, technical and positioning flights of aircraft, repatriation flights with pax with Slovak citizenship;</p>

State		Latest input on lifting restrictions
	Expected evolution	<p><b>National strategy</b> - State plan/strategy mostly concerns general de-escalations strategy, international transport (including aviation) is expected in the last phase of the strategy (4/4). Each phase would take place 2 weeks after each other, so the last phase (if no significant rise in the number of new COVID cases is registered) would be implemented in the second week of June. The first phase is launched 22. 04.</p> <p>The official plan/general strategy is so far available only in the Slovak language, could be translated if needed. The plan doesn't so far contain specific transport/aviation details.</p>
SLOVENIA	Current situation	<p><b>PAX</b> -</p> <p><b>FLIGHTS</b> - All flights from EU and Non-EU countries prohibited; exemptions granted for mail, cargo, emergency, SAR, military, ambulance, HUM, ferry, State flights;</p>
	Expected evolution	<p><b>National strategy</b> - Government of the Republic of Slovenia started to relax national general restrictions. The plan for relaxation is defined. The relaxation of restrictions does not yet include (international) travelling arrangements. Currently, the end date of validity of national measures related to air transport (from EU countries) is 11 May 2020.</p>
SPAIN	Current situation	<p><b>PAX</b> - Pax from third countries not allowed to enter Spain with following exemptions: residents of EU or Schengen associated states going directly to their place of residence; long term visa holders; cross-border workers and some others;</p> <p><b>FLIGHTS</b> - All flights from Spanish territory prohibited to land in The Balearic islands; exemptions granted for State, cargo, ferry, HUM, medical emergency flights ;</p> <p>All flights prohibited to land in The Canary islands; exemptions granted for State, cargo, ferry, HUM, medical emergency flights ;</p> <p>Pax internal public air transport and public air transport subject to Public Service Obligations shall be reduced by at least 70% ;</p> <p>All direct flights from Italy to Spain prohibited, exemptions granted for State, stopovers for non-commercial purposes, ferry, cargo, HUM, medical emergency flights</p>
	Expected evolution	Lifting strategy to be defined
SWEDEN	Current situation	<p><b>PAX</b> - All pax prohibited to enter Sweden, except pax from Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Switzerland, UK; exemptions granted</p> <p><b>FLIGHTS</b> -</p> <p>Flights to/from High Risk Area airports require disinfection of aircraft according to EASA Safety Directive SD 2020-01.</p> <p>The Stockholm Region with airports Arlanda (ESSA) and Bromma (ESSB), has been determined by EASA to be a High Risk Area for Covid-19 transmission.</p>



State		Latest input on lifting restrictions
	Expected evolution	Lifting strategy to be defined. However certain airlines have started to develop recovery plans.
SWITZERLAND	Current situation	<p><b>PAX</b> - Foreign Pax not allowed to enter Switzerland; exemptions granted to permanent residents, nationals or residents of Lichtenstein, transit pax travelling to a country where travel is permitted, crews, persons of importance in the health sector</p> <p><b>FLIGHTS</b> - All international flights prohibited to from LSZN exc for maint fkt allowed on PPR; home based acft consult <a href="http://www.fgo.ch">www.fgo.ch</a> for ops restrictions;</p>
	Expected evolution	<p>Lifting strategy to be defined.</p> <p>On 27 April, hospitals will be able to resume all medical procedures, including non-urgent procedures, and outpatient medical practices, hairdressing salons, massage practices and cosmetic studios will be allowed to reopen. DIY stores, garden centres and florists will also be allowed to reopen.</p> <p>If the situation allows, schools for children of compulsory school age and shops will be able to reopen on 11 May.</p> <p>On 8 June, upper-secondary schools, vocational schools and higher education institutions, as well as museums, zoos and libraries may reopen.</p>
THE NETHERLANDS	Current situation	<p><b>PAX</b> - All pax coming from high risk areas must stay 14days in quarantine and some other restrictions and measures;</p> <p>All Non-Schengen nationals are prohibited to enter Netherlands; exemptions granted</p> <p><b>FLIGHTS</b> -</p>
	Expected evolution	Lifting strategy to be defined
TURKEY	Current situation	<p><b>PAX</b> – Pax from Austria, Belgium, China, Denmark, France, Germany, Iran, Iraq, Italy, Korea, Netherlands, Norway, Spain, Sweden, United Kingdom, Switzerland, Saudi Arabia, Egypt, Ireland, UAE, Algeria, Angola, Bangladesh, Cameroon, Canada, Chad, Colombia, Czech, Djibouti, Dominican Republic, Ecuador, Equatorial Guinea, Finland, Guatemala, Hungary, India, Ivory Coast, Jordan, Kazakhstan, Kenya, Kosovo, Kuwait, Latvia, Lebanon, Mauritania, Moldova, Mongolia, Montenegro, Morocco, Nepal, Panama, Niger, North Macedonia, Peru, Philippines, Poland, Portugal, Slovenia, Sri Lanka, Sudan, Oman, Taiwan, TRNC, Ukraine, Tunisia, Uzbekistan not allowed to LTAG airport; exemptions granted</p> <p><b>FLIGHTS</b> - All flights regardless seat configuration, including business jets, prohibited; authorisation required for repatriation of Turkish citizens; exemptions granted for repatriation flights, ferry flights, cargo, governmental, emergency medical and emergency for tech reasons;</p> <p>All flights from Austria, Belgium, China, Denmark, France, Germany, Iran, Iraq, Italy, Korea, Netherlands, Norway, Spain, Sweden, United Kingdom, Switzerland, Saudi Arabia, Egypt, Ireland, UAE, Algeria, Angola, Bangladesh, Cameroon, Canada, Chad, Colombia, Czech, Djibouti, Dominican Republic, Ecuador, Equatorial Guinea, Finland, Guatemala, Hungary, India, Ivory Coast, Jordan, Kazakhstan, Kenya, Kosovo, Kuwait, Latvia, Lebanon, Mauritania, Moldova, Mongolia, Montenegro, Morocco, Nepal, Panama, Niger, North Macedonia, Peru, Philippines, Poland, Portugal, Slovenia, Sri Lanka, Sudan, Oman, Taiwan, TRNC, Ukraine, Tunisia, Uzbekistan not allowed to land at LTAG airport; exemptions granted</p>



State		Latest input on lifting restrictions
	Expected evolution	No input received from EACCC State Focal Point
UKRAINE	Current situation	<b>PAX</b> - Foreign pax not allowed to enter the country, except for residents of Ukraine and other categories; exemptions granted; checkpoints for international pax are closed, with exemptions granted; <b>FLIGHTS</b> - Prohibited are: arriving and departing flights transporting tourists; pax flights except the ones arriving at Boryspil int airport or via Lviv int airport, some exceptions granted;
	Expected evolution	Lifting strategy to be defined.
UNITED KINGDOM	Current situation	<b>PAX</b> - EGGW no pax operations <b>FLIGHTS</b> -
	Expected evolution	Lifting strategy to be defined

### 4.3 COVID-19 Related NOTAMs

The summary of the main COVID-19 related NOTAMs covering flights and passengers restrictions and airports operating hours/closures can be found with the following link:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

This summary is updated daily and contains the NOTAMs available by 10:00 UTC.

### 4.4 Network Traffic Outlook

The network traffic outlook as predicted based on airport slots and airline schedules available to Eurocontrol through various databases demonstrates a traffic growth for the month of May which confirms that the airline behaviour will depend heavily on the states policies. The traffic sample used is calculated based on the airline schedules, which may contain flights that are kept in place provisionally to be able to resume operations as soon as there is a modification to NOTAMs and general travel restrictions.

Based on the assumption that the states may relieve travel restrictions and the airlines which are on standby start operating the backlog of flights listed in their schedules, **the network traffic is expected to reach approximately 7.000 flights at the end of May in the high traffic scenario.**

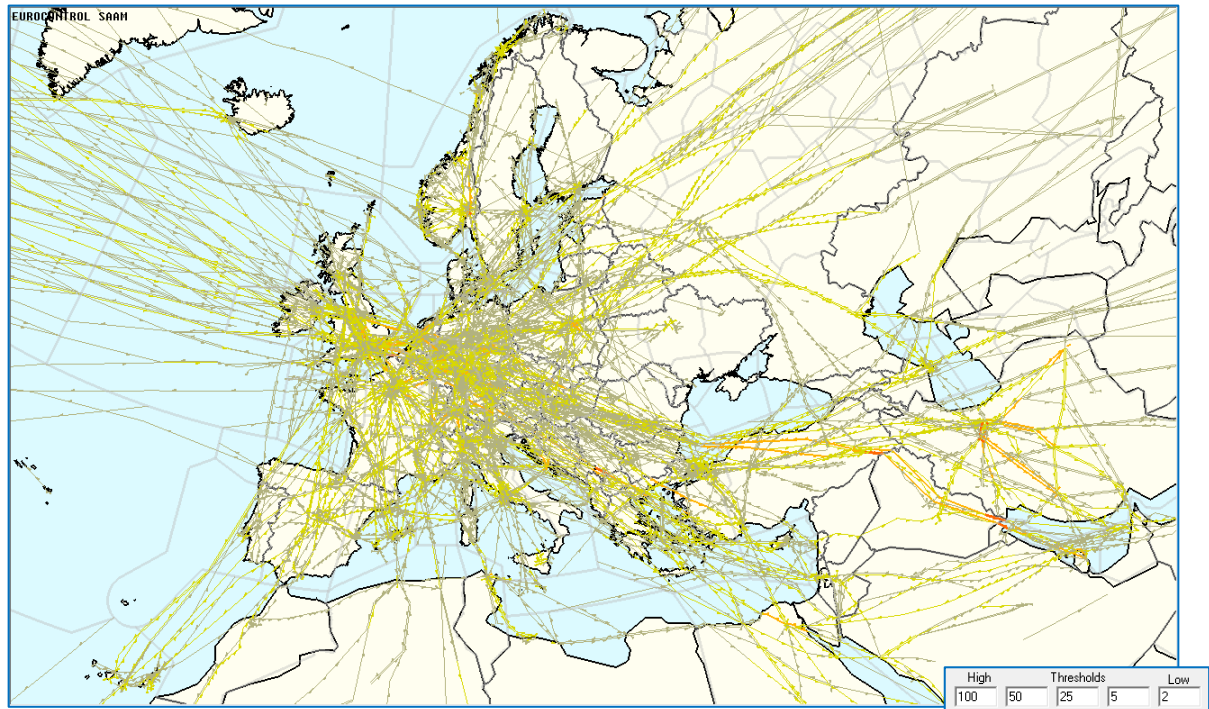
The absence of helicopter carriers in schedule data causes some ACCs to have lower traffic predictions depending on the proportion of these segments in their traffic portfolio.

Due to the volatile environment in which airlines operate, many of them have either provisional schedules or summer schedules updated only until 10th May. The confidence interval for the last two weeks of the traffic outlook is therefore wider than the nearer dates. Readers of this report are invited to share their feedback with NM Strategic Operational Planning via their email address [NM.STRATEGIC.OPERATIONAL.PLANNING@eurocontrol.int](mailto:NM.STRATEGIC.OPERATIONAL.PLANNING@eurocontrol.int).

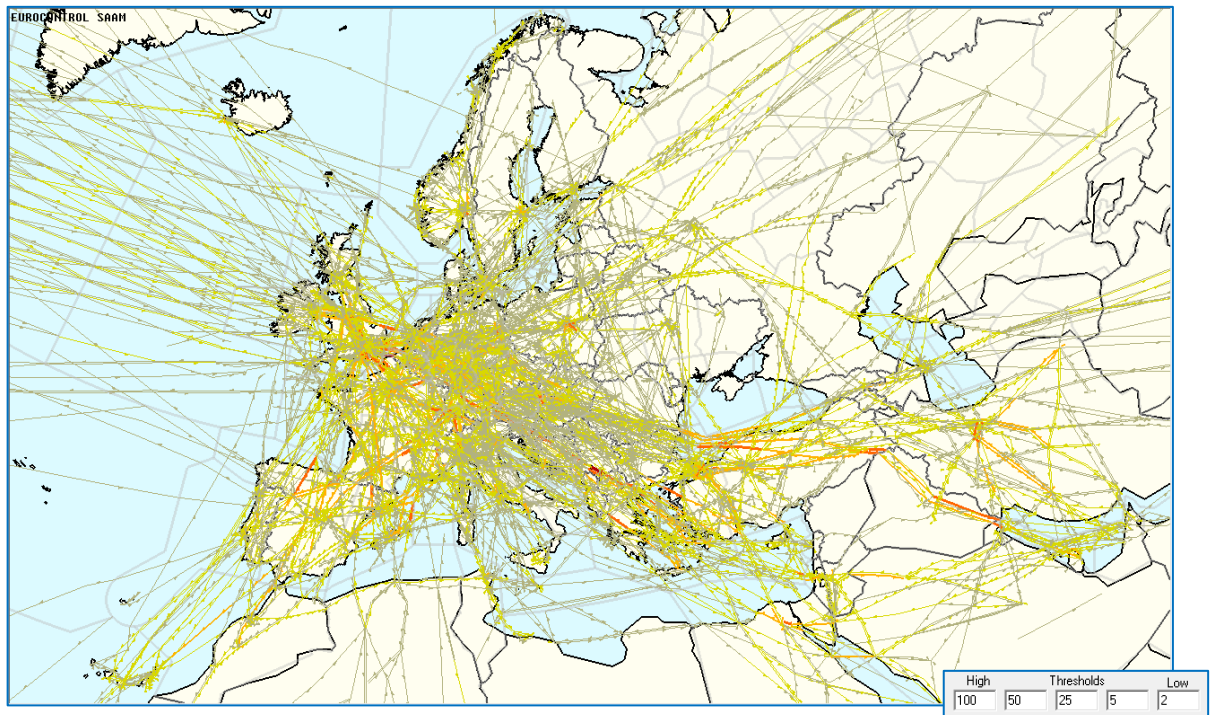
The following maps show the traffic demand (high scenario) expected at ACC level and for major traffic flows in Europe. Expected traffic demand per ACC (low and high) is presented in Annex 1.

### **Network traffic flow density**

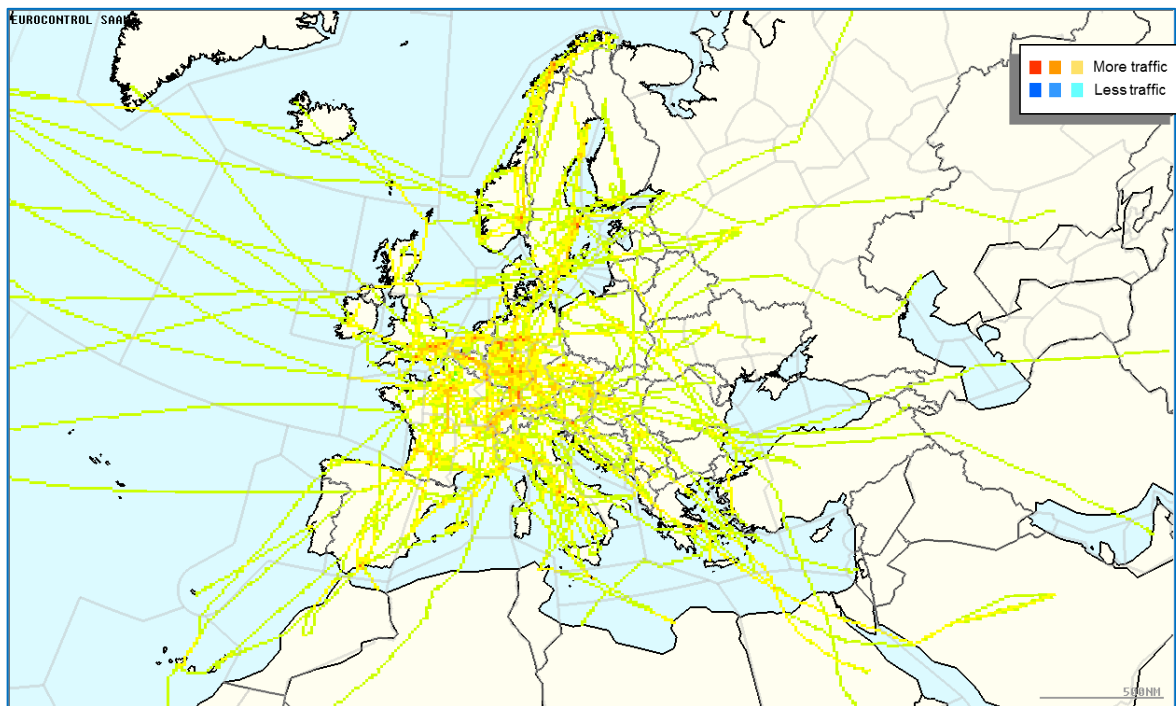
**One day traffic: WED 06.05.2020**



One day traffic: WED 27.05.2020



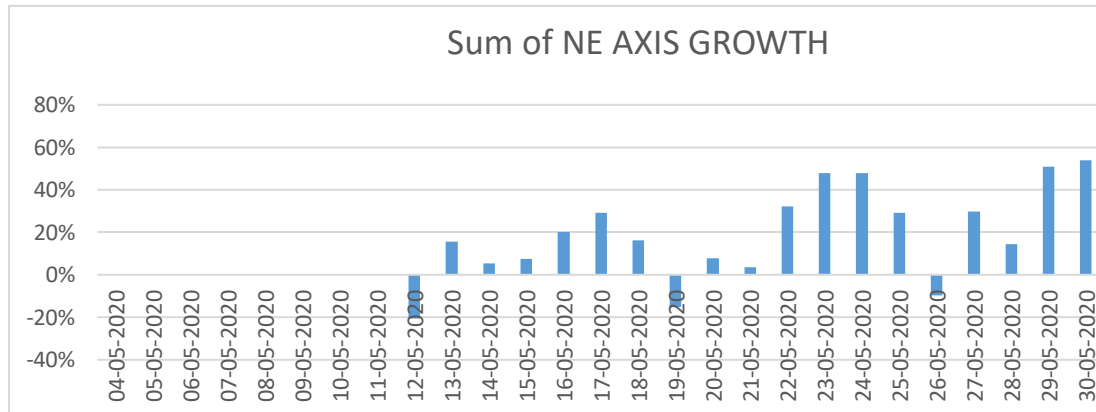
The map below presents the expected changes in traffic between 06 May and 27 May.



**Major flows in NM area**

**NORTH EAST AXIS**

NE Axis traffic is expected to remain stable. The few flights that are currently operated may increase towards the end of the month.



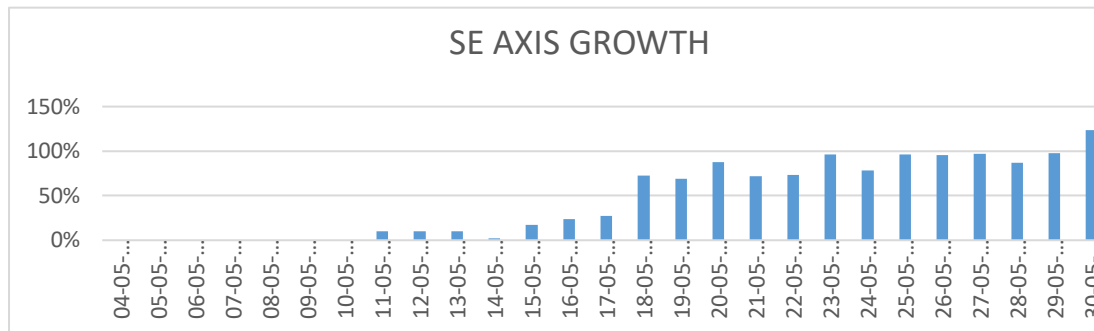
**CURRENT DENSITY**





**SOUTH EAST AXIS**

South East Axis is expected to grow towards the end of the month.



**CURRENT DENSITY**

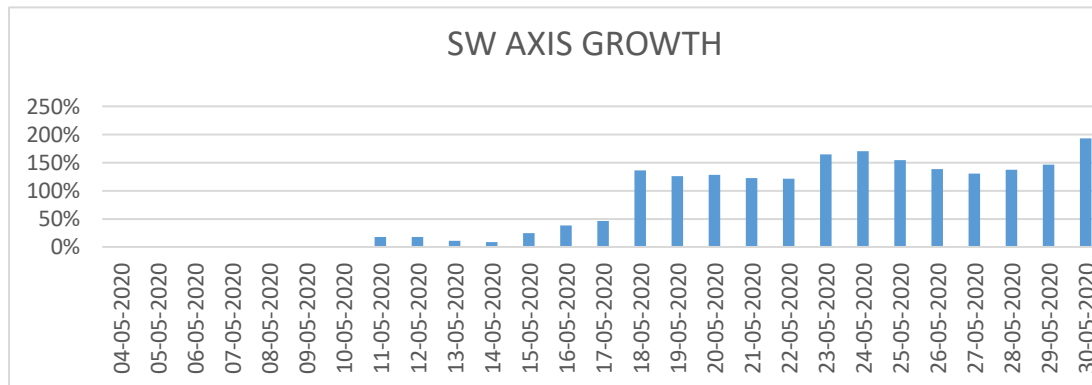


The growth in SE Axis appears to be mostly dependent on the demand coming back to holiday destinations, especially if Greece accepts travellers on the Islands. Major carriers operating this flow appear to have kept basic connection flights for the second half of May.

SE Axis operators based Eastern European states expressed higher confidence in resuming their operations.

### **SOUTH WEST AXIS**

In terms of proportion, South West Axis schedules demonstrate a bigger and more sudden growth than the other flows.



#### **CURRENT DENSITY**



15<sup>TH</sup> MAY 2020



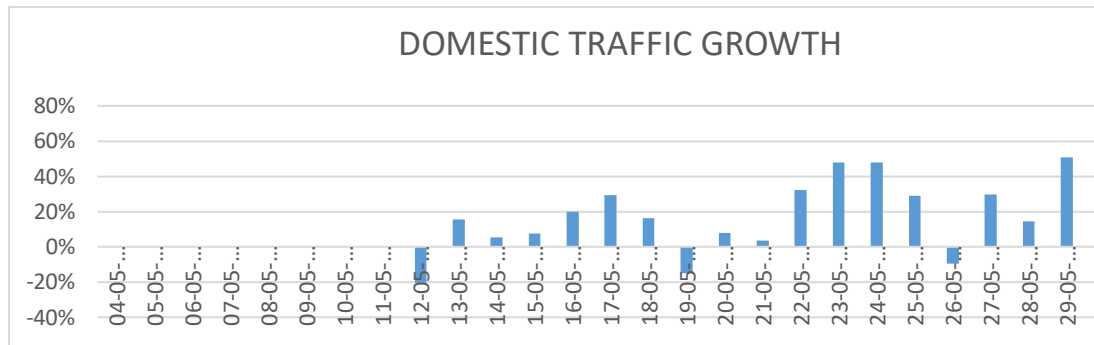
29<sup>TH</sup> MAY 2020



The sudden growth in SW axis schedules can be explained by the way the aircraft operators of this axis manage their schedules. The flights seen in the schedule data may or may not be operated depending on the states policies.

Major carriers of this flow have not made permanent reductions in their schedule data for summer beyond mid-May.

**DOMESTIC TRAFFIC**



**CURRENT DENSITY**



15<sup>TH</sup> MAY 2020



29<sup>TH</sup> MAY 2020



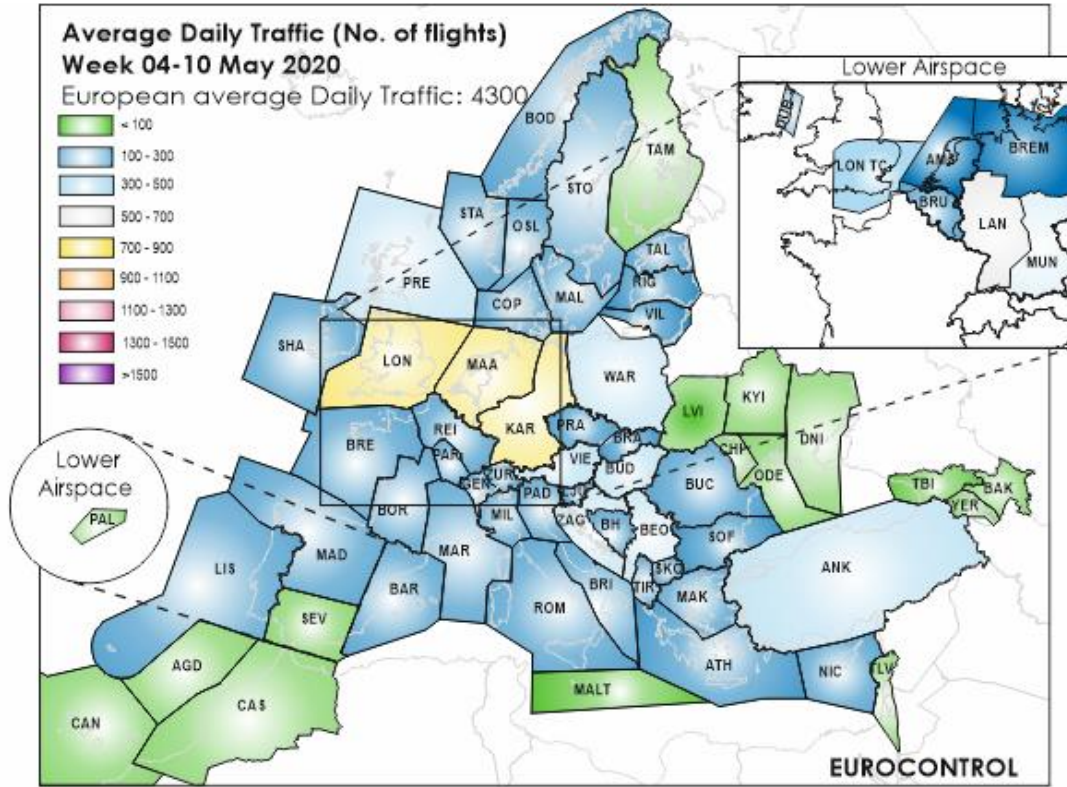
The schedule data for domestic flights has been revised since the generation of the traffic sample used for this NOP issue.

Particularly in Italy, Germany and UK domestic schedules are expected to increase towards the end of May while other carriers made a statement that the schedules used in this traffic sample for Turkey will be suspended. Domestic flights in France are also expected to roll back their schedules in line with the new announcement made by the French government.

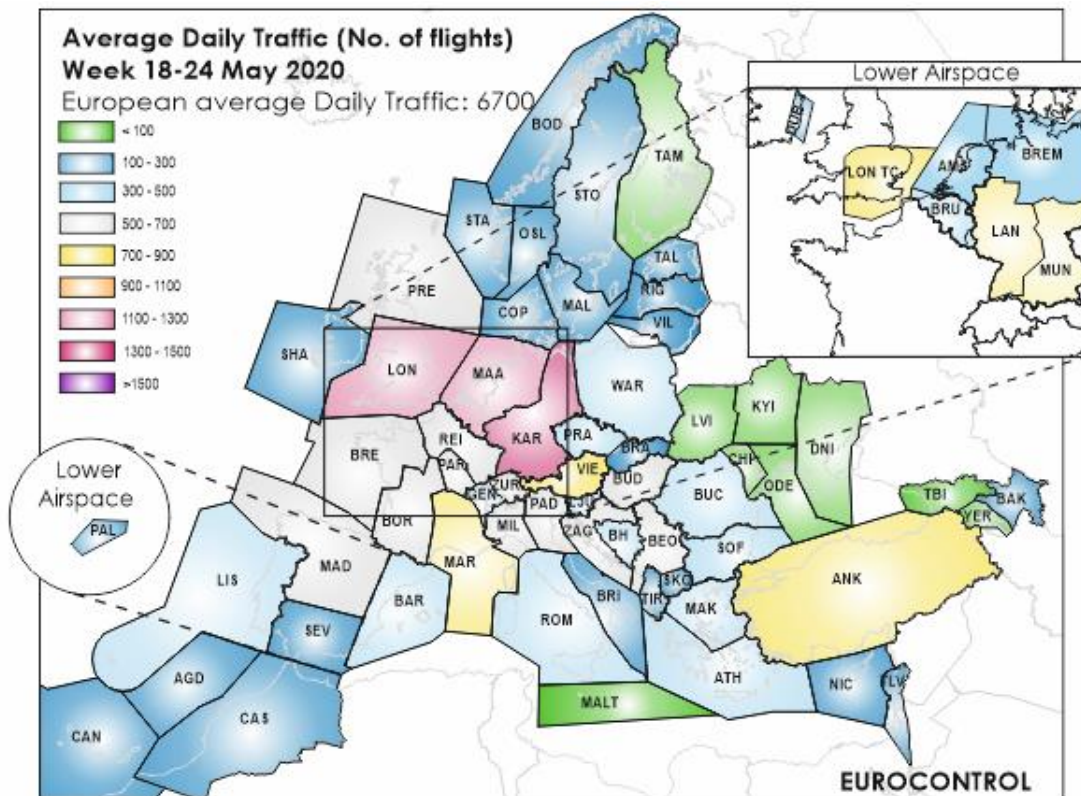
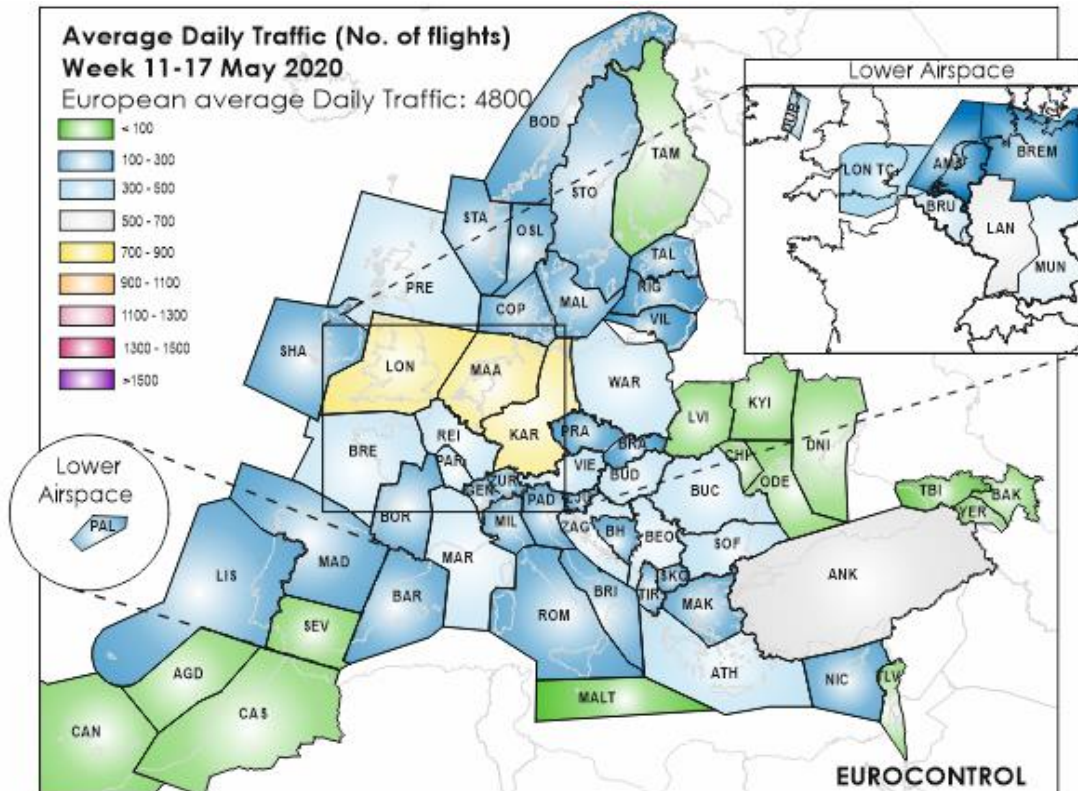
**OUT OF AREA AND OVERFLIGHTS**

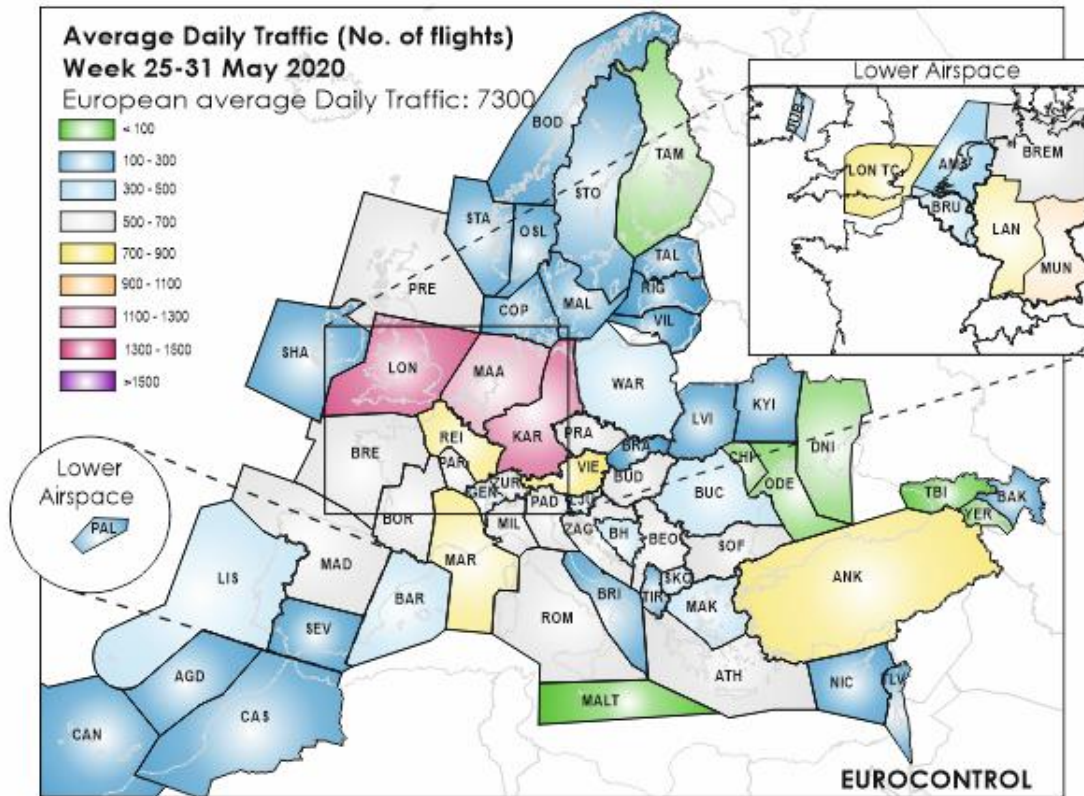
There is a very moderate increase seen in the schedules for out of area traffic.

**Traffic distribution by ACC (High scenario)**









**Traffic distribution by airport (High scenario)**

Country	Airport (ICAO)	Airport Name	Average Daily Traffic per Week (No of flights)			
			Week 04/05/2020-10/05/2020	Week 11/05/2020-17/05/2020	Week 18/05/2020-24/05/2020	Week 25/05/2020-31/05/2020
Albania	LATI	Tirana	4 - 53	4 - 52	4 - 58	4 - 59
Austria	LOWW	Vienna International	50 - 63	51 - 65	51 - 181	52 - 198
Belgium	EBBR	Brussels National	74 - 75	72 - 91	73 - 159	73 - 164
Bulgaria	LBSF	Sofia	32 - 38	32 - 37	32 - 43	33 - 44
Cyprus	LCLK	Larnaca	17 - 19	16 - 24	17 - 35	18 - 42
Czech Republic	LKPR	Prague	27 - 29	31 - 32	32 - 69	33 - 74
Denmark	EKCH	Copenhagen/Kastrup	60 - 72	59 - 96	61 - 121	57 - 127
Finland	EFHK	Helsinki/Vantaa	62 - 65	62 - 67	62 - 66	60 - 69
France	LFMN	Nice	16 - 19	16 - 32	18 - 118	18 - 118
France	LFPG	Paris Charles De Gaulle	143 - 145	147 - 159	147 - 219	148 - 227
Germany	EDDF	Frankfurt	210 - 212	218 - 220	242 - 324	241 - 349
Germany	EDDM	Munchen	67 - 87	68 - 95	67 - 223	64 - 236
Germany	EDDS	Stuttgart	13 - 17	13 - 23	13 - 47	12 - 59
Greece	LGIR	Iraklion	15 - 40	14 - 47	16 - 63	18 - 77
Hungary	LHBP	Budapest	36 - 62	36 - 64	36 - 87	36 - 94
Italy	LIME	Bergamo Orio Alserio	12 - 16	12 - 20	12 - 26	12 - 32
Italy	LIPE	Bologna	15 - 17	17 - 23	17 - 35	18 - 35
Italy	LICC	Catania Fontanarossa	8 - 10	10 - 15	10 - 44	11 - 50
Italy	LIRF	Rome Fiumicino	80 - 104	80 - 110	78 - 148	81 - 147
Italy	LIMF	Torino Caselle	4 - 6	4 - 10	4 - 16	4 - 20
Italy	LIPZ	Venice	12 - 19	11 - 24	10 - 84	11 - 93
Latvia	EVRA	Riga International	11 - 13	13 - 15	13 - 18	13 - 19
Luxembourg	ELLX	Luxembourg	41 - 51	43 - 51	43 - 61	42 - 70
Poland	EPGD	Gdansk/Lech Walesa	6 - 13	6 - 11	12 - 14	12 - 14
Poland	EPKT	Katowice Pyrzowice	6 - 16	6 - 16	6 - 14	6 - 19
Poland	EPKK	Krakow Balice	8 - 10	12 - 13	12 - 24	12 - 23
Poland	EPMO	Modlin	0 - 1	0 - 2	2 - 3	2 - 3
Poland	EPPO	Poznan/Lawica	5 - 6	5 - 6	5 - 7	5 - 7
Poland	EPWA	Warsaw Chopin	31 - 144	31 - 150	31 - 155	31 - 165
North Macedonia	LWSK	Skopje	6 - 20	7 - 21	7 - 25	7 - 27
Serbia	LYBE	Belgrade Nikola Tesla	21 - 22	21 - 26	22 - 38	22 - 42
Spain	LEAL	Alicante	5 - 9	5 - 14	5 - 35	6 - 41
Spain	LEBL	Barcelona	49 - 51	49 - 59	49 - 112	51 - 121
Spain	LEBB	Bilbao	1 - 3	3 - 6	3 - 17	3 - 22
Spain	GCLP	Gran Canaria	34 - 37	34 - 37	34 - 43	34 - 47
Spain	LEIB	Ibiza	9 - 16	10 - 25	10 - 49	12 - 51
Spain	LEMD	Madrid Barajas	69 - 71	82 - 92	83 - 144	93 - 151
Spain	LEMG	Malaga	18 - 20	20 - 24	20 - 58	21 - 64
Spain	LEPA	Palma De Mallorca	27 - 55	28 - 63	29 - 116	31 - 131
Spain	GCXO	Tenerife Norte	16 - 18	16 - 18	17 - 19	19 - 20
Spain	GCTS	Tenerife Sur	5 - 21	5 - 23	5 - 38	5 - 40
Spain	LEVC	Valencia	8 - 10	9 - 11	11 - 20	12 - 23
Spain	LEVT	Vitoria	17 - 19	17 - 19	14 - 16	14 - 16
Sweden	ESSA	Stockholm Arlanda	89 - 104	90 - 110	91 - 121	83 - 127
Switzerland	LSGG	Geneve	25 - 27	28 - 30	32 - 146	31 - 148
Switzerland	LSZH	Zurich	55 - 63	56 - 71	56 - 172	57 - 181
Turkey	LTBS	Mugla Dalaman	0 - 12	0 - 13	0 - 28	0 - 36
United Kingdom	EGLL	London Heathrow	165 - 167	168 - 170	182 - 197	184 - 212
United Kingdom	EGSS	London Stansted	47 - 49	62 - 67	63 - 99	67 - 100
United Kingdom	EGCC	Manchester	26 - 68	25 - 108	28 - 191	28 - 200

## 4.5 Network Operational Performance Requirements

The European Network Operations Recovery Plan – 2020 is based on the annual performance targets set by the Single European Sky Performance Framework for 2020 to 2024 (RP3), and the performance targets adopted by Single Sky Committee (SSC) at the ad-hoc session held on 1 April 2019, published in the Commission Implementing Decision 2019/903 of 29 May 2019 for RP3.

In view of the current situation and the impossibility to derive a full year traffic forecast at this point in time, the European Network Operations Recovery Plan – 2020 does not contain local en-route ATFM delay reference values and capacity increase requirements for 2020. Nevertheless, its aim is to achieve the lowest possible level of total ATFM delay (en-route + airports).

At the same time, the intention is to maintain the airspace utilisation constraints at the lowest possible level so that a tangible improvement is also achieved with respect to the environmental performance.

The Network Manager coordinates the following activities to achieve the required improvement in flight efficiency under the current circumstances:

- Continue the planned implementation of Free Route Airspace
- Implementation of a coherent package of annual improvements and shorter routes;
- Maintaining to the largest possible extent the level of RAD relaxation already implemented during the month of March 2020;
- Complete suspension of the eNM/S2020 measures;
- Actively supporting and involving aircraft operators and the computer flight plan service providers in flight plan quality improvements;
- Improving the use and availability of civil/military airspace structures;
- Implementation of single CDR category
- Implementing advanced navigation capabilities;
- Implementing Continuous Descent Operations (CDO);



- Improved arrival/departure routes, optimised departure profiles, etc.

With respect to safety requirements, the European Network Operations Recovery Plan – 2020 addresses the safety actions needed to ensure a safe and effective recovery of ATM operations.

With respect to contingency requirements and the continuity of services affecting the network, a Network Operations Plan – Business Continuity Plan has been developed during the month of March 2020. This Plan takes the NOP Business Continuity Plan as a baseline and ensures the safe, effective, coordinated and consistent recovery of ATM operations.

The Network Operations ATFM contingency procedures have been put in place to minimise the impact of any failure at Network level on operational stakeholders . A very high level of technical redundancy is provided for all network operations systems (IFPS, ETFMS). The IFPS service operates permanently with two synchronised systems, each able to immediately assume responsibility for all flight plan processing across the network. In the event of Enhanced Tactical Flow Management System (ETFMS) failure, a contingency system is available (at IFPU2) and a biannual procedural contingency plan is prepared and published. This procedural contingency plan defines maximum flow rates per aerodrome and flow to ensure that European ATM can operate at approximately 90% of normal capacity in the event of an outage of the ATFCM system.

## 5 Network Operational Performance Plans and Actions at Network Level

The European Network Operations Recovery Plan – 2020 addresses the exceptional network situation created by the COVID-19 crisis. A large number of actions were taken at network level to address the COVID-19 crisis as follows:

- Ad-hoc Coordination Conferences organized each week to share and agree measures related to COVID-19;
- Dedicated on-line folder available to collect and spread information on best practices related to the COVID-19 crisis;
- The coordination and preparation of the European NOP Business Continuity Plans, updated on almost daily basis, published on the Network Operations Portal and distributed to NDOP and NMB;
- COVID-19 NOTAM Summary updated on a daily basis and published on the NOP Portal;
- Coordinated RAD relaxation process to remove unnecessary ATM constraints and to simplify AUs flight planning;
- Coordinated traffic monitoring;
- Actions towards facilitating operations of cargo flights;
- Actions in coordination with ANSPs and airspace users to facilitate CCO/CDO operations;
- Preparation of the European Network Operations Plan – 2020 Recovery Plan with all the operational stakeholders, including the preparation of a consolidated European ATM network traffic outlook through a very close coordination with the airspace users.

With respect to the 5-year Network Evolutions, Operational and Technical Roadmaps as well as the Network Strategic Projects and other operational and technical initiatives, they will be reflected in regular editions of the Network Operations Plan as their scope extends well beyond the scope of the European Network Operations Recovery Plan – 2020.



## 6 Operational Performance Enhancement Plans and Actions at Local Level

### 6.1 ACC Capacity Enhancement Measures

Following the COVID-19 situation, the capacity plans developed during the Winter 2019/2020 for the period 2020/2024 (as presented at NMB/27) will have to be reviewed based on a new traffic forecast for the period.

During the recovery phase, the NOP will be published weekly, and will include for each ACC a four-week outlook of:

- Sector openings
  - Planned sector openings
  - Maximum possible sector openings
- Sector capacity reductions if any during the recovery
- Availability of support to operations staff
- Additional information (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)
- Special events and major projects

For each ACC, detailed information about sector openings (planned and maximum), sector capacities, availability of support staff and additional information can be found in Annex 1.

#### **Sector openings:**

The majority of ACCs have the possibility to increase the number of sectors planned if the traffic is increasing.

Six ACCs have planned gradual increase of the number of sectors available during the month of May (Maastricht UAC, Zagreb ACC, Ljubljana ACC, Geneva ACC, Zurich ACC, Ankara ACC).

#### **Sector capacities:**

The majority of ACCs do not plan to reduce sector capacities, with the following exceptions:

- Tallinn ACC: Configuration 1 with reduced capacity H24 until 18/05, from 15:00 to 09:00 as from 18/05 with no network impact
- Maastricht UAC: Monitoring values temporarily lowered by 10% so that MUAC ATCOs can gradually get used to higher levels of traffic again. This decrease will be compensated with increased sector opening where the demand so requires. No network impact at this stage.
- Riga ACC: Capacity has been reduced to “One ATCO per sector operations” values with no network impact

#### **Availability of support staff:**

The majority of ACCs have no changes in the provision of support staff while a small number have limited the working hours of their FMPs.

## 6.2 Airport Performance Enhancement and network integration

Through the Airport Corner, NM collects information on planned capacity evolutions as well as additional qualitative information that describes the airport situation during the COVID 19 crisis and its recovery phase. To facilitate the reporting process for airports, a dedicated interface has been made available.

NM requests airports to estimate the capacity as a percentage of their nominal capacity and not based on the expected demand even if the infrastructure, ground services and staff will only be enabled when demand is confirmed. This information will be indicative, but will allow airports to share expected trends and stakeholders to visualise the potential airport and network capacity recovery. The airports are also asked to give information about the expected causes leading to capacity reductions.

The additional airport qualitative information questions cover commercial and cargo flight restrictions, national or regional restrictions, parking issues, Aircraft Rescue and Firefighting Category downgrade, turnaround restrictions and impact on operations due to ground handling.

Latest updates from the airports are available any time via the Public Airport Corner: [https://ext.eurocontrol.int/airport\\_corner\\_public/covid](https://ext.eurocontrol.int/airport_corner_public/covid).

This will be complemented with the contribution of the Airport Function, in direct communication with the NMOC and operational stakeholders, supporting airports, airspace users and ANSPs managing airport related hot-spots and ad-hoc changes.

The Figure 1 illustrates the overall airport capacity based on available airport predictions in the Airport Corner COVID 19 page. The predictions of available capacity provided by the airports slightly reduced from 60% to 55% after the 1 May because of de-confinement measures expected.

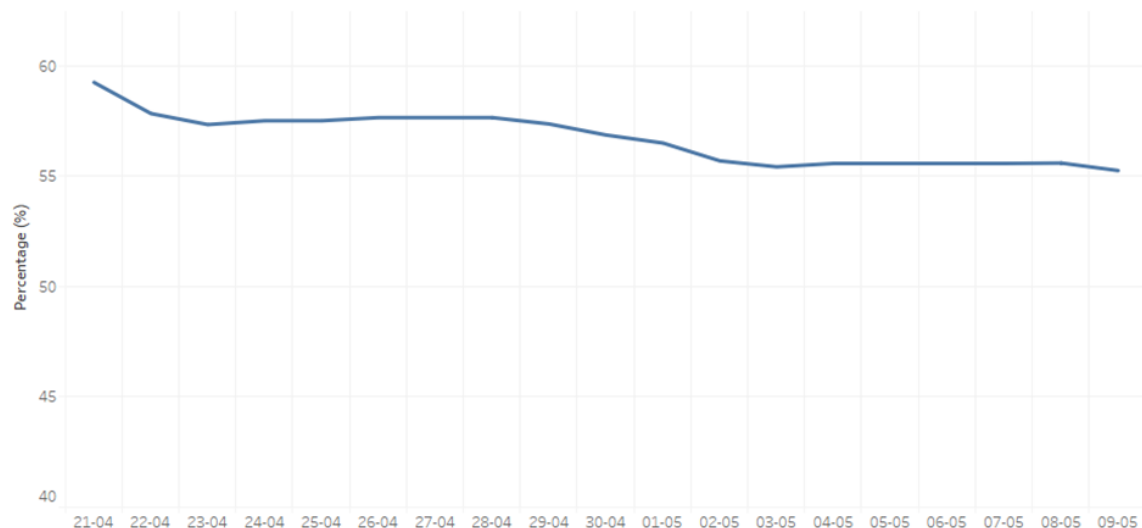


Figure 1: Overall airport capacity based on available airport prediction in Airport Corner COVID page

Note: 100% corresponds to 100% capacity of all airports providing capacity information via the Airport Corner

The Figure 2 consists of two maps representing reported capacity via the Airport Corner during COVID 19 situation (colour and %) and the relative share (size) of the same month of 2019 traffic. The capacities are provided as a percentage of the airport nominal capacity. The nominal capacity as provided by airports is available via the [https://ext.eurocontrol.int/airport\\_corner\\_public](https://ext.eurocontrol.int/airport_corner_public), section Capacity – Normal Conditions.

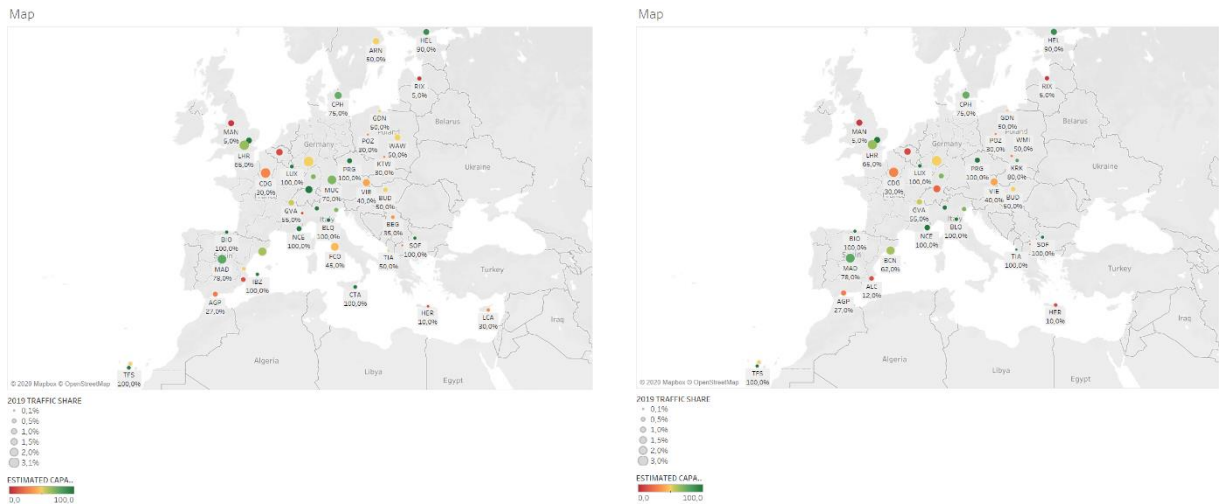


Figure 2: (a) Current Airport capacity (27/04/2020) – (b) Airport capacity prediction at 7 days (04/05/2020) based on airport prediction in Airport Corner COVID 19 page

Note: The colouring of the graphic does not reflect any issues at airports due to capacity-demand imbalance. It only reflects lower capacity than usual due to COVID 19.

The Figure 3 below illustrates the predicted airport capacity during COVID 19 crisis and recovery phase as reported via the Airport Corner. The capacities are provided by the airports as a percentage of the airport nominal capacity. The nominal capacity as provided by airports is available via the [https://ext.eurocontrol.int/airport\\_corner\\_public](https://ext.eurocontrol.int/airport_corner_public), section Capacity – Normal Conditions.

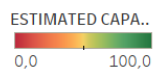
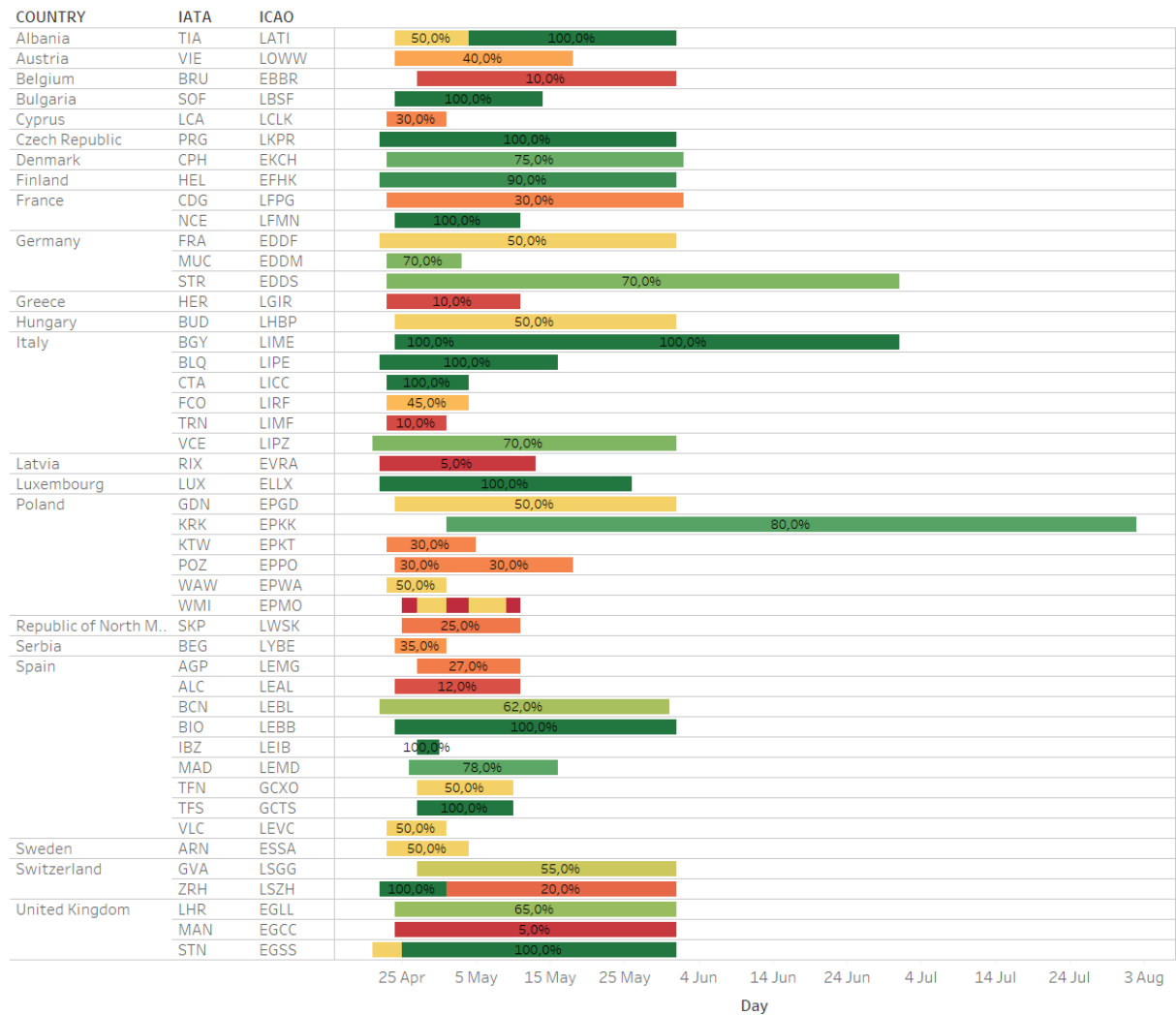


Figure 3: Declared airport capacity based on airport corner reporting and expressed in percentage of nominal airport capacity

Note: The colouring of the graphic does not reflect any issues at airports due to capacity-demand imbalance. It only reflects lower capacity than usual due to COVID 19 crisis.

### 6.3 FAB integration into the Network planning process

The preparation of the European Network Operations Recovery Plan – 2020 involved all operational stakeholders, including FABs and related ANSPs, who were contributing to an effective recovery. The involvement of the FABs was achieved through the NMB.

### 6.4 Safety

#### ATCOs Licensing

Due to social distancing, as well as to the dramatically reduced traffic leading to dramatically reduced duty times, ANSPs are facing a combined currency and licencing problem. In some cases certain ops staff (in particular ATCOs) may not meet their

minimum required time on duty for continued currency. In other cases (which may come on top of the previous), licences and/or medicals will expire during the period when all testing, training and exams have been suspended. Therefore, ANSPs and/or NSAs have had to institute contingency measures for the continuation of service through and beyond the current crisis.

In general, licence validity extension have been granted at national level for a period of 4 months. This is largely the most common measure taken by national authorities. There are slight variations, with a few ANSPs being able to handle the crisis based on their own internal schemes, while at the other extreme some are still waiting for a clear decision by the CA.

Detailed analysis and the list of actions taken by the ANSPs are given in the **Annex 3** of this document.

Other categories of ATM personnel that are subject to competency schemes equivalent or similar to licensing should follow the same approaches and mitigation for maintaining the competency currency and medical fitness.

## Introduction to the Safety Argument Checklist

The business continuity measures taken by the European ANSPs in response to the COVID-19 crisis led to significant reduction in scope of current and planned activities related to the provision of ATM/ANS. Most, if not all ATS units operate in very limited configuration (a few ATC sectors only) due to the significant reduction of traffic demand. The duty hours of the operational and engineering staff have been reduced significantly. Staff training and equipment maintenance plans might not have been followed due to the social/physical distancing rules introduced. Some facilities could have been put in 'sleep' mode due to absence of operational need and/or of staff to use them.

In view of the above, the purpose of the Safety Argument Checklist is to assist ANSPs in the return to safe normal operations by providing a comprehensive reference to the elements of the functional system that might have been affected by the crisis and need to be properly accounted of and managed when planning and executing the transition to normal operations.

The scope of the argument covers the three main elements of the ANSP's functional system - people, procedures and equipment and draws attention to the those aspects that have been or might have been affected by the reduced scope of operations. Such aspects include: operational and engineering staff competence, training and medical fitness; equipment configuration and certificates for use; changes to procedures introduced during the crisis period. In this respect, the argument shall not be used as a generic argument for the provision of safe ATS, but should be used only in the context of the return to normal operations following removal of the restrictions to flying introduced to contain the spread of COVID-19.

The safety argument puts an emphasis on the need to set up a robust transition planning, monitoring and management process. Key elements of such process are: traffic demand forecasting and definition of ATC sector configuration and pre-tactical ATFCM measure scenarios in collaboration with NM for use during the transition period; review and adaptation of ATCO rostering plans in accordance with forecasted demand and planned ATC sector configurations; coordination and collaboration with all transition stakeholders (NM, ANSPs, AOs, airport operators, CAs); publication of relevant aeronautical information; intensified safety monitoring and timely identification and resolution of transition issues.

Last but not least, the argument includes examples of what are considered the most common hazards associated to the return to normal operations. The list of hazards should be reviewed and updated according to the local operational environment and the particular impact of the crisis on the ANSP's functional system. Appropriate mitigation measures should be developed, coordinated as needed with NM and/or other ANSPs/aviation stakeholders and implemented.

The Safety Argument Checklist and the List of Potential Hazards are given in the **Annex 3** of this document.

## **6.5 Relationship with 'Third Countries'**

The relationship with "Third Countries" is described in the European NOP 2019-2024 approved by the NMB in June 2019. The same working arrangements will apply during the Recovery phase and across this European Network Operations Recovery Plan – 2020.

## **6.6 Relationship with ICAO**

The relationship with ICAO is described in the European NOP 2019-2024 approved by the NMB in June 2019

During the COVID-19 Recovery phase the relationship with ICAO primarily focused on actions aiming to support an effective recovery from the current situation. It may include:

- regional cooperation with the States within the EUR/NAT region outside the NM area of responsibility,
- inter-regional cooperation with the neighbouring ICAO regions (e.g. NAT),
- cooperation at the global level with ICAO and its agencies involve, which can contribute to the COVID-19 Recovery (e.g. WHO)

For the purpose of the European Network Operations Recovery Plan – 2020, a particular relationship is maintained with ICAO through their participation and contribution in the EACCC.



## 7 Special Events

### 7.1 Overview of Special Events with significant ATM impact

Following the COVID-19 situation, the list of events for the period 2020/2024 (as presented at NMB/27) was reviewed. For the European Network Operations Recovery Plan – 2020, this chapter presents the events planned in 2020, and the events which were planned in 2020 but cancelled or postponed. There is a high possibility to see an increase in the number of events during the second half of 2020, with the events initially planned and the events postponed. Early notification, coordination and preparation of the special events will be key to ensure minimum impact on the network. NM will coordinate the preparation of these events, prepare impact assessments and develop mitigation solutions if needed, together with the stakeholders.

### 7.2 Individual Special Events and their handling from a network perspective

#### Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
01/05/2020	03/05/2020	EHAM	Grand Prix Netherlands , Zandvoort	<b>POSTPONED</b>	
03/05/2020	16/05/2020	EHAA	Skydive 3500ft invictus Games Rotterdam	<i>CANCELLED</i>	
05/05/2020	06/05/2020		semi-final <b>UEFA Champions League</b> Cup	<b>POSTPONED?</b>	
07/05/2020			semi-final <b>UEFA Europa league</b>	<b>POSTPONED?</b>	
07/05/2020	10/05/2020	LECB	Grand Prix Spain, Barcelona	<b>POSTPONED</b>	
09/05/2020	10/05/2020	LFMM/ LFML/ LFMD	Monaco Historic GP	<i>CANCELLED</i>	
12/05/2020		EHAA	Eurovision Songfestival - drones Rotterdam	<i>CANCELLED</i>	
12/05/2020	25/05/2020	LFMM/ /LFML/ /LFMD	Filmfestival Cannes	<b>POSTPONED</b>	
13/05/2020	17/05/2020	EDDB/ DT	ILA Berlin	<i>CANCELLED</i>	
15/05/2020	17/05/2020	EHAA	Skydive event Flying Dutchmen Boogie Rhoon	<i>CANCELLED</i>	
21/05/2020	24/05/2020	EHAA	Skydive event Springbreak Seppe	<i>CANCELLED</i>	
23/05/2020		LFML	Heineken cup Final-Rugby	<b>SUSPENDED</b>	
26/05/2020	28/05/2020	LSGG	EBACE 2020	<i>CANCELLED</i>	
27/05/2020		EPGD	<b>final UEFA Europa League</b> - Gdansk Stadium, Poland	<b>POSTPONED</b>	

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
30/05/2020		LTFM	Final UEFA <b>Champions League</b> - Istanbul, Turkey	<b>POSTPONED</b>	
12/06/2020	12/07/2020	12 host countries	<b>UEFA 2020</b> >2021	<b>POSTPONED</b>	11/06/2021
13/06/2020		EGTT	Fly Past ( Queens birthday)	<b>CANCELLED</b>	
13/06/2020	14/06/2020	LFFF/ LFRR/ LFRM	Le Mans, H24 race	<b>POSTPONED</b>	19/09/2020
25/06/2020	28/06/2020	LFMM	Grand Prix France - Paul Ricard ( Le Castellet)	<b>CANCELLED</b>	
27/06/2020	19/07/2020	LF	Tour de France	<b>POSTPONED</b>	29/08/2020
28/06/2020	05/07/2020	ES	Almedalen- political event on the island of Gotland, ESSV effected)	<b>CANCELLED</b>	
03/07/2020		ULLI	<b>UEFA 2020</b> 1/4 finales - St Petersburg	<b>POSTPONED</b>	
03/07/2020		EDDM	<b>UEFA 2020</b> 1/4 finales - Munich	<b>POSTPONED</b>	
04/07/2020		UBBB	<b>UEFA 2020</b> 1/4 finales - Baku	<b>POSTPONED</b>	
04/07/2020		LIRF	<b>UEFA 2020</b> 1/4 finales - Rome	<b>POSTPONED</b>	
07/07/2020	08/07/2020	EGLL	<b>UEFA 2020</b> 1/2 finales - London	<b>POSTPONED</b>	
12/07/2020		EGLL	<b>UEFA 2020</b> Finales - London	<b>POSTPONED</b>	

## 2020 Planned events

Start Date	End date	ACC Airport	Event
05/06/2020	07/06/2020	EHAA	Skydive event Shark Boogie Teuge
13/06/2020		EGTT	Fly Past ( Queens birthday)
19/06/2020		EHAA	Skydive event Midzomernachtspringen Hilversum
20/06/2020	21/06/2020	EHAA	Skydive event Harbour Heroes SkillsCamp Rhoon
03/07/2020	05/07/2020	LOVV	Grand Prix austria - Spielberg
05/07/2020	11/07/2020	EHAA	Skydive event March of the Penguins Texel
17/07/2020	19/07/2020	EG	Brittish GP- Silverstone
31/07/2020	02/08/2020	EG	GP Hungary - Hungaroring (Budapest)
04/08/2020	09/08/2020	EHAA	Skydive event Ameland boogie
12/08/2020	16/08/2020	EHAA	Sail
13/08/2020	16/08/2020	EHAA	Vuelta Cycling event Utrecht
20/08/2020	23/08/2020	EHAA	Skydive event Summer boogie
29/08/2020	20/09/2020	LF	Tour de France
28/08/2020	30/08/2020	EBBU	GP Belgium (Spa)
03/09/2020	06/09/2020	EHAA	Skydive event NKP 2020 Teuge
04/09/2020	06/09/2020	LI	GP Italy - Monza
12/09/2020	13/09/2020	EHAA	Skydive event Harbour Heroes Skillscamp Rhoon
17/09/2020	20/09/2020	LFEE	Art Basel, LFSB
18/09/2020	20/09/2020	EHAA	Skydive event Big Waves Hoogeveen
19/09/2020	20/09/2020	LFFF/LFRR/ LFRM	Le Mans, H24 race / postponed COVID-19
24/09/2020	25/09/2020	EHAA	Skydive event over Hilversum
25/09/2020	27/09/2020	EHAA	Skydive event Shark Boogie II Teuge
03/10/2020	04/10/2020	EHAA	Skydive event Legend of the Fall Seppe
04/10/2020			London Marathon 2020
27/12/2020	31/12/2020	EHAA	Skydive event Snertweek Hilversum

## 7.3 ATM system changes, special events and major projects

### Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
21/05/2020		EE/EY/ EV/UM /UU	JAMP 2020+ implement vertical split of the East sector in Riga FIR	POSTPONED	spring 2021
18/06/2020		LE/GM /FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1d - dualise VASTO point	POSTPONED	08/10/20 20

## 2020 Planned events

Start Date	End date	ACC Airport	Event
01/05/2020		LR	CPDLC on operational trial starting from May 2020
21/05/2020		LE	Implementation of NATPI SIDs /LECB
18/06/2020		LP	Extension of Madeira TMA boundaries
18/06/2020		ES	Redesign of ESMM4, ESMM5 and ESMMC
18/06/2020		EG	UK CTA Improvements
30/06/2020		LSGG	Introduction of e-strip+electronic coordination between APP and TWR at LSGG (PAGE 1)
July 2020		EYVL/EYVI	New ATC system implementation for Vilnius ACC and Vilnius TWR/APP
July 2020		LR	CPDLC fully operational
Sep-20		UK	New ATM System (AIRCON2100) implementation Odessa
Autumn 2020		LT	Istanbul New International Airport - Phase 1b 1. To implement 3rd RWY at Istanbul New International airport. 2. To re-organise the airspace of Istanbul & Ankara FIR and adjacent FIRs accordingly, if required.
08/10/2020		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - <b>phase 1c</b> : - To create new SIDs to DESUM for GCRR and GCFV in Canarias ACC - To utilize possibility to plan DCT DESUM-AKUDA
08/10/2020		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - <b>phase 1d - dualise VASTO point</b>
08/10/2020		ED	Berlin Brandenburg International (BER) airport New Berlin Brandenburg International (BER) airport: a. to establish a second runway at BER airport (current Berlin Schoenefeld airport); b. to establish independent parallel runway operations; c. new/modified SIDs/STARs; d. operational procedures; e. to adjust Terminal sectors; f. one additional departure sector; g. to raise the DFL from FL165 to FL205.
12/10/2020	30-Apr-21	LH	Hardware upgrade of ATM system and move from OPS to Contingency room.
25/10/2020	25-Jan-21	EDWW	Capacity reduction of 10% in sector group EAST
05/11/2020		UG	Tbilisi TMA: 1. To reconfigure existing Tbilisi TMA. 2. To introduce new RNAV1 (GNSS) SIDs/STARs for Tbilisi (UGTB) airport including STARs via TISOT.
05/11/2020		UM	New Orsha aerodrome
05/11/2020		UK	Free Route Airspace Ukraine, Step 1(Sc 1b) - Ph 3 To implement H24 - Free Route Airspace operations within Odesa ACC from FL275 to FL660.
28/11/2020		EDWW	operation on back up system - no delays expected

Start Date	End date	ACC Airport	Event
03/12/2020		EH/EB/MUAC	Sector 3 re-design Amsterdam FIR To re-design Sector 3.
03/12/2020		UU/UM	Moscow are re-organisation- reviseATS network and adapt airspace organisation
03/12/2020		LOVV	To implement Night Cross Border Free Route Airspace between SECSI FRA and FRALB.
05/12/2020		EDWW	operation on back up system - no delays expected
12/12/2020		EDWW	operation on back up system - no delays expected
31/12/2020		EV	Point Merge To introduce Point Merge arrival systems for Riga (EVRA) airport.
winter20/21		EN/ICAO	Norway FIR renaming
winter 20/21		LOVV	LOVV 2020 Airspace restructuring
Jan-21		LP	implementation TopSky in Lisbon ACC - transition to new room
Jan-21		LP	start of implementation TopSky in LP TWRs (LPPR/FR/ST/CS/MA/PT)

## 7.4 Military Exercises

### Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	FIR	Event	Postponed Cancelled	New start date
23/03/2020	03/04/2020		TIGER MEET	Postponed	04/05 - 14/05 2021
27/04/2020	08/05/2020		SWIFT RESPONSE	Cancelled	
04/05/2020	15/05/2020	LF	GRAND DUC 20	Cancelled	
08/05/2020	09/05/2020	EG	VE Day Flypast	Cancelled	
09/05/2020	26/05/2020	ESAA	AURORA	Postponed	Q4/2020
11/05/2020	22/05/2020	LIRR/LIBB/ LIMM/DTTC	MARE APERTO 2020	Cancelled	N/A
11/05/2020	22/05/2020	EPWW	ANAKONDA-20	Postponed	
11/05/2020	21/05/2020	EHAA	ORANGE BULL	Cancelled	
17/05/2020	22/05/2020	EPWW	DEFENDER-20	Postponed	
18/05/2020	21/05/2020	EG	RISING PANTHER	Cancelled	
18/05/2020	22/05/2020	EPWW	ASTRAL KNIGHT	Postponed	
28/05/2020	08/07/2020	LFRR/EGGX / LPPO	RAPHAEL	Postponed	09/06-17/07
01/06/2020	05/06/2020	EFIN	ETELÄ 20	Cancelled	
08/06/2020	12/06/2020	EFIN	PIHTI 20	Cancelled	
		EN	GEMINI	Postponed	21-25/09
15/07/2020	20/07/2020	EG	RIAT	Cancelled	

## 2020 Planned events

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
05/05/2020	05/05/2020	LFEE	WILDBOAR	SUP 061/20	No impact
05/05/2020	06/05/2020	LFBB/LFRR/ LFMM/LIFF	BELOTE 2020-01	SUP 063/20	No impact
07/05/2020	07/05/2020	LF	MICA		No impact
07/05/2020	07/05/2020	EFIN	TORSTAI	SUP 32/2020 SUP 33/2020	No impact
18/05/2020	22/05/2020	EFIN	ILMATAKTIIKKA 2020		No impact
25/05/2020	29/05/2020	EPWW	RAMSTEIN GUARD 20		No impact
08/06/2020	11/06/2020	LBSR	SHABLA		
08/06/2020	19/06/2020	EPWW/ESAA/ EYVC/EVRR	BALTOPS 20		
09/06/2020	10/06/2020	LFBB/LFFF/ LFRR/LFMM	BELOTE 2020-02		
09/06/2020	17/07/2020	LFRR/EGGX/L PPO	RAPHAEL		
11/06/2020	14/06/2020	LF/EG	OCEANIS 2020-1		
15/06/2020	26/06/2020		FLOTEX 20	SUP 45/20	
17/06/2020	17/06/2020	LF	ROGUE CUP		
06/2020	06/2020	LF	CASEX BTC		
07/2020	07/2020	LF	CASEX ATC		
24/07/2020	08/08/2020	EF	ATEX		
27/07/2020	07/08/2020	LF	ATLANTIC TRIDENT		
10/08/2020	14/08/2020	EK	FALCON LIVE AIM		
10/08/2020	02/11/2020	EG	TYPHOON WARRIOR		
17/08/2020	30/08/2020	ESAA	OCEANS 20		
31/08/2020	13/09/2020	ESAA	NOCO 20		
14/09/2020	18/09/2020	EF	HÄJY		
21/09/2020	02/10/2020	LECM/LECB	TLP 20-3		
21/09/2020	25/09/2020	EN	GEMINI		
24/09/2020	24/09/2020	EFIN	TORSTAI		
02/10/2020	07/10/2020	EF	RUSKA		
05/10/2020	15/10/2020	EG	JOINT WARRIOR		
12/10/2020	16/10/2020	EHAA	CROSS SERVICING		
16/10/2020	06/11/2020	EG	CRIMSON WARRIOR		
19/10/2020	23/10/2020	ED	COLD IGLO		
09/11/2020	04/12/2020	EG	YORKNITE		
16/11/2020	18/11/2020	EF	IPH		
16/11/2020	27/11/2020	LECM/LECB	TLP 20-4		
Q4/2020	Q4/2020	ESAA	AURORA		
TBD	TBD	ESAA	SWENEX20		
TBD	TBD	ESAA	TEX20		
TBD	TBD	ESAA	HTIC		
TBD	TBD	EPWW	ASTRAL KNIGHT		
TBD	TBD	EPWW	DEFENDER-20		
TBD	TBD	EPWW	ANAKONDA-20		



## 8 Military Airspace Requirements

The Military considers the ATM system as an enabler for defence and security missions. Whatever are the evolutions of the ATM system, it must ensure that military aviation will continue to provide, and further improve effective security and defence in Europe while due regard to the safety of navigation of civil Aircraft remains paramount.

Therefore, the airspace design and utilisation processes shall take into account the requirement to conduct military training and operations, including exercises effectively and efficiently. In addition, in order to protect operational security and mission requirements, any ATM changes must take into account seamless and unlimited airspace access and air movement across national and ECAC airspace and must accept that military assets may not provide the level of data exchange and/or cooperative surveillance as expected from civil aviation.

To optimise training mission effectiveness by reducing transit time and adherence to horizontal and vertical flight efficiency profiles while taking into account impact on environments and traffic flows, any reserved airspace must ideally be located close to airbases. Such airspaces should also be suitable for military training in volume, shape and location, notably to accommodate new operational doctrines, next generation aircraft and other military weapon systems. New weapons systems will have an impact on military operations and may result in additional military airspace requirements.

An overall capacity optimisation is not possible unless airspace planners are aware of the operational requirements of military and civil users. Contrary to civil requirements, military requirements are often very complex, diverse and difficult to quantify. They differ from State to State and are directly related to the task of the national armed forces and the types of platforms and weapons in their inventory. Airspace design and management shall be able to fully address these requirements within the application of FUA.

In order to meet military requirements in a congested ATM environment, a specific balanced Cooperative Decision Making (CDM) process able to accommodate military needs at network level should be developed and implemented. This CDM process at national and network level must ensure the satisfaction of military requirements, specifically:

- Freedom to operate both manned and unmanned aircraft, in all weather conditions in all areas of the European airspace where national regulations allow to do so to execute all variety of assigned national and/or international missions;
- Incorporating a suitable level of flexibility to accommodate short term changes to mission
- Provision of ATM system capabilities, including civil ones, to support military deployment, in particular for priority flights and for time-critical missions, but also for military aircraft not fully equipped to the civil standard.
- The establishment of temporary airspace reservations situated as close as practicable to the appropriate operating areas, including airspace restrictions for non-flight-related Activities;
- The implementation of a transparent process supported by commonly agreed modalities and monitoring scheme is considered a key enabler.

Therefore, it is essential to ensure military involvement from the beginning of any new development that might affect training, exercise and deployment of military force. This is particularly relevant for the activities of the Network Manager (NM), namely in the

definition of the Network Strategy Plan, the Network Operations Plan (NOP) and the more specific the European Route Network Improvement Plan (ERNIP).

Civil-military coordination and cooperation shall be based on a seamless CDM process, starting from the capture of all civil and military airspace requirements for the definition and management of Airspace Configurations. This must be supported by continuous information sharing amongst all ATM partners; however, there will be situations where information cannot be shared amongst all ATM partners due to national security restrictions.

The introduction of the “rolling NOP” will allow for changes to airspace use to be uploaded and shared with users in real-time, using existing ASM support systems like LARA. It provides the processes and procedures required to improve the dynamicity of the current process in order to achieve a continuous updating of the airspace status. Interfaces to local systems have already been developed and validated to support rolling NOP functionalities. Support will be given to the civil and military stakeholders in deploying and implementation of interoperable support systems.

The rolling NOP should be based on clear agreed performance criteria for flexible use of airspace and its related B2B services in order to increase capacity, flight efficiency and military mission effectiveness.

A systematic and organised collection of planned civil and military airspace use via automated systems could significantly contribute to improved airspace utilisation efficiency by both civil and military users. Default days/times of availability, ad hoc requests for unplanned use of reserved airspace and release of such reserved airspace when not used are among the data that needs to be provided.

To reflect the rolling nature of the NOP, data needs to be provided by using ASM support systems on any necessary time-period. On an annual basis, military airspace requirements refers to expected use of the different parts of reserved airspaces under their jurisdiction, plus any major activities that may require additional reserved airspaces.

It is expected that this annual plan will be updated on a monthly/weekly basis, providing a much more stable picture of greater granularity for the pre-tactical planning of the network.

On a daily basis, using ASM support systems, data concerning actual use of reserved airspace needs to be shared, as well as any ad hoc requests for unplanned use of reserved airspace. This information of airspace status is currently provided according to defined regular snapshots. A gradual evolution towards a continuous exchange of information whenever required is foreseen; validation activities are planned.

ASM/FUA performance monitoring systems such as PRISMIL should be used for post operations analysis and the development of further enhancements.

## **8.1 Airspace Availability**

### **Strategic Activities**

Focusing on strategic activities, the major areas where the CDM process is expected to enhance civil/military coordination are:

- Revision of existing areas;
- Large scale exercises;
- New areas;

New operational doctrines, next aircraft generations or significant upgrades, other aerial platforms, new weapon systems, the introduction of new concepts (e.g. free routes) are all elements, which should be considered for a revision of current airspace structures. This revision should also consider major traffic flows in order to balance civil/military requirements.

In accordance with the ICAO Chicago Convention, specifically pursuant to article 1 thereof, Member States have complete and exclusive sovereignty over their airspace, which implies that they need to be in a position to exercise the ultimate decision making powers within their airspace, in order to safeguard public order, public security and defence matters. This is also reflected in Implementing Regulation 2019/123, Art.12.

The recommendation is to exploit the introduction of modularity of the areas with an adequate associated CDR network or waypoints for free-route airspace in order to improve the options available for coordination at pre-tactical and tactical level. It is also highly recommended to investigate the possibility to establish CBAs, wherever feasible, in order to enhance the variety of options for coordination.

This process involves national authorities, at local and/or FAB level. The NM provides information regarding the major traffic flows, including major axis, quantification of traffic involved and peak hours. All this information is available to support the design as well as to establish at strategic level major priority rules to be used at pre-tactical and tactical level (e.g. consider peak hours, mutual priorities).

Based on the above-mentioned principles, the establishment of new areas or ad-hoc areas for large-scale exercises/special events in addition to the nominal system, a CDM process should be considered that coordinates with adjacent centres, ideally at FAB level, as well as with NM in order to verify the impact on the major traffic flows. The application of FUA principles and the use of ASM support systems is highly recommended in order to improve the flexibility and to achieve a more efficient use of the airspace. The involvement of international working arrangements, at FAB or network level is highly recommended to support the final decision that remains a national responsibility as Member States have complete and exclusive sovereignty over their airspace.

All the decisions resulting from the CDM process are used to populate the NOP, in the different phases of the process.

To ensure this, the military authorities from each of the Member States are encouraged to provide the following information:

- Areas description, including large scale exercises
- Foreseen time occupancy on yearly/monthly/weekly or ad hoc basis
- Wherever possible the above-mentioned information should consider the modularity of the areas where FUA is applied.

Automated local ASM support systems (e.g. LARA) should be used that are providing information to and enabling the NM to establish a Network map-view of planned military airspace reservations/areas as basis for the CDM process.

## Pre-tactical and Tactical Activities

Pre-tactical and tactical activities should rely on a balanced CDM process, which enables to accommodate both civil and military requirements.

MAB/25 approved the document “Civil Military Collaborative Decision–making<sup>1</sup> in the Future European ATM”, Harmonized military views”. Although addressing the future European ATM developed by SESAR, relevant provisions of the document are applicable within the scope of this plan.

The overall principle applicable to civil-military CDM throughout ASM/ATFM processes is to balance the ATM network performance needs, civil AU business preferences, and military AU mission requirements by optimizing their preferences and requirements throughout common solutions and/or application of pre-agreed priorities.

A framework/agreement to ensure expeditious civil-military CDM is mandatory. State civil and military aviation authorities in coordination with the European NM should elaborate a national or international (bi- or multilateral) strategic framework document for ASM and ATFM, which will include CDM.

The framework document will define the civil and military actors, roles, responsibilities, airspace configuration and trajectory management principles and priority rules as well as the processes associated to CDM. It should be regularly reviewed and updated in accordance with the expected scope of military missions and the evolutions of air traffic management.

The Military will engage in consultation and negotiation in order to reach an agreement on a proposed solution for optimizing airspace configurations and traffic flows in accordance with pre-defined flexibility or airspace activation scenarios defined for each ATM request.

Considering the variety of CDM actors as well as their cross-border interactions, an escalation process towards upper level authorities to solve conflicting situation may not be possible. An alternative way stays in pre-defined priority criteria/rules. A ‘system of priorities’ that encompasses both civil and military priority criteria will be defined and periodically updated by civil and military authorities at State level in coordination with NM as part of a CDM strategic framework document. However, the ultimate decision on the use of national airspace remains a decision of the individual States’ military authority.

The pre-tactical process starts at D-6, providing a fine tuning of military plans in terms of foreseen occupancy of the areas (Time and volume), finalised at D-1 with the EAUP publication.

Automated local ASM support systems providing information to and enabling the NM to establish a Network map-view of planned military airspace reservations/areas should be used as basis for the CDM process.

The application of coordinated priority rules as well as the provision of acceptable options from the military authorities is strongly recommended in order to promote the CDM process at pre-tactical level. More specifically, the identification of different modularity will facilitate the coordination among the different partners to accommodate military requests with solutions minimising the impact on civil traffic flows.

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<sup>1</sup> Collaborative decision-making is called cooperative decision-making in the context of NM.

After the EAUP publication (preferably visualised with a map-view provided by ASM support systems), a dynamic pre-tactical process is ensured through the rolling map-view visualised UUPs that will support the fine tuning of the plans during the D-OPS, granting the full utilisation of airspace in case of release as well as to satisfy ad hoc requests.

More specific, this process enables the military to ask for additional booking of airspace as part of UUP process to provide a minimum of 3 hours' notice of activation of airspace, or other timescales according to internal national agreements. This process enables a more accurate prediction of the weather, aircraft serviceability, crew availability, and the training requirement that would previously have required airspace to have been booked at D-1 in case it was needed; moreover it will contribute to avoiding overbooking therefore will provide increased availability of CDRs as well as airspace volumes in FRA. The sharing of information among all interested partners is essential to support coordination for a most efficient airspace utilisation. The involvement of the NM is required to provide feedback to local/FAB units in order to support them for the final decisions. It's enhanced implementation with rolling UUP snapshots every 30 minutes provide high degree of flexibility to manage any ad hoc request.

Coordination with ATFCM components is required to exploit capacity resources and to evaluate properly the impact of new requests.

The rolling UUPs provides up to date information to the NOP, allowing the users to update their flight plans accordingly.

All changes are uploaded in the NOP via appropriate tools, in order to provide real time information to the users.

Different means of notification (e.g. NOP portal, B2B) are utilised to ensure adequate information to all relevant stakeholders.

The UUP process supports a more dynamic pre-tactical management, closer to the time of operation. Nevertheless, the tactical management remains relevant to accommodate the last minute changes, able to improve ATC operations.

Tactical ASM Level 3 consists of the real-time activation, deactivation or reallocation of the airspace allocated at ASM Level 2 and the resolution of specific airspace problems and/or traffic situations between civil and military ATS units, controllers and/or controlling military units as appropriate.

The real time access to all necessary flight data, including controller's intentions, with or without system support, permits the optimised use of airspace and reduces the need to segregate airspace.

Adequate real time coordination facilities and procedures are required to fully exploit the FUA Concept at ASM Levels 1 and 2. Flexibility in the use of airspace is enhanced by real-time civil/military coordination capability. This flexibility depends on the potential offered by the joint use of airspace by civil and military traffic. Local ASM tools already offer functionalities to manage real-time airspace status and coordinate airspace activations and deactivations in a highly flexible manner. Implementation options range from supervisor-supervisor coordination to system interfaces between ASM Tool and ATC System, making the availability of airspace accessible directly on the controllers working positions.

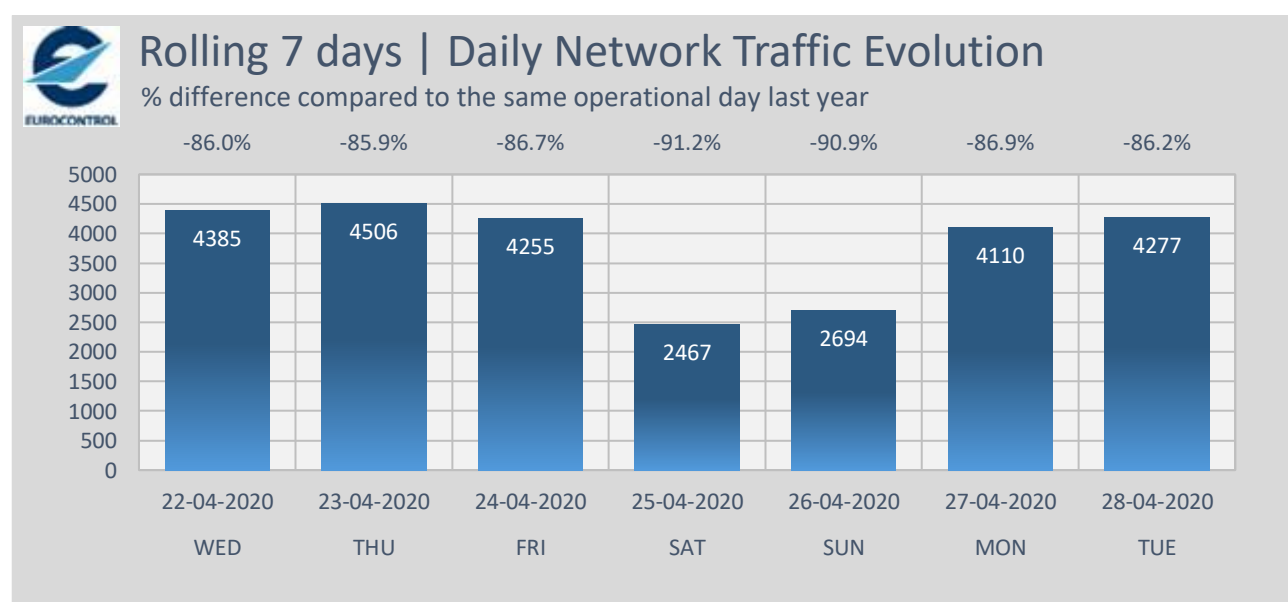
## 9 Forecast of Network Operational Performance

The following paragraphs give an outlook of the past and expected performance of the European ATM network for the following rolling 4-weeks period. This prognosis is based on the information provided by ANSPs and airports. It is the result of simulations performed with the tools used in the capacity planning process, combined with operational analysis made by the Network Manager.

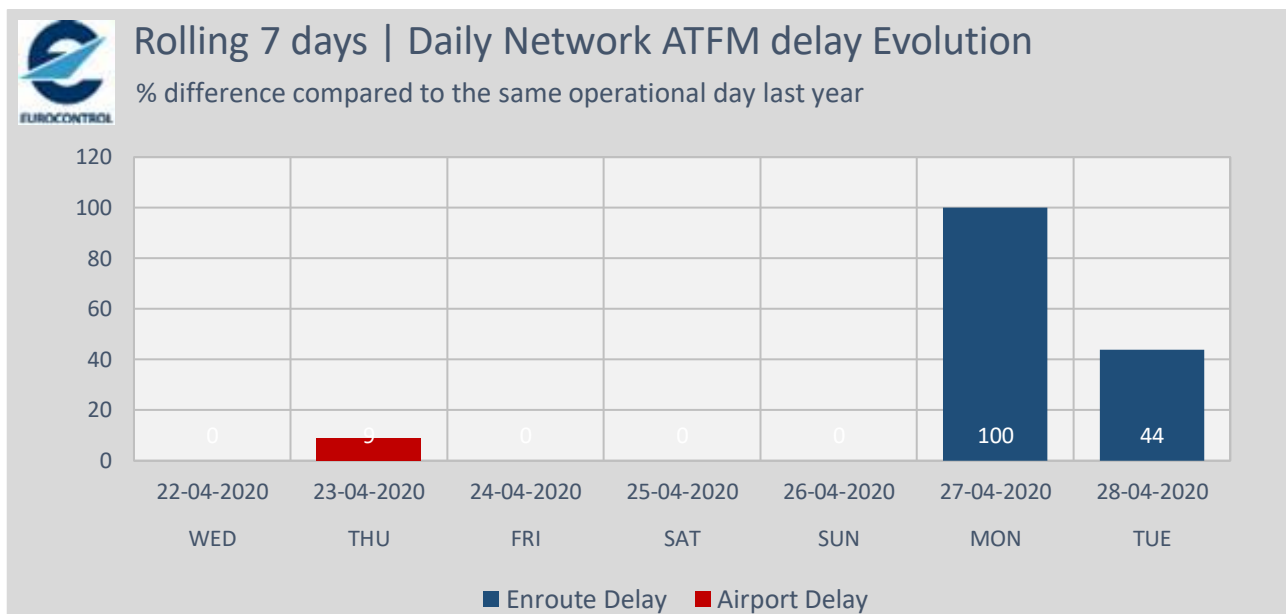
### 9.1 Previous week – Network performance

#### 9.1.1 Network

Day	Date	Traffic	Traffic Year-1	% Traffic diff	ATFM delay	Enroute Delay	Airport Delay
WED	22-04-2020	4385	31296	-86.0%	0	0	0
THU	23-04-2020	4506	32071	-85.9%	9	0	9
FRI	24-04-2020	4255	32074	-86.7%	0	0	0
SAT	25-04-2020	2467	27894	-91.2%	0	0	0
SUN	26-04-2020	2694	29687	-90.9%	0	0	0
MON	27-04-2020	4110	31290	-86.9%	100	100	0
TUE	28-04-2020	4277	30890	-86.2%	44	44	0







## 9.1.2 ACCs

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200422-20200428	EBBUACC	BRUSSELS ACC	253	1766	-85.7%	0
20200422-20200428	EDGGALL	LANGEN ACC	637	3788	-83.2%	0
20200422-20200428	EDMMACC	MUENCHEN ACC	441	3317	-86.7%	0
20200422-20200428	EDUUUAC	KARLSRUHE UAC	693	4900	-85.9%	0
20200422-20200428	EDWWACC	BREMEN ACC	227	1863	-87.8%	0
20200422-20200428	EDYYUAC	MAASTRICHT UAC	658	4991	-86.8%	0
20200422-20200428	EETTACC	TALLIN ACC	138	645	-78.6%	0
20200422-20200428	EFESACC	TAMPERE ACC	92	532	-82.8%	0
20200422-20200428	EGPXALL	SCOTTISH ACC	275	2832	-90.3%	0
20200422-20200428	EGTTACC	LONDON ACC	545	5852	-90.7%	0
20200422-20200428	EGTTTC	LONDON TMA TC	364	3968	-90.8%	0
20200422-20200428	EHAAACC	AMSTERDAM ACC	183	1722	-89.4%	0
20200422-20200428	EIDWACC	DUBLIN ACC	67	737	-90.8%	0
20200422-20200428	EISNACC	SHANNON ACC	220	1229	-82.1%	0
20200422-20200428	EKDKACC	KOBENHAVN ACC	211	1520	-86.1%	0
20200422-20200428	ENBDACC	BODO ACC	259	501	-48.4%	0
20200422-20200428	ENOSACC	OSLO ACC	190	864	-78.0%	0
20200422-20200428	ENSVACC	STAVANGER ACC	229	564	-59.4%	0
20200422-20200428	EPWWACC	WARSAWA ACC	303	2360	-87.2%	0
20200422-20200428	ESMMACC	MALMO ACC	243	1507	-83.9%	0
20200422-20200428	ESOSACC	STOCKHOLM ACC	159	994	-84.0%	0
20200422-20200428	EVRACC	RIGA ACC	161	854	-81.1%	0
20200422-20200428	EYVCACC	VILNIUS ACC	145	752	-80.8%	0
20200422-20200428	GCCCACC	CANARIAS ACC	62	962	-93.5%	0
20200422-20200428	GMMMACC	CASABLANCA ACC	53	1240	-95.8%	0
20200422-20200428	LAAAACC	TIRANA ACC	57	593	-90.4%	0
20200422-20200428	LBSRACC	SOFIA ACC	289	2270	-87.3%	0
20200422-20200428	LCCCACC	NICOSIA ACC	133	1209	-89.0%	0
20200422-20200428	LDZOACC	ZAGREB ACC	131	1856	-93.0%	0
20200422-20200428	LECBACC	BARCELONA ACC	116	2729	-95.8%	0
20200422-20200428	LECMALL	MADRID ACC	178	3389	-94.8%	0
20200422-20200428	LECPACC	PALMA ACC	37	925	-96.0%	0

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200422-20200428	LECSACC	SEVILLA ACC	76	1261	-94.0%	0
20200422-20200428	LFBALL	BORDEAUX ACC	150	2919	-94.8%	0
20200422-20200428	LFEEACC	REIMS ACC	242	2903	-91.7%	21
20200422-20200428	LFFFALL	PARIS ACC	303	3511	-91.4%	0
20200422-20200428	LFMMACC	MARSEILLE ACC	212	3453	-93.9%	0
20200422-20200428	LFRRACC	BREST ACC	146	3270	-95.5%	0
20200422-20200428	LGGGACC	ATHINAI ACC	223	1647	-86.4%	0
20200422-20200428	LGMDACC	MAKEDONIA ACC	147	1381	-89.4%	0
20200422-20200428	LHCCACC	BUDAPEST ACC	303	2276	-86.7%	0
20200422-20200428	LIBBACC	BRINDISI ACC	79	938	-91.6%	0
20200422-20200428	LIMMACC	MILANO ACC	171	2522	-93.2%	0
20200422-20200428	LIPPACC	PADOVA ACC	135	2087	-93.5%	0
20200422-20200428	LIRRACC	ROMA ACC	212	2483	-91.4%	0
20200422-20200428	LJLAACC	LJUBLJANA ACC	85	1034	-91.7%	0
20200422-20200428	LKAAACC	PRAHA ACC	226	2266	-90.0%	0
20200422-20200428	LLLLACC	TEL-AVIV ACC	58	629	-90.7%	0
20200422-20200428	LMMMACC	MALTA ACC	48	363	-86.9%	0
20200422-20200428	LOVVACC	WIEN ACC	271	2678	-89.9%	0
20200422-20200428	LPPCACC	LISBOA ACC	74	1692	-95.6%	0
20200422-20200428	LQSBACC	SARAJEVO ACC	91	125	-27.3%	0
20200422-20200428	LRBBACC	BUCURESTI ACC	284	1812	-84.3%	0
20200422-20200428	LSAGACC	GENEVA ACC	125	1976	-93.7%	0
20200422-20200428	LSAZACC	ZURICH ACC	183	2356	-92.2%	0
20200422-20200428	LTAACC	ANKARA ACC	408	3912	-89.6%	0
20200422-20200428	LTBBACC	ISTANBUL ACC	144	2028	-92.9%	0
20200422-20200428	LUUUACC	CHISINAU ACC	13	138	-90.8%	0
20200422-20200428	LWSSACC	SKOPIE ACC	60	577	-89.7%	0
20200422-20200428	LYBAACC	BEOGRAD ACC	161	2184	-92.6%	0
20200422-20200428	LZBBACC	BRATISLAVA ACC	177	1391	-87.3%	0
20200422-20200428	UDDACC	YEREVAN ACC	23	132	-82.2%	0
20200422-20200428	UGGGACC	TBILISI ACC	99	329	-69.8%	0
20200422-20200428	UKBVACC	KYIV FIR/ACC	36	501	-92.8%	0
20200422-20200428	UKDVACC	DNIPRO ACC	3	60	-95.7%	0
20200422-20200428	UKLVACC	L'VIV ACC	35	428	-91.8%	0
20200422-20200428	UKOVACC	ODESA ACC	27	304	-91.2%	0

### 9.1.3 Airports

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200422-20200428	EBBR	BRUSSELS NATIONAL	71	643	-89.0%	0
20200422-20200428	EBCI	CHARLEROI/BRUSSELS SOUTH	4	161	-97.5%	0
20200422-20200428	EDDB	SCHOENEFELD-BERLIN	28	250	-88.8%	0
20200422-20200428	EDDF	FRANKFURT MAIN	236	1455	-83.8%	0
20200422-20200428	EDDH	HAMBURG	37	422	-91.2%	0
20200422-20200428	EDDK	KOELN-BONN	118	388	-69.6%	0
20200422-20200428	EDDL	DUESSELDORF	37	633	-94.2%	0
20200422-20200428	EDDM	MUENCHEN	61	1112	-94.5%	0
20200422-20200428	EDDP	LEIPZIG/HALLE	151	211	-28.4%	0
20200422-20200428	EDDS	STUTTART	12	386	-96.9%	0
20200422-20200428	EDDT	BERLIN-TEGEL	26	536	-95.1%	0
20200422-20200428	EDDV	HANNOVER LANGENHAGEN	19	181	-89.5%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200422-20200428	EFHK	HELSINKI-VANTAA	59	538	-89.0%	0
20200422-20200428	EGAA	BELFAST/ALDERGROVE	18	149	-87.9%	0
20200422-20200428	EGBB	BIRMINGHAM	10	295	-96.6%	0
20200422-20200428	EGCC	MANCHESTER	24	542	-95.6%	0
20200422-20200428	EGGD	BRISTOL	6	183	-96.7%	0
20200422-20200428	EGGW	LONDON/LUTON	16	407	-96.1%	0
20200422-20200428	EGKK	LONDON/GATWICK	13	797	-98.4%	0
20200422-20200428	EGLC	LONDON/CITY	0	245	-100.0%	0
20200422-20200428	EGLL	LONDON/HEATHROW	181	1338	-86.5%	0
20200422-20200428	EGNX	EAST MIDLANDS	82	189	-56.6%	0
20200422-20200428	EGPD	ABERDEEN/DYCE	31	141	-78.0%	0
20200422-20200428	EGPF	GLASGOW	16	228	-93.0%	0
20200422-20200428	EGPH	EDINBURGH	22	377	-94.2%	0
20200422-20200428	EGSS	LONDON/STANSTED	60	560	-89.3%	0
20200422-20200428	EHAM	AMSTERDAM/SCHIPHOL	161	1458	-89.0%	0
20200422-20200428	EHEH	EINDHOVEN	7	134	-94.8%	0
20200422-20200428	EIDW	DUBLIN	65	683	-90.5%	0
20200422-20200428	EKCH	KOBENHAVN/KAstrup	50	650	-92.3%	0
20200422-20200428	ELLX	LUXEMBOURG	41	221	-81.4%	0
20200422-20200428	ENBR	BERGEN/FLESland	122	205	-40.5%	0
20200422-20200428	ENGM	OSLO/GARDERMOEN	150	586	-74.4%	0
20200422-20200428	ENZV	STAVANGER/SOLA	76	157	-51.6%	0
20200422-20200428	EPKK	KRAKOW/BALICE	11	166	-93.4%	0
20200422-20200428	EPWA	CHOPINA W WARSZAWIE	31	540	-94.3%	0
20200422-20200428	ESGG	GOTEBORG/LANDVETTER	11	187	-94.1%	0
20200422-20200428	ESSA	STOCKHOLM-ARLANDA	68	534	-87.3%	0
20200422-20200428	ESSB	STOCKHOLM-BROMMA	10	136	-92.6%	0
20200422-20200428	EVRA	RIGA INTL	13	254	-94.9%	0
20200422-20200428	EYVI	VILNIUS INTL	12	140	-91.4%	0
20200422-20200428	GCLP	GRAN CANARIA	34	330	-89.7%	0
20200422-20200428	GCRR	LANZAROTE	6	165	-96.4%	0
20200422-20200428	GCTS	TENERIFE SUR/REINA SOFIA	5	182	-97.3%	0
20200422-20200428	GCXO	TENERIFE NORTE	19	199	-90.5%	0
20200422-20200428	GMMN	CASABLANCA/MOHAMMED	10	266	-96.2%	0
20200422-20200428	GMMX	MARRAKECH/MENARA	1	164	-99.4%	0
20200422-20200428	LBSF	SOFIA	32	168	-81.0%	0
20200422-20200428	LCLK	LARNAKA/INTL	16	178	-91.0%	0
20200422-20200428	LEAL	ALICANTE	5	303	-98.3%	0
20200422-20200428	LEBB	BILBAO	3	149	-98.0%	0
20200422-20200428	LEBL	BARCELONA/EL PRAT	49	1002	-95.1%	0
20200422-20200428	LEIB	IBIZA	7	177	-96.0%	0
20200422-20200428	LEMD	MADRID/BARAJAS	81	1179	-93.1%	0
20200422-20200428	LEMG	MALAGA/COSTA DEL SOL	20	438	-95.4%	0
20200422-20200428	LEPA	PALMA DE MALLORCA	26	676	-96.2%	0
20200422-20200428	LEVC	VALENCIA	11	207	-94.7%	0
20200422-20200428	LEZL	SEVILLA	16	174	-90.8%	0
20200422-20200428	LFBD	BORDEAUX-MERIGNAC	14	222	-93.7%	0
20200422-20200428	LFBO	TOULOUSE BLAGNAC	25	284	-91.2%	0
20200422-20200428	LFLL	LYON SAINT-EXUPERY	13	351	-96.3%	0
20200422-20200428	LFML	MARSEILLE PROVENCE	34	310	-89.0%	0
20200422-20200428	LFMN	NICE-COTE D'AZUR	15	419	-96.4%	0
20200422-20200428	LFPB	PARIS LE BOURGET	24	139	-82.7%	0
20200422-20200428	LFPG	PARIS CH DE GAULLE	147	1434	-89.7%	0
20200422-20200428	LFPO	PARIS ORLY	2	701	-99.7%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200422-20200428	LFRS	NANTES ATLANTIQUE	3	212	-98.6%	0
20200422-20200428	LFSB	BALE-MULHOUSE	31	250	-87.6%	0
20200422-20200428	LGAV	ATHENS	81	602	-86.5%	0
20200422-20200428	LGIR	IRAKLION/NIKOS KAZANTZAKIS	13	168	-92.3%	0
20200422-20200428	LGTS	THESSALONIKI/MAKEDONIA	14	157	-91.1%	0
20200422-20200428	LHBP	BUDAPEST LISZT FERENC INT.	35	337	-89.6%	0
20200422-20200428	LICC	CATANIA FONTANAROSSA	10	223	-95.5%	0
20200422-20200428	LICJ	PALERMO PUNTA RAISI	11	157	-93.0%	0
20200422-20200428	LIMC	MILANO MALPENSA	76	585	-87.0%	0
20200422-20200428	LIME	BERGAMO/ORIO ALSERIO	12	263	-95.4%	0
20200422-20200428	LIML	MILANO LINATE	6	280	-97.9%	0
20200422-20200428	LIPE	BOLOGNA/BORGO PANIGALE	17	217	-92.2%	0
20200422-20200428	LIPZ	VENEZIA TESSERA	10	273	-96.3%	0
20200422-20200428	LIRA	ROMA CIAMPINO	21	131	-84.0%	0
20200422-20200428	LIRF	ROMA/FIUMICINO	78	864	-91.0%	0
20200422-20200428	LIRN	NAPOLI CAPODICHINO	12	248	-95.2%	0
20200422-20200428	LIRP	PISA SAN GIUSTO	15	133	-88.7%	0
20200422-20200428	LKPR	PRAHA RUZYNE	30	401	-92.5%	0
20200422-20200428	LLBG	TEL AVIV/BEN GURION	46	509	-91.0%	0
20200422-20200428	LMML	LUQA AIRPORT	15	169	-91.1%	0
20200422-20200428	LOWW	WIEN SCHWECHAT	50	814	-93.9%	0
20200422-20200428	LPFR	FARO	4	202	-98.0%	0
20200422-20200428	LPPR	PORTO	16	275	-94.2%	0
20200422-20200428	LPPT	LISBOA	28	620	-95.5%	0
20200422-20200428	LROP	BUCURESTI/HENRI COANDA	39	330	-88.2%	0
20200422-20200428	LSGG	GENEVA	30	483	-93.8%	0
20200422-20200428	LSZH	ZURICH	54	754	-92.8%	0
20200422-20200428	LTAC	ANKARA-ESENBAGA	19	270	-93.0%	0
20200422-20200428	LTAI	ANTALYA	3	646	-99.5%	0
20200422-20200428	LTBJ	IZMIR-ADNAN-MENDERES	5	199	-97.5%	0
20200422-20200428	LTFJ	ISTANBUL/SABIHA GOKCEN	0	604	-100.0%	0
20200422-20200428	LTFM	ISTANBUL AIRPORT	43	1194	-96.4%	0
20200422-20200428	LYBE	BEOGRAD/NIKOLA TESLA	21	187	-88.8%	0
20200422-20200428	UKBB	KYIV/BORYSPIL	20	309	-93.5%	0

## 9.2 Expected En-route Performance of the European ATM Network

The en-route performance outlook is based on the higher value of expected traffic demand and planned/maximum sector openings.

For each ACC, NM evaluates if the planned/maximum sector openings are sufficient (see the maps below):

- If planned sector openings are sufficient, no need to update the capacity plans
- If planned sector openings are not sufficient, but maximum sector openings are sufficient, the ANSPs should revise the planned sector openings towards the maximum sector openings
- If maximum sector openings are not sufficient, there will be a need for additional measures to mitigate the impact

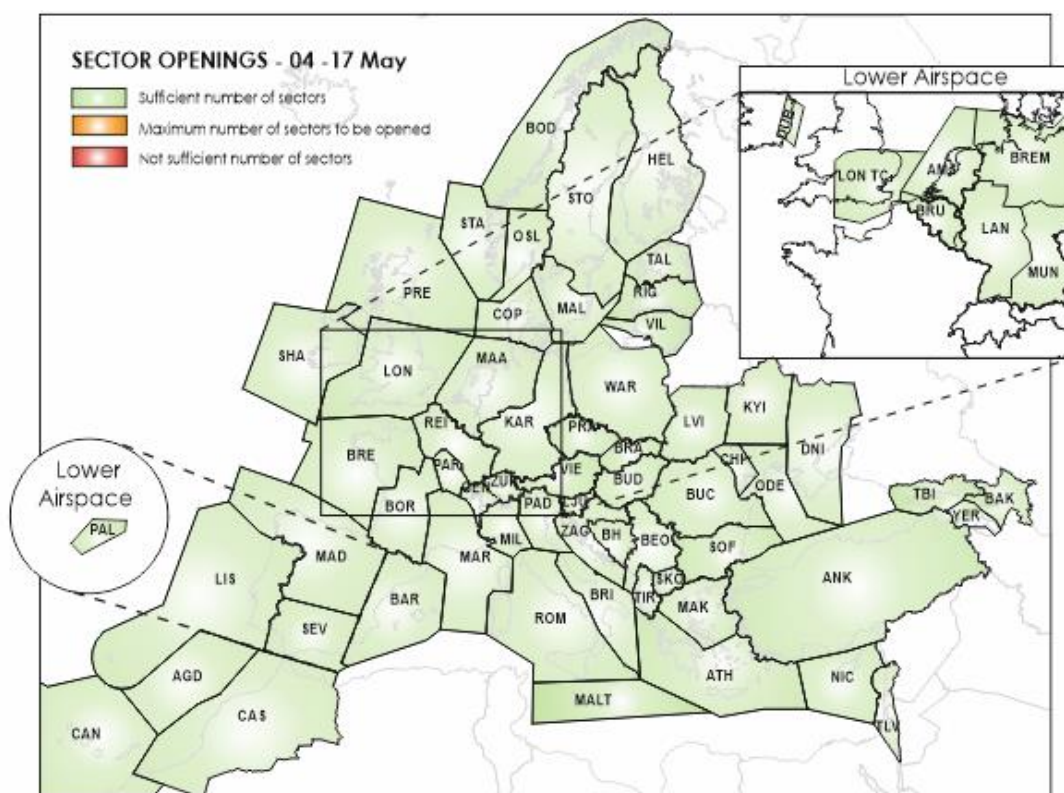
Details are provided in Annex 1.

With the planned sector openings, no capacity issues are expected for the period **4-14 May**, even with the high traffic scenario.

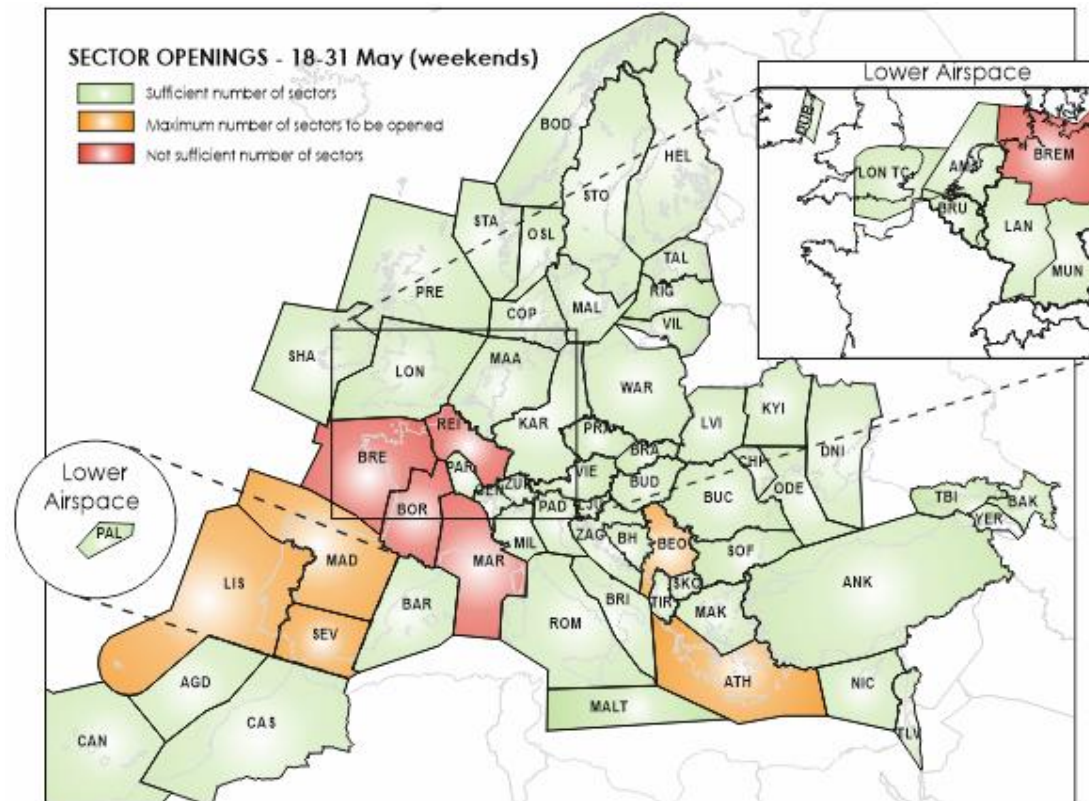
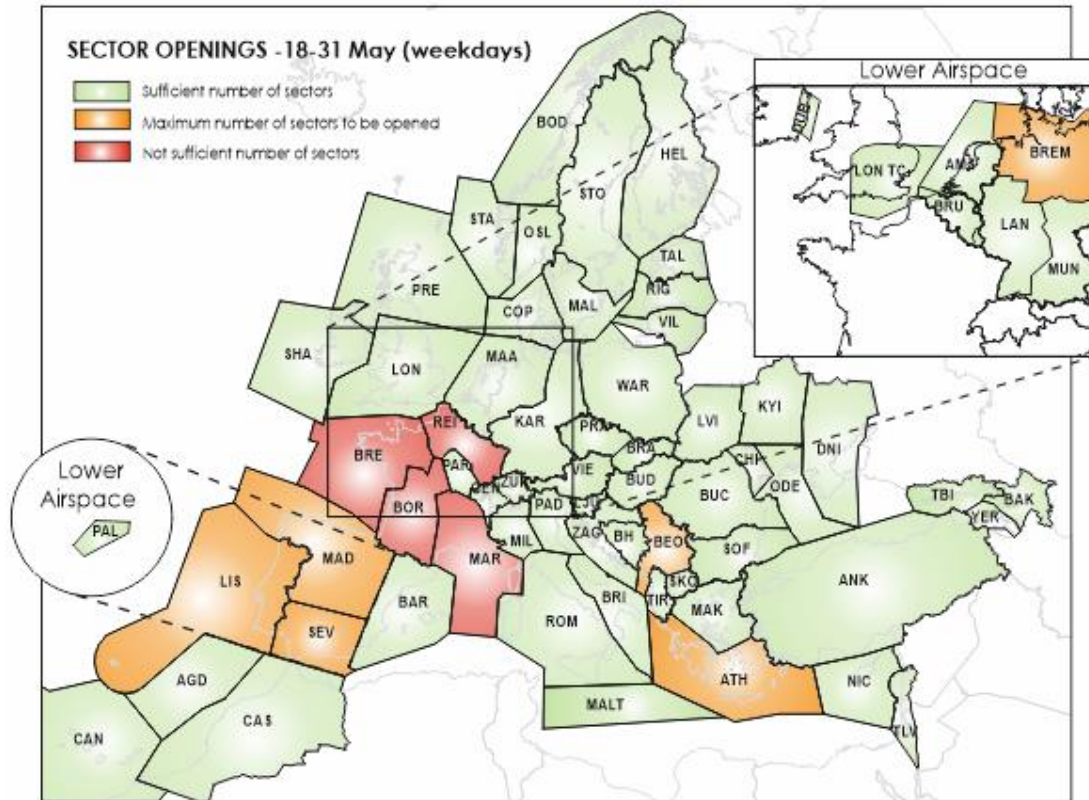
For the period **15-31 May**, some ACCs might need to open more than the planned sector openings, but the requirements for the high traffic scenario are still within the maximum possible sector openings. Some flexibility might be required to open more sectors during the peak hours, but no capacity issues are expected.

For the French ACCs (all except Paris ACC), the planned sector configurations would not be sufficient to cope with the high traffic scenario **as from 18 May**. The maximum possible sector openings is still to be defined, and the planned sector openings should be adapted to the traffic demand. This process is ongoing, and no capacity issues are expected.

**No major capacity issues are expected for the period 4 May – 31 May.**









## 9.3 Expected Airport Performance of the European ATM Network

### 9.3.1 Demand vs capacity

Figure 1 depicts a comparison between the expected demand and the declared airport capacity for the next four weeks. This figure helps identifying the possible hotspots and anticipate possible actions; however, it is not an operational tool to be used on a tactical nor pre-tactical phase.

The **capacity** per airport is defined as the expected capacity times the average number of movements per day in the same month of 2019. The expected capacity is provided by the airports through the Airport Corner, as detailed in Section 6.2.. The **demand** at each airport is the high traffic scenario.

The dots in orange in the figure identify the airports and dates in which the declared capacity is smaller than the daily traffic forecast. In blue the dates and airports where capacity can cope with the expected demand.

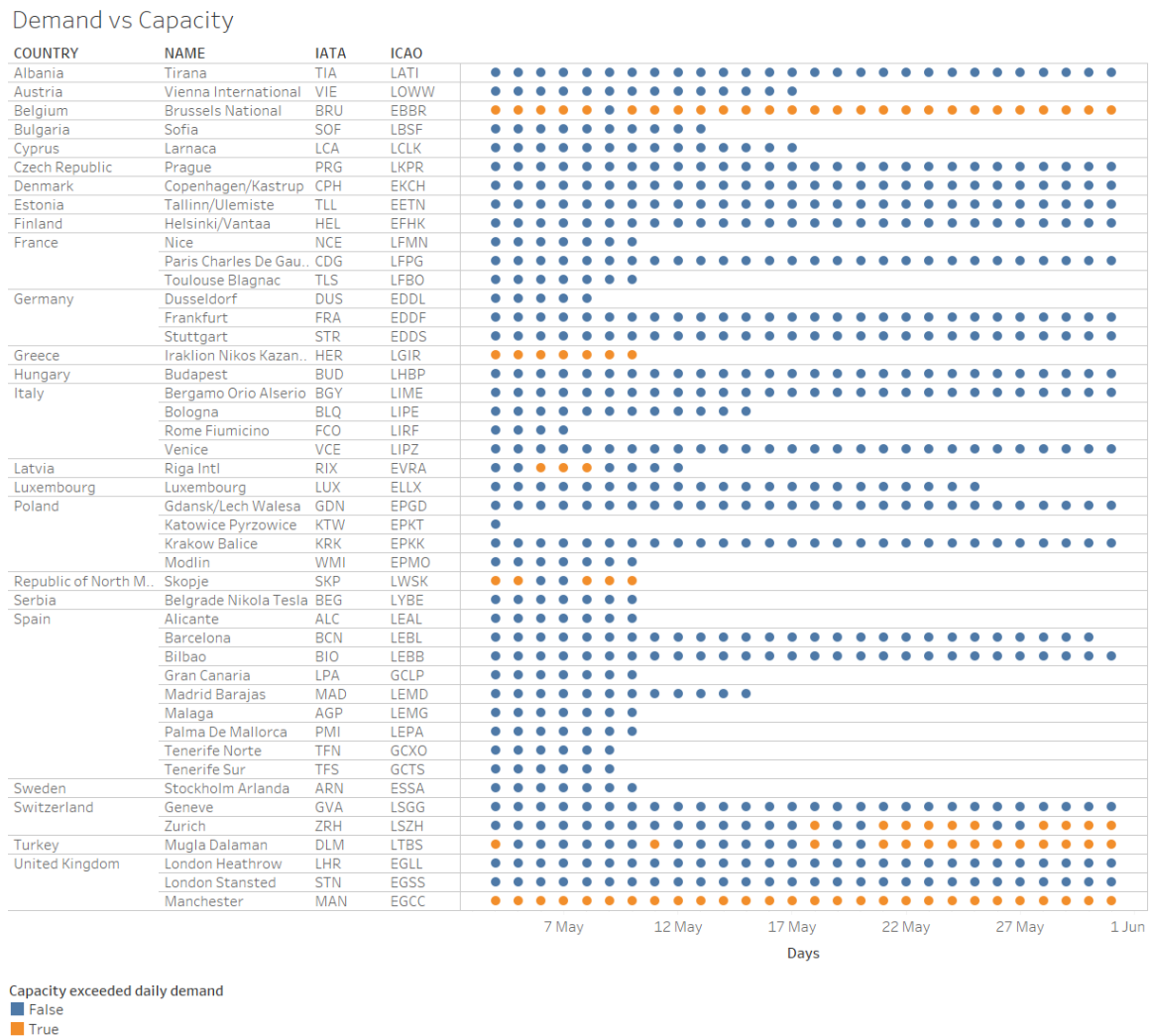


Figure 1: Detection of un-balanced capacity/demand using airport capacity reported into the Airport Corner and traffic simulation (from 4<sup>th</sup> May)

### 9.3.2 Main airports constraints

The table below identifies constraints at major airports (top 35 based on spring 2019 traffic) as reported via the Airport Corner. Actions undertaken by the NM Airport Function are further detailed in Section 10.2.

Country	Airport name	ICAO	IATA	Constraints
<b>Austria</b>	Vienna International	LOWW	VIE	<b>40% capacity available.</b> Long-term aircraft parking, 2 of 3 piers (and gates) closed.
<b>Belgium</b>	Brussels National	EBBR	BRU	<b>10% capacity available.</b> We expect until end of May to operate at 10% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights has been increased to follow increase in demand. The airport is available between 08:00 and 16:00 UTC for pax operations due to limited handling availability.
<b>Czech Republic</b>	Prague	LKPR	PRG	Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. <b>100% capacity available.</b>
<b>Denmark</b>	Copenhagen	EKCH	CPH	<b>30% capacity available.</b> Ground handling is limiting factors.
<b>Finland</b>	Helsinki	EFHK	HEL	Long-term parking on runway, taxi ways / taxi lanes and normal terminal parking stands. Ground handling services reduced and during night time extremely limited. Only part of Terminal 2 available for passenger traffic and limited operating hours for passenger services. 90% capacity available.
<b>France</b>	Nice	LFMN	NCE	<b>100% capacity available.</b>
<b>France</b>	Paris Charles de Gaulle	LFPG	CDG	<b>30% capacity available.</b> ATC staff and ground handling are limiting factors.
<b>France</b>	Paris Orly	LFPO	ORY	No information provided.
<b>Germany</b>	Berlin Tegel	EDDT	TXL	No information provided
<b>Germany</b>	Dusseldorf	EDDL	DUS	<b>30% capacity available.</b> Reduced terminal and ground handling resources. Capacity can be increased according to traffic demand. There may be temporary ground handling restrictions at certain times. AOs has to check availability of resources 48 hours prior planned operation of non-scheduled flights.
<b>Germany</b>	Frankfurt	EDDF	FRA	Long-term parking on runway, taxi ways / taxi lanes and normal terminal parking stands. <b>50% capacity available.</b> 2 of 4 runways operational.
<b>Germany</b>	Munich	EDDM	MUC	Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. <b>70% capacity available.</b>
<b>Greece</b>	Athens	LGAV	ATH	Aircraft parking restrictions.
<b>Italy</b>	Milano Malpensa	LIMC	MPX	No information provided.
<b>Italy</b>	Rome Fiumicino	LIRF	FCO	Long-term parking on normal terminal parking stands. <b>45% capacity available.</b> Runway 16L/34R closed to all ops due to work in progress. Landside contingency measures: Terminal 1 closed and 44% of gates available for ops. Capacity can be increased according to traffic demand.
<b>Ireland</b>	Dublin	EIDW	DUB	No information provided.
<b>Israel</b>	Tel Aviv	LLBG	TLV	All international flights to the state of Israel shall land at LLBG only, unless only crew is on-board.
<b>The Netherlands</b>	Amsterdam Schiphol	EHAM	AMS	No information provided.
<b>Norway</b>	Oslo	ENGM	OSL	No information provided.
<b>Poland</b>	Warsaw Chopin	EPWA	WAW	Aircraft parking restrictions. <b>50% capacity available.</b> Passengers Terminal is influencing factor.
<b>Portugal</b>	Lisbon	LPPT	LIS	Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Maximum ground time is applied via NOTAM.

Country	Airport name	ICAO	IATA	Constraints
				Due to lay-off (partial unemployment) of major part of staff from ground handlers some constraints may occur in operation is not planned.
<b>Spain</b>	Barcelona	LEBL	BCN	Long-term parking on normal terminal parking stands. <b>62% capacity available.</b>
<b>Spain</b>	Madrid Barajas	LEMD	MAD	Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. <b>78% capacity available.</b>
<b>Spain</b>	Madrid	LEMG	AGP	27% capacity available. ATC Staff, only RWY 13 / 31 in operation.
<b>Spain</b>	Palma de Mallorca	LEPA	PMI	Aircraft parking restrictions. Aircraft Rescue and Firefighting) category downgraded. <b>20% capacity available.</b>
<b>Sweden</b>	Stockholm	ESSA	ARN	ATC and RWY capacity is 100%. <b>Ground handling capacity is limited at 50%.</b>
<b>Switzerland</b>	Geneva	LSGG	GVA	Long-term parking on normal terminal parking stands. Impact on operations due to ground services may be expected. Most of the staff is at home. Allow a few days to organise the return of the personnel. Also some infrastructure will need up to four days to be back into operation. <b>55% capacity available.</b> Reduced capacities as approach services are operated from the TWR with limited staffing. Actual capacities are 10 Arrivals / 22 Overall.
<b>Switzerland</b>	Zurich	LSZH	ZRH	Long-term parking on normal terminal parking stands. Arrival Capacity of 8 per hour. No limitations on the departures. Driven by the fact that APP services are executed from the TWR. Staff can be rescheduled if required with some days lead time.
<b>Turkey</b>	Antalya	LTAI	AYT	No information provided.
<b>Turkey</b>	Istanbul	LTFM	IST	No information provided.
<b>Turkey</b>	Istanbul Sabiha Gökçen	LTFJ	SAW	Aircraft parking restrictions.
<b>United Kingdom</b>	London Gatwick	EGKK	LGW	No information provided.
<b>United Kingdom</b>	London Heathrow	EGLL	LHR	Long-term parking on normal terminal parking stands. <b>65% capacity available.</b>
<b>United Kingdom</b>	London Stansted	EGSS	STN	Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. <b>100% capacity available.</b>
<b>United Kingdom</b>	Manchester	EGCC	MAN	Long-term parking on normal terminal parking stands. Aircraft Rescue and Firefighting) category downgraded. Any increase in traffic will need to be coordinated with GHAs due to lay-off of staff. <b>5% capacity available.</b> Operating from one terminal using one runway. Minimum staff from all service partner and control authorities on site to cover expected traffic demand.

### 9.3.3 Main potential un-balanced airport capacity and expected demand

In this section, we outline the main identified unbalanced airport capacity and expected demand based on the information shown in figure 1. Actions taken with individual airports as a result, are further detailed into Section 10.2. See every airport's capacity information and influencing factors in Annex 2. The different factors that intervene in the capacity estimation and the demand predictions make the long-term predictions more uncertain than the short term. Thus, in this analysis we mainly focus on the short and mid-term unbalances.

Airport ICAO Code	Airport IATA Code	Airport name	Explanation	Time horizon	Action
<b>EBBR</b>	BRU	Brussels National	Brussels National had 663 movements per day as an average in May 2019. It has declared 10% of capacity, thus those days whose predicted demand are over 66 movements per day are highlighted in orange in figure 1. The demand for the first week of May varies from 78 to 85, increasing for the following weeks. The only exception is on Saturday 9th May in which the expected demand is 49, below the capacity of 66.  Brussels National already declared in the airport corner that capacity could be increased in case of increased demand (see 9.3.2. Main airport constraints).	From 4th May to 31st May	Investigation conducted by Airport Function and further explain in Section 10.2.
<b>LGIR</b>	HER	Iraklion Nikos Kazantzakis	Iraklion Nikos Kazantzakis had an average of 195 movements per day during May 2019, and has declared a capacity of 10% with respect to nominal conditions. The expected movements per day for the next weeks vary from 30 to 56 which is above the 10% of the typical number of movements	From 4th May to 10th May	Investigator conducted by Airport Function and further explain in Section 10.2.
<b>EGCC</b>	MAN	Manchester	Manchester has declared a 5% capacity, which applied to last year's movements makes to a estimated capacity 30 movements a day. The expected demand is around 60 movements per day for next week slightly increasing for the following weeks	From 4th May to 10th May	Investigation conducted by Airport Function and further explain in Section 10.2.
<b>EVRA</b>	RIX	Riga Int	Minor un-balance	6 <sup>th</sup> , 7 <sup>th</sup> and 8 <sup>th</sup> of May	Investigation may be conducted by Airport Function
<b>LWSK</b>	SKP	Skopje	Minor un-balance	4 <sup>th</sup> , 5 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> and 10 <sup>th</sup> of May	Investigation may be conducted by Airport Function
<b>LTBS</b>	DLM	Mugla Dalaman	Minor un-balance	4 <sup>th</sup> , 11 <sup>th</sup> , 21 <sup>st</sup> of May	Investigation may be conducted by Airport Function

# 10 Bottleneck Areas and Mitigation Solutions

For each of the potential bottleneck areas identified in chapter 9, mitigation solutions are required and proposed at local or network level.

## 10.1 En-route: ACC capacity enhancement measures

The sector openings plans need to be revised upwards for the French ACCs (all except Paris ACC). The process is currently ongoing and will be reflected in the next edition of the NOP 2020 Recovery Plan.

## 10.2 Airport capacity enhancement measures

The Airport Function upon receipt of Identified Constraints from Airport Corner will make direct contact with the identified airport Operations teams to highlight the discrepancy and discuss remedial solutions that can be taken.

### Measure taken related to un-balanced airport capacity and expected demand

Airport ICAO Code	Airport IATA Code	Airport name	Constraint	Proposed Solution from the Airport	Final Solution from the Airport	More information expected by	Current Y/N
EBBR	BRU	Brussels-National	demand is greater than the 10% capacity declared by airport from 15May	Airport investigating is	Expecting changes to demand valid until end of May in coming 7days. Airport can activate 100% capacity with 3 days notice		Y
EGCC	MAN	Manchester	demand is greater than the 5% capacity declared by airport from 15May	Airport investigating is			Y
LGIR	HER	Iraklion	demand is greater than the 10% capacity declared by airport from 1May	Airport investigating is	Traffic demand has changed and not starting before 16May. Will revert with update by 10May	10/5/2020	Y

In order to improve reporting rate and up-date:

- 7 Airports contacted and asked to expand the capacity declarations in Airport Corner EDDM / EPKT / ESSA / LCLK / LEIB / LICC
- 13 Airports contacted and asked to provide capacity declarations in Airport Corner EDDL / EETN / EPKK / EPWR / LEMG / LIML / LLBG / LPPR / LPPT / LTBA / LUKK / LZIB / UGTB

- 18 Airports contacted and asked to complete the COVID-19 Airport Corner information including capacity declarations EDDB / EDDH / EDDK / EDDN / EDDP / EDDT / EDDV / EDDW / EGGW / EGKK / EGLC / ENGM / EYVI / LEMH / LFBO / LFLL / LIMC / LJJL
- 30 Airports invited to join Airport Corner EBCI / EGAA / EGAC / EGBB / EGGD / EGHI / EGLF / EGNT / EGNX / EGPD / EGPF / EGPH / ENBO / ENBR / ENTC / ENVA / ENZV / ESGG / GVFV / GMMN / GMMX / LEZL / LFBD / LFML / LFRS / LGTS / LIRA / LIRN / LROP / UKBB

### 10.3 Proposed Actions at Network Level

As no major capacity issues are expected for the period 4 May – 31 May, no network actions are required at this stage.

With respect to flight efficiency, the Network Manager, together with the operational stakeholders, already suspended approximately 1100 RAD restrictions. Further actions have been agreed at the 3<sup>rd</sup> Ad Hoc Enlarged NDOP Recovery Cell as follows:

#### Action 1

- Suspension UFN with immediate effect of the pan-European RAD restrictions with operational goal “sharp turn”, “yo-yo flights”, “creative flight planning” and other similar
- Individual proposals from NM to each ANSP by 8 May 2020

#### Action 2

- Split of the pan-European RAD and Appendix 3 restrictions in two categories:
  - Structural – aimed at addressing airspace design limitations, local or network technical limitations, traffic sequencing in/out TMAs linked possibly linked to LoA provisions or other similar
  - Demand/capacity balancing or workload related restrictions
- Suspension, until 5 November 2020, to the largest possible extent, of the demand/capacity balancing or workload related restrictions; proposals from NM to each ANSP by 8 May 2020

#### Action 3

- Closely monitor the traffic for alternative measures, if strictly required, to avoid the re-establishment of the suspended RAD restrictions, e.g. limited scenarios
- Network impact assessment on the re-introduction of the suspended measures

#### Action 4

- Re-organisation of RAD into four parts (over Summer 2020):
  - RAD General Description;
  - RAD Europe Area Definition (current Appendix 2);
  - Annex 1 - “Traffic Flow Rules”:
    - 1A - FL Capping Rules (current Appendix 3);
    - 1B - Local and Cross-border Capacity and Structural (with clear identification) Rules (parts of current PAN-EUR Annex)
  - Annex 2 - “Flight Planning Facilitation”:
    - 2A - Airport Connectivity options (current Appendix 5);
    - 2B - En-route DCT options (current Appendix 4);
    - 2C - FUA RSA options (current Appendix 7).



## 11 Conclusion

A coordinated and consolidated approach to the recovery phase shall continue to ensure a safe and smooth ramp up of traffic and airspace/airport capacity.

The effective planning, execution, assessment and reporting during the recovery phase shall ensure a **close to zero ATFM delay** and facilitate **greener trajectories**.

For this edition of the NOP 2020 Recovery Plan, no network capacity related actions are required. The actions concerning the removal of the airspace utilisation restrictions shall continue.

# ANNEX 1 – ACC TRAFFIC FORECAST & CAPACITY PLANS

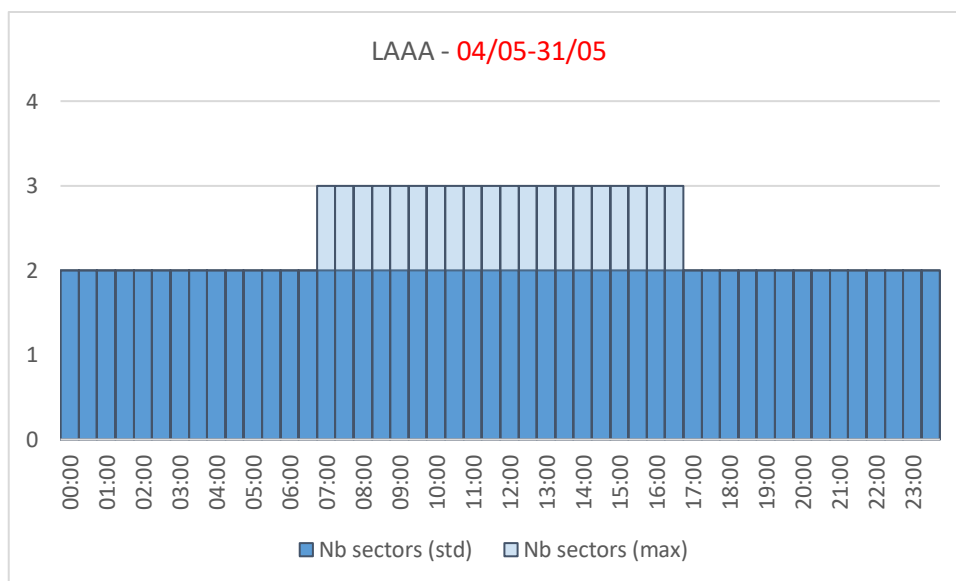
## ALBANIA

## TIRANA ACC

### Expected traffic

Tirana						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 120	50 - 170	70 - 130	70 - 150	50 - 170	50 - 140	60 - 150
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 130	50 - 170	70 - 150	60 - 160	50 - 190	50 - 170	60 - 190
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 190	50 - 230	80 - 220	60 - 250	60 - 270	60 - 250	70 - 240
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 210	50 - 260	80 - 230	60 - 250	60 - 280	70 - 280	80 - 270

### Sector openings – Planned and maximum



### Sector capacities

There is no reduction in sector capacities envisaged for the whole season, OMVs will remain the same.

### Availability of support to operations staff

For the time being all ATCO are available and on roster.

However up to nine administrative staff with ATCO valid licence are available to support ops room any time in case of need

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

There are no constraints as far as technical infrastructure is concerned. All systems are up and running. Technical staff is complete, tests and checks are being run as per schedule.

**Special events and major projects**

Activation of LAAATSA1 will be as per NATO request one week ahead of activation and will be notified via AUP and NOTAM.

No major projects planned.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

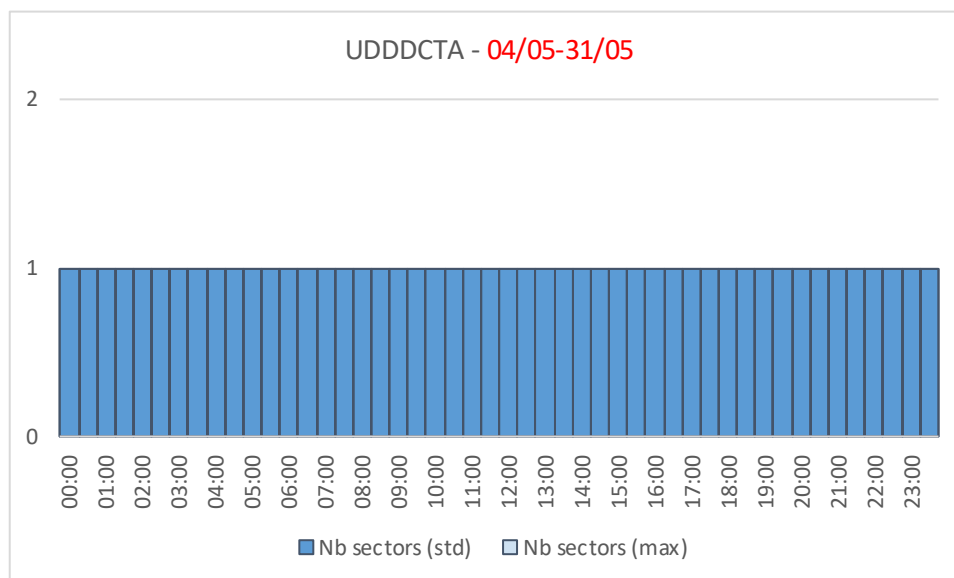
**ARMENIA**

**YEREVAN ACC**

**Expected traffic**

Yerevan						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 30	20 - 30	10 - 20	10 - 20	10 - 30	10 - 30	10 - 30
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 30	20 - 30	10 - 20	10 - 20	10 - 30	10 - 30	10 - 30
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 30	20 - 30	10 - 30	10 - 30	10 - 50	10 - 50	10 - 40
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 50	20 - 30	10 - 40	20 - 30	0 - 40	10 - 50	10 - 40

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

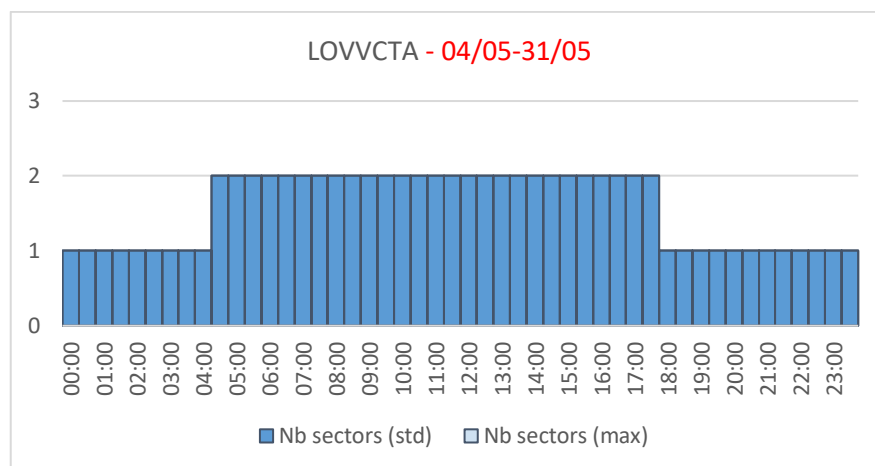
No capacity issues expected with planned numbers of sectors during the period.

**AUSTRIA****VIENNA ACC****Expected traffic**

Vienna						
Week 04/05/2020-10/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260 - 400	260 - 430	290 - 410	300 - 420	280 - 490	240 - 470	250 - 400
Week 11/05/2020-17/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260 - 430	260 - 460	280 - 440	310 - 460	300 - 540	260 - 570	250 - 540
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280 - 710	290 - 700	310 - 740	340 - 800	330 - 820	300 - 850	280 - 780
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290 - 800	300 - 810	320 - 800	360 - 870	360 - 940	330 - 970	290 - 880

**Sector openings – Planned and maximum**

Additional ATCO personal on stand-by shifts at home. Possible to open a third sector for short periods, if needed. If traffic increases faster than expected, a change in the duty roster of ATCOs will be necessary to be able to open more sectors.

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

Winter 2020/2021 – Vienna ACC airspace restructuring

Dec. 2020: Night FRA Extension of SECSIFRA to Albania

**NM Assessment**

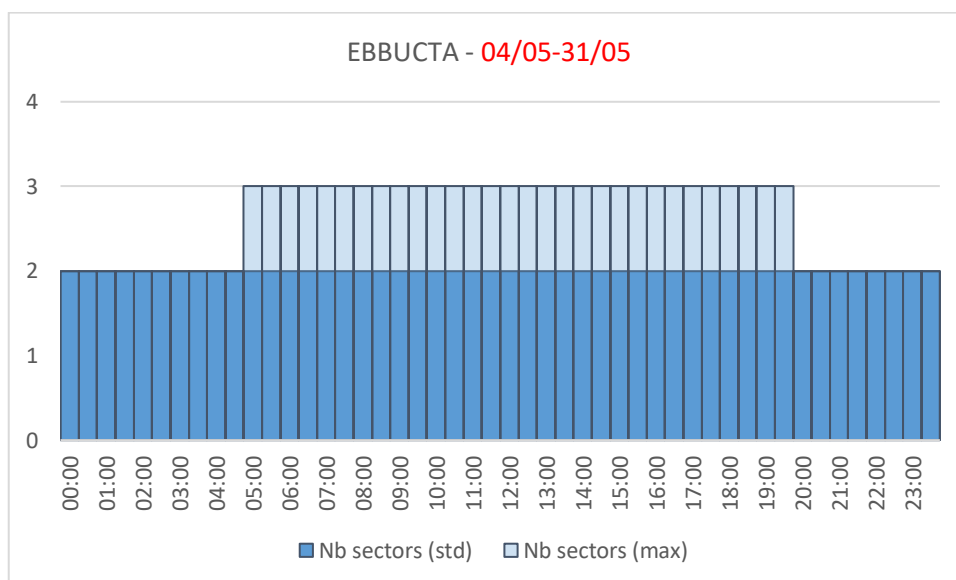
No capacity issues expected with planned numbers of sectors during the period.

**BELGIUM BRUSSELS ACC**

**Expected traffic**

Brussels						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 290	290 - 320	300 - 320	320 - 340	300 - 310	160 - 210	210 - 230
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260 - 290	300 - 330	310 - 320	280 - 350	280 - 350	160 - 270	200 - 280
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280 - 420	320 - 470	330 - 450	280 - 480	290 - 440	170 - 340	210 - 390
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290 - 450	330 - 480	350 - 470	260 - 560	290 - 510	170 - 400	220 - 420

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

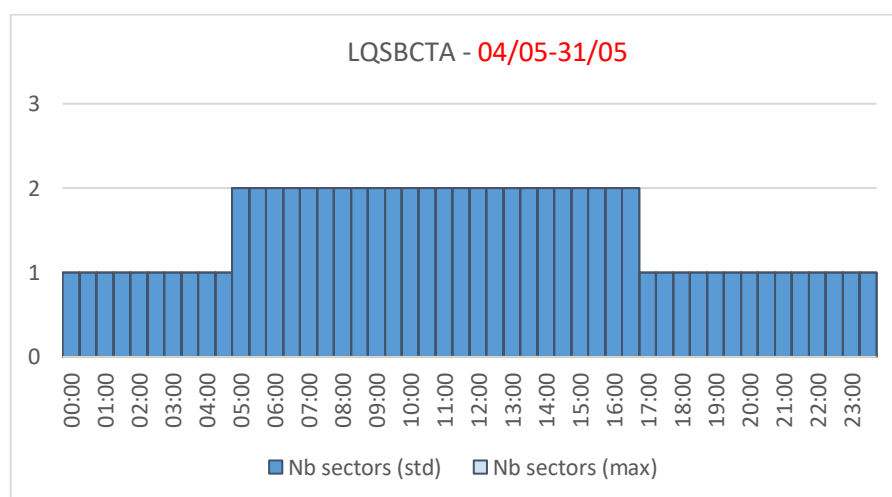
**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.



**BOSNIA AND HERZEGOVINA****BH ACC****Expected traffic**

BH						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 180	70 - 210	90 - 190	90 - 170	80 - 200	80 - 230	90 - 170
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 180	60 - 220	70 - 200	80 - 200	80 - 240	70 - 270	70 - 240
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 300	70 - 300	70 - 360	80 - 340	80 - 370	70 - 410	70 - 340
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 360	70 - 360	60 - 390	80 - 370	80 - 430	70 - 490	70 - 390

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

Other positions and/or functions (FMP, FDA, AMC, ATFM, RAD, ENV) are adjusted to temporary ATCO teamwork reorganisation, available and operational. Same applies to essential supporting services (technical, administrative, cleaning).

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Current infrastructure fully operational and without any limitations that might jeopardize services provision.

**Special events and major projects**

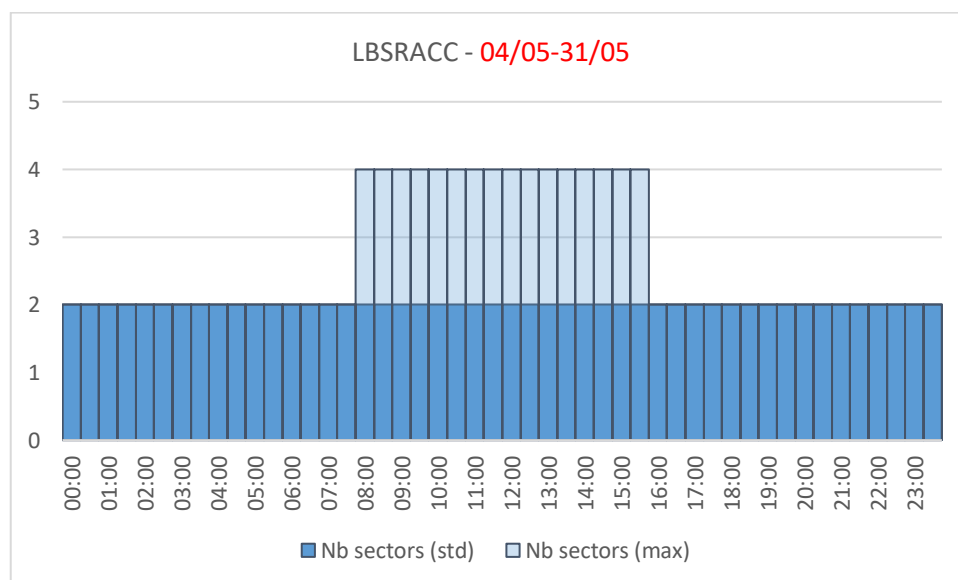
No special events and/or major projects in progress or planned.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**BULGARIA****SOFIA ACC****Expected traffic**

Sofia						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 250	220 - 250	230 - 260	270 - 300	310 - 330	300 - 310	250 - 300
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 260	230 - 260	270 - 300	280 - 310	300 - 390	300 - 420	260 - 390
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270 - 380	260 - 360	320 - 400	320 - 450	330 - 520	330 - 540	290 - 490
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290 - 460	280 - 450	370 - 490	350 - 540	340 - 620	350 - 660	310 - 580

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints of any type

**Special events and major projects**

No special events and/or major projects that have effect on provision of service.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

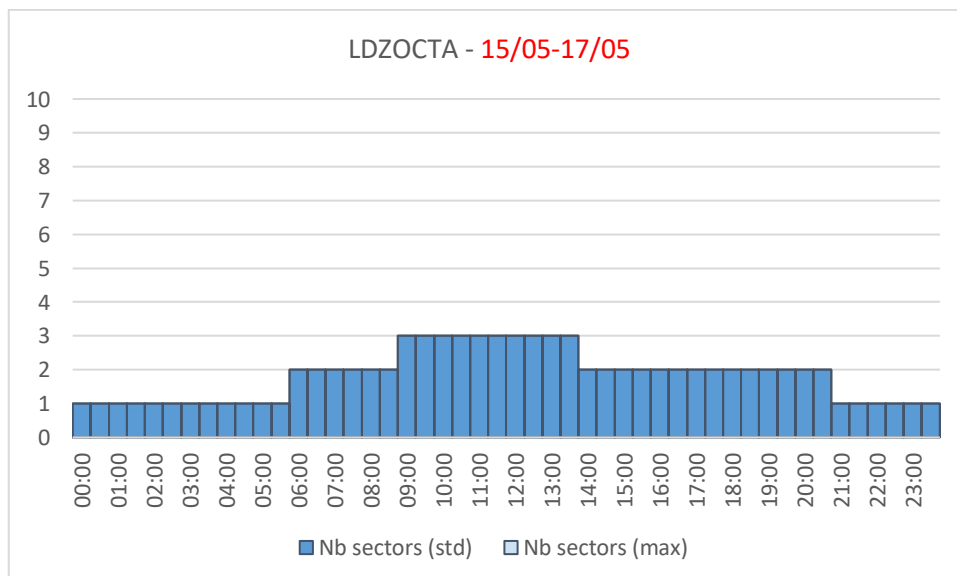
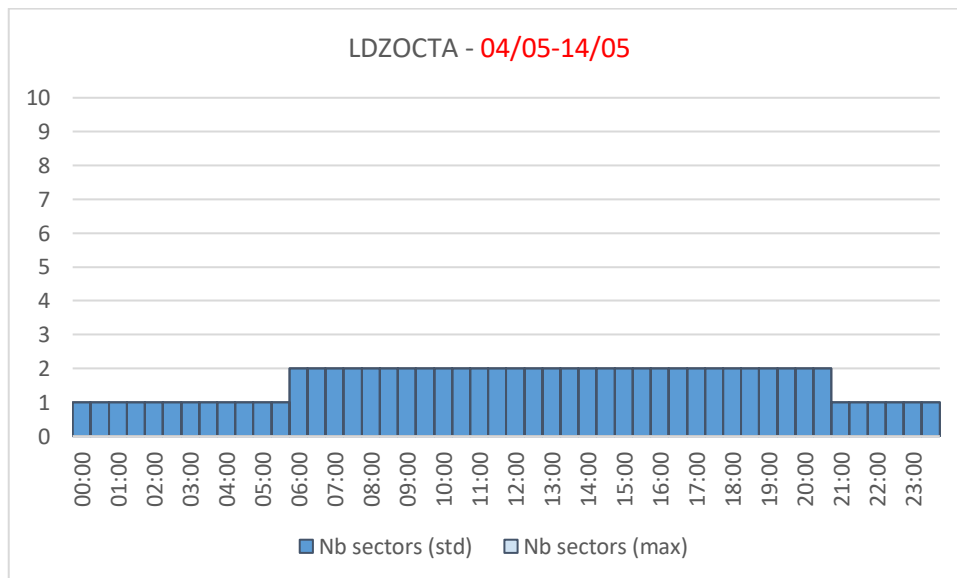
**CROATIA**

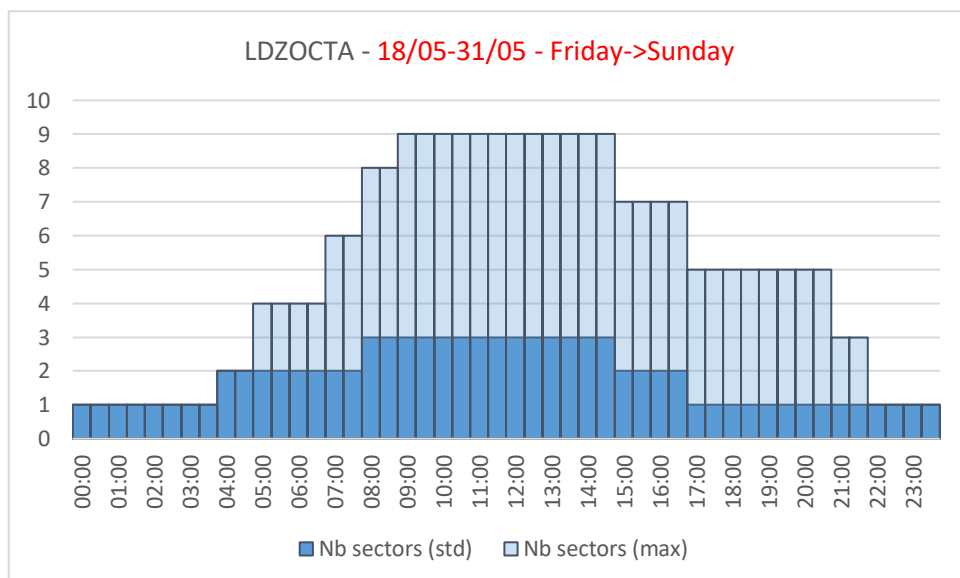
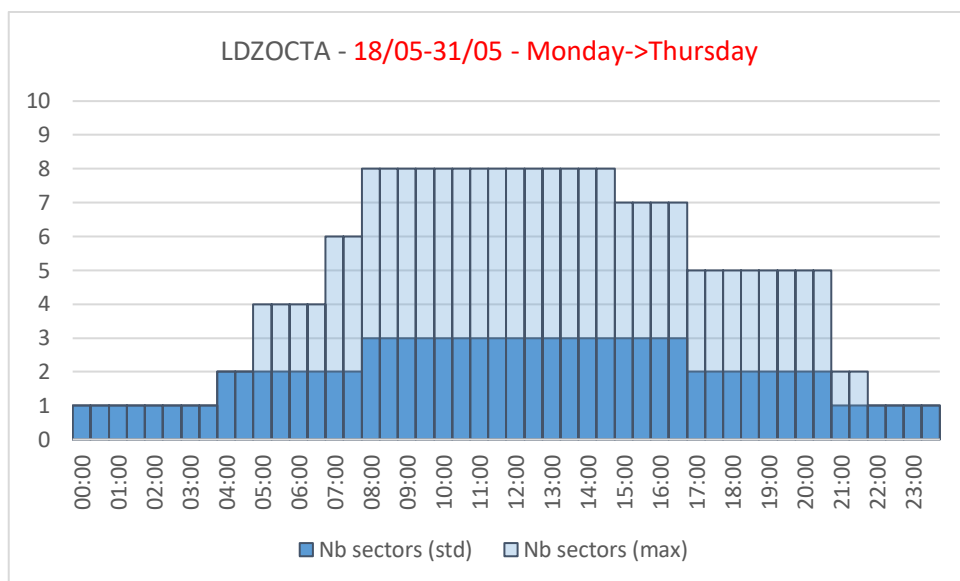
**ZAGREB ACC**

**Expected traffic**

Zagreb						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 340	140 - 370	140 - 340	170 - 320	150 - 410	130 - 440	110 - 360
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 370	130 - 410	140 - 370	170 - 370	150 - 460	130 - 520	120 - 450
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120 - 530	140 - 550	150 - 600	190 - 630	160 - 650	150 - 730	130 - 620
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130 - 610	150 - 650	160 - 640	200 - 660	170 - 730	160 - 870	140 - 710

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

N/A

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**CYPRUS**

**NICOSIA ACC**

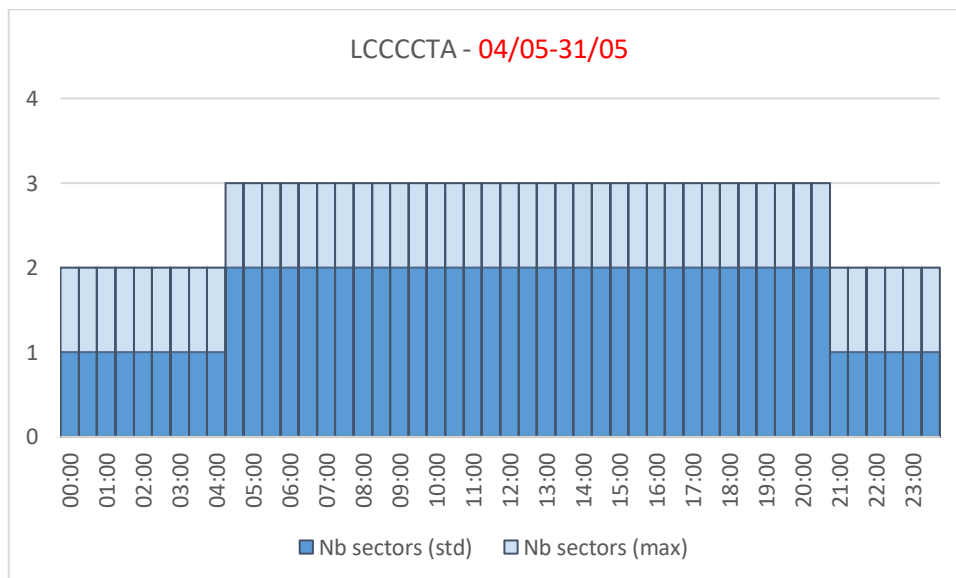
**Expected traffic**

Nicosia						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 130	100 - 120	90 - 110	120 - 140	110 - 130	90 - 140	90 - 160
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 140	90 - 140	120 - 140	120 - 160	110 - 150	80 - 160	90 - 190
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 180	90 - 180	130 - 200	120 - 230	110 - 220	80 - 260	80 - 270
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 230	80 - 230	160 - 240	120 - 280	110 - 250	70 - 280	80 - 320

**Sector openings – Planned and maximum**

Currently and until the end of May the issued roster can provide for the operation of two sectors but with nominated standby ATCOs every day (by roster), to facilitate 3 to 4 sectors if needed.

Opening sector availability shall follow the traffic numbers predicted by NM on a weekly basis



**Sector capacities**

**No reduction in sector capacities is foreseen**, based on the assumption that traffic will be gradually increasing, as measures are relaxed by the individual states and based on the operator’s schedules and recovery plans.

It is not expected that traffic will reach such high levels that would require capacity limitations.

**Availability of support to operations staff**

**No limitations are foreseen among staff** besides minor adjustments to the current COVID-19 rosters. Staff remain available on “hot-standby” to resume normal duties.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

All technical infrastructure is available and ready for operation.

**Special events and major projects**

Nothing foreseen at the moment. Major projects shall resume upon lifting the measures and the travel ban.

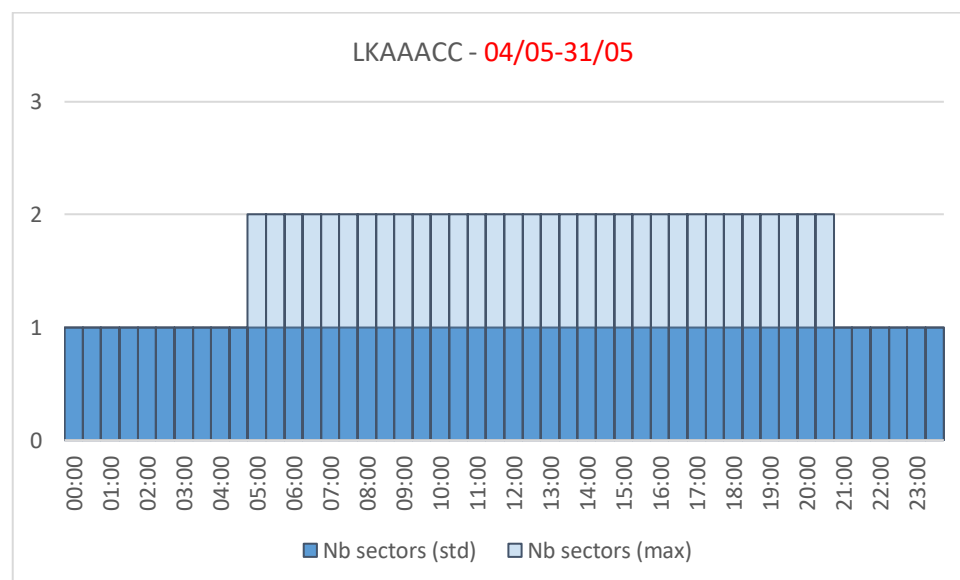
**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.



**CZECH REPUBLIC****PRAGUE ACC****Expected traffic**

Prague						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 270	230 - 260	240 - 260	210 - 270	250 - 300	200 - 270	220 - 250
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 280	230 - 270	250 - 280	210 - 290	250 - 330	190 - 320	220 - 330
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270 - 460	260 - 440	270 - 460	240 - 490	280 - 540	210 - 500	240 - 470
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300 - 500	270 - 480	290 - 480	250 - 510	290 - 580	220 - 550	260 - 520

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

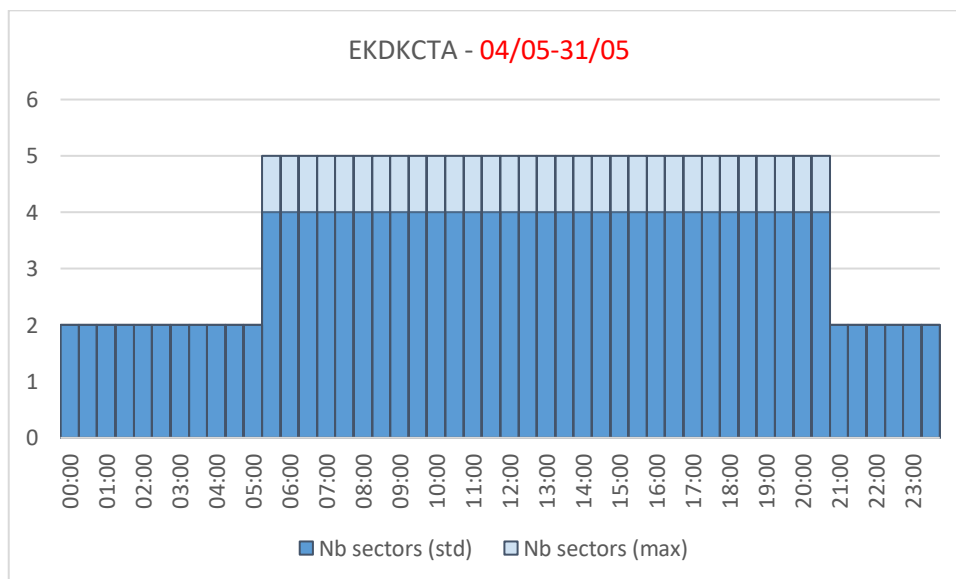
**DENMARK COPENHAGEN ACC**

**Expected traffic**

Copenhagen						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160 - 180	190 - 210	180 - 210	170 - 200	190 - 210	140 - 170	150 - 180
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 210	190 - 240	220 - 240	210 - 230	230 - 240	190 - 210	200 - 210
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 270	210 - 300	280 - 300	250 - 270	270 - 290	240 - 250	260 - 270
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270 - 280	230 - 310	280 - 290	270 - 290	300 - 310	250 - 270	250 - 260

**Sector openings – Planned and maximum**

Additional sectors can be planned pending the predicted traffic increases.



**Sector capacities**

No reduction in sector capacities

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

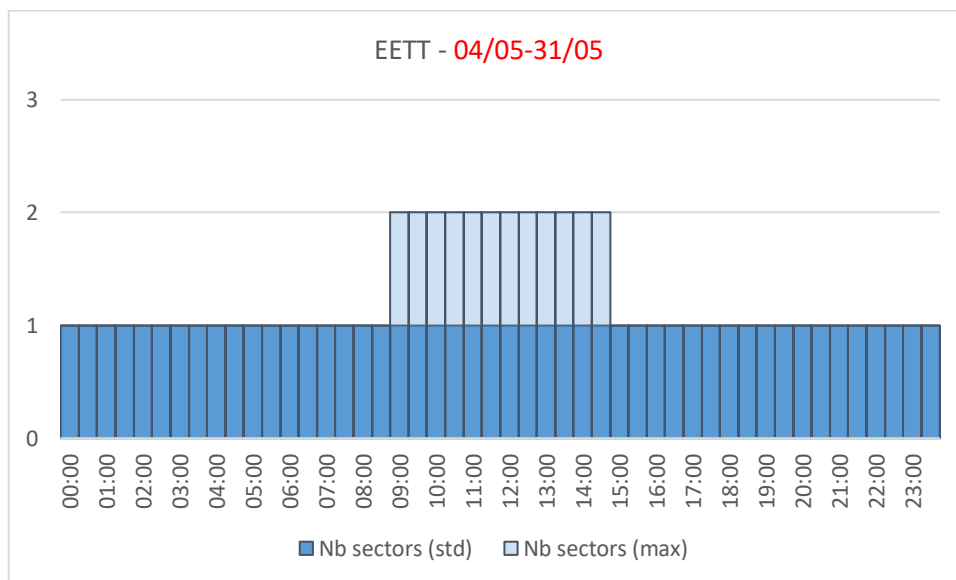
No capacity issues expected with planned numbers of sectors during the period.

**ESTONIA TALLINN ACC**

**Expected traffic**

Tallinn						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 110	90 - 100	100 - 120	100 - 120	100 - 120	80 - 90	90 - 110
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 110	90 - 110	100 - 120	100 - 120	100 - 120	90 - 100	90 - 110
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 110	100 - 110	110 - 120	110 - 120	110 - 120	100 - 110	100 - 110
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 110	100 - 110	110 - 120	110 - 120	110 - 120	100 - 110	100 - 110

**Sector openings – Planned and maximum**



**Sector capacities**

Until 18/05/2020:

Configuration CF1C with monitoring value 23/60, with intention to keep capacity at or below 26/60. More traffic for short period of time (up to 1 hour period) can be accepted to meet demand.

As of 18/05/2020:

- CF1C 00:00-08:59 MV 23/60
- CF1 09:00-14:59 MV 36/60
- CF1C 15:00-23:59 MV 23/60

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

NIL

**Special events and major projects**

NIL

**NM Assessment**

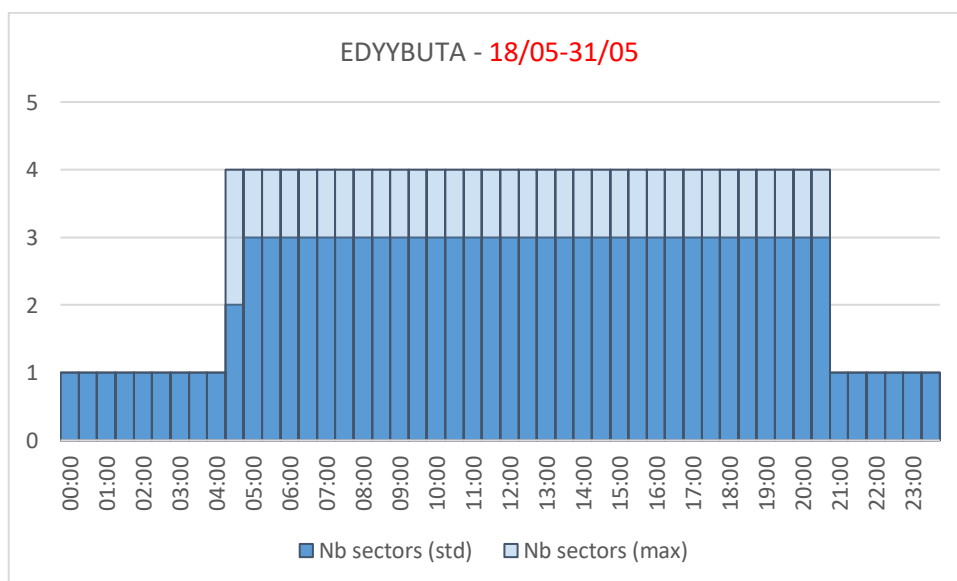
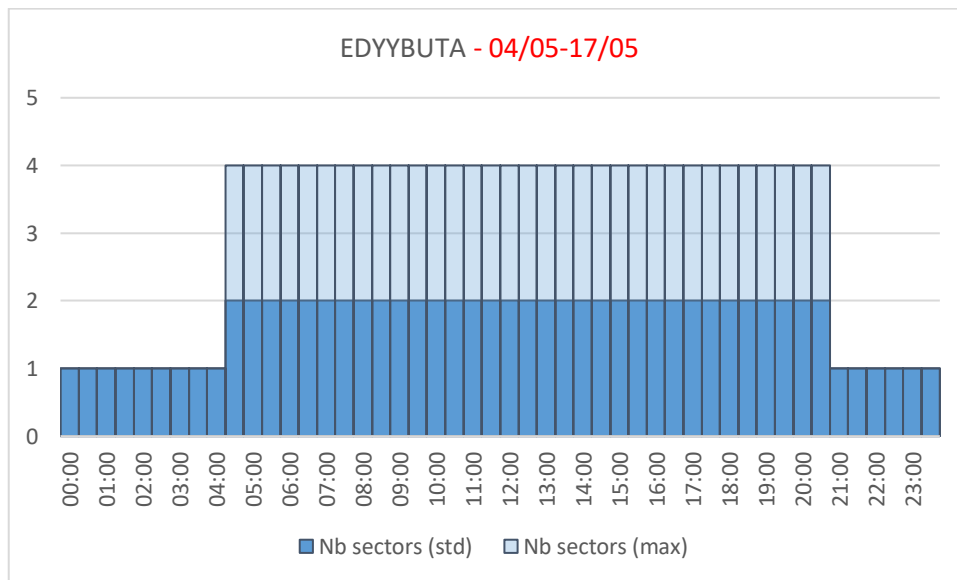
No capacity issues expected with planned numbers of sectors during the period.

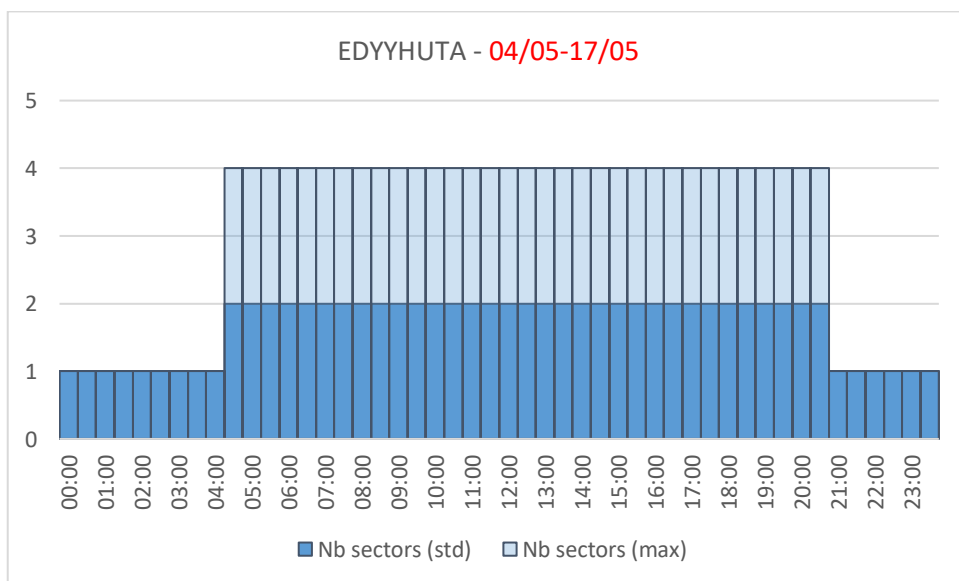
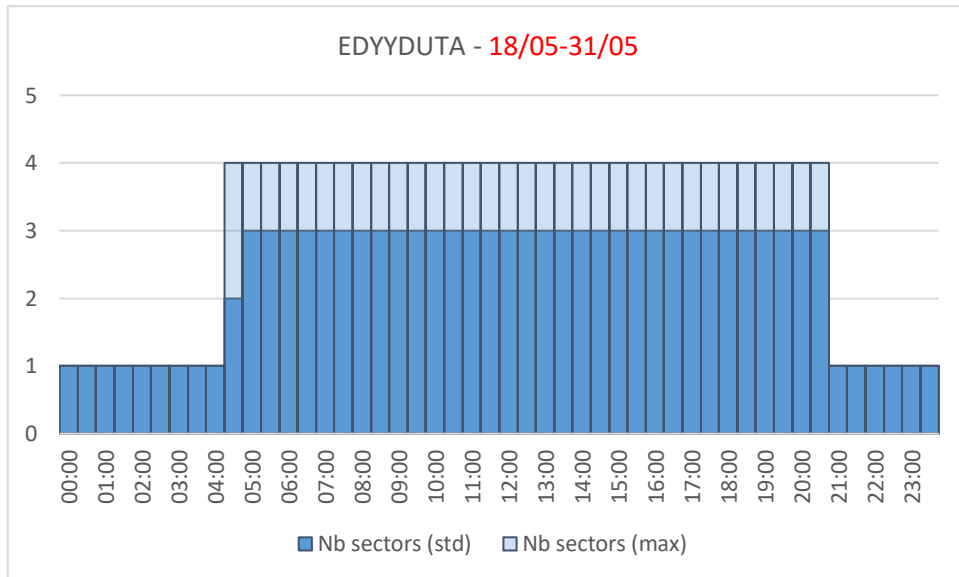
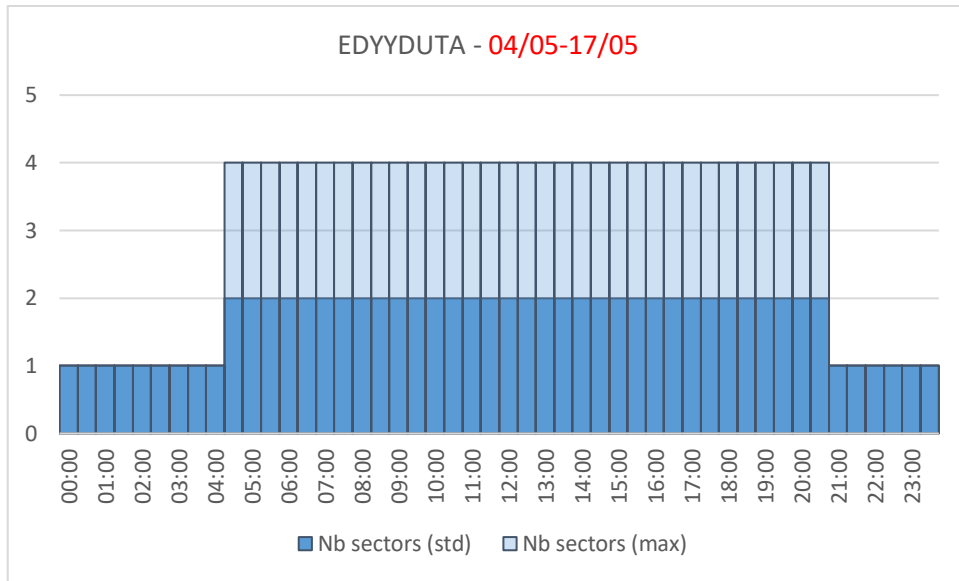
**EUROCONTROL MAASTRICHT UAC**

**Expected traffic**

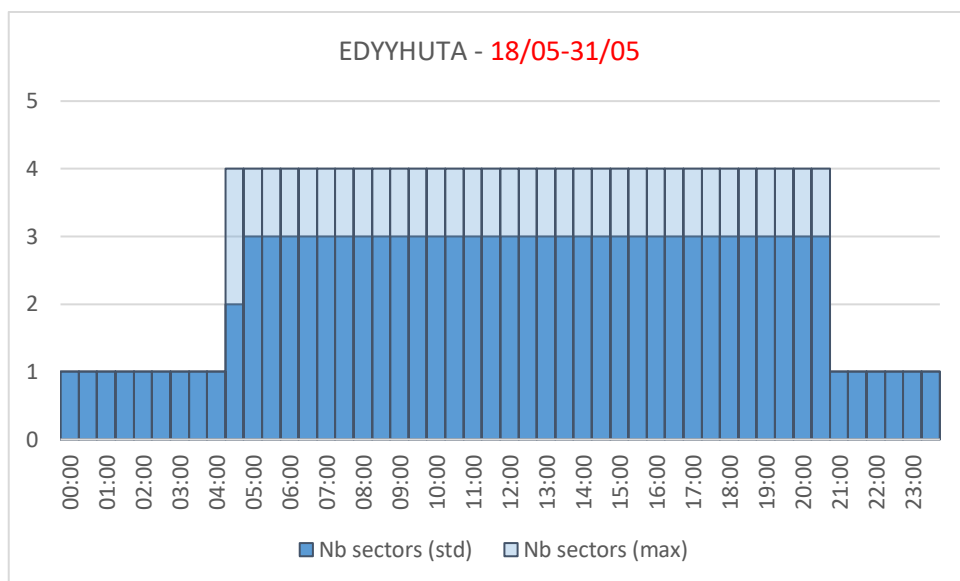
Maastricht						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590 - 740	610 - 740	700 - 760	740 - 770	720 - 780	620 - 660	640 - 730
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610 - 780	620 - 810	700 - 800	720 - 820	720 - 900	610 - 810	630 - 860
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660 - 1140	670 - 1140	760 - 1200	760 - 1290	770 - 1270	650 - 1120	680 - 1180
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700 - 1250	700 - 1240	790 - 1230	770 - 1380	800 - 1380	670 - 1240	700 - 1270

**Sector openings – Planned and maximum**









### **Sector capacities**

MUAC is continuously monitoring traffic and traffic predictions, and adapting its planning to meet the expected demand. Given the uncertainty in the traffic evolution, MUAC is applying an additional buffer when planning ATCO staff.

The monitoring values of MUAC sectors will be temporarily lowered by 10% so that MUAC ATCOs can gradually get used to higher levels of traffic again.

However, this decrease will be compensated with increased sector opening where the demand so requires.

RAD relaxation will be closely monitored against the traffic situation.

With the adaptations made in sector planning, monitoring values and RAD restrictions, it will be important to receive ATCO feedback on the workload as an input to the further planning steps or to take corrective actions. Workload feedback buttons are available on the ATCO CWP and this feedback is collected in a dashboard for monitoring and action.

### **Availability of support to operations staff**

Shift rostering of operational support staff has been adapted to limit the amount of staff in the OPS Room and the number of required shifts during the day:

The FMP position will be manned daily from 06:30 – 21:00 LT (i.e. one hour later start and one hour earlier finish); outside these times the FMP functions are delegated to the DSUP as usual (and as per the ATFCM Operations Manual requirement).

Similar adaptations have been made for Flight Data staffing (but presence is at all times assured).

Support staff in Capacity (CAP) and in Airspace and Network Planning (ANP) are normally available and able to support. Presence in the offices is on a rotating basis to avoid having too many staff in the offices at the same time.

Operations Management is present at MUAC during office hours.

### **Additional information (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Console allocation in the OPS Room has been adapted to maintain social distancing between the ATCOs on the position. This can be maintained up to a 4-sector

configuration per sector group. However, from 3 sectors per sector group onwards it limits the amount of available training positions and would thus have an impact on the ongoing Ab Initio training.

Mitigation measures such as a plexiglass divider between consoles are currently under evaluation in the Training room.

### **Special events and major projects**

There are no special events with an impact on capacity planned at MUAC (the new Division Flight Level in the BRU East was already successfully implemented end February).

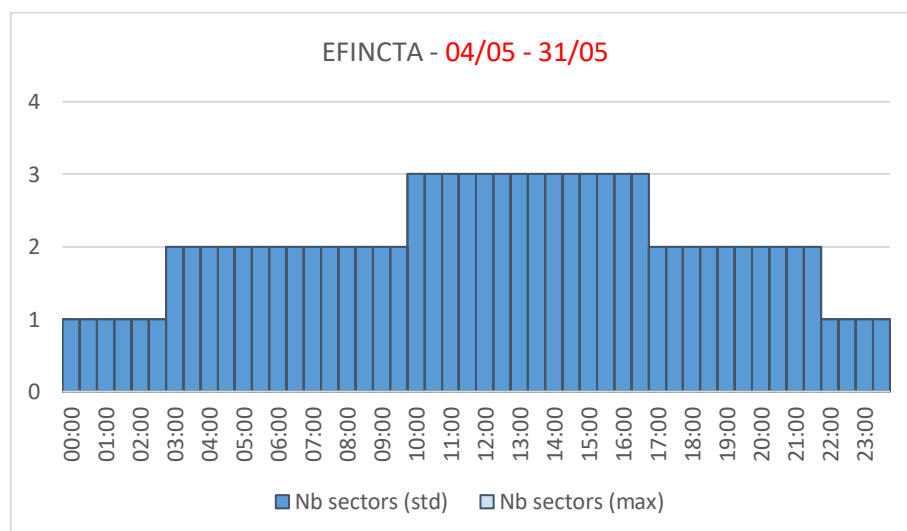
Major projects are continuing, and MUAC is making assessments whether additional availability of ATCO staff during the traffic downturn is allowing accelerated advancements in some project areas. ATCO staffing for operational shifts however will take precedence over any additional project planning.

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**FINLAND****HELSINKI ACC****Expected traffic**

Helsinki						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 110	80 - 90	80 - 100	90 - 100	90 - 110	50 - 60	60 - 70
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 110	80 - 90	90 - 100	80 - 100	100 - 110	50 - 70	50 - 70
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 110	80 - 90	90 - 100	70 - 80	80 - 90	60 - 70	50 - 70
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 110	90 - 100	90 - 100	70 - 100	80 - 110	60 - 70	50 - 70

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

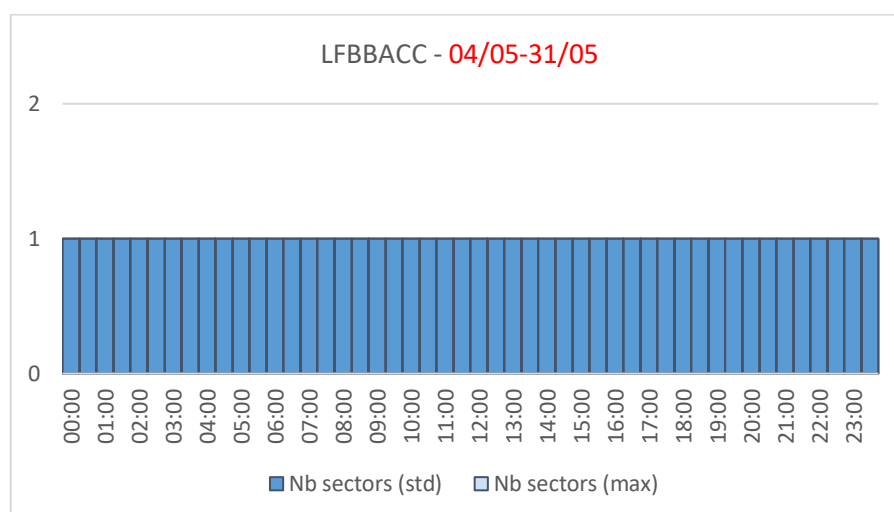
For the next period, the following MIL exercises have been cancelled  
 ETELÄ 1.-5 June 2020  
 PIHTI 8.-12. June 2020

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**FRANCE****BORDEAUX ACC****Expected traffic**

Bordeaux						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 190	190 - 210	150 - 190	110 - 200	210 - 230	70 - 180	80 - 150
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 210	190 - 260	190 - 230	180 - 220	200 - 290	70 - 290	80 - 250
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 540	200 - 580	230 - 560	230 - 570	210 - 640	80 - 590	80 - 590
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280 - 590	200 - 640	290 - 580	340 - 640	210 - 750	80 - 720	80 - 620

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP staff on the premises the morning, rest of the day Ops supervisor is having FMP duties.

One or two Ops division staff on premises, other working from home.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

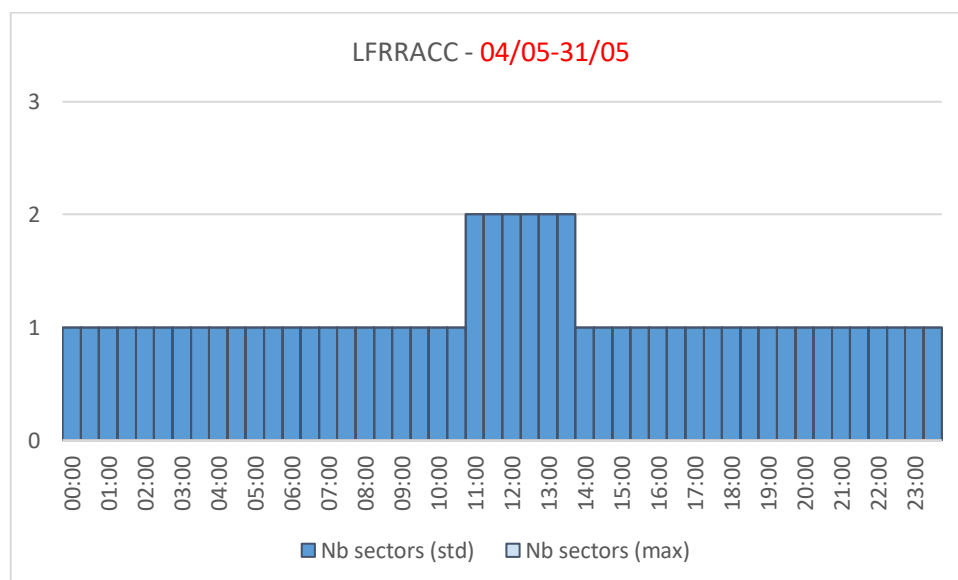
N/A

**NM Assessment**

According to the high traffic scenario, the plan needs to be reviewed as from 18 May.

**FRANCE****BREST ACC****Expected traffic**

Brest						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 230	160 - 240	170 - 220	110 - 260	180 - 280	100 - 230	110 - 220
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 260	150 - 270	180 - 240	160 - 280	170 - 380	100 - 360	110 - 360
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 560	160 - 600	190 - 550	210 - 580	180 - 640	100 - 630	110 - 620
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 610	160 - 640	200 - 580	290 - 650	180 - 730	100 - 700	120 - 650

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No FMP staff on the premises. Ops supervisor is having FMP duties.  
One or two Ops division staff on premises, other working from home.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

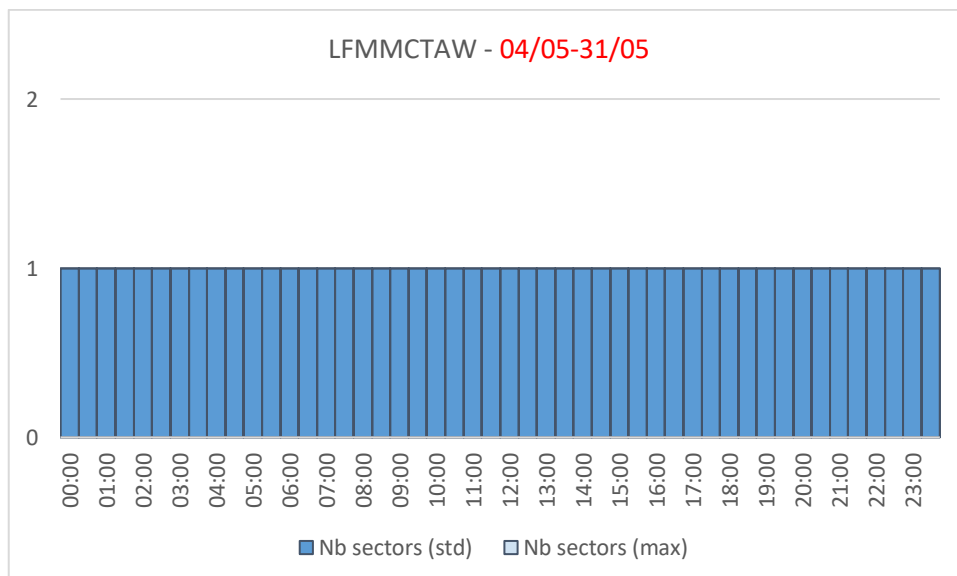
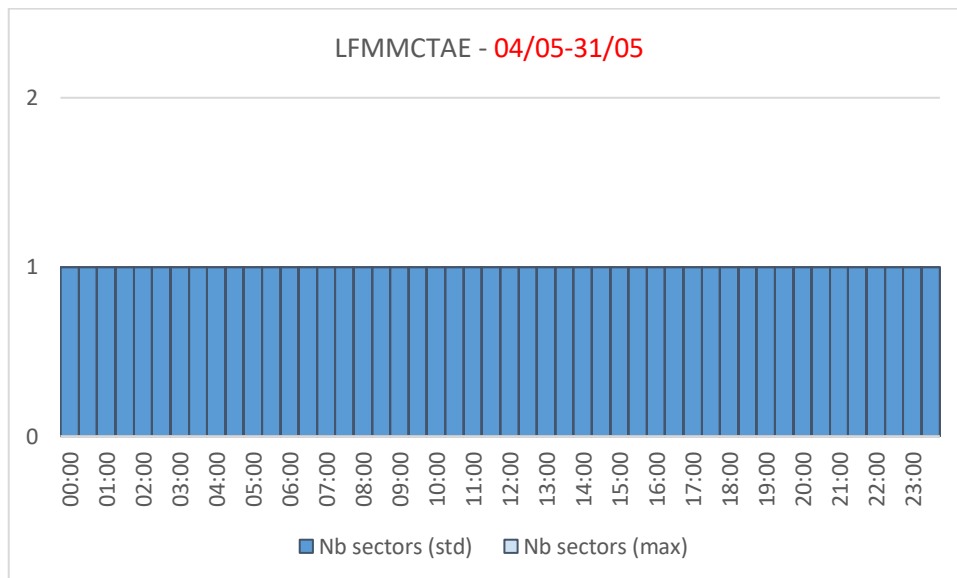
According to the high traffic scenario, the plan needs to be reviewed as from 18 May.

**FRANCE** **MARSEILLE ACC**

**Expected traffic**

Marseille						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 250	210 - 230	170 - 210	170 - 240	210 - 260	140 - 230	130 - 230
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 300	200 - 310	230 - 260	240 - 300	260 - 320	140 - 370	130 - 350
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 690	210 - 670	280 - 660	310 - 780	300 - 720	150 - 740	140 - 740
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 750	210 - 720	350 - 670	420 - 800	350 - 830	150 - 930	150 - 800

**Sector openings – Planned and maximum**





**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP staff on the premises the morning.

One or two Ops division staff on premises, other working from home.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

According to the high traffic scenario, the plan needs to be reviewed as from 18 May.

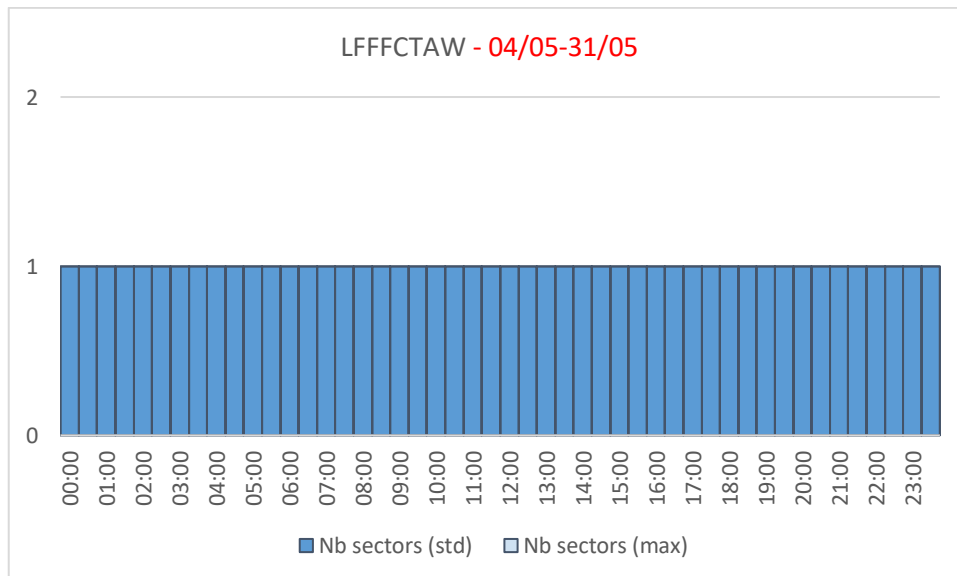
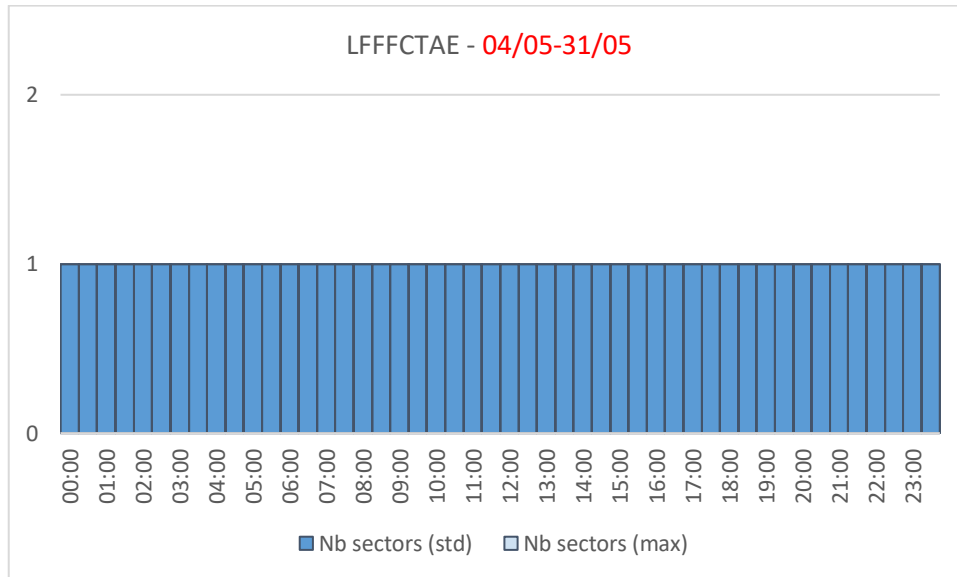
**FRANCE**

**PARIS ACC**

**Expected traffic**

Paris						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 270	260 - 310	240 - 280	250 - 290	240 - 290	200 - 240	180 - 220
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270 - 310	300 - 340	260 - 310	270 - 310	310 - 340	240 - 300	180 - 270
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310 - 520	340 - 560	300 - 530	290 - 550	370 - 560	280 - 500	200 - 540
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360 - 590	380 - 610	330 - 540	320 - 590	460 - 640	330 - 550	200 - 540

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No FMP staff on the premises. Ops supervisor is having FMP duties.

One or two Ops division staff on premises, other working from home.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

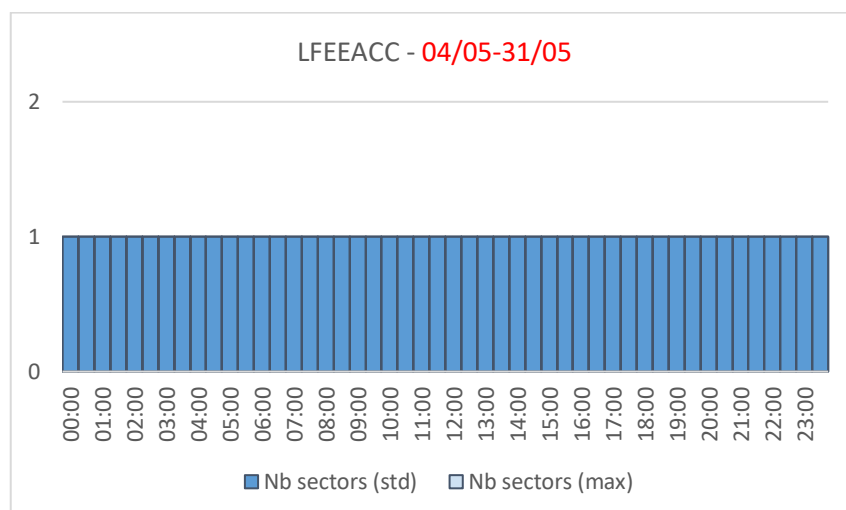
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**FRANCE****REIMS ACC****Expected traffic**

Reims						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 290	230 - 270	250 - 280	260 - 290	270 - 300	200 - 260	200 - 260
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 300	270 - 280	270 - 300	260 - 300	280 - 400	200 - 380	210 - 360
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 590	310 - 630	290 - 630	280 - 640	300 - 670	220 - 660	220 - 680
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 660	350 - 670	310 - 660	290 - 710	310 - 780	220 - 770	240 - 750

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP staff on the premises the morning, rest of the day Ops supervisor is having FMP duties.

One or two Ops division staff on premises, other working from home.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

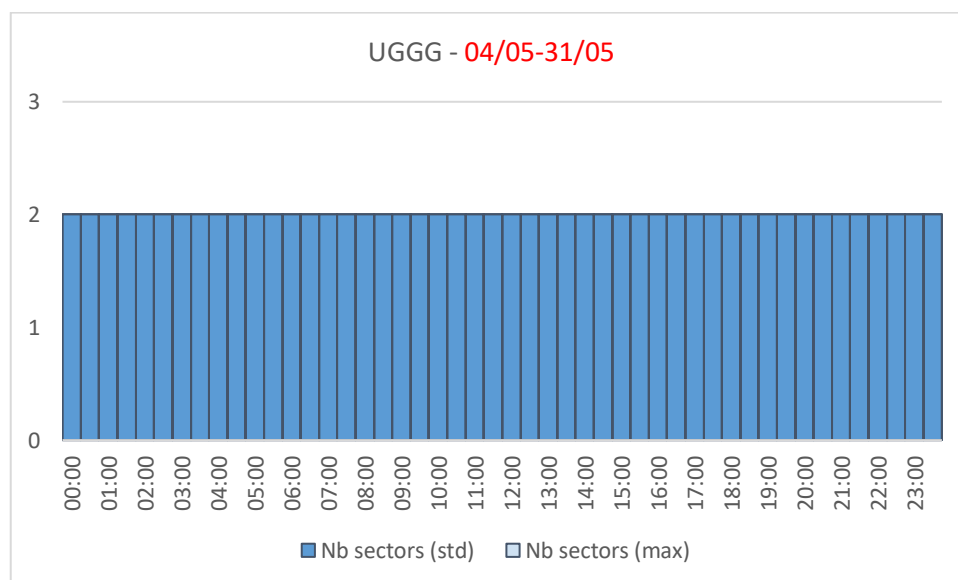
N/A

**NM Assessment**

According to the high traffic scenario, the plan needs to be reviewed as from 18 May.

**GEORGIA****TBILISI ACC****Expected traffic**

Tbilisi						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 80	50 - 60	40 - 50	60 - 80	50 - 70	60 - 80	70 - 80
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 80	50 - 70	40 - 50	60 - 80	60 - 70	60 - 80	80 - 90
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80 - 90	60 - 80	50 - 70	70 - 90	70 - 90	80 - 100	90 - 100
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 100	70 - 80	50 - 80	80 - 90	70 - 90	80 - 100	90 - 100

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Each shift is divided in two teams. Due to this, further split of sectors is not available until the recovery period.

**Special events and major projects**

N/A

**NM Assessment**

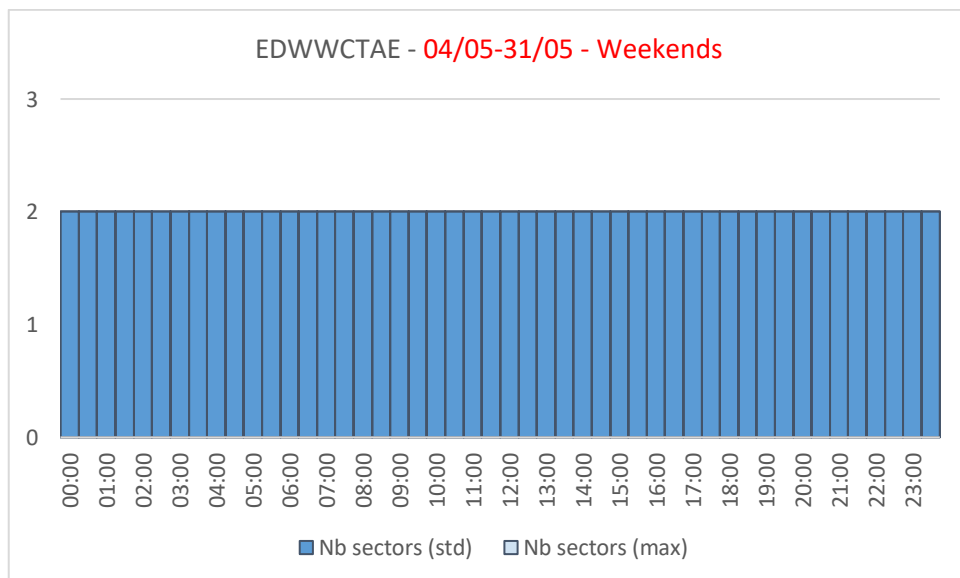
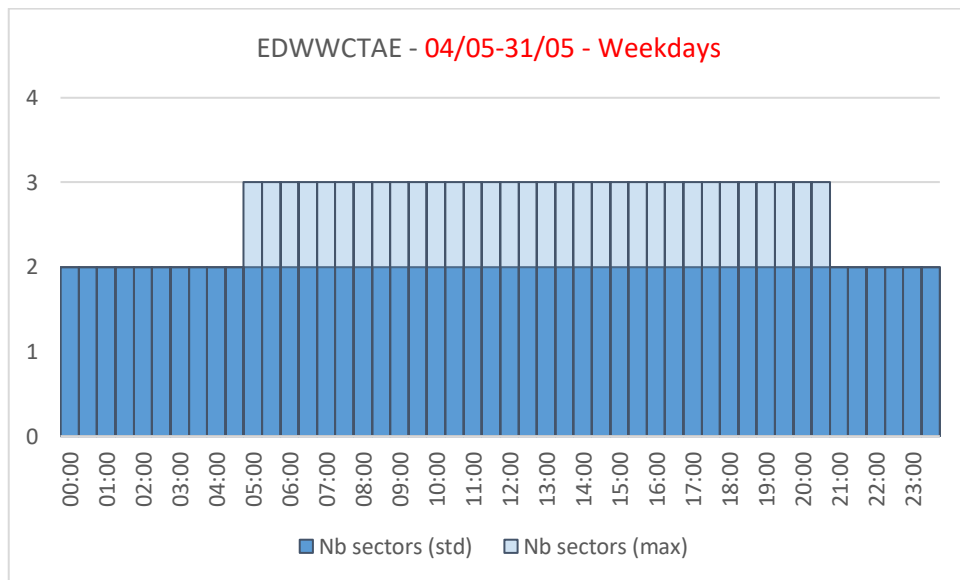
No capacity issues expected with planned numbers of sectors during the period.

**GERMANY** **BREMEN ACC**

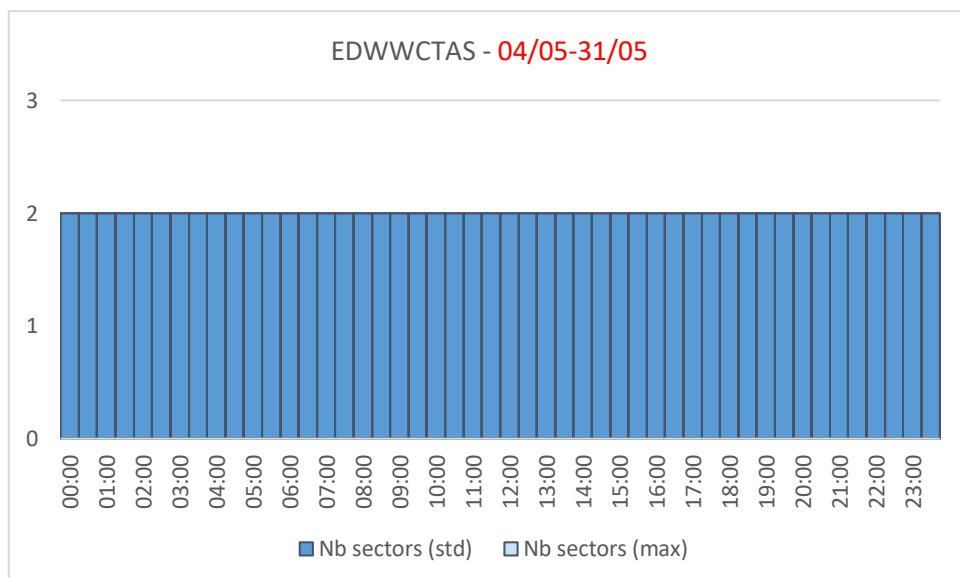
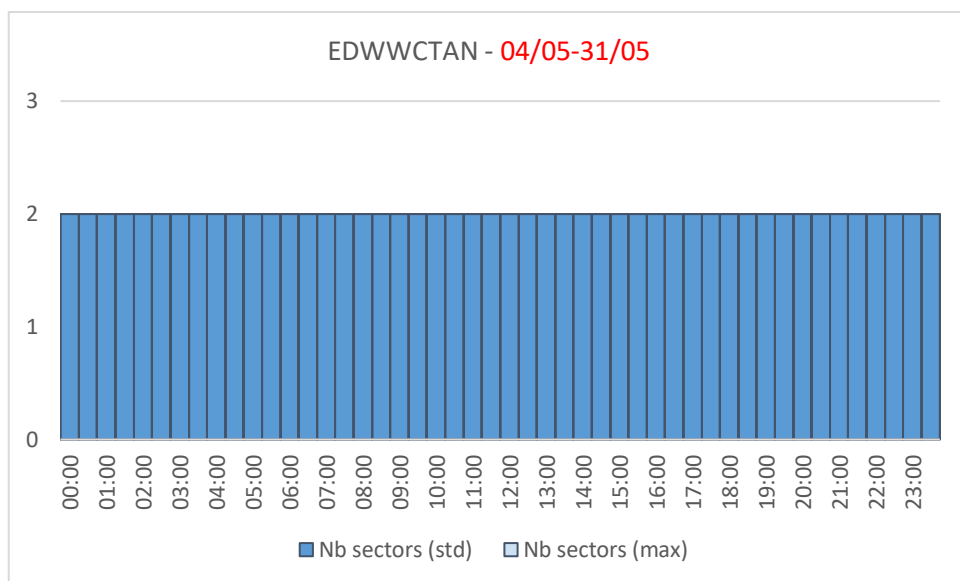
**Expected traffic**

Bremen						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 220	210 - 240	200 - 230	210 - 240	230 - 260	130 - 170	140 - 200
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 230	250 - 260	220 - 250	220 - 250	270 - 300	140 - 210	140 - 260
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 480	300 - 490	250 - 500	260 - 510	330 - 530	160 - 450	160 - 450
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 500	360 - 500	290 - 480	290 - 560	400 - 560	170 - 480	170 - 480

**Sector openings – Planned and maximum**







### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

OPS Support staff is mainly working in home office. Staff in home office is available via E-Mail, Phone, Skype or Microsoft Teams.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

02/03/2020 – 31/10/2020 Training for Berlin airport opening

**NM Assessment**

According to the high traffic scenario:

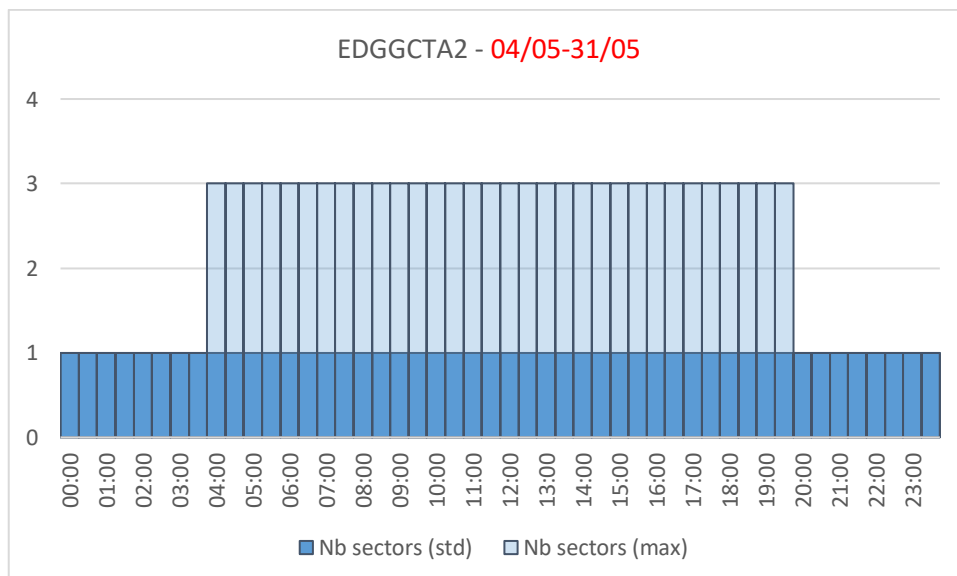
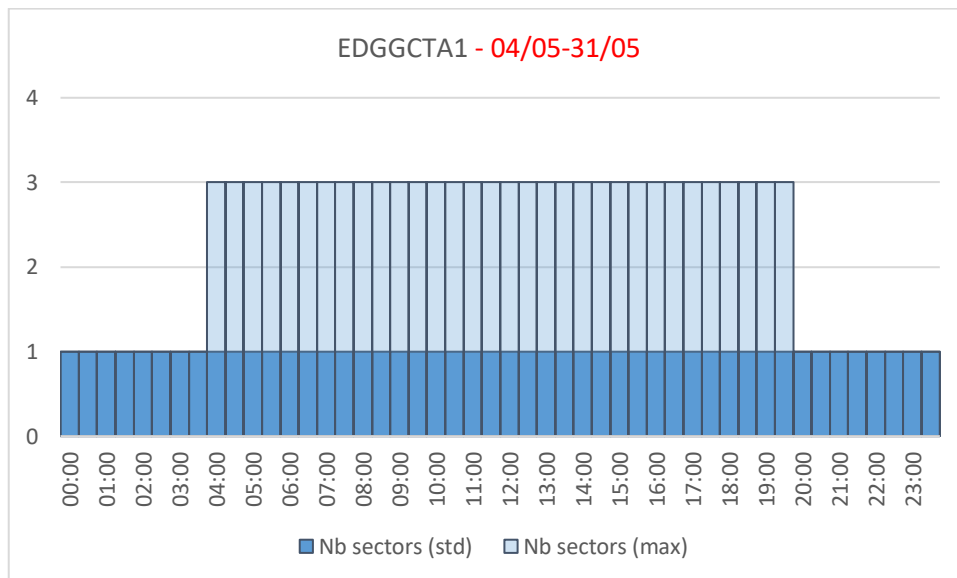
- For EDWWCTAE: maximum sector plan is likely to be required as from the 18th of May. The opening of the third sector in the morning is likely to be close to a peak of traffic. During weekends, the opening of two sectors for the whole day will probably not be sufficient.
- For the other sector groups: no capacity issues expected with planned numbers of sectors during the period.

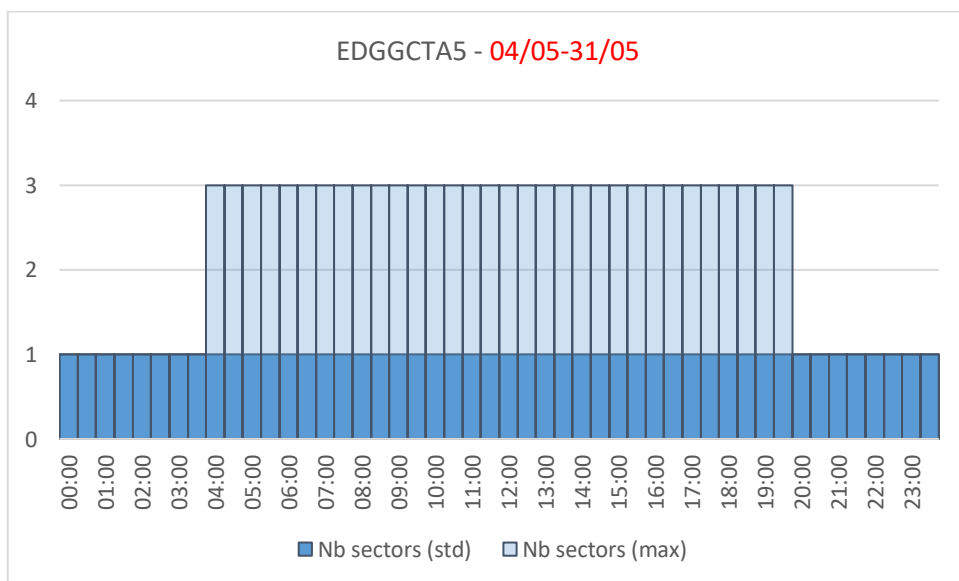
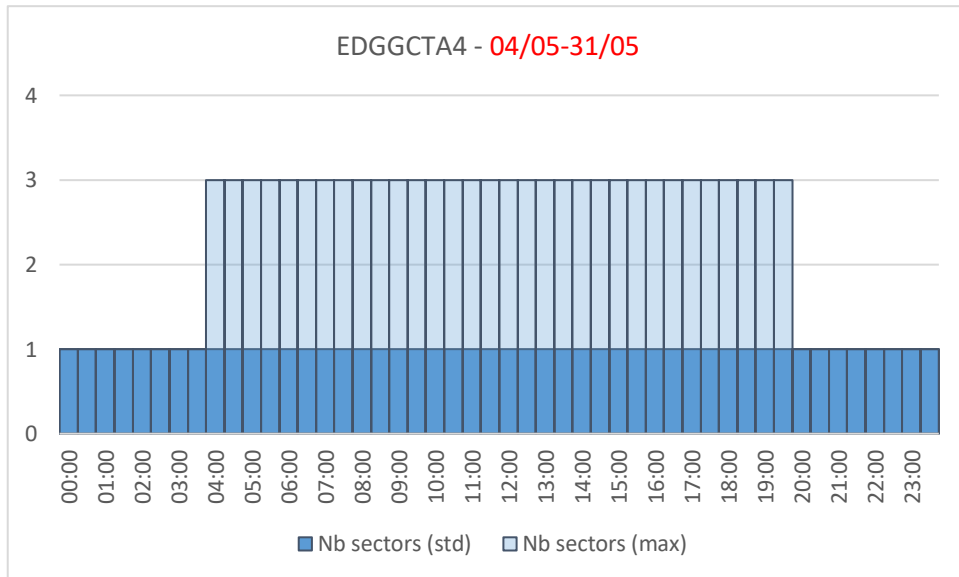
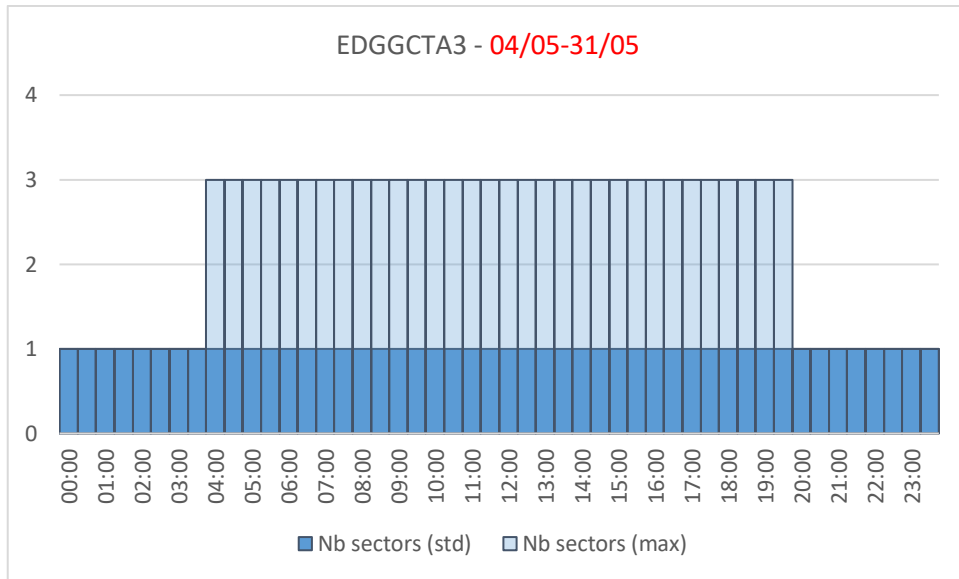
**GERMANY** **LANGEN ACC**

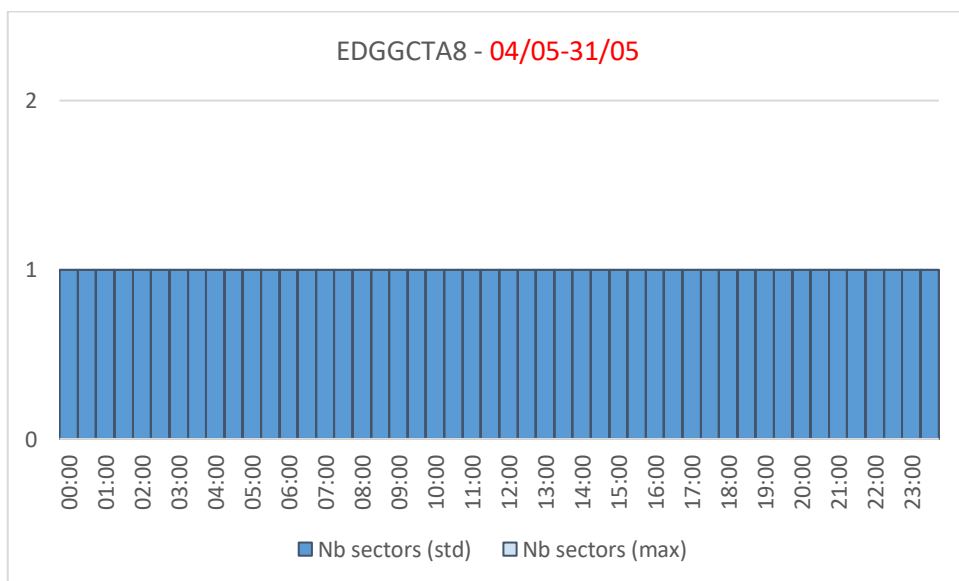
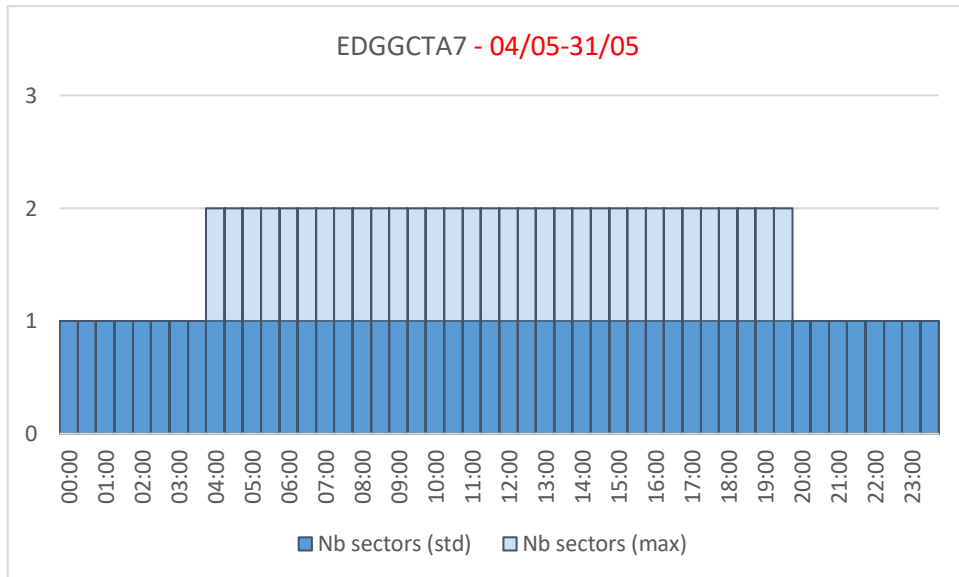
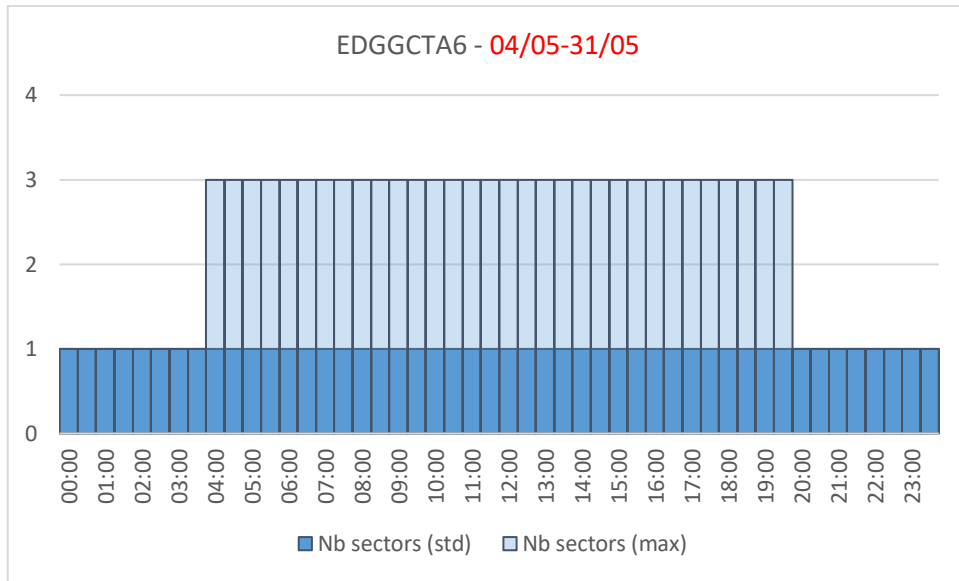
**Expected traffic**

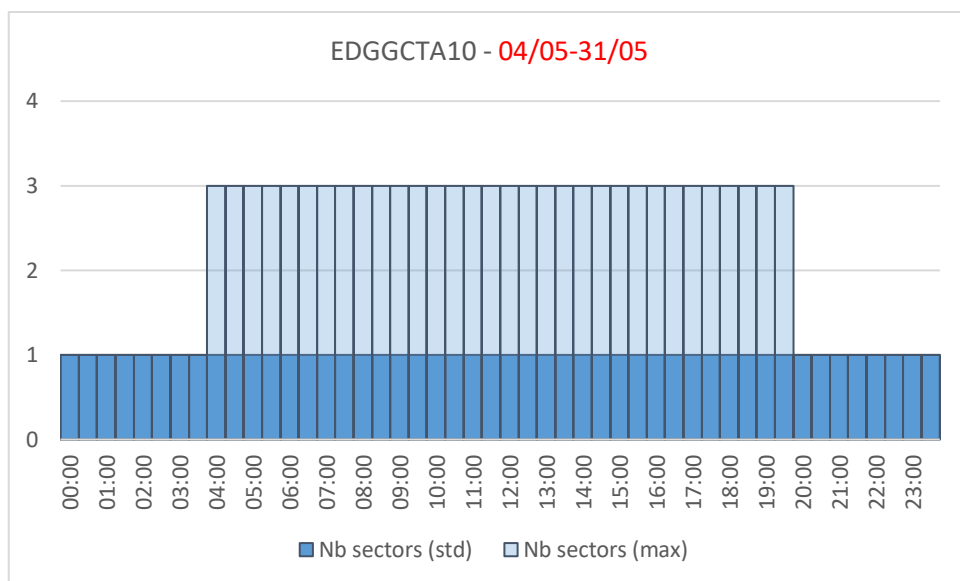
Langen						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530 - 580	540 - 590	550 - 600	580 - 630	580 - 640	440 - 480	430 - 470
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540 - 590	570 - 620	560 - 620	590 - 640	630 - 680	500 - 530	490 - 530
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600 - 800	650 - 830	630 - 830	660 - 880	710 - 890	590 - 730	580 - 710
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
640 - 870	720 - 870	680 - 860	700 - 940	790 - 1000	690 - 800	670 - 760

**Sector openings – Planned and maximum**









### **Sector capacities**

Nightshift configurations in all ACC Sectors 24/7. No capacity reductions in these sector configurations planned. More sectors available if necessary, on short notice possible.

### **Availability of support to operations staff**

OPS Support staff is mainly working in home office. One person is always on site available for urgent cases. Staff in home office is available via E-Mail, Phone, Skype or Microsoft Teams.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

N/A

### **NM Assessment**

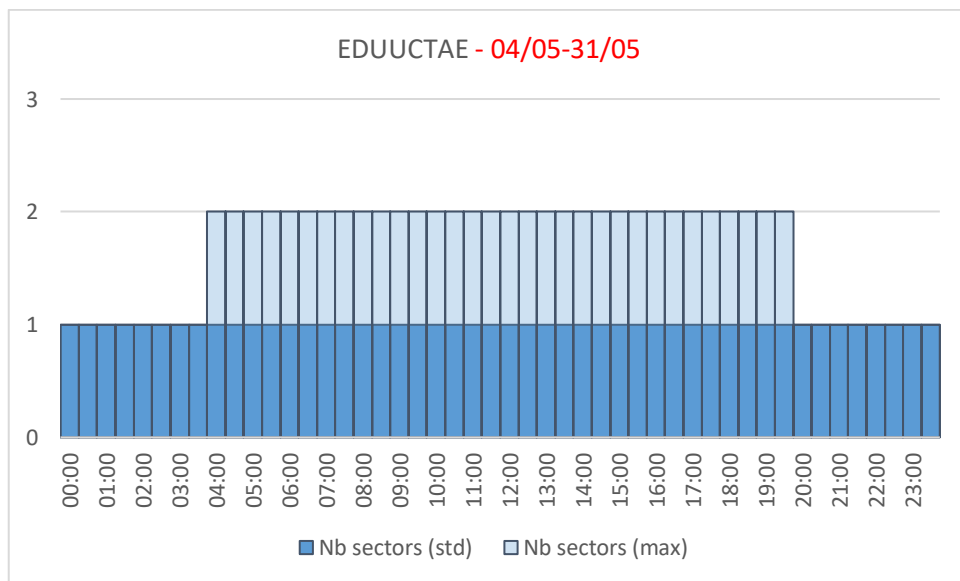
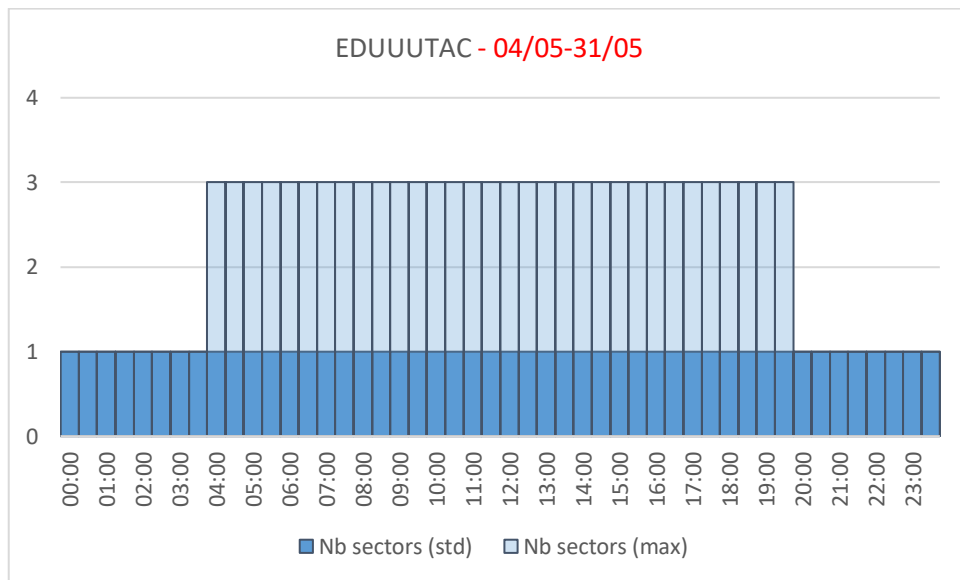
No capacity issues expected with planned numbers of sectors during the period.

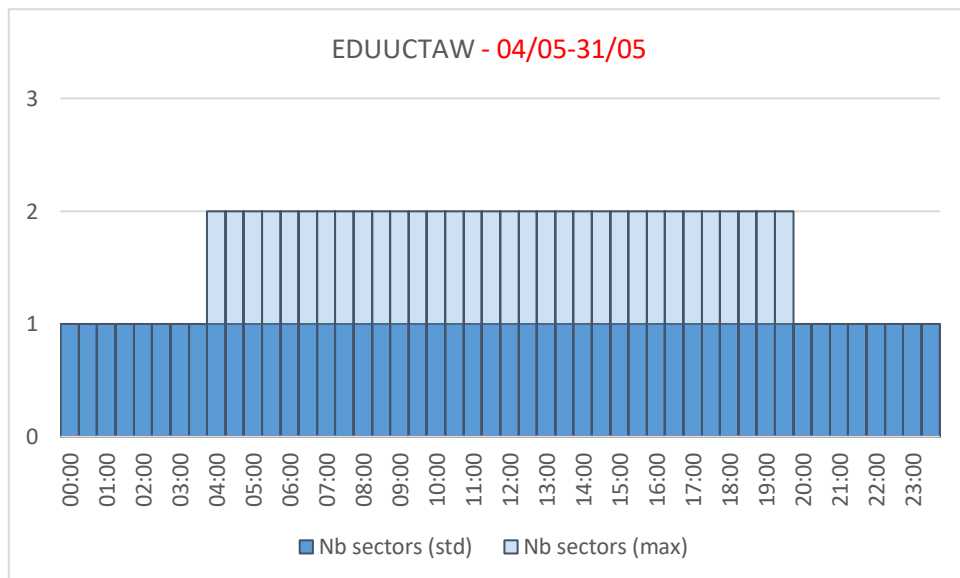
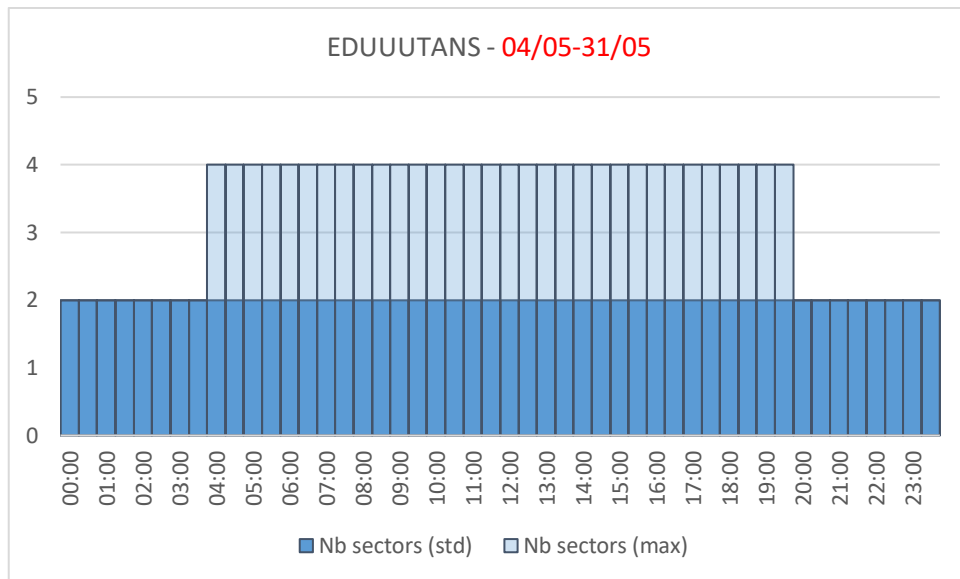
**GERMANY** **KARLSRUHE UAC**

**Expected traffic**

Karlsruhe						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620 - 790	630 - 780	670 - 770	800 - 810	770 - 870	610 - 780	620 - 770
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620 - 820	630 - 860	670 - 830	760 - 870	770 - 980	610 - 930	620 - 930
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660 - 1280	670 - 1240	720 - 1290	800 - 1460	820 - 1480	660 - 1360	660 - 1360
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690 - 1410	700 - 1360	740 - 1330	800 - 1520	840 - 1590	690 - 1510	680 - 1460

**Sector openings – Planned and maximum**





**Sector capacities**

Currently no limitation, but reduction in sector capacities are depending on military activities, especially in EDUUUTAW. Our request for military planning is still pending. Without military activities no reductions in sector capacities.

**Availability of support to operations staff**

OPS Support staff is mainly working in home office. Staff in home office is available via E-Mail, Phone, Skype or Microsoft Teams.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Lead time for increasing numbers of sectors as follows:

1 day to have 2 sectors per sector family, 3 weeks to offer higher configuration.

In the absence of more reliable planning data and traffic prognosis, staff is planned on the expectation that traffic remains until end of May 2020 on the current level or slightly above (10-15 % of 2019’s traffic).



**Special events and major projects**

N/A

**NM Assessment**

According to the high traffic scenario:

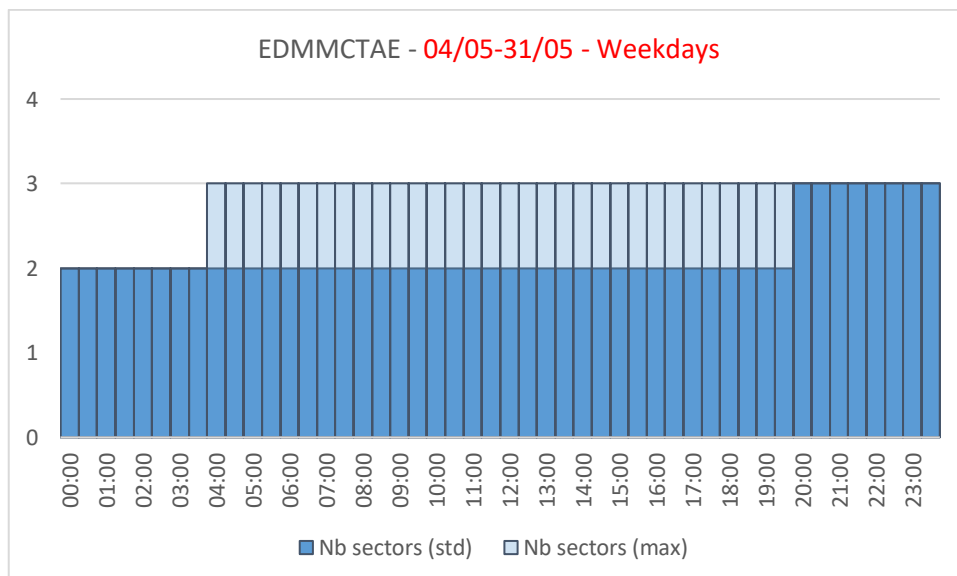
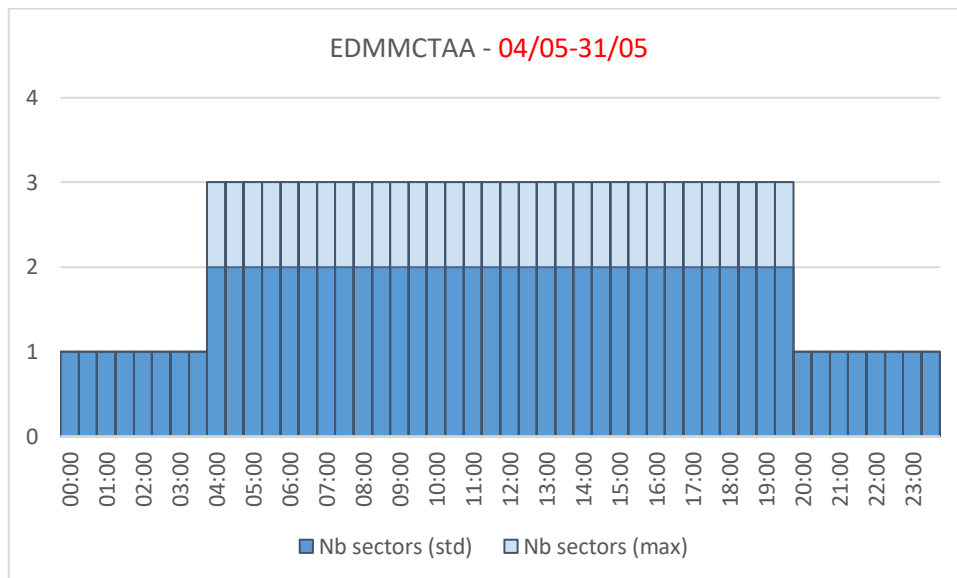
- For EDUUUTAE: Some peaks start appearing at weekends on 23/24 May and on 30/31 May. The opening of a second sector might be needed during some periods on those days
- For the other sector groups: No capacity issues expected with planned numbers of sectors during the period

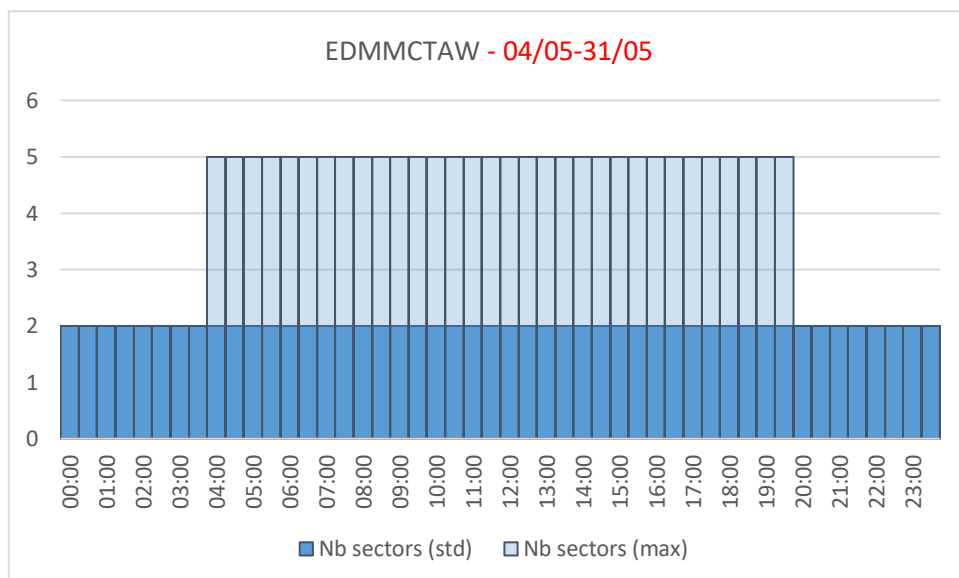
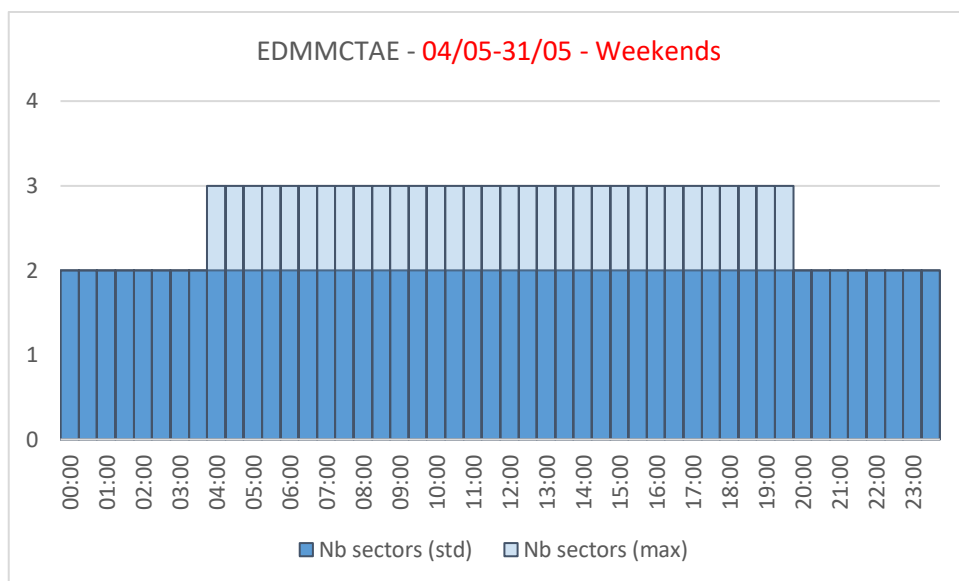
**GERMANY** **MUNICH ACC**

**Expected traffic**

Munich						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400 - 450	460 - 510	430 - 470	460 - 510	490 - 530	300 - 390	340 - 390
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
410 - 460	460 - 530	430 - 480	480 - 520	540 - 580	310 - 460	330 - 500
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450 - 870	500 - 890	470 - 840	520 - 990	610 - 1000	340 - 830	350 - 810
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480 - 910	520 - 910	500 - 850	550 - 1060	690 - 1110	350 - 920	360 - 890

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

OPS Support staff is mainly working in home office. Staff in home office is available via E-Mail, Phone, Skype or Microsoft Teams.

### **Special events and major projects**

N/A

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

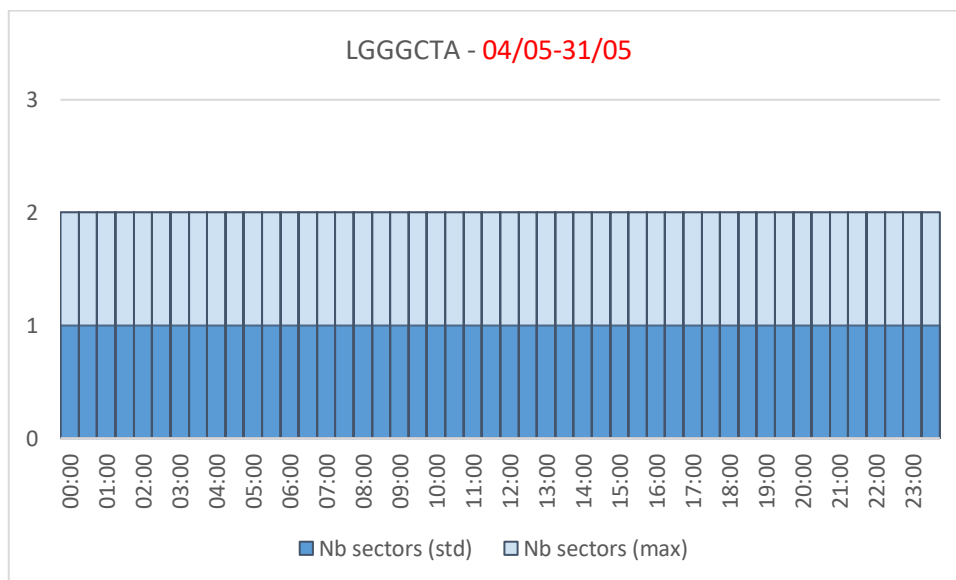
**GREECE**

**ATHINAI ACC**

**Expected traffic**

Athens						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 250	250 - 280	230 - 260	260 - 280	230 - 290	190 - 300	180 - 330
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 270	260 - 300	270 - 280	260 - 320	230 - 360	210 - 390	190 - 430
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 380	280 - 430	310 - 440	270 - 490	250 - 470	220 - 550	200 - 530
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 450	300 - 540	360 - 500	280 - 550	260 - 550	240 - 660	210 - 640

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching the final DFS phase.

**NM Assessment**

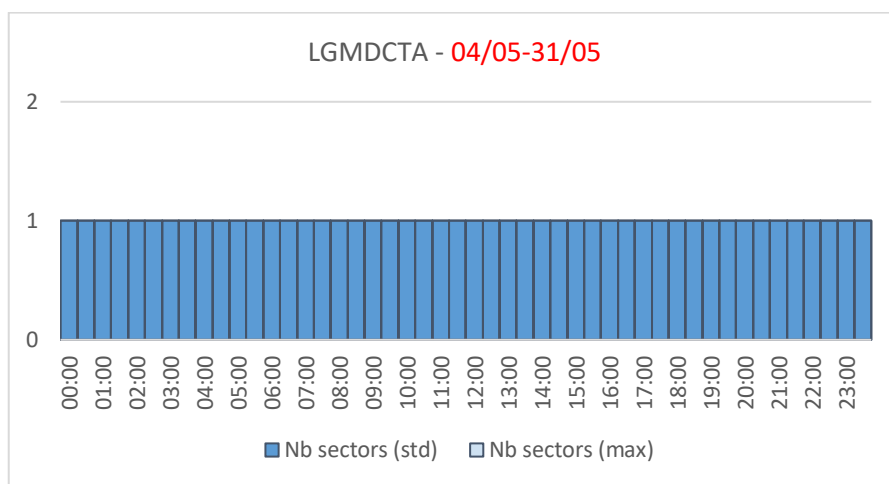
According to the high traffic scenario, peaks starts appearing especially in the morning and sometimes in the afternoon from the 18th of May. The opening of a second sector might be required during certain periods of the day. Maximum sector plan is sufficient to deal with those peaks.

**GREECE** **MAKEDONIA ACC**

**Expected traffic**

Makedonia						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 190	150 - 210	160 - 220	160 - 200	140 - 200	130 - 240	130 - 220
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 200	150 - 220	160 - 230	160 - 220	150 - 230	130 - 310	130 - 280
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160 - 290	150 - 310	170 - 370	170 - 390	160 - 340	140 - 470	140 - 370
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160 - 360	160 - 410	170 - 430	170 - 450	170 - 430	160 - 590	150 - 480

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching the final DFS phase.

**NM Assessment**

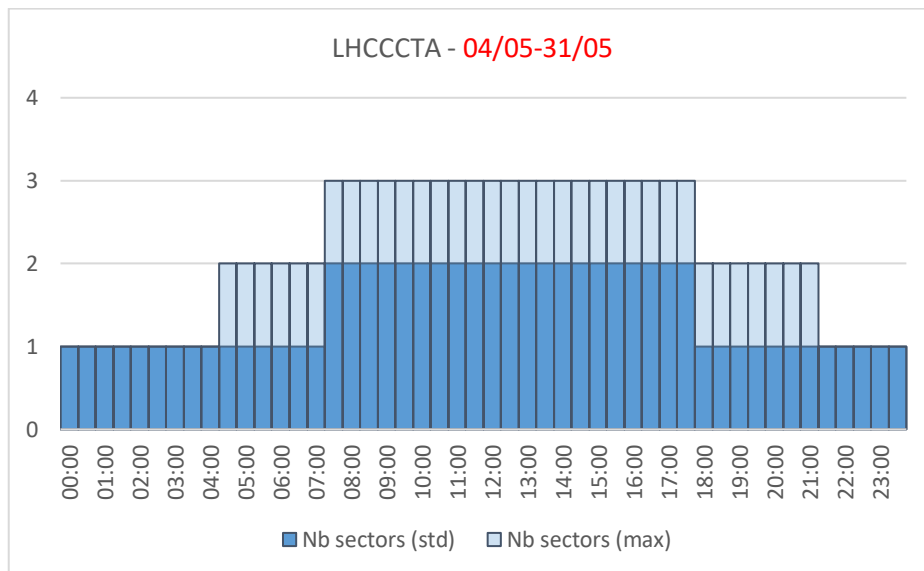
No capacity issues expected with planned numbers of sectors during the period.

**HUNGARY BUDAPEST ACC**

**Expected traffic**

Budapest						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290 - 350	300 - 330	320 - 350	320 - 370	320 - 430	320 - 380	270 - 380
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300 - 380	290 - 350	310 - 380	320 - 390	320 - 480	320 - 490	280 - 480
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330 - 520	320 - 490	340 - 530	360 - 570	350 - 630	350 - 620	320 - 590
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340 - 580	330 - 550	350 - 610	380 - 640	370 - 690	370 - 710	340 - 690

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP Budapest is available between 03:00-21:00 UTC.  
 AMC is available between 04:00-20:00 UTC.  
 During the rest of the time, Operational supervisor should be contacted for any question.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

New sectorisation project is postponed due to cancellation of simulation for ACC staff.

If the situation due to COVID-19 will not improve and travelling restrictions will remain in force by the end of June the planned hardware upgrade of ATM system and move from OPS to Contingency room from 12/10/2020-30/04/21 also might be postponed for the next year.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

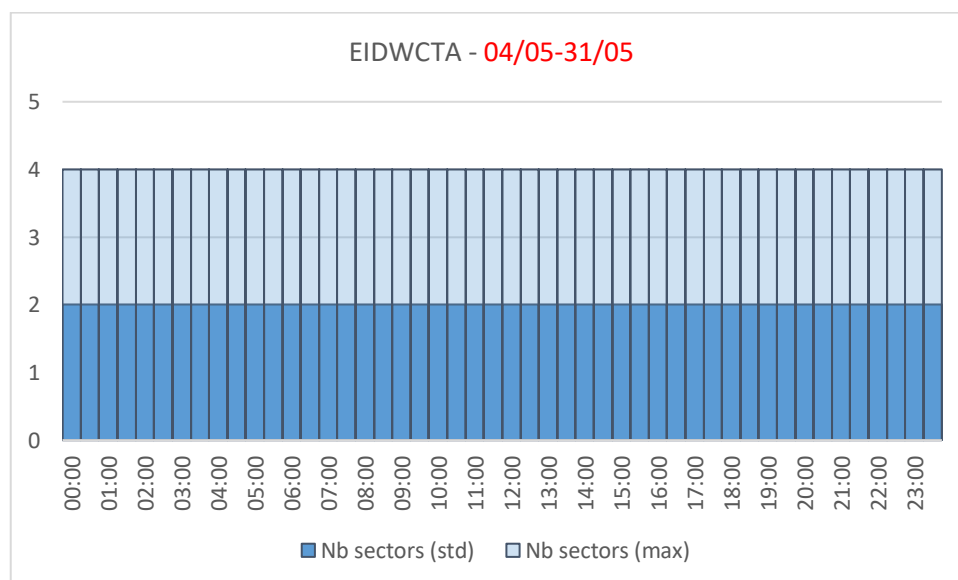


**IRELAND DUBLIN ACC**

**Expected traffic**

Dublin						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80 - 130	70 - 110	60 - 70	60 - 110	80 - 130	70 - 100	50 - 150
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80 - 160	70 - 150	70 - 110	60 - 120	80 - 150	70 - 140	50 - 180
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 200	70 - 180	80 - 140	70 - 140	80 - 170	70 - 170	60 - 190
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 210	70 - 200	90 - 160	80 - 160	80 - 180	70 - 170	60 - 190

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

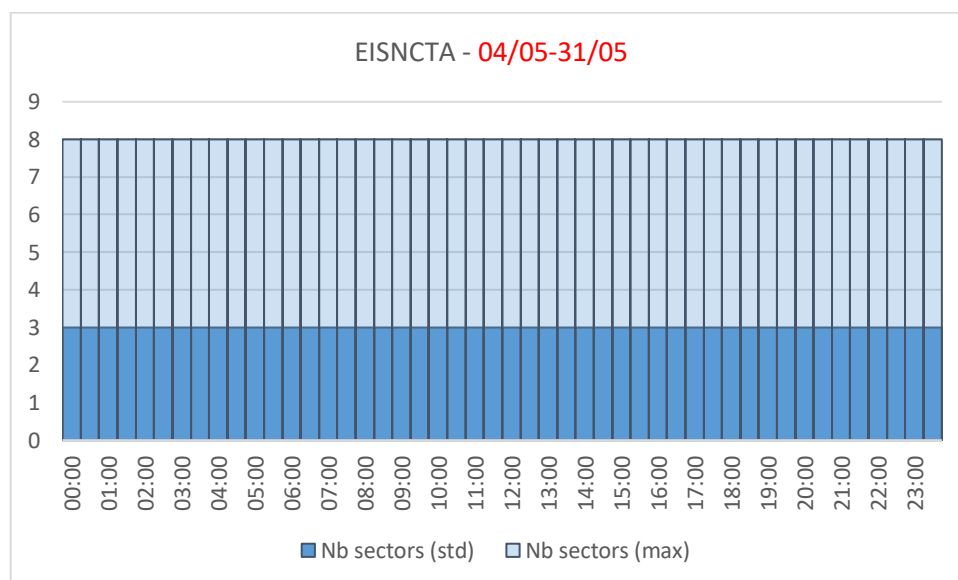
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**IRELAND****SHANNON ACC****Expected traffic**

Shannon						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180 - 210	180 - 200	200 - 220	220 - 250	220 - 250	210 - 230	240 - 250
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 230	200 - 230	220 - 240	230 - 250	230 - 250	210 - 240	220 - 270
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 250	230 - 250	240 - 250	240 - 290	240 - 300	230 - 280	220 - 310
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 260	260 - 270	260 - 270	250 - 320	250 - 310	240 - 280	200 - 320

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

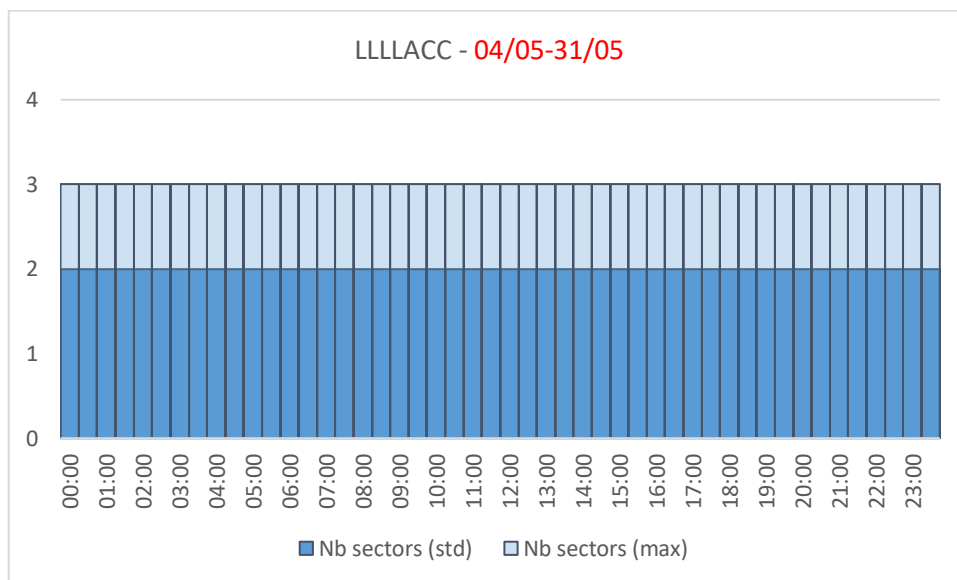
No capacity issues expected with planned numbers of sectors during the period.

**ISRAEL TEL AVIV ACC**

**Expected traffic**

Tel Aviv						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 70	50 - 70	30 - 40	50 - 100	30 - 70	30 - 70	40 - 100
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 80	50 - 80	50 - 70	60 - 100	40 - 80	30 - 90	30 - 110
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 110	50 - 100	70 - 90	70 - 140	40 - 110	30 - 150	40 - 160
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 150	50 - 140	110 - 140	80 - 190	50 - 130	30 - 160	40 - 200

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No limitations.

**Special events and major projects**

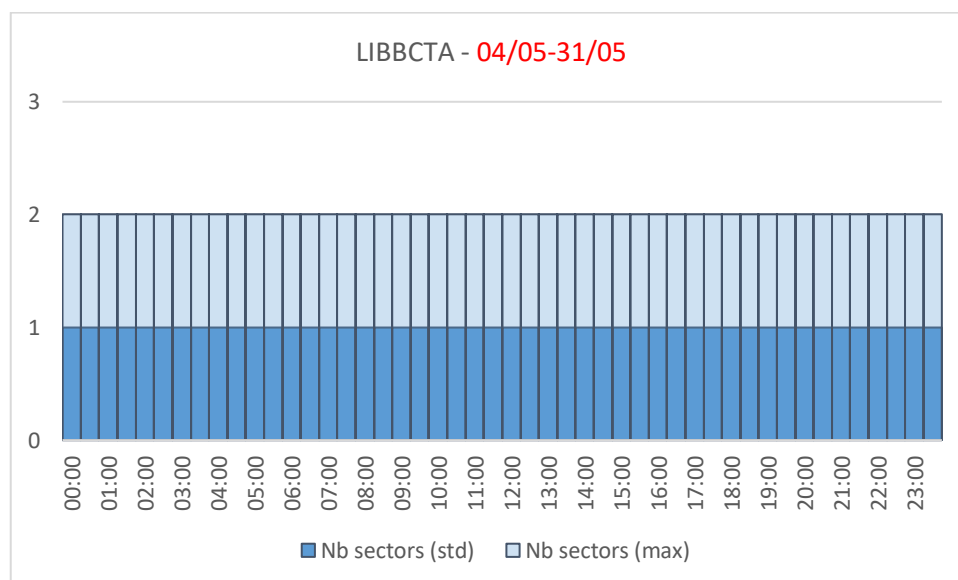
All sub-projects of the major project "New ATM Facility" (e.g. building, radars, automation system etc.) are temporarily delayed.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**ITALY****BRINDISI ACC****Expected traffic**

Brindisi						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80 - 130	90 - 120	70 - 90	80 - 100	90 - 130	70 - 120	60 - 160
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80 - 140	90 - 140	80 - 100	80 - 120	90 - 170	70 - 150	60 - 190
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 220	100 - 230	100 - 200	80 - 230	90 - 260	70 - 270	70 - 270
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 250	100 - 270	110 - 210	90 - 260	90 - 300	70 - 340	70 - 330

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

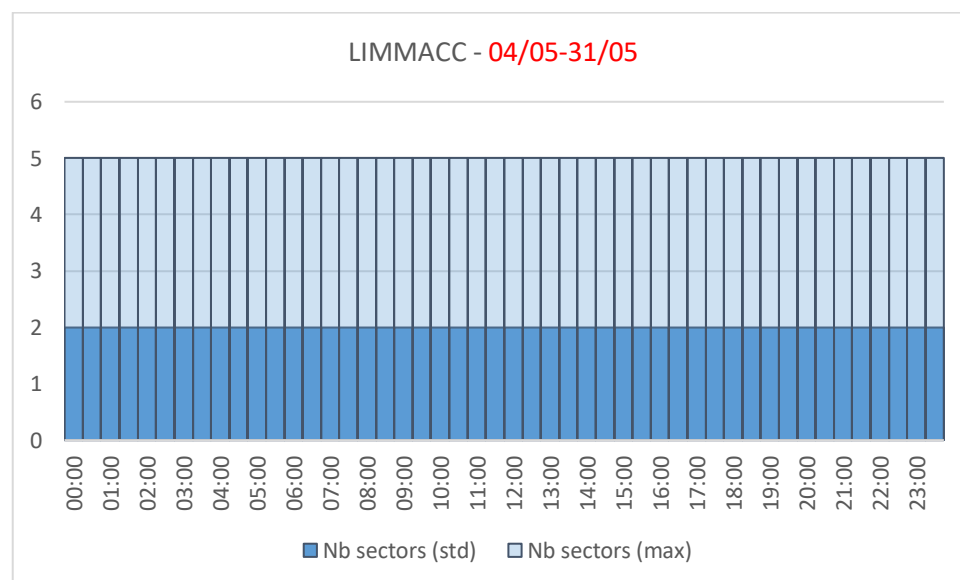
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**ITALY****MILAN ACC****Expected traffic**

Milano						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 230	190 - 220	190 - 240	170 - 210	200 - 250	160 - 190	140 - 200
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 240	180 - 220	190 - 250	210 - 230	200 - 310	160 - 300	140 - 290
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 490	190 - 500	200 - 520	260 - 520	210 - 510	170 - 510	150 - 510
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 520	190 - 530	200 - 530	310 - 520	220 - 580	170 - 610	150 - 600

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

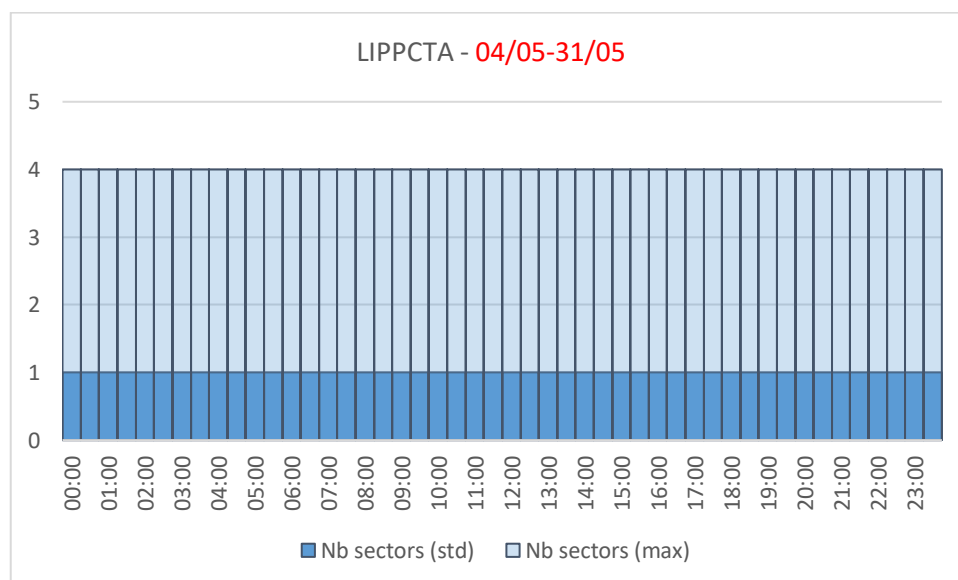
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**ITALY****PADOVA ACC****Expected traffic**

Padova						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 260	150 - 240	170 - 240	180 - 230	160 - 290	120 - 270	100 - 260
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 280	140 - 270	160 - 260	170 - 270	150 - 330	110 - 350	100 - 340
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160 - 450	150 - 500	170 - 490	190 - 520	170 - 520	120 - 610	110 - 520
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 500	160 - 540	170 - 490	190 - 530	170 - 610	130 - 710	110 - 650

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

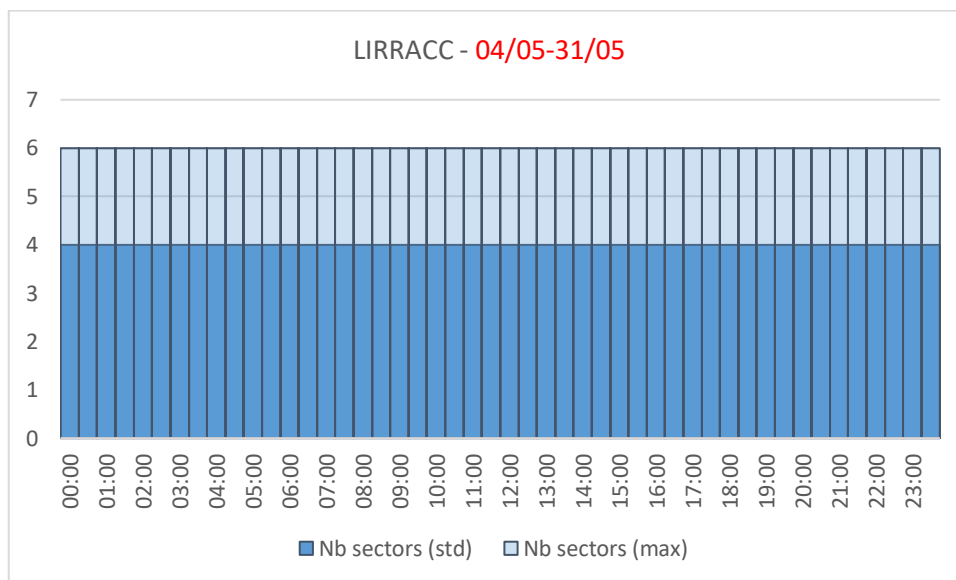
**ITALY**

**ROME ACC**

**Expected traffic**

Roma						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 260	230 - 260	240 - 250	200 - 230	250 - 260	170 - 240	170 - 230
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 280	220 - 290	230 - 250	240 - 250	240 - 310	160 - 320	170 - 280
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280 - 470	240 - 480	250 - 470	280 - 470	250 - 520	170 - 530	180 - 480
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310 - 520	250 - 510	250 - 470	340 - 500	250 - 630	180 - 650	190 - 600

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

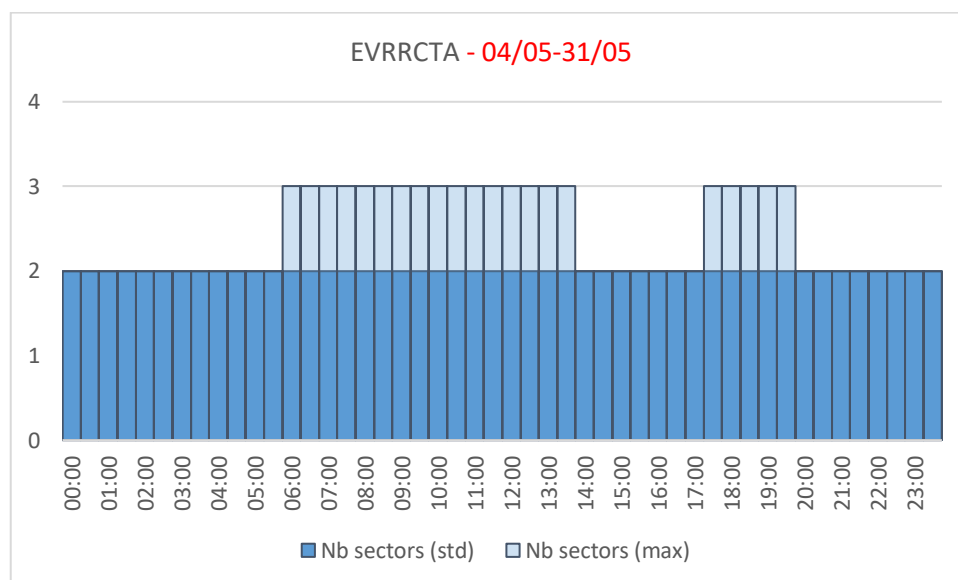
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**LATVIA****RIGA ACC****Expected traffic**

Riga						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 130	100 - 120	110 - 130	130 - 140	130 - 150	90 - 110	110 - 130
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 120	100 - 120	120 - 140	120 - 140	140 - 150	110 - 130	120 - 140
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 140	110 - 130	120 - 140	130 - 150	140 - 150	120 - 140	130 - 140
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 140	110 - 130	130 - 140	130 - 150	150 - 160	130 - 140	130 - 140

**Sector openings – Planned and maximum****Sector capacities**

Capacity has been reduced to “One ATCO per sector operations” values:

CONF 3	
EVRRWS	31
EVRRRES	29
EVRRAPP	18

CONF 2	
EVRRWS	31
EVRRREA	15

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A



**Special events and major projects**

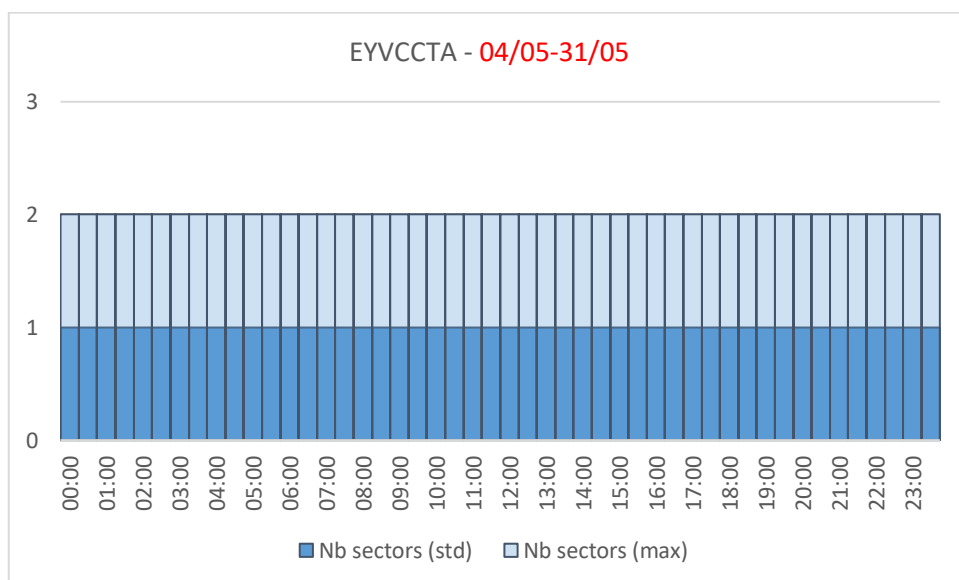
Vertical split of the East sector in Riga FIR: Project postponed until spring 2021.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**LITHUANIA****VILNIUS ACC****Expected traffic**

Vilnius						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 110	90 - 100	90 - 100	110 - 130	100 - 120	80 - 100	80 - 100
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 110	90 - 110	100 - 120	120 - 140	120 - 130	100 - 120	90 - 110
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100 - 120	100 - 110	110 - 120	130 - 150	120 - 130	120 - 130	100 - 110
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 130	100 - 120	120 - 130	130 - 140	130 - 140	120 - 130	100 - 120

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

Date TBC for New ATC system implementation. Testing activities stopped due to quarantine and will be resumed after cancelation of restrictions.

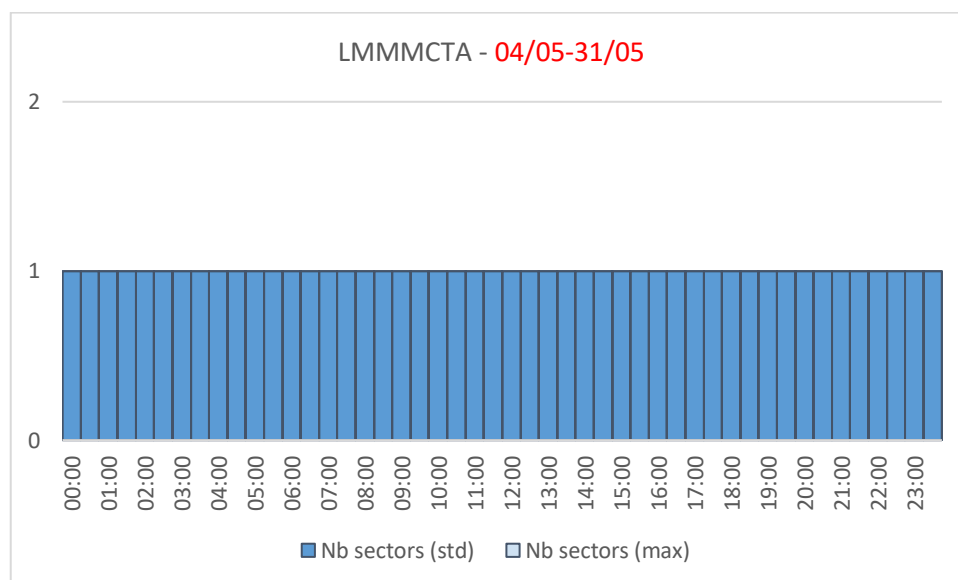
03/06-21/06: Military exercise BALTOPS.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**MALTA****MALTA ACC****Expected traffic**

Malta						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 40	50 - 60	40 - 50	40 - 50	50 - 60	30 - 50	30 - 60
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 40	40 - 60	40 - 50	40 - 50	50 - 60	30 - 60	30 - 60
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 50	50 - 70	40 - 60	40 - 60	50 - 80	30 - 70	30 - 70
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 60	50 - 80	40 - 60	50 - 70	50 - 80	30 - 90	30 - 90

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No planned restrictions.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Projects have been stopped but any work related to maintaining the ATM/CNS systems remains in place.

**Special events and major projects**

No special events or major projects in this time period.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

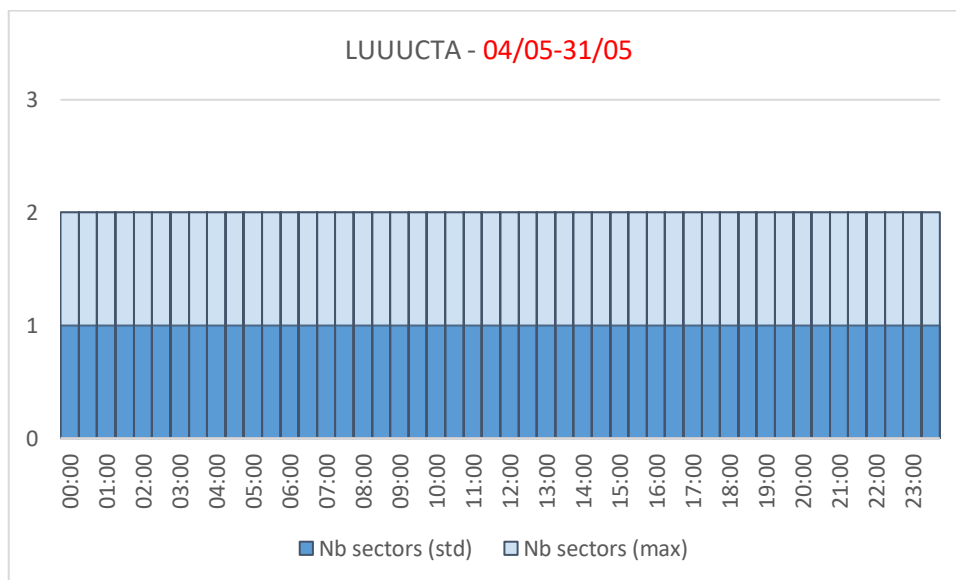
**MOLDOVA**

**CHISINAU ACC**

**Expected traffic**

Chisinau						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	0 - 20	0 - 20	10 - 20	10 - 20	10 - 20	0 - 20
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	0 - 20	10 - 20	10 - 20	10 - 20	10 - 30	0 - 20
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 30	0 - 20	10 - 40	10 - 30	10 - 60	0 - 40	0 - 40
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 40	0 - 30	10 - 50	10 - 40	0 - 70	0 - 70	0 - 60

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

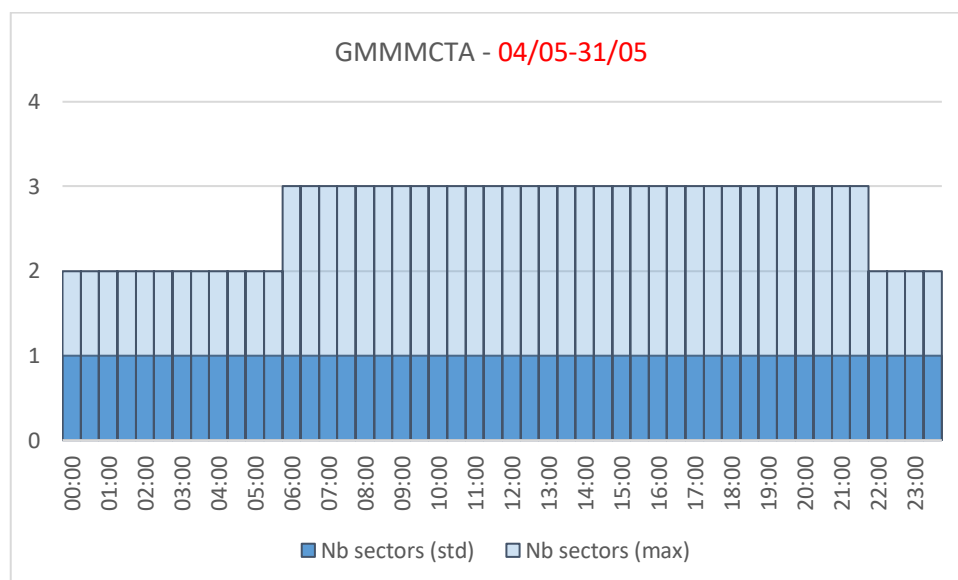
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**MOROCCO****CASABLANCA ACC****Expected traffic**

Casablanca						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 40	20 - 40	10 - 30	20 - 40	40 - 50	10 - 30	20 - 40
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 60	20 - 50	20 - 30	20 - 40	30 - 60	10 - 40	20 - 70
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 90	20 - 110	30 - 80	30 - 110	30 - 100	10 - 120	20 - 150
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 150	20 - 180	40 - 150	30 - 160	30 - 160	10 - 180	20 - 110

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

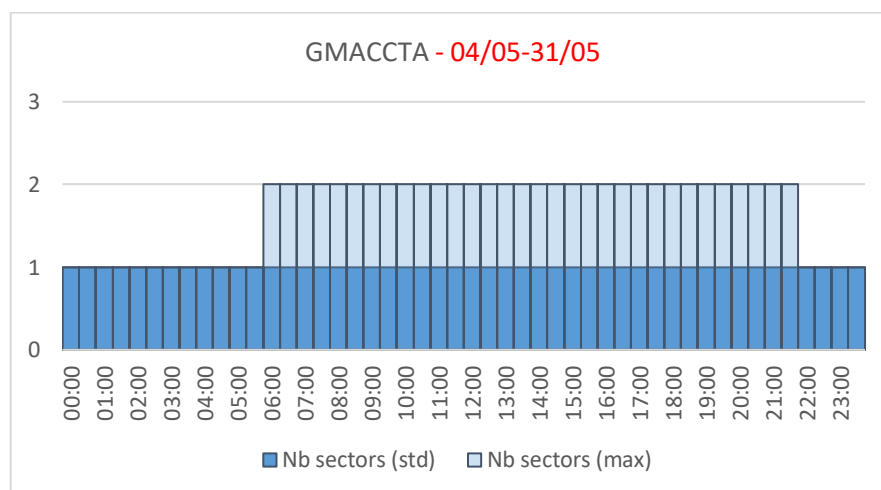
- RNP APCH & RNAV procedure design for GMFI & GMFF airports.
- FRA night in Casablanca CTA.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**MOROCCO****AGADIR ACC****Expected traffic**

Agadir						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 80	10 - 60	10 - 60	10 - 90	20 - 90	10 - 70	10 - 70
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 80	10 - 60	10 - 70	10 - 100	20 - 100	10 - 90	10 - 110
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 120	10 - 130	10 - 120	20 - 150	20 - 130	10 - 180	10 - 150
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 150	10 - 130	10 - 140	20 - 150	20 - 150	10 - 190	10 - 150

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

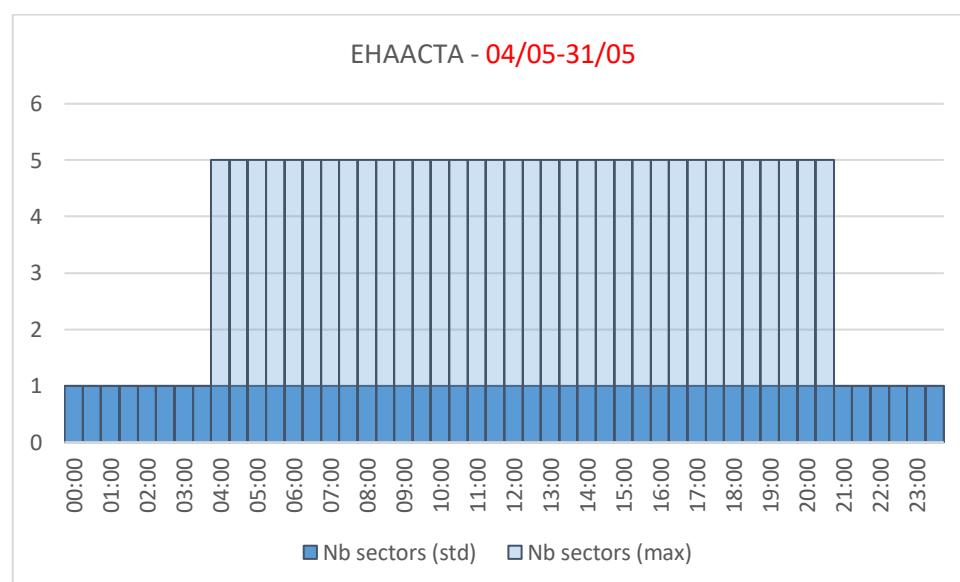
- 10/09/20 Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c - create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA
- FRA H24 in Agadir CTA.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**THE NETHERLANDS****AMSTERDAM ACC****Expected traffic**

Amsterdam						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180 - 230	190 - 230	180 - 230	200 - 250	190 - 260	190 - 210	190 - 230
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 260	190 - 230	180 - 240	200 - 250	190 - 280	190 - 230	190 - 240
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 300	210 - 310	190 - 320	230 - 320	200 - 320	210 - 270	210 - 310
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 320	230 - 320	200 - 330	240 - 370	210 - 410	210 - 330	220 - 370

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations, staffing available for maximum sector configuration.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

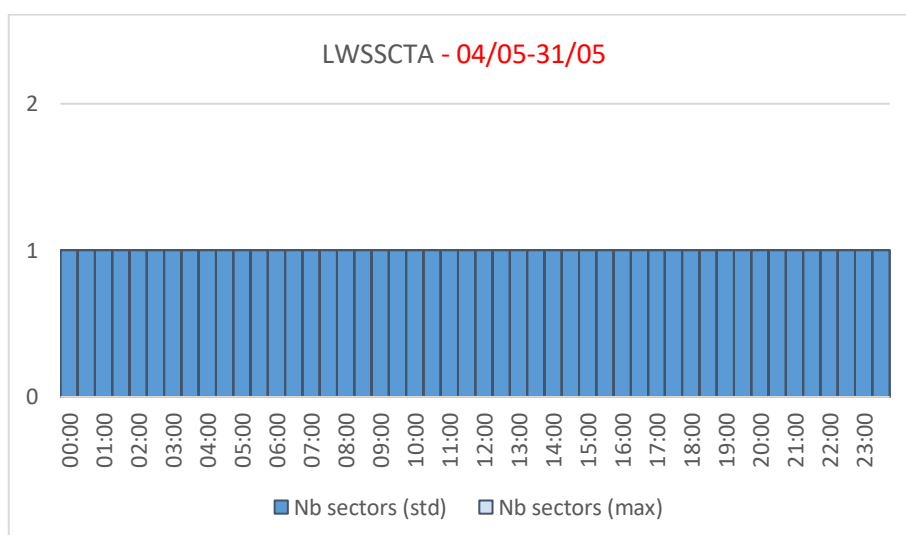
No significant events foreseen for the period of 4 May till 31 May.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**NORTH MACEDONIA****SKOPJE ACC****Expected traffic**

Skopje						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 140	50 - 140	70 - 150	80 - 120	70 - 140	40 - 170	50 - 140
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 140	50 - 150	70 - 150	80 - 140	80 - 160	40 - 220	50 - 190
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 210	50 - 230	80 - 270	90 - 260	90 - 250	50 - 350	50 - 250
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50 - 270	50 - 280	80 - 300	90 - 280	100 - 300	50 - 410	50 - 330

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

01-15 May FMP position manned only from 05:30 – 17:30 UTC.

16 May onwards, FMP position manned 24H.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No other constraints

**Special events and major projects**

N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.



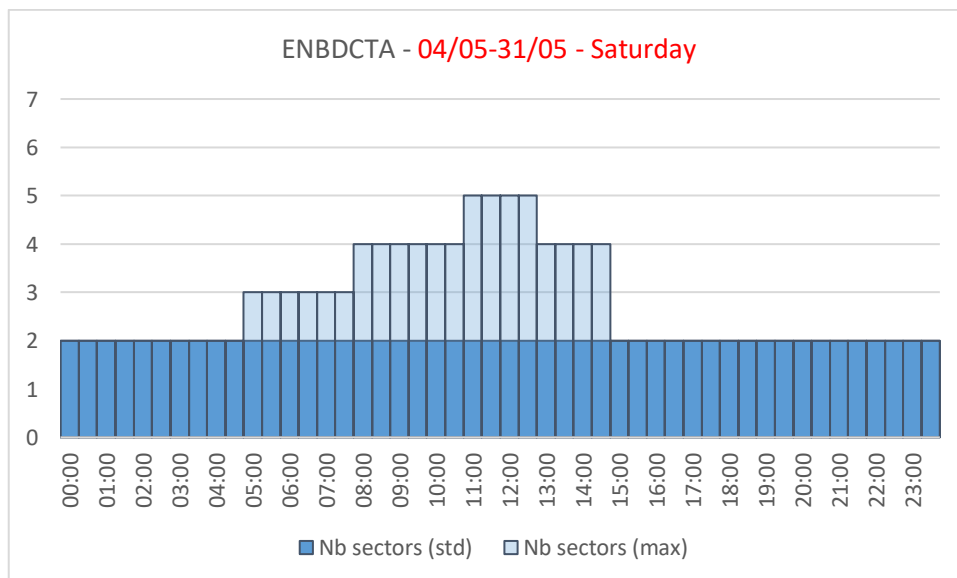
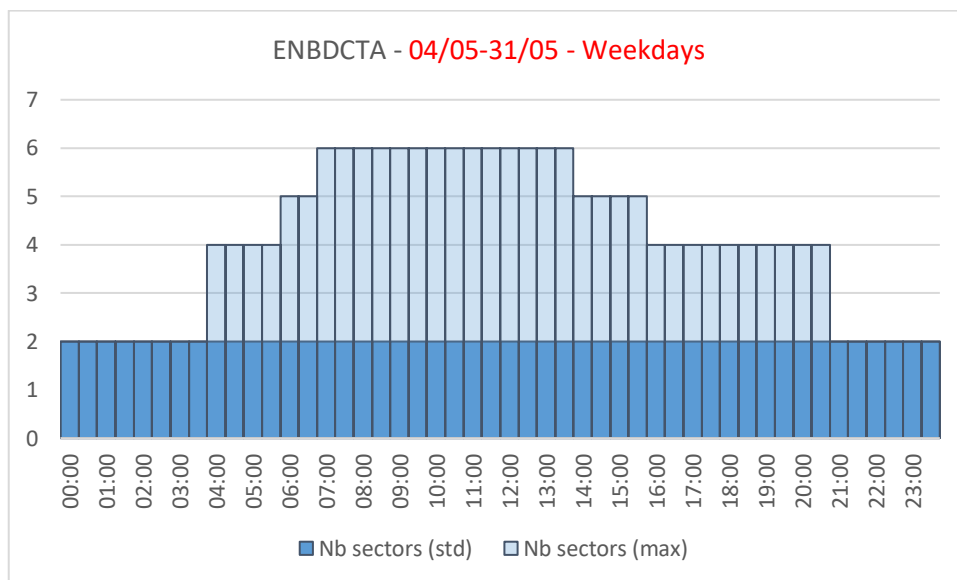
**NORWAY**

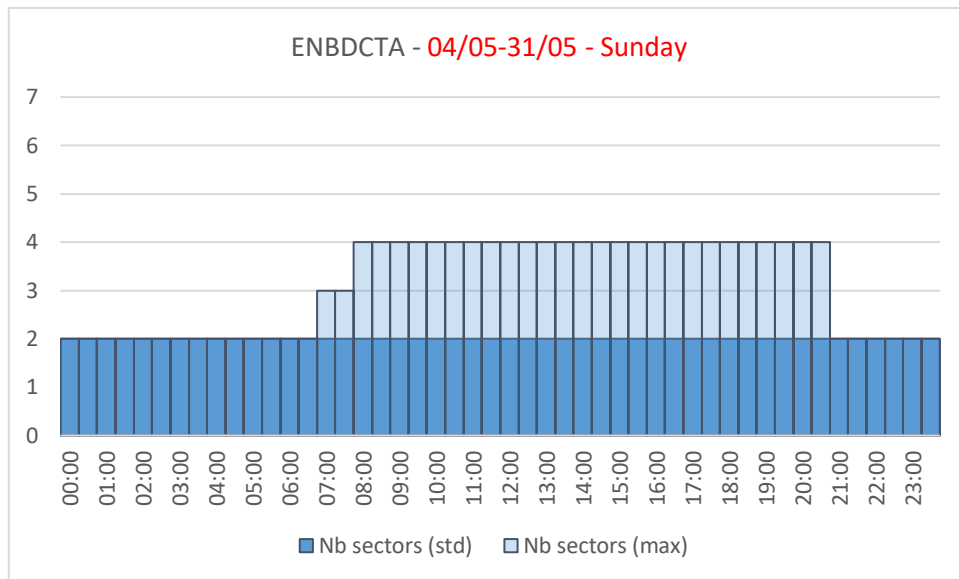
**BODO ACC**

**Expected traffic**

Bodo						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 270	270 - 280	270 - 280	260 - 280	250 - 270	60 - 80	180 - 200
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 270	270 - 290	270 - 290	270 - 280	180 - 270	70 - 80	150 - 170
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 270	260 - 270	270 - 280	190 - 200	160 - 200	70 - 80	150 - 200
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260 - 270	260 - 280	270 - 280	160 - 270	130 - 270	70 - 90	130 - 180

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

N/A

### **NM Assessment**

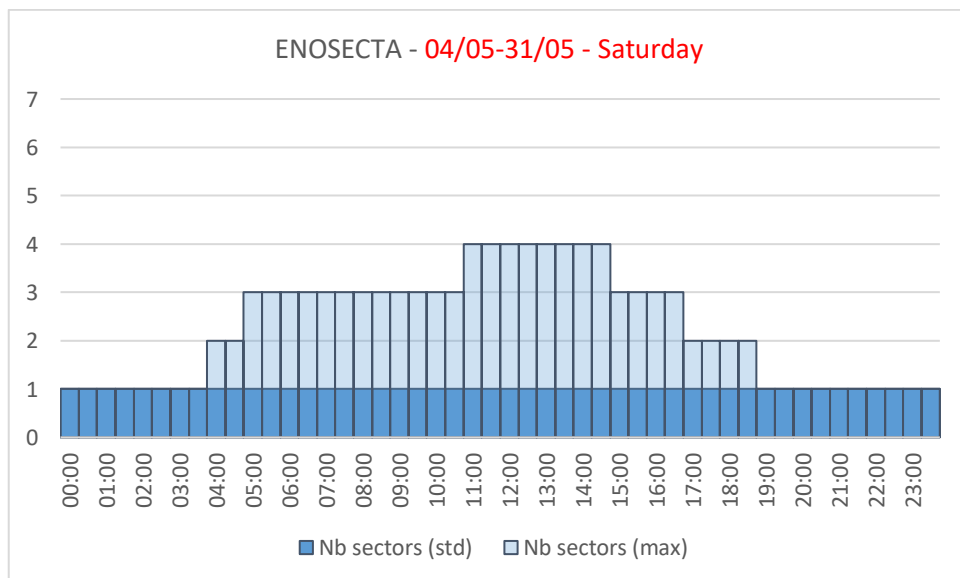
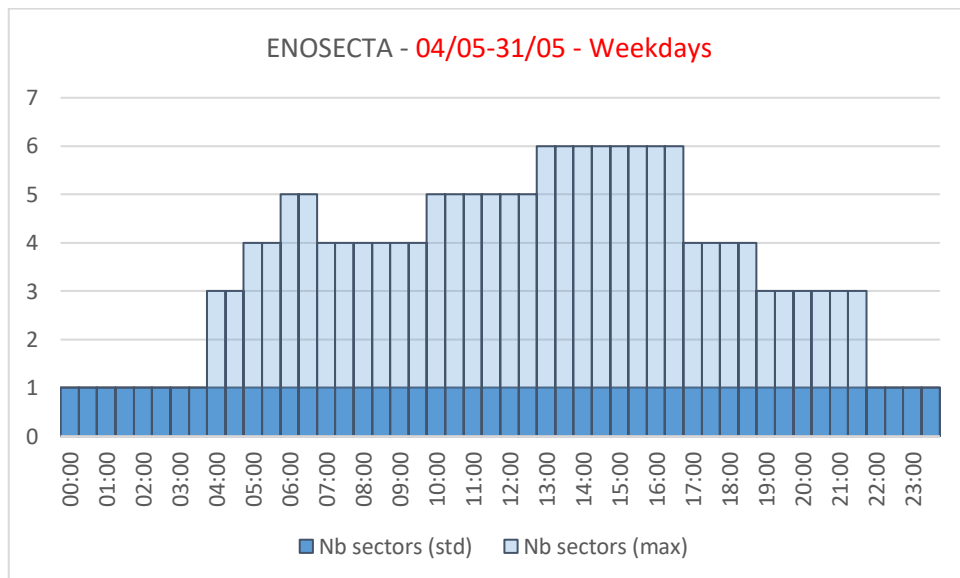
No capacity issues expected with planned numbers of sectors during the period.

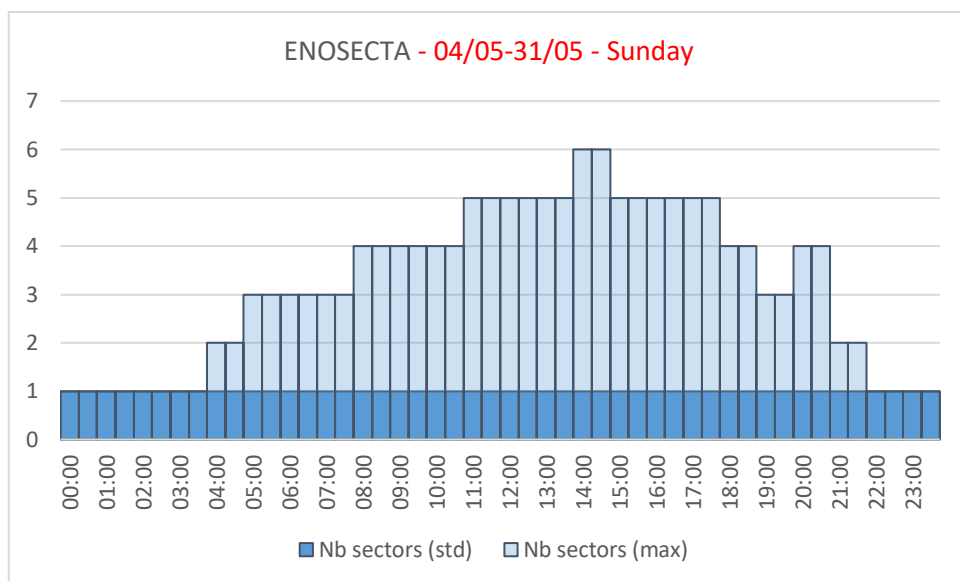
**NORWAY OSLO ACC**

**Expected traffic**

Oslo						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 240	210 - 230	230 - 240	200 - 220	220 - 250	80 - 100	140 - 160
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 250	220 - 240	230 - 250	210 - 230	180 - 240	90 - 110	160 - 180
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 250	220 - 240	230 - 240	190 - 210	170 - 230	90 - 110	170 - 200
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240 - 250	230 - 240	220 - 230	190 - 230	150 - 260	100 - 130	180 - 200

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

N/A

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

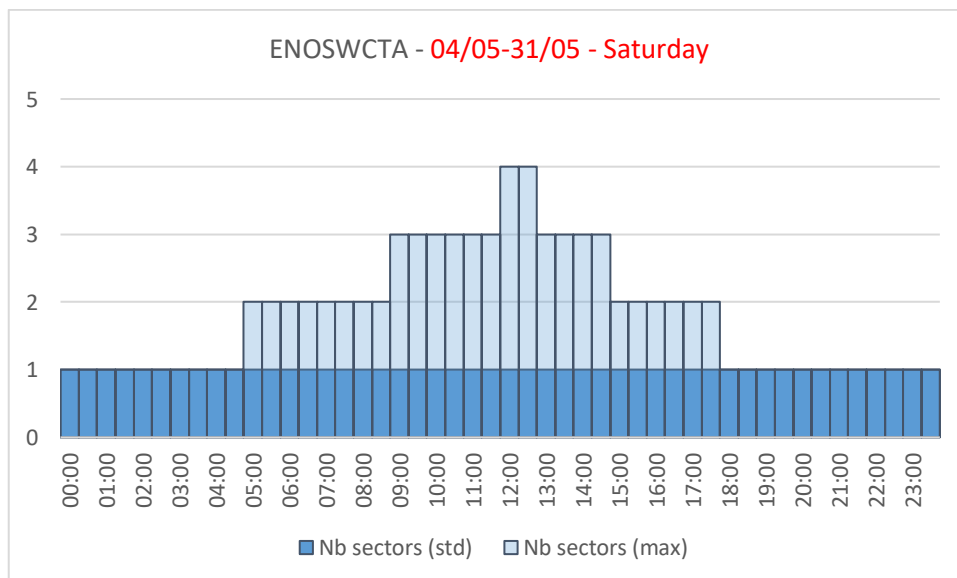
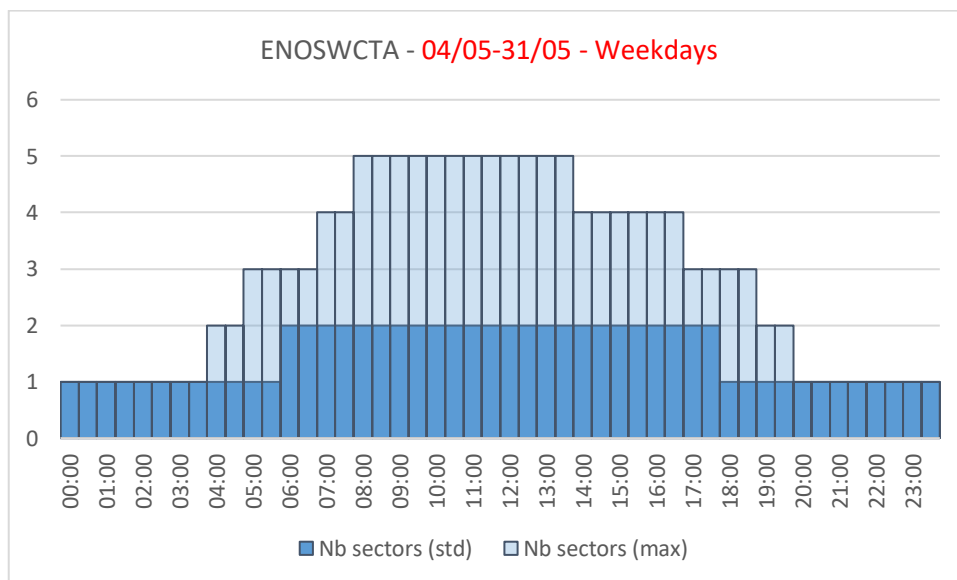
**NORWAY**

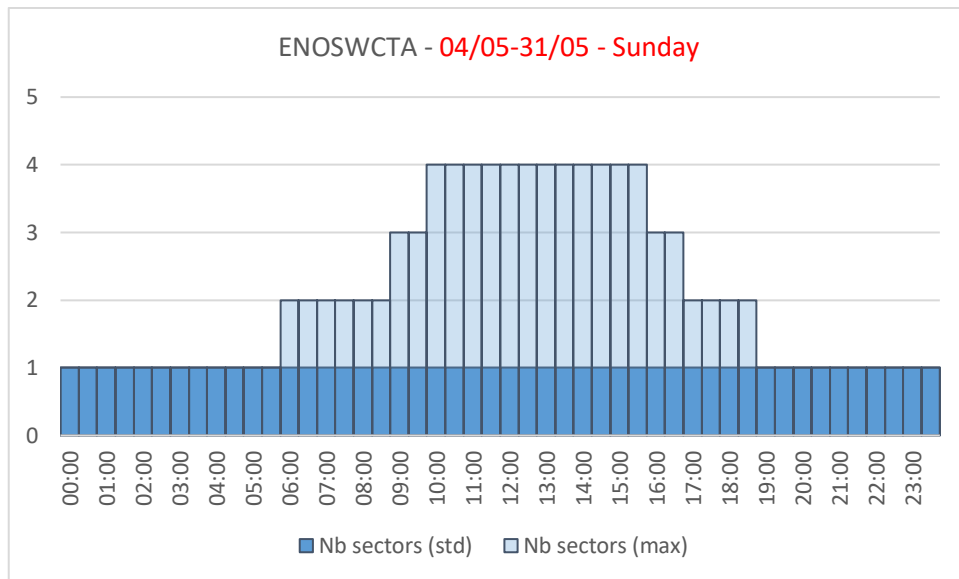
**STAVANGER ACC**

**Expected traffic**

Stavanger						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130 - 140	120 - 130	120 - 140	110 - 130	120 - 140	50 - 70	90 - 100
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130 - 150	120 - 140	130 - 150	120 - 140	120 - 140	50 - 70	90 - 110
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 150	120 - 140	130 - 140	100 - 110	110 - 120	50 - 70	100 - 120
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 160	120 - 150	130 - 140	100 - 140	100 - 150	50 - 80	100 - 110

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations.

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

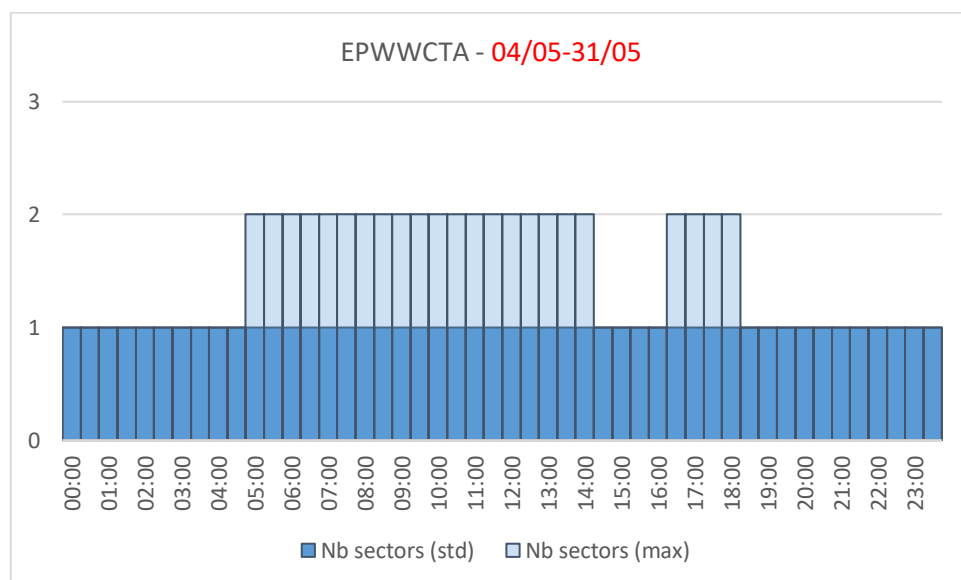
N/A

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**POLAND****WARSAW ACC****Expected traffic**

Warsaw						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280 - 360	300 - 380	340 - 380	320 - 380	330 - 390	260 - 350	270 - 360
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290 - 370	300 - 410	350 - 420	320 - 410	330 - 400	260 - 390	260 - 400
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320 - 400	320 - 430	380 - 440	350 - 470	350 - 450	280 - 430	280 - 460
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340 - 420	330 - 440	400 - 450	360 - 490	360 - 480	300 - 490	290 - 470

**Sector openings – Planned and maximum****Sector capacities**

No reduction in ACC sector capacities.

Capacity of TMAs: EPWA, EPKK, EPGD, EPPO is reduced to 40%.

**Availability of support to operations staff**

FMP, AMC, ASM, FPP Units personnel is limited but available 24/7.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

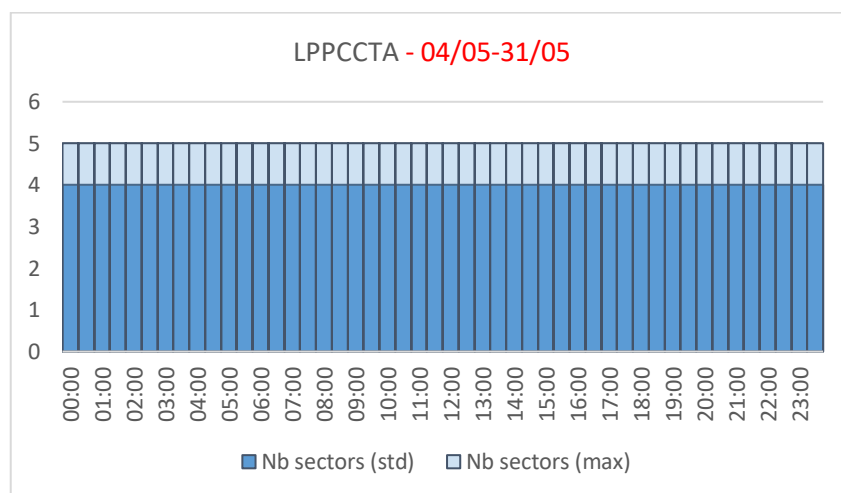
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**PORTUGAL****LISBON ACC****Expected traffic**

Lisbon						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 140	80 - 120	60 - 100	60 - 150	80 - 140	50 - 120	50 - 120
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50 - 140	80 - 120	60 - 100	70 - 160	90 - 160	50 - 150	60 - 230
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50 - 320	80 - 320	60 - 300	80 - 370	90 - 330	50 - 380	50 - 370
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50 - 360	80 - 330	60 - 310	80 - 380	90 - 350	50 - 400	50 - 360

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No limitations.

**Special events and major projects**

Not in 2020.

**NM Assessment**

According to the high traffic scenario, some peaks might require the opening of a fifth sector after the 18th of May. They is no repetitive pattern for the time so it is not possible to predict the day of the week or the period of the day. Maximum sector plan is sufficient to deal with those peaks.



**ROMANIA**

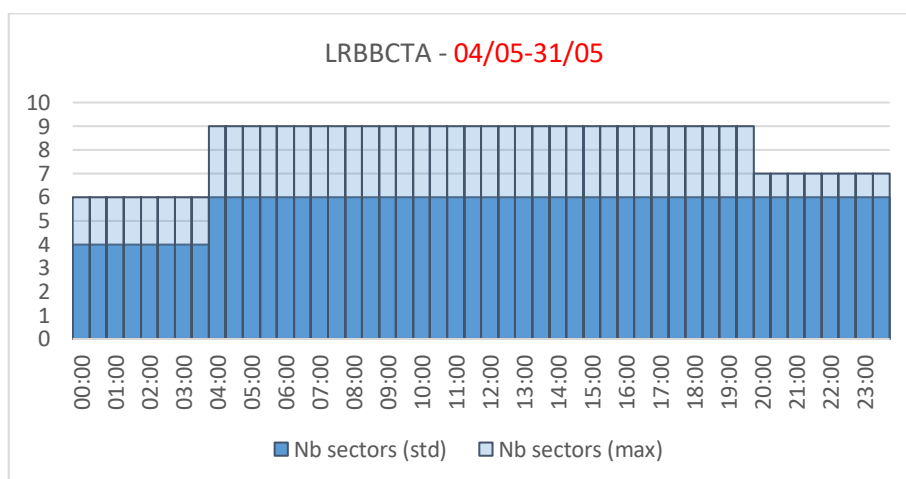
**BUCHAREST ACC**

**Expected traffic**

Bucharest						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220 - 250	200 - 230	210 - 240	260 - 290	280 - 310	260 - 290	260 - 290
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260 - 270	220 - 250	240 - 270	270 - 300	310 - 390	290 - 390	270 - 380
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310 - 380	250 - 350	280 - 370	310 - 420	370 - 480	340 - 470	310 - 460
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360 - 440	270 - 410	320 - 460	340 - 500	430 - 570	400 - 580	330 - 530

**Sector openings – Planned and maximum**

Sectors number and configurations will be adapted according with traffic demand.



**Sector capacities**

No reduction in sector capacities. All sectors at declared capacity.

**Availability of support to operations staff**

No limitations, all support staff available.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints. All technical infrastructure working to full extent.

**Special events and major projects**

CPDLC on operational trial starting from May 2020.

CPDLC fully operational by July 2020.

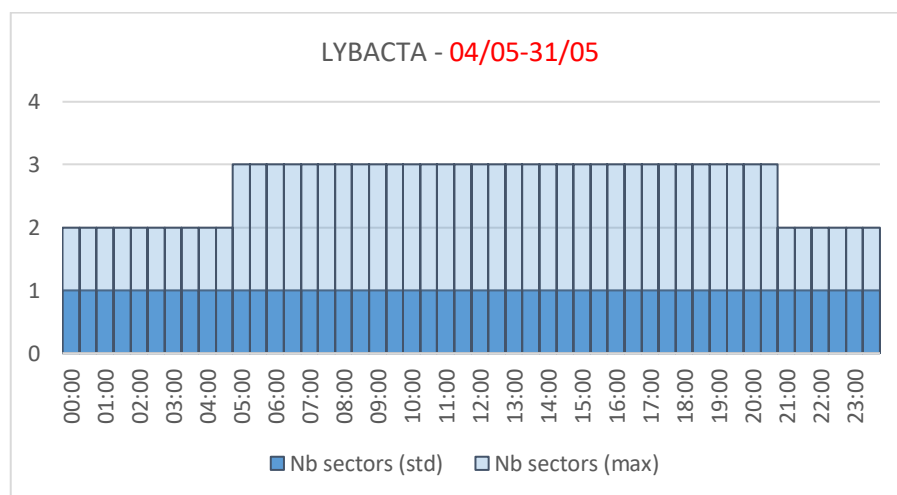
No impact in capacity.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**SERBIA****BEOGRAD ACC****Expected traffic**

Belgrade						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 310	150 - 370	180 - 320	180 - 330	160 - 370	150 - 380	130 - 350
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 320	150 - 390	180 - 360	180 - 360	160 - 410	160 - 460	130 - 440
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 490	150 - 530	200 - 570	190 - 590	170 - 600	170 - 670	140 - 600
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 580	150 - 630	210 - 630	200 - 640	180 - 690	190 - 800	140 - 720

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints, all systems and technical infrastructure are available.

**Special events and major projects**

No activities for major projects or special events are planned for the next four weeks.

**NM Assessment**

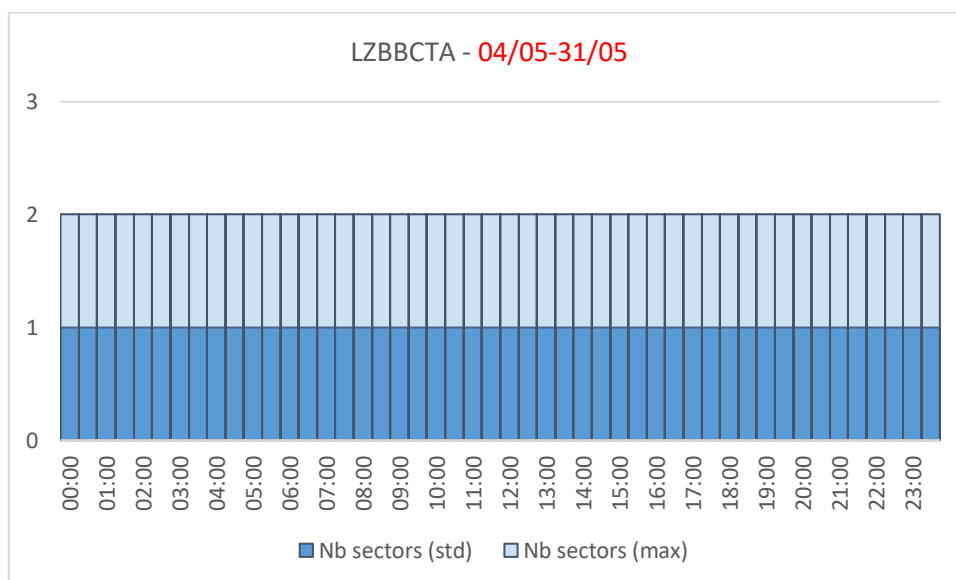
According to the high traffic scenario, from the 18th of May and with only one sector open, traffic is expected to be close to the monitoring value all day. Morning peaks might require the opening of a second sector for short periods. Maximum sector plan is sufficient to deal with those peaks.

**SLOVAKIA** **BRATISLAVA ACC**

**Expected traffic**

Bratislava						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150 - 170	150 - 170	150 - 180	150 - 180	190 - 220	180 - 200	170 - 190
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160 - 190	170 - 190	180 - 200	190 - 200	190 - 260	170 - 260	170 - 250
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180 - 240	200 - 240	200 - 240	220 - 260	200 - 290	180 - 290	190 - 280
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 260	220 - 270	240 - 280	260 - 290	210 - 320	180 - 340	200 - 330

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Availability of technical support is sufficient enough. No constraints.

**Special events and major projects**

None.

**NM Assessment**

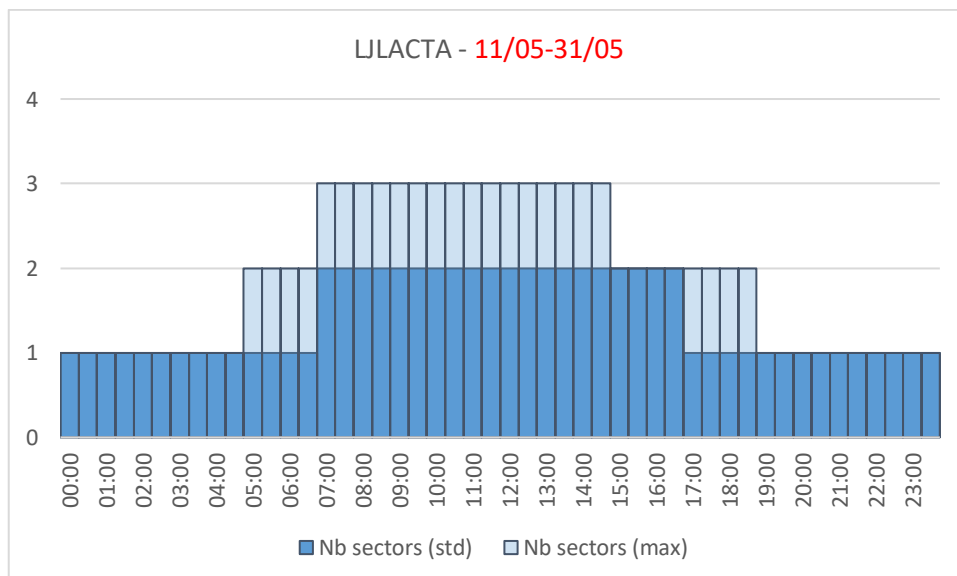
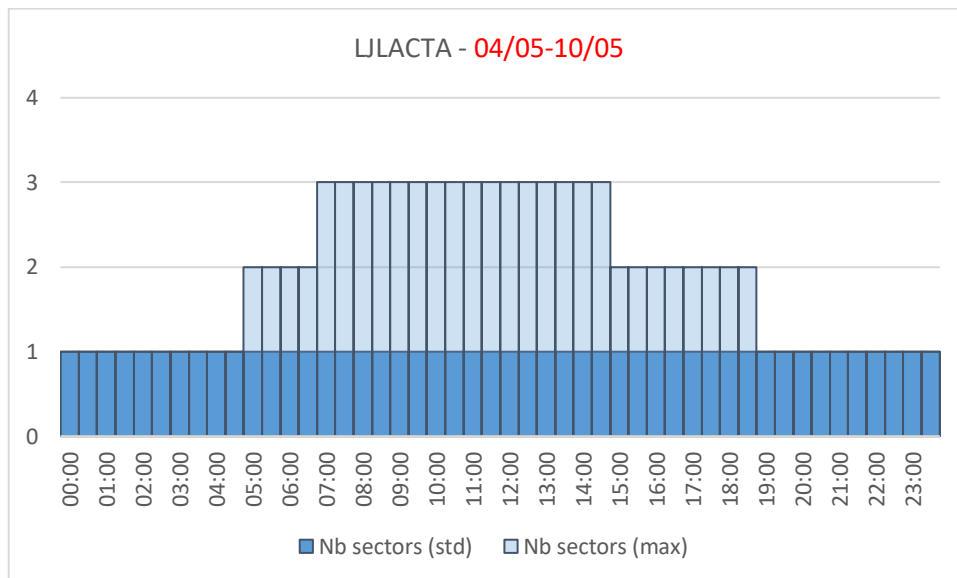
No capacity issues expected with planned numbers of sectors during the period.

**SLOVENIA** **LJUBLJANA ACC**

**Expected traffic**

Ljubljana						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 150	80 - 170	100 - 160	120 - 150	100 - 190	60 - 210	60 - 150
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60 - 160	80 - 200	100 - 170	120 - 180	100 - 220	70 - 270	60 - 220
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 260	90 - 280	110 - 310	130 - 320	110 - 320	80 - 390	70 - 300
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 300	90 - 340	110 - 340	130 - 330	110 - 370	80 - 460	70 - 340

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No technical or other constraints.

**Special events and major projects**

No special events and no projects influencing traffic flows.

**NM Assessment**

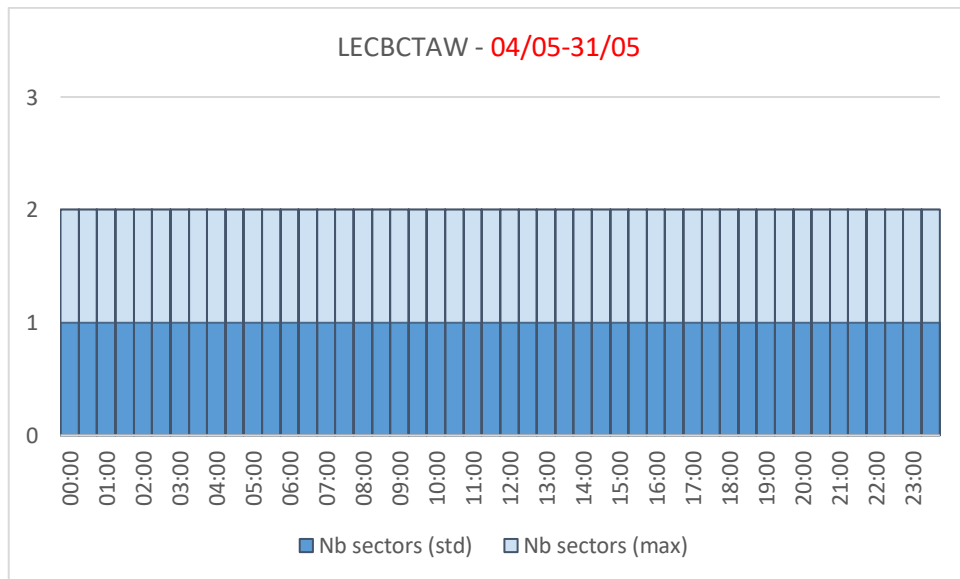
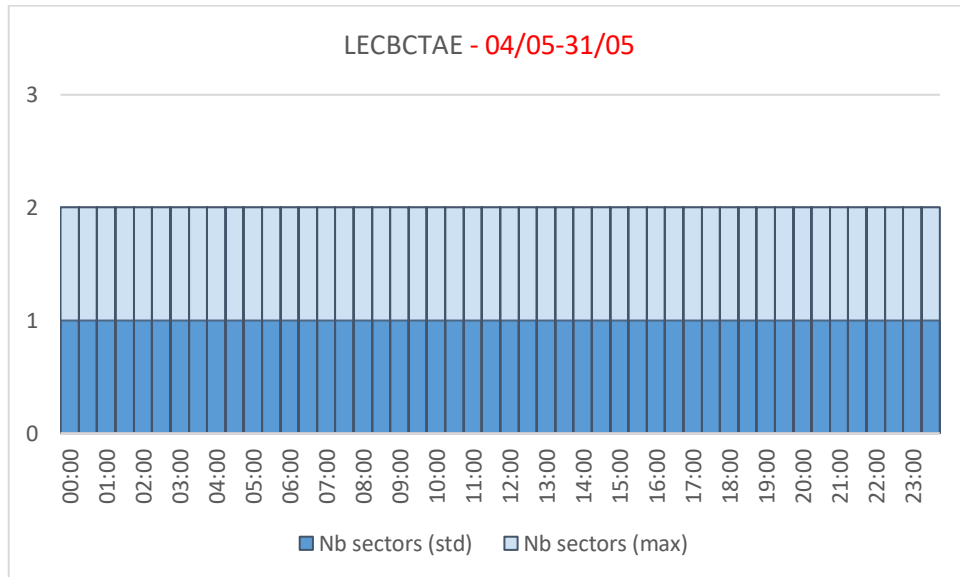
No capacity issues expected with planned numbers of sectors during the period.

**SPAIN** **BARCELONA ACC**

**Expected traffic**

Barcelona						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 110	110 - 120	70 - 110	80 - 110	100 - 140	100 - 180	110 - 150
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 120	110 - 170	100 - 120	130 - 140	130 - 190	100 - 260	110 - 230
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 290	110 - 340	130 - 330	170 - 370	160 - 340	100 - 430	110 - 360
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 330	110 - 370	180 - 350	250 - 420	210 - 400	100 - 520	120 - 390

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No issues.

**Special events and major projects**

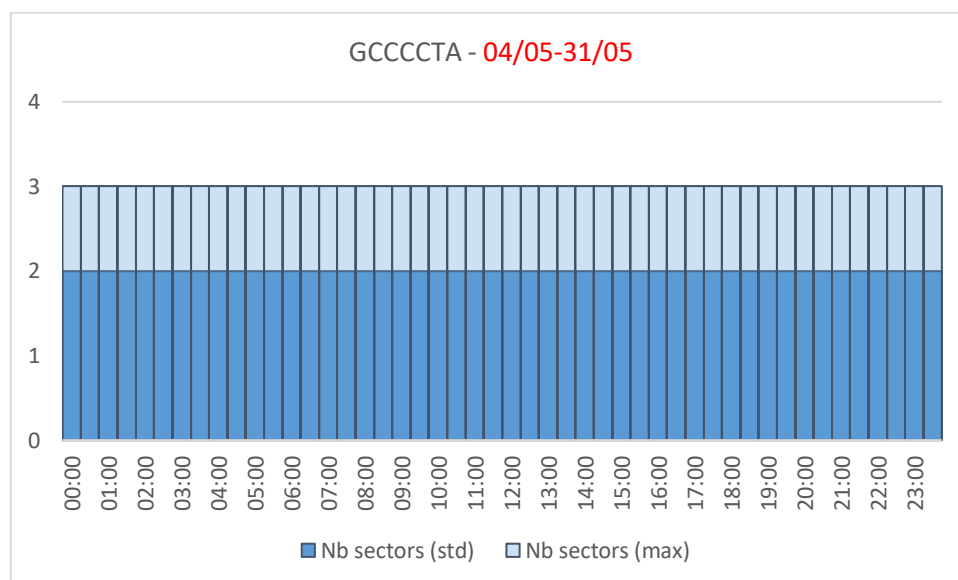
21-MAY-2020: Implementation of new NATPI departures to replace current MOPAS SID with MOPAS DCT NATPI, as agreed between LECB and LFBB.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**SPAIN****CANARIAS ACC****Expected traffic**

Canaries						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 90	50 - 70	50 - 70	60 - 100	80 - 90	40 - 80	50 - 90
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 80	50 - 70	50 - 70	60 - 100	70 - 110	40 - 90	50 - 120
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 110	50 - 140	50 - 130	70 - 150	80 - 130	40 - 160	50 - 160
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40 - 140	50 - 140	50 - 150	70 - 160	80 - 150	40 - 180	50 - 170

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No issues.

**Special events and major projects**

October 2020: Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c and d – create DESUM point / create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

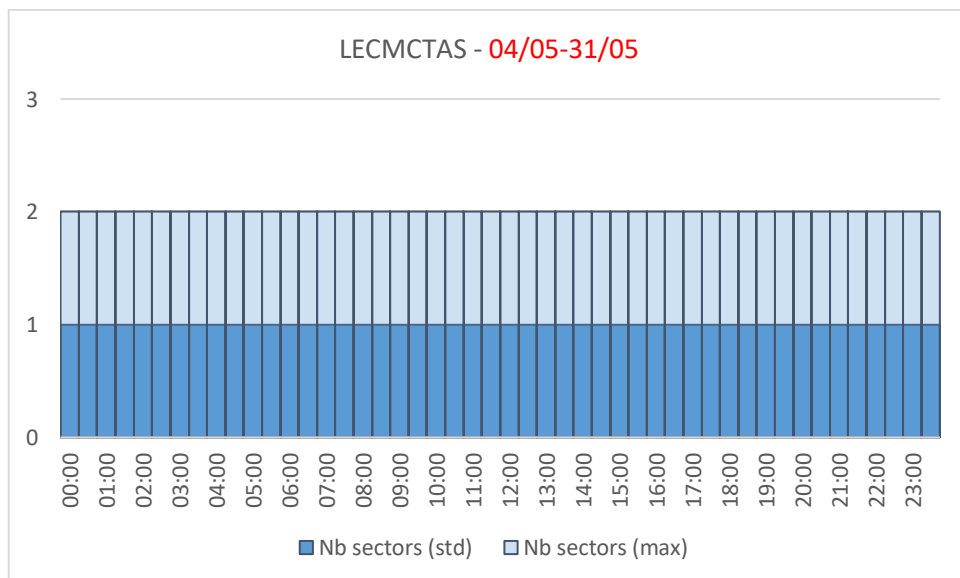
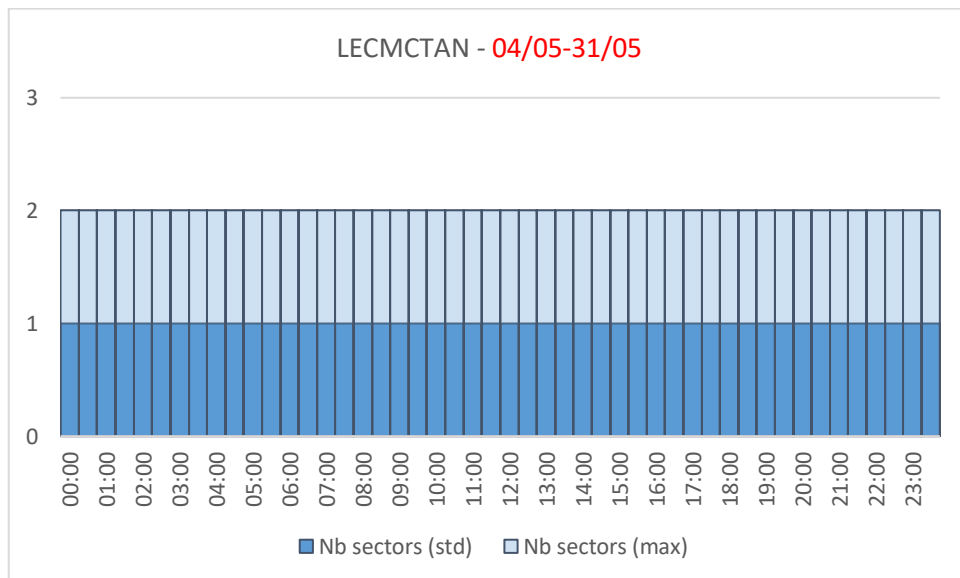


**SPAIN** **MADRID ACC**

**Expected traffic**

Madrid						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 230	190 - 230	180 - 220	170 - 270	210 - 280	110 - 190	130 - 240
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 260	190 - 250	170 - 230	190 - 300	200 - 340	110 - 310	130 - 400
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 550	190 - 580	170 - 550	200 - 660	210 - 600	110 - 610	140 - 620
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170 - 610	190 - 620	170 - 580	220 - 700	210 - 690	110 - 690	140 - 650

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No issues.

**Special events and major projects**

Not planned

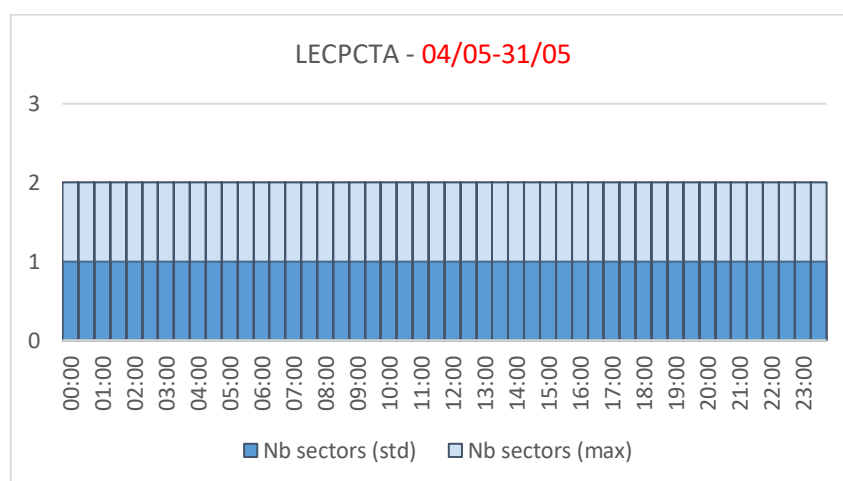
**NM Assessment**

According to the high traffic scenario:

- For LECMCTAN: Maximum sector plan is likely to be required from the 16th of May.
- For LECMCTAS: Maximum sector plan is likely to be required from the 18th of May.

**SPAIN****PALMA ACC****Expected traffic**

Palma						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 70	30 - 70	30 - 90	40 - 70	40 - 100	30 - 120	20 - 90
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 80	30 - 100	30 - 100	40 - 90	50 - 120	30 - 160	30 - 120
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 170	30 - 190	40 - 210	50 - 220	50 - 190	30 - 250	30 - 180
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30 - 180	30 - 200	40 - 220	50 - 220	50 - 220	30 - 310	30 - 230

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No issues.

**Special events and major projects**

Not planned.

**NM Assessment**

According to the high traffic scenario, no major capacity issues expected with planned numbers of sectors during the period. After the 18th of May, the opening of a second sector might be needed during some morning peaks.

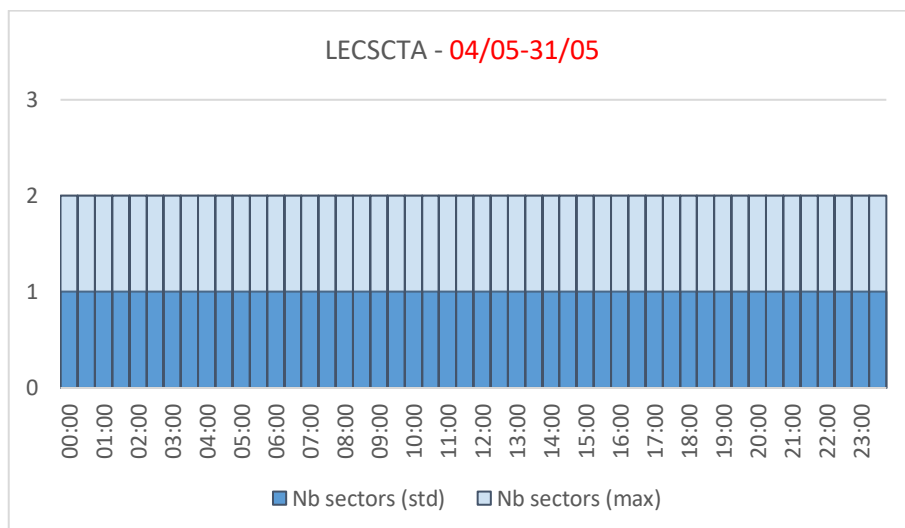
**SPAIN**

**SEVILLA ACC**

**Expected traffic**

Sevilla						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50 - 80	50 - 70	60 - 80	70 - 90	70 - 90	30 - 60	50 - 110
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70 - 90	60 - 80	70 - 80	80 - 100	90 - 110	30 - 90	50 - 150
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90 - 180	70 - 190	70 - 190	80 - 240	110 - 200	30 - 220	50 - 260
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110 - 240	90 - 240	80 - 240	90 - 290	150 - 260	30 - 300	50 - 270

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No issues.

**Special events and major projects**

Not planned.

**NM Assessment**

Maximum sector plan is likely to be required from the 18th of May. On Sunday 24th and 31st of May, morning peaks might require the opening of a third sector.

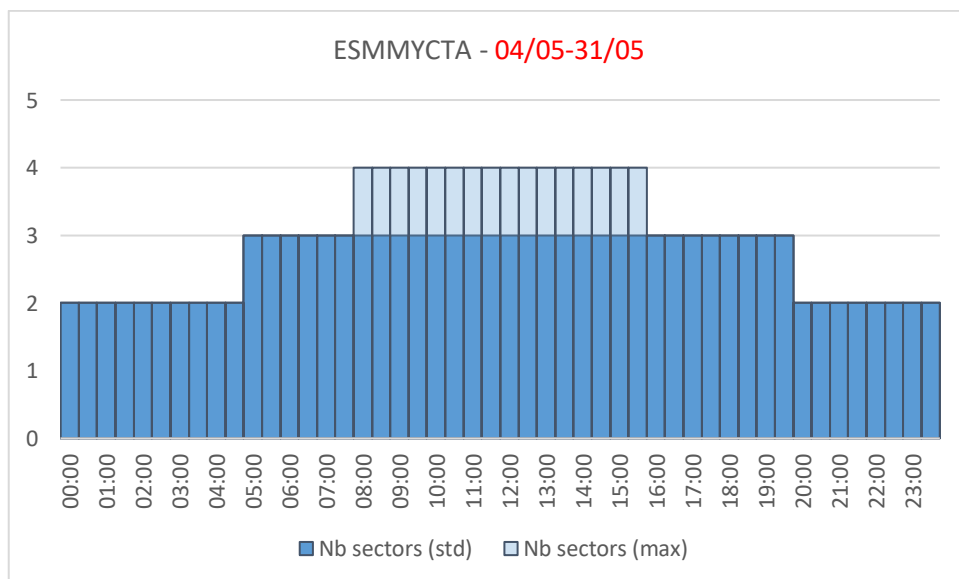
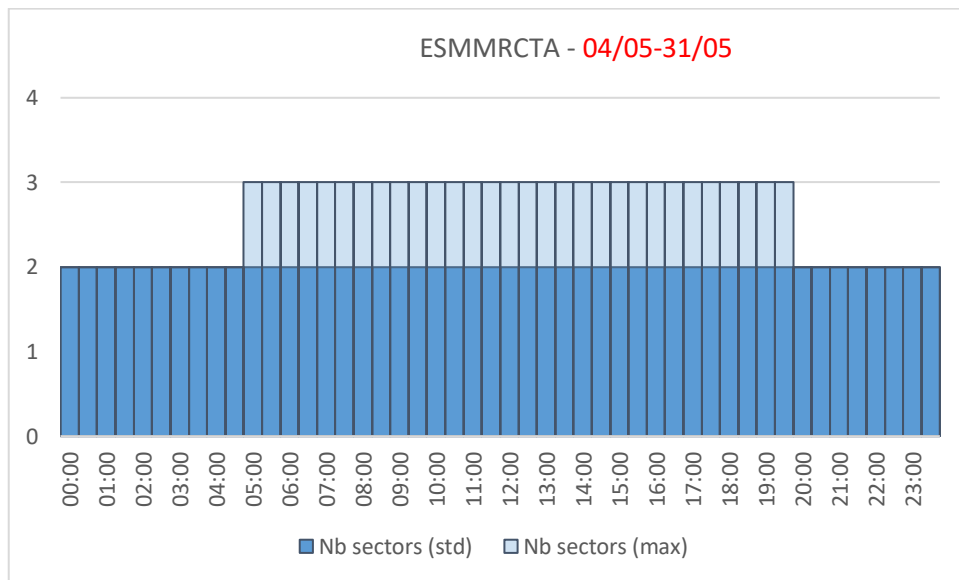
**SWEDEN**

**MALMÖ ACC**

**Expected traffic**

Malmö						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 240	220 - 250	230 - 260	220 - 240	250 - 280	170 - 200	180 - 200
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 240	260 - 270	250 - 270	220 - 250	270 - 280	210 - 230	210 - 230
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230 - 270	280 - 300	280 - 300	250 - 300	310 - 320	250 - 260	240 - 260
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250 - 270	280 - 290	270 - 280	260 - 300	310 - 320	270 - 280	250 - 260

**Sector openings – Planned and maximum**



**Sector capacities**

No reductions, apart from:

TF ESGGTMA; reduced to 10/60

TF ESGGARR; reduced to 6/60

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Business as usual.

**Special events and major projects**

June AIRAC: Redesign of ESMM4, ESMM5 and ESMMC.

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

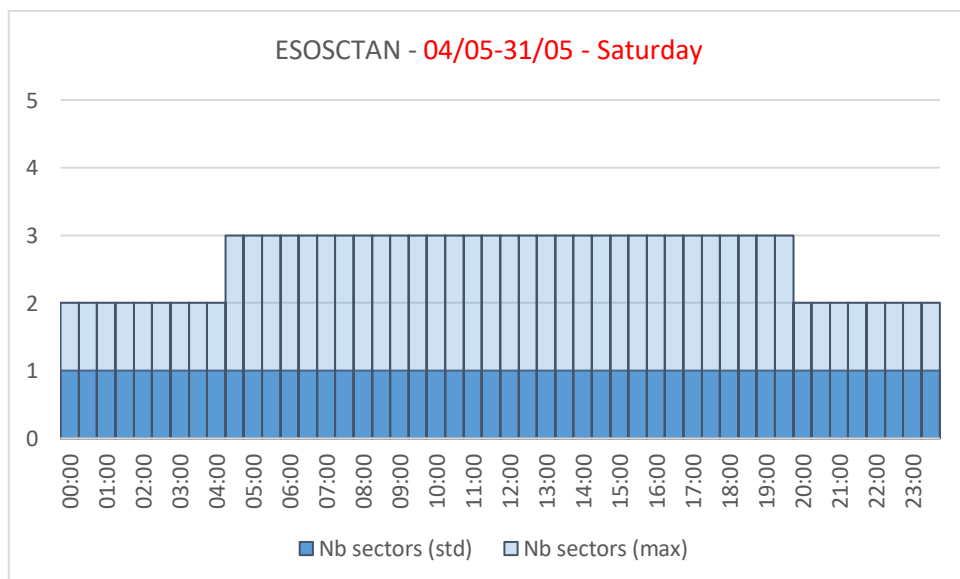
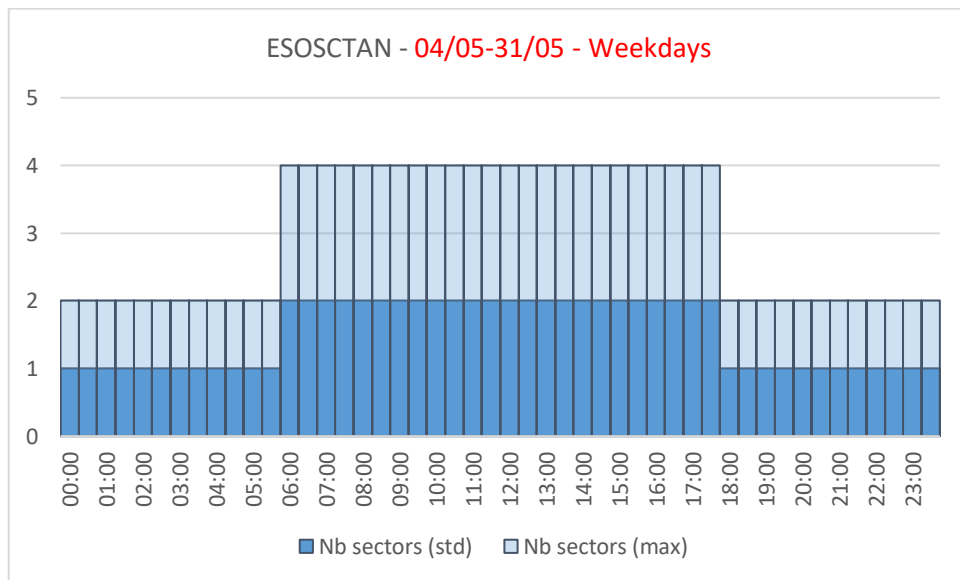
**SWEDEN**

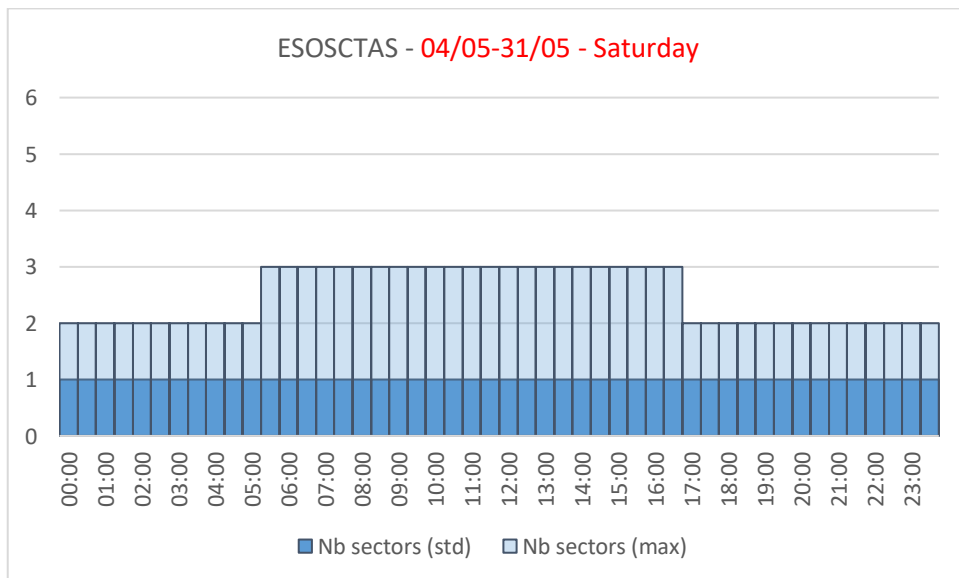
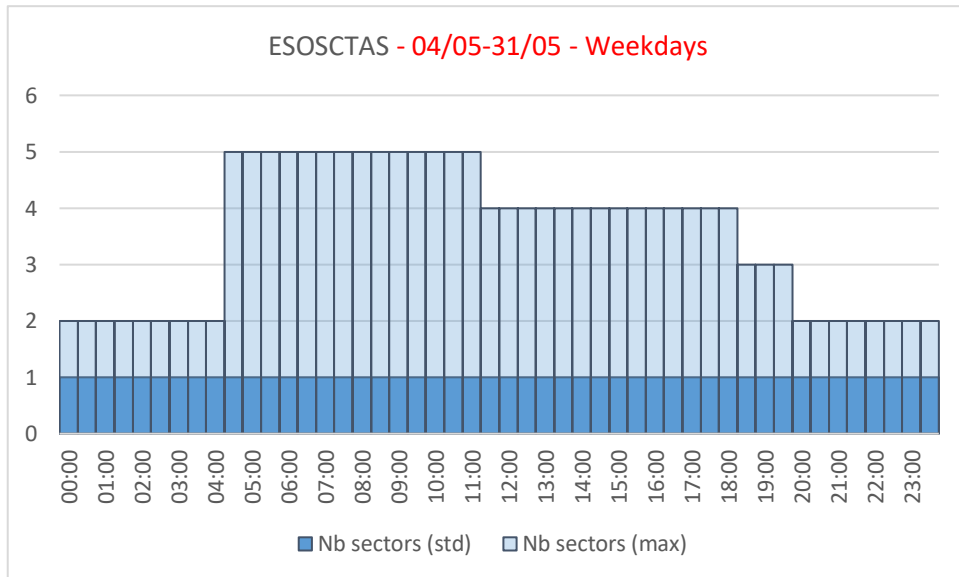
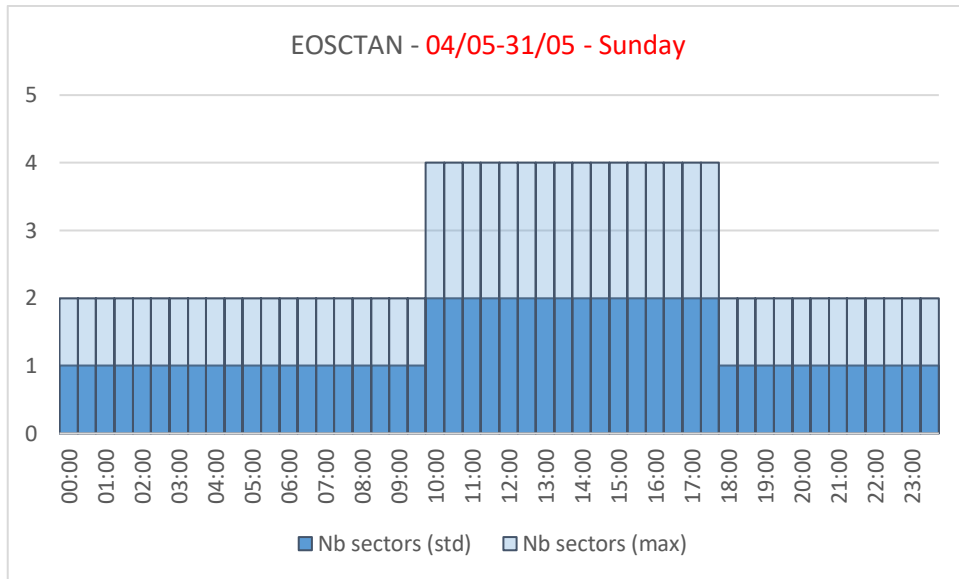
**STOCKHOLM ACC**

**Expected traffic**

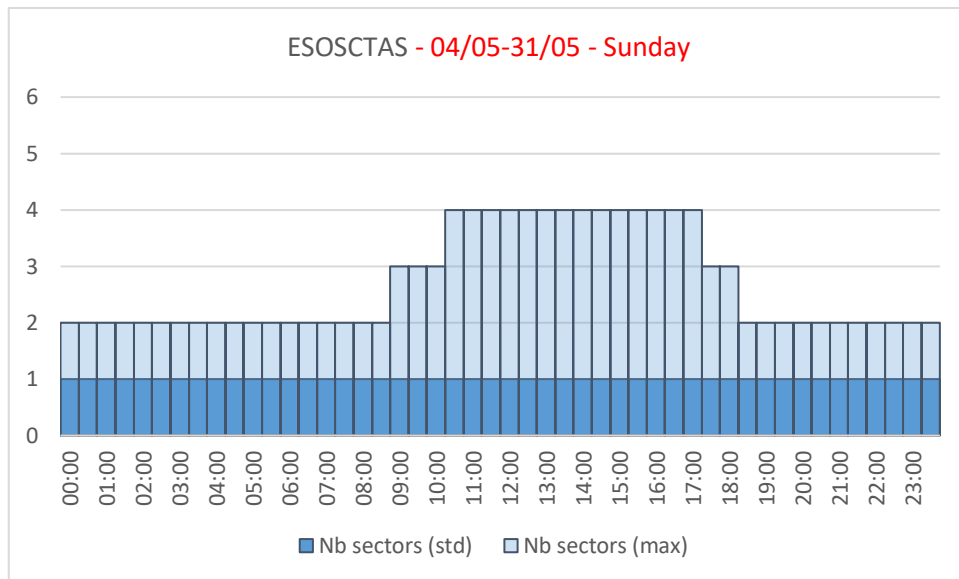
Stockholm						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 230	190 - 210	200 - 230	190 - 230	210 - 230	80 - 90	140 - 160
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 220	190 - 210	200 - 240	190 - 220	220 - 240	80 - 110	160 - 170
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 240	200 - 220	220 - 250	200 - 210	200 - 220	80 - 140	170 - 180
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210 - 240	210 - 220	230 - 250	200 - 240	200 - 250	80 - 150	170 - 180

**Sector openings – Planned and maximum**









### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Business as usual

### **Special events and major projects**

N/A

### **NM Assessment**

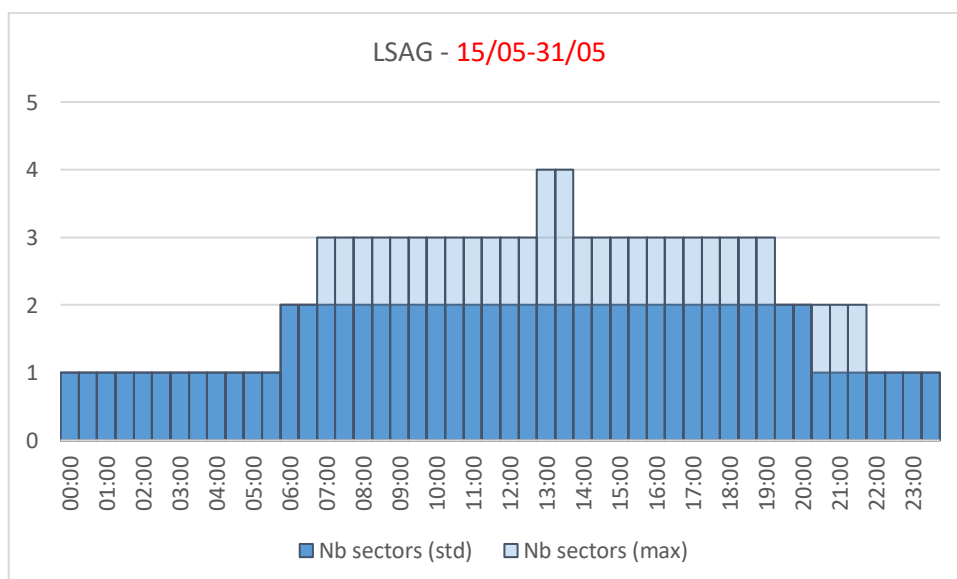
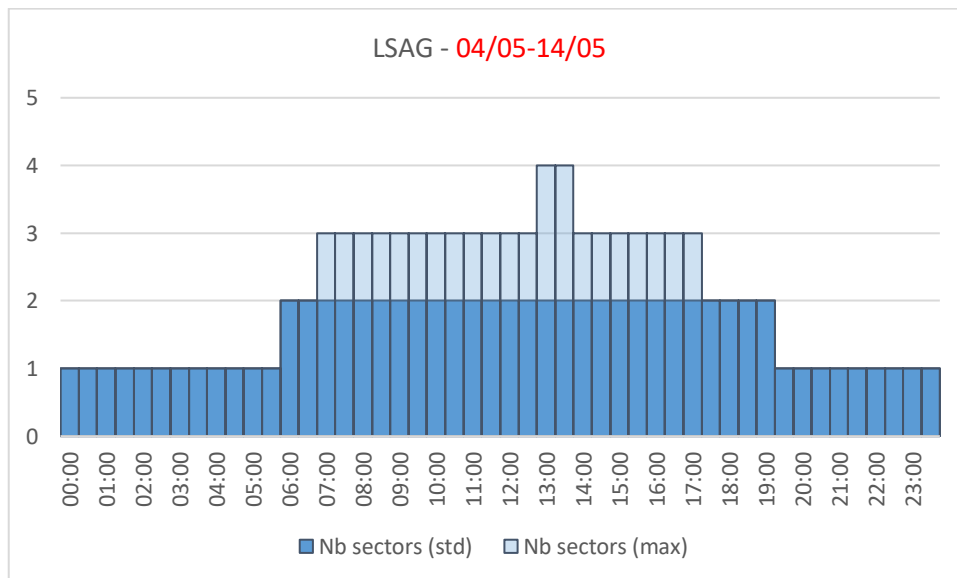
No capacity issues expected with planned numbers of sectors during the period.

**SWITZERLAND** **GENEVA ACC**

**Expected traffic**

Geneva						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 180	120 - 160	130 - 160	110 - 180	130 - 180	100 - 150	80 - 180
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130 - 190	110 - 180	120 - 170	140 - 190	130 - 210	100 - 220	80 - 230
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140 - 480	120 - 450	120 - 460	160 - 530	130 - 480	100 - 450	90 - 480
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130 - 510	120 - 470	120 - 450	190 - 560	130 - 520	100 - 500	100 - 480

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction of sector capacities applied.

**Availability of support to operations staff**

FMP is available and positions are open as normal but with less staff available.

Special sectors for example dealing with Special Use of Airspace as Paras or dedicated approaches have been closed.

Staffing at AMC CH is critical but operations can be maintained as of now.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Nothing special to mention.

**Special events and major projects**

Nothing special to mention.

**NM Assessment**

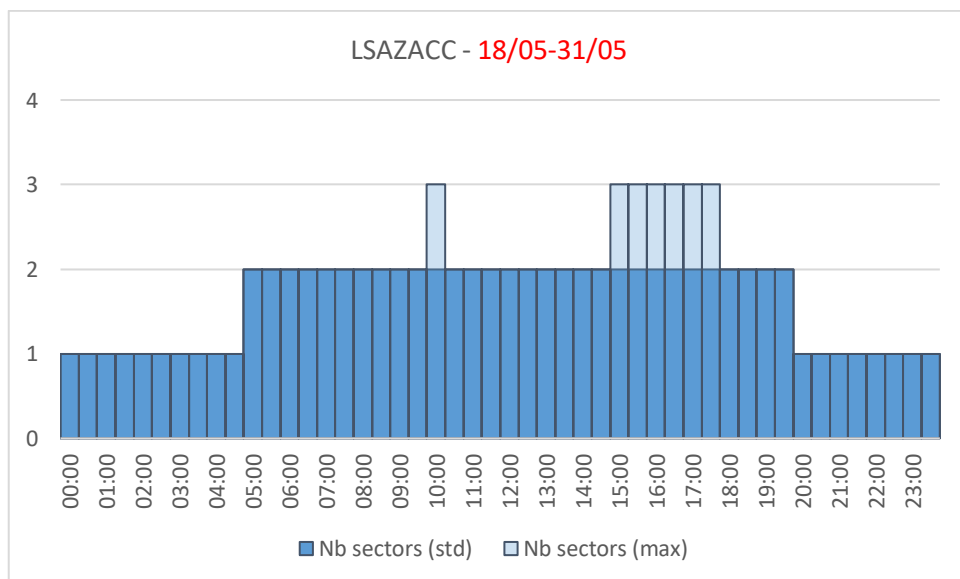
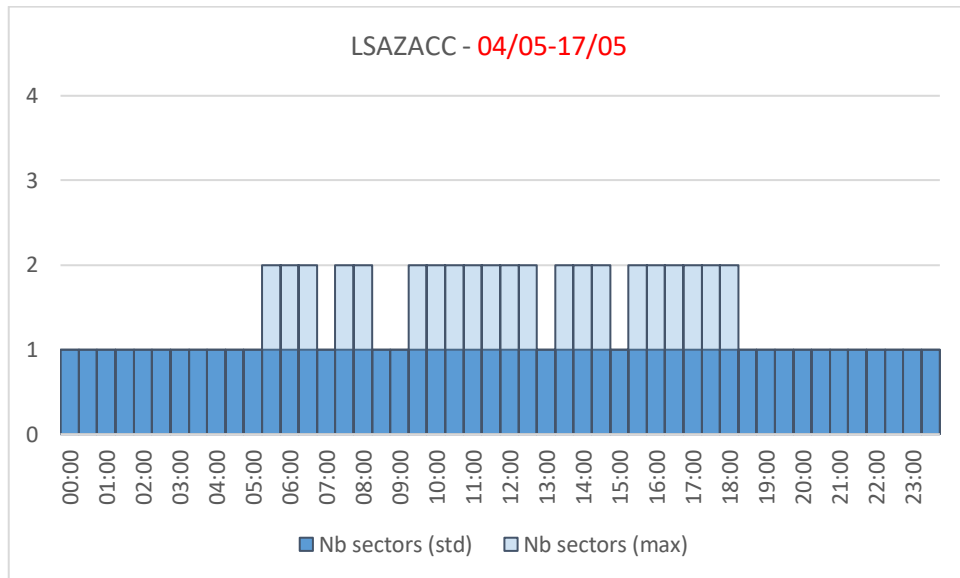
No capacity issues expected with planned numbers of sectors during the period.

**SWITZERLAND ZURICH ACC**

**Expected traffic**

Zurich						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180 - 250	210 - 220	190 - 210	210 - 240	250 - 280	150 - 230	110 - 260
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180 - 260	200 - 240	200 - 240	220 - 260	240 - 340	150 - 300	110 - 340
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190 - 550	210 - 530	210 - 560	230 - 660	260 - 640	160 - 610	120 - 630
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200 - 610	210 - 550	230 - 550	250 - 690	260 - 690	160 - 690	130 - 680

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction of sector capacities applied.

**Availability of support to operations staff**

FMP is available and open as normal but with less staff available.

Special sectors for example dealing with Special Use of Airspace as Paras or dedicated approaches have been closed, LSZS for example has due to this been limited to VFR traffic only. Those tasks are handed over to the ACC.

Staffing at AMC CH is critical but operations can be maintained as of now

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

Nothing special to mention.

**Special events and major projects**

Nothing special to mention.

**NM Assessment**

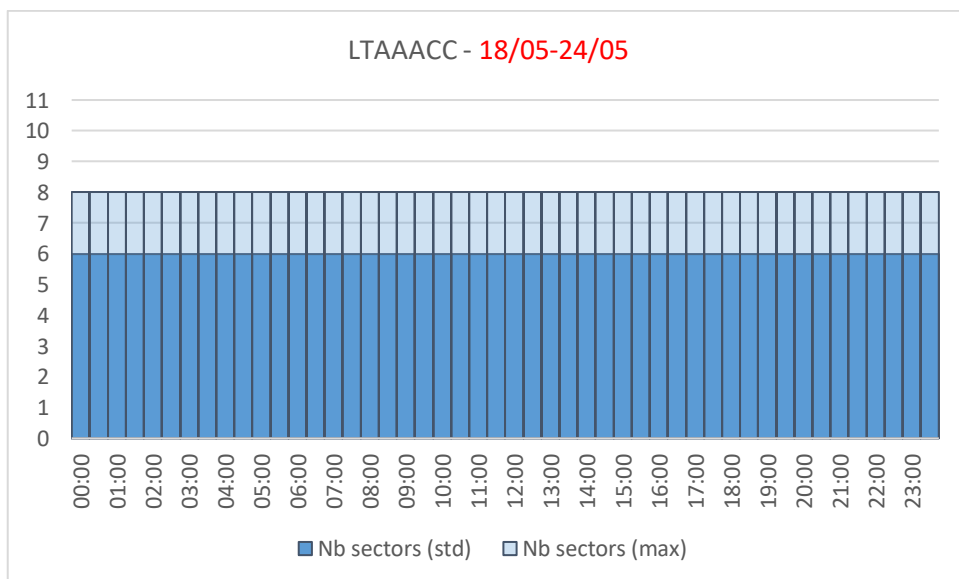
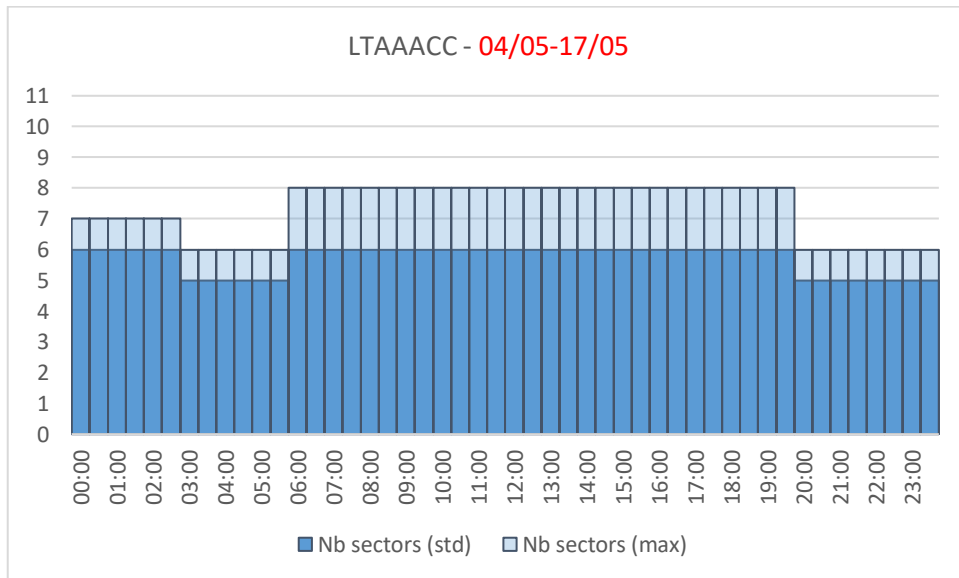
No capacity issues expected with planned numbers of sectors during the period.

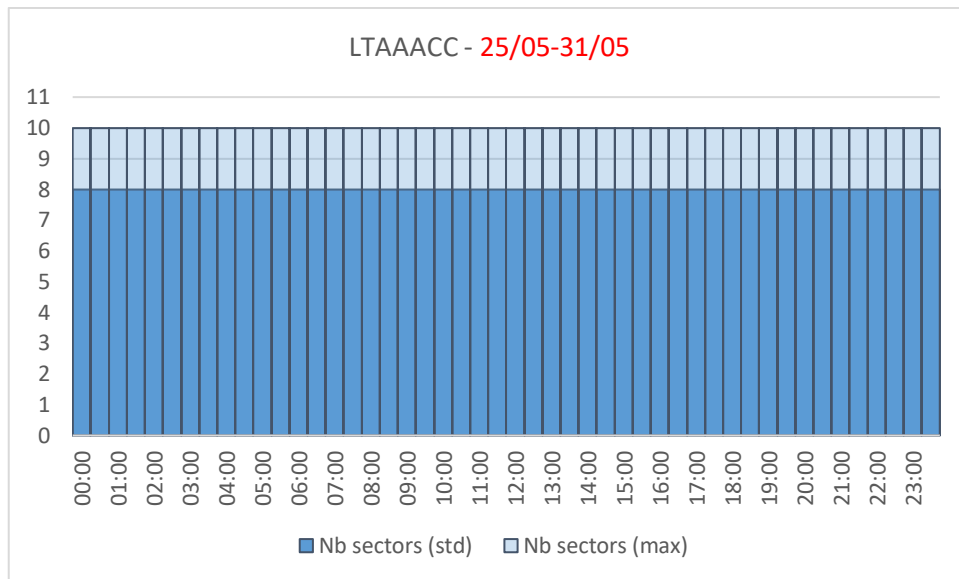
**TURKEY ANKARA ACC**

**Expected traffic**

Ankara						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370 - 420	380 - 400	340 - 390	410 - 460	390 - 520	380 - 480	320 - 500
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350 - 490	360 - 490	430 - 510	470 - 570	370 - 640	370 - 620	320 - 690
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390 - 640	390 - 630	540 - 660	560 - 770	410 - 860	410 - 890	360 - 830
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390 - 790	400 - 750	690 - 760	650 - 860	420 - 980	430 - 970	390 - 910

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

### **Availability of support to operations staff**

No limitations

### **“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

### **Special events and major projects**

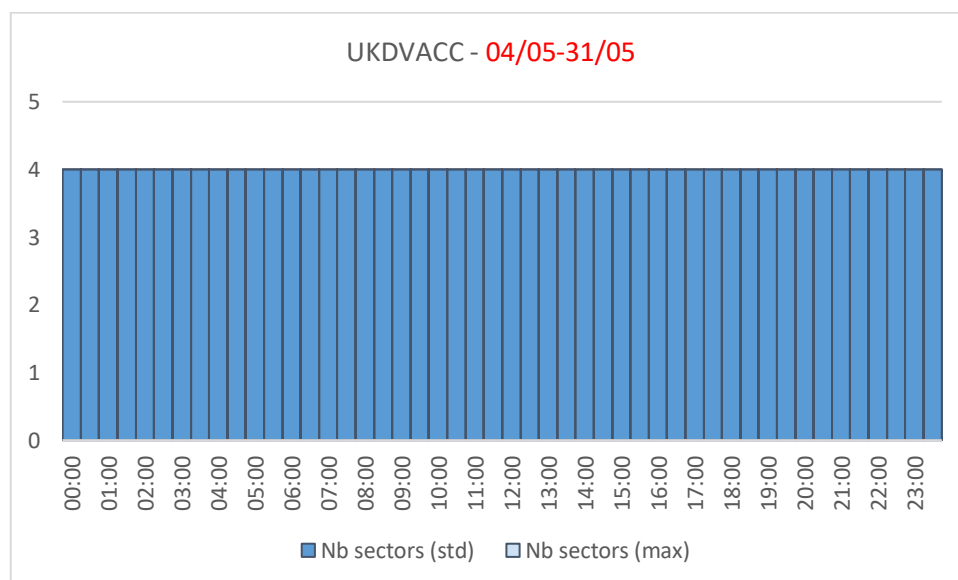
N/A

### **NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**UKRAINE****DNIPRO ACC****Expected traffic**

Dnipro						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 10	0 - 10	0 - 10	0 - 10	0 - 10	0 - 10	0 - 10
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 10	0 - 10	0 - 10	0 - 10	0 - 20	0 - 10	0 - 10
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	0 - 10	0 - 10	0 - 10	0 - 20	0 - 10	0 - 20
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	0 - 10	0 - 20	0 - 20	0 - 20	0 - 10	0 - 10

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.



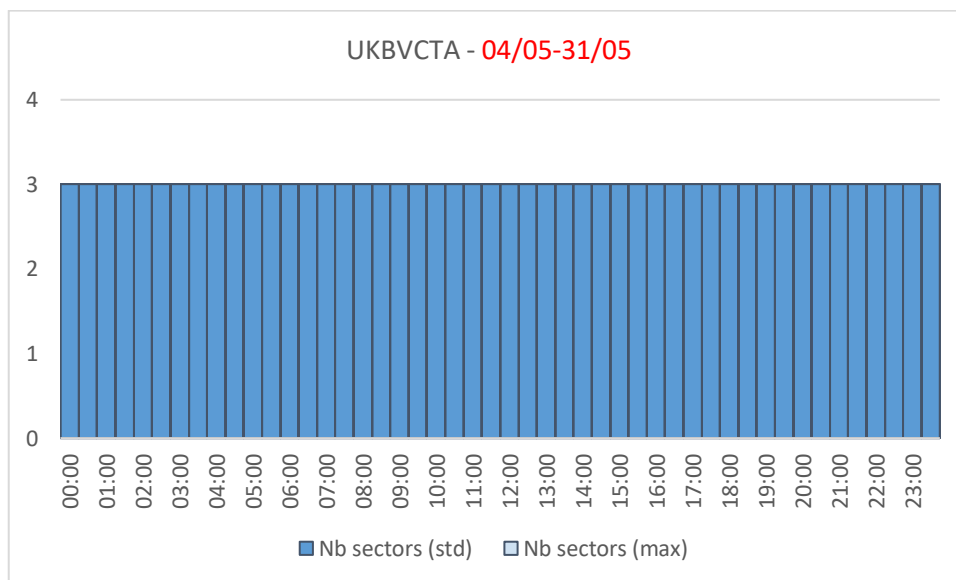
**UKRAINE**

**KYIV ACC**

**Expected traffic**

Kyiv						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 40	30 - 40	30 - 40	20 - 40	30 - 50	20 - 40	20 - 50
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 30	30 - 70	30 - 70	40 - 70	30 - 80	20 - 90	20 - 90
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 80	30 - 80	40 - 80	40 - 90	30 - 100	20 - 110	20 - 120
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20 - 100	30 - 100	40 - 110	60 - 100	30 - 130	20 - 150	20 - 140

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

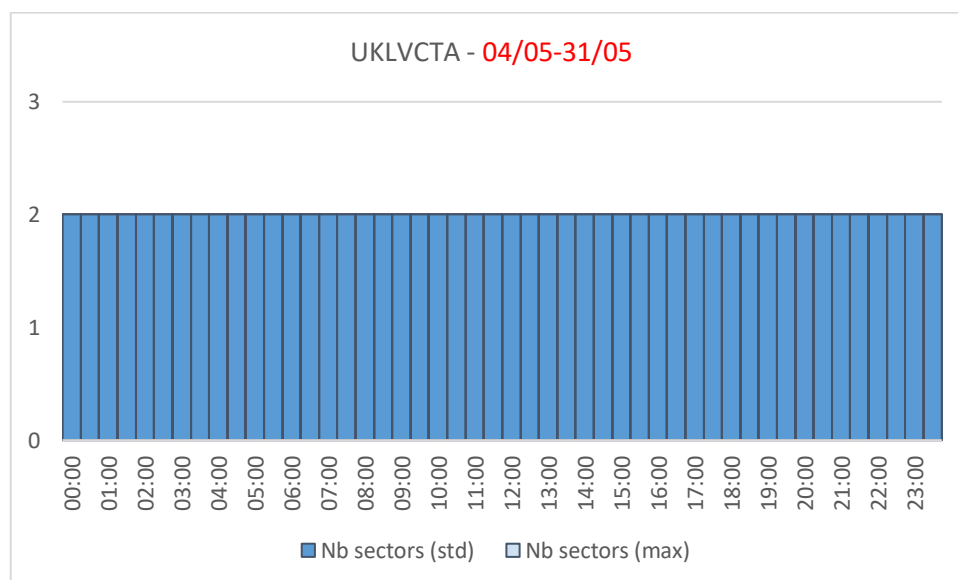
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**UKRAINE****L'VIV ACC****Expected traffic**

L'viv						
Week 04/05/2020-10/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 50	20 - 60	40 - 60	40 - 60	40 - 70	30 - 60	20 - 60
Week 11/05/2020-17/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 50	20 - 80	40 - 80	40 - 90	40 - 90	30 - 90	20 - 90
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 80	20 - 90	40 - 90	40 - 100	40 - 100	30 - 110	20 - 110
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10 - 90	20 - 100	50 - 100	40 - 110	50 - 120	30 - 140	20 - 120

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

11/05 – 15/05 Certificate tests of backup ATC System for Lviv RB by Indra Sistemas S.A. (Spain)

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

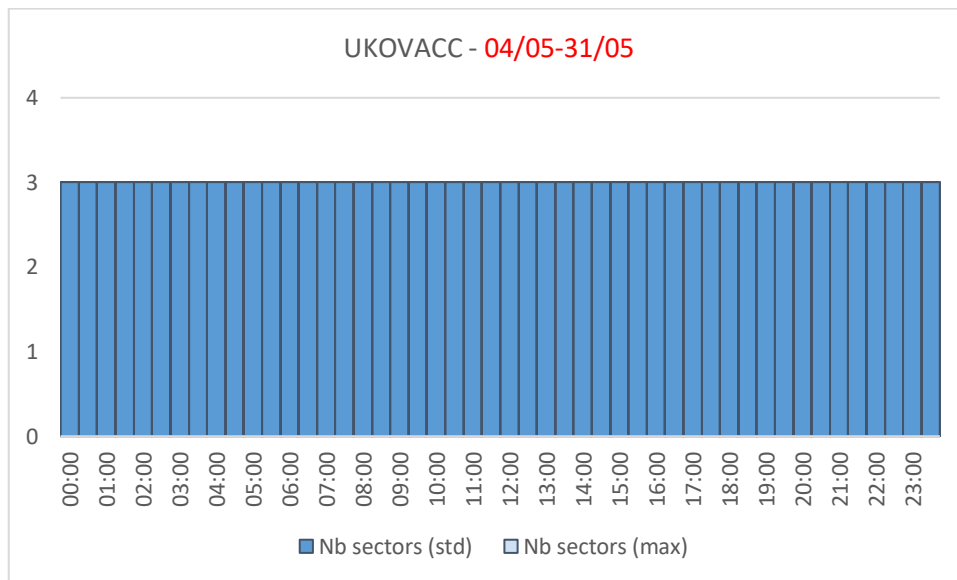
**UKRAINE**

**ODESA ACC**

**Expected traffic**

Odesa						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	20 - 30	0 - 20	10 - 30	10 - 30	10 - 20	20 - 30
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 20	30 - 40	20 - 40	20 - 40	20 - 40	10 - 50	30 - 50
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 40	30 - 50	40 - 50	30 - 50	30 - 60	10 - 60	40 - 70
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0 - 50	40 - 60	50 - 60	50 - 60	40 - 90	10 - 70	50 - 70

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

N/A

**Special events and major projects**

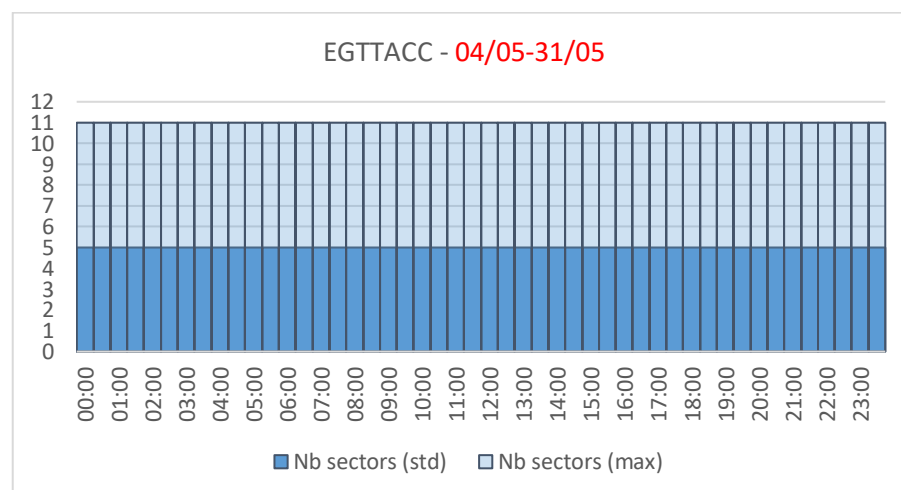
N/A

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**UNITED KINGDOM****LONDON ACC****Expected traffic**

London ACC						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
560 - 740	540 - 730	610 - 700	600 - 760	640 - 720	490 - 670	520 - 740
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580 - 760	540 - 780	620 - 730	640 - 790	640 - 950	510 - 870	510 - 920
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630 - 1150	560 - 1200	660 - 1230	700 - 1250	680 - 1380	550 - 1310	530 - 1300
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660 - 1290	580 - 1350	680 - 1280	760 - 1370	700 - 1430	590 - 1330	530 - 1330

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities and we have flexibility in our opening scheme to meet any specific flows.

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints

**Special events and major projects**

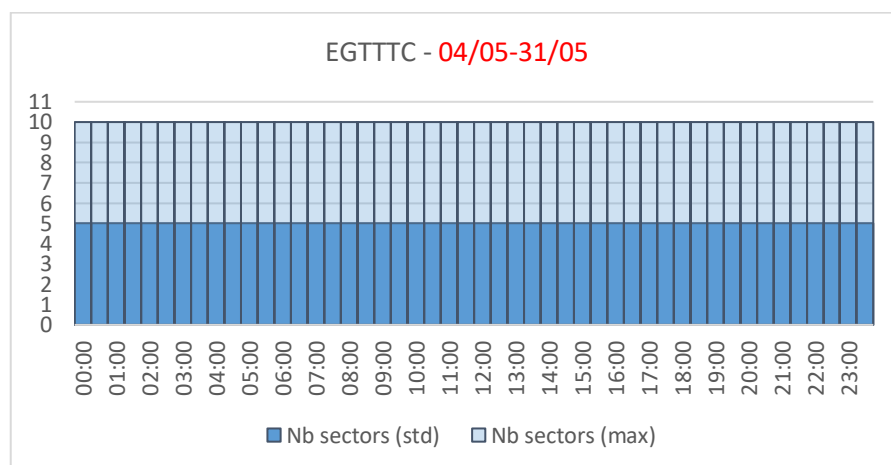
N/A in 2020

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**UNITED KINGDOM****LONDON TC****Expected traffic**

London TC						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350 - 440	340 - 440	410 - 460	390 - 480	420 - 450	310 - 370	330 - 440
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370 - 440	340 - 470	410 - 460	410 - 490	420 - 560	320 - 460	340 - 510
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400 - 640	350 - 680	430 - 740	440 - 770	450 - 840	340 - 750	350 - 770
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420 - 760	350 - 800	450 - 770	470 - 850	470 - 870	350 - 770	360 - 790

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities and we have flexibility in our opening scheme to meet any specific flows.

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

**“Additional information” (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints. We also currently have no issues within our 5 LTMA Approach functions for EGLL/KK/SS/GW/LC.

**Special events and major projects**

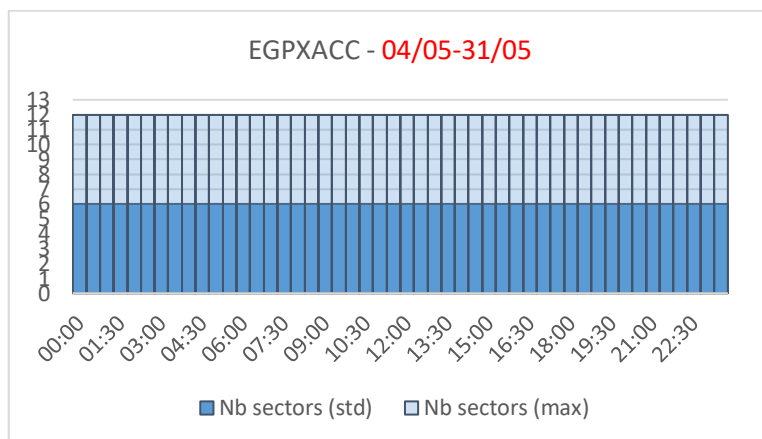
N/A in 2020

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

**UNITED KINGDOM****PRESTWICK ACC****Expected traffic**

Prestwick						
<b>Week 04/05/2020-10/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270 - 400	290 - 410	330 - 360	290 - 430	290 - 400	210 - 340	210 - 370
<b>Week 11/05/2020-17/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300 - 460	280 - 470	330 - 410	300 - 460	280 - 550	210 - 470	220 - 480
<b>Week 18/05/2020-24/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320 - 660	290 - 660	330 - 640	310 - 650	290 - 690	210 - 590	230 - 630
<b>Week 25/05/2020-31/05/2020 – Number of flights</b>						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340 - 690	280 - 710	330 - 670	320 - 700	290 - 750	220 - 610	240 - 660

**Sector openings – Planned and maximum****Sector capacities**

No reduction in sector capacities and we have flexibility in our opening scheme to meet any specific flows.

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

**Additional information (e.g. availability of technical infrastructure, other constraints to be highlighted, etc)**

No constraints

There are no issues currently with our EGGX Shanwick operation either.

**Special events and major projects**

N/A in 2020

**NM Assessment**

No capacity issues expected with planned numbers of sectors during the period.

## ANNEX 2 – AIRPORTS

This Annex presents detailed COVID 19 information about individual airports that reported via the Airport Corner until Monday 27 April included.

Latest updates from the airports, including the ones not presented in this annex are available any time via the Public Airport Corner: [https://ext.eurocontrol.int/airport\\_corner\\_public/covid](https://ext.eurocontrol.int/airport_corner_public/covid).

The Figure 1 below illustrates the evolution of airports reporting via the Airport Corner since NM launched the request on 21 April. The percentage is expressed as a function of the ECAC movements in the same month of 2019.

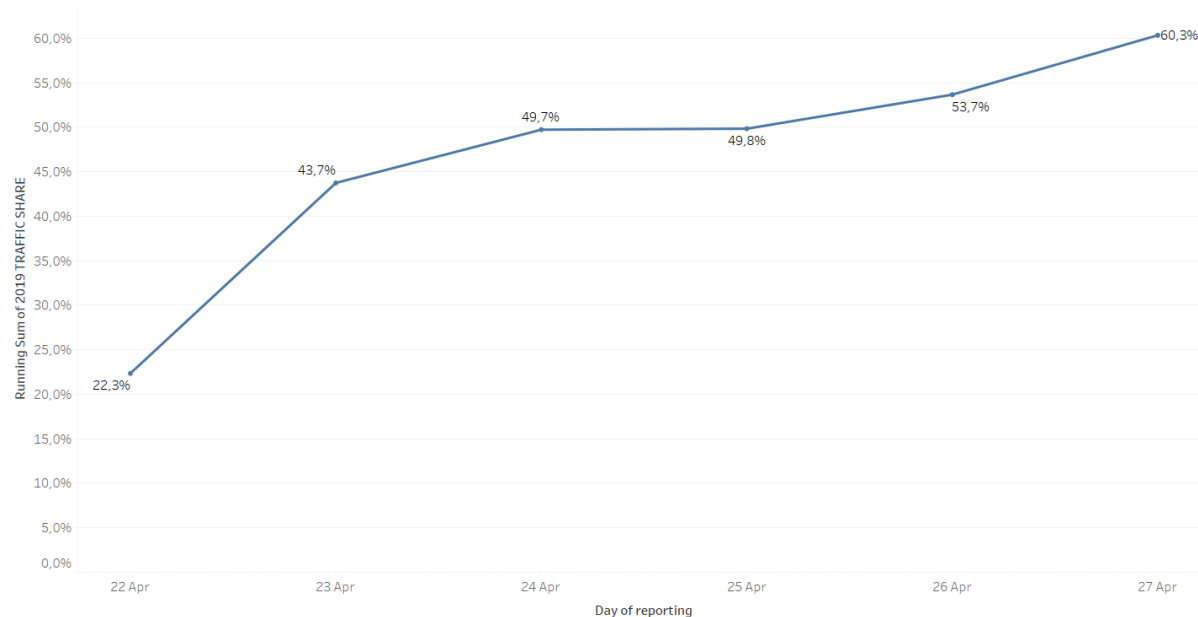


Figure 1: Evolution of the reporting information via the Airport Corner expressed in percentage of ECAC movements covered by reporting airport since 21 April

# 1. Qualitative information about COVID 19 constraints

The following provides a summary of the airport situation in Europe. The airports that provided information via the Airport Corner represent at least 50% of ECAC movements in 2019.

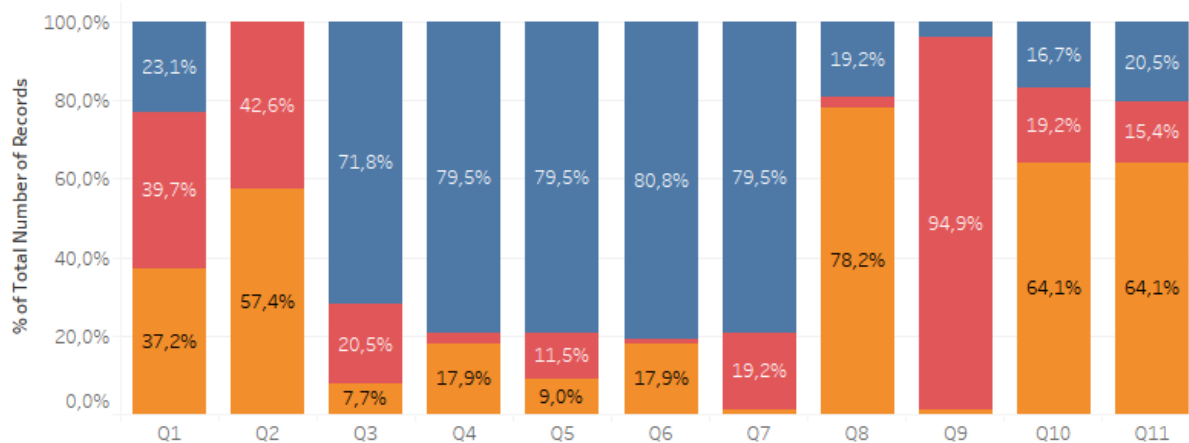
- 98% of reporting airports (99% if expressed in number of movements), declare to be open to cargo traffic.
- 56% of reporting airports (48% if expressed in number of movements), declare applying restrictions for commercial traffic.
- 41% of reporting airports (52% if expressed in number of movements), declare applying parking restrictions.
- Only 23% of reporting airports (20% if expressed in number of movements), declare to foresee impact on operations due to ground services.
- Only 20% of reporting airports (12% if expressed in number of movements), declare having degraded their ARFF Category.
- Only 2% of reporting airports (2% if expressed in number of movements), declare applying a maximum ground time (turnaround) via NOTAM.



COUNTRY	AIRPORT NAME	IATA	ICAO	Flight restrictions for commercial traffic?	Aircraft parking restrictions?	Applied contingency measures to increase parking availability?	Using runways to park aircraft?	Using taxi ways / taxi lanes to park aircraft?	Using unpaved areas to park aircraft?	Using normal terminal parking stands for long term parking?	ARFF category downgraded?	Applying a maximum ground time (turnaround restrictions) via NOTAM?	Open for cargo traffic?	Impact on operations due to ground services (cessation)?
Albania	Tirana	TIA	LATI	Yes	No						No	No	Yes	No
Austria	Vienna International	VIE	LOWW	No	No						No	No	Yes	No
Belgium	Brussels National	BRU	EBBR	Yes	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes
Bulgaria	Sofia	SOF	LBSF								No	No	Yes	No
Cyprus	Larnaca	LCA	LCLK	Yes	No						No	No	Yes	No
Czech Republic	Prague	PRG	LKPR	No	Yes	Yes	No	Yes	No	Yes	No	No	Yes	No
Denmark	Copenhagen/Kastrup	CPH	EKCH	No	No						No	No	Yes	No
Estonia	Tallinn/Ulemiste	TLL	EETN	No	Yes	Yes	No	No	Yes	Yes	No	No	Yes	No
Finland	Helsinki/Vantaa	HEL	EFHK	Yes	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes
France	Nice	NCE	LFMN	No	No						No	No	Yes	No
France	Paris Charles De Gaulle	CDG	LFPG	No	No						No	No	Yes	No
France	Paris Le Bourget	LBG	LFPB	Yes	No						No	No	Yes	No
France	Paris Orly	ORY	LFPO	Yes									Yes	No
Georgia	Tbilisi International	TBS	UGTB	Yes									Yes	
Germany	Dusseldorf	DUS	EDDL	No	No						No	No	Yes	No
Germany	Frankfurt	FRA	EDDF	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	No
Germany	Munchen	MUC	EDDM	No	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes
Germany	Stuttgart	STR	EDDS	No	No						No	No	Yes	No
Greece	Athens International	ATH	LGAV	Yes	Yes								Yes	
Greece	Iraklion Nikos Kazantzakis	HER	LGIR								No	No		No
Hungary	Budapest	BUD	LHBP		No						No	No	Yes	
Ireland	Dublin	DUB	EIDW	No	No						No	No	Yes	No
Israel	Tel Aviv Ben Gurion	TLV	LLBG		No						No	No	Yes	No
Italy	Bergamo Orio Alserio	BGY	LIME	Yes	No						Yes	No	Yes	No
Italy	Bologna	BLO	LIPE	No	Yes	No					No	No	Yes	Yes
Italy	Catania Fontanarossa	CTA	LIJC	Yes	No						No	No	Yes	No
Italy	Milano Linate	LIN	LIML	Yes									No	
Italy	Rome Fiumicino	FCO	LIRF	Yes	Yes	Yes	No	No	No	Yes	No	No	Yes	No
Italy	Torino Caselle	TRN	LIMF	No	No						No	No	Yes	Yes
Italy	Venice	VCE	LIPZ		No						No	No	Yes	No
Latvia	Riga Intl	RIX	EVRA	Yes	No						No	No	Yes	Yes
Luxembourg	Luxembourg	LUX	ELLX	No							No	No	Yes	
Moldova	Kishinev	KIV	LUKK	Yes	Yes						No	No	Yes	No
Montenegro	Podgorica	TGD	LYPG	Yes										
Montenegro	Tivat	TIV	LTYV	Yes										
Netherlands	Amsterdam Schiphol	AMS	EHAM	Yes	No						No	No	Yes	No
Poland	Gdansk/Lech Walesa	GDN	EPGD		No						No	No	Yes	Yes
Poland	Katowice Pyrzowice	KTW	EPKT	Yes	Yes	No					Yes	No	Yes	No
Poland	Krakow Balice	KRK	EPKK		No						Yes	No	Yes	Yes
Poland	Modlin	WMI	EPMO		No						No	No	Yes	No
Poland	Poznan/Lawica	POZ	EPPO		No						Yes	No	Yes	Yes
Poland	Warsaw Chopin	WAW	EPWA	Yes	Yes						No	No	Yes	No
Poland	Wroclaw/Strachowice	WRO	EPWR		No						No	No	Yes	
Portugal	Lisboa	LIS	LPPT	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes	Yes	Yes
Portugal	Porto	OPO	LPPR	No	Yes						No	Yes	Yes	No
North Macedonia	Skopje	SKP	LWSK	Yes	No						Yes	No	Yes	No
Sarbia	Belgrade Nikola Tesla	BEG	LYBE	Yes	Yes	No					Yes	No	Yes	No
Slovakia	Bratislava Ivanka	BTS	LZIB	Yes	No						No		Yes	No
Spain	Alicante	ALC	LEAL	No	No						Yes	No	Yes	No
Spain	Barcelona	BCN	LEBL		Yes	Yes	No	No	No	Yes	No	No	Yes	No
Spain	Bilbao	BIO	LEBB	No	No						No		Yes	No
Spain	Gran Canaria	LPA	GCLP		Yes	No					No	No	Yes	No
Spain	Ibiza	IBZ	LEIB		No						Yes	No	Yes	No
Spain	Madrid Barajas	MAD	LEMD		Yes	Yes	No	Yes	No	Yes	No	No	Yes	No
Spain	Mahon/Menorca	MAH	LEMH		No						Yes	No	Yes	No
Spain	Malaga	AGP	LEMG	No	No						No	No	Yes	No
Spain	Palma De Mallorca	PMI	LEPA	Yes	Yes	No					Yes	No	Yes	No
Spain	Tenerife Norte	TFN	GEXO		No						Yes	No	Yes	No
Spain	Tenerife Sur	TFS	GCTS		No						Yes	No	Yes	No
Spain	Valencia	VLC	LEVC	No	No						Yes	No	Yes	No
Spain	Vitoria	VIT	LEVT	No	Yes	No					No	No	Yes	No
Sweden	Stockholm Arlanda	ARN	ESSA	No									Yes	No
Switzerland	Geneve	GVA	LSGG	No	Yes	Yes	No	No	No	Yes	No	No	Yes	Yes
Switzerland	Zurich	ZRH	LSZH	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No
Turkey	Antalya	AYT	LTAI	Yes									Yes	
Turkey	Istanbul Airport	IST	LTFM	Yes	No						No	No	Yes	
Turkey	Istanbul Ataturk	IST	LTBA	Yes	Yes						No	No	Yes	
Turkey	Istanbul Sabiha Gokcen	SAW	LTJF	Yes	Yes								Yes	
Turkey	Mugla Dalaman	DLM	LTBS	Yes	No						No	No	Yes	No
United Kingdom	London Heathrow	LHR	EGLL	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No
United Kingdom	London Stansted	STN	EGSS	No	Yes	Yes	No	Yes	No	Yes	No	No	Yes	No
United Kingdom	Manchester	MAN	EGCC	Yes	Yes	Yes	No	No	No	Yes	Yes	No	Yes	Yes

Table 1: Qualitative information about airport constraints during the COVID19 crisis and recovery phase as reported via the Airport Corner

The Figure 2 below indicates the percentage of responses received for each question.



- Q1 = Do you have flight restrictions for commercial traffic?
- Q2 = Do you have aircraft parking restrictions at your airport?
- Q3 = Have you applied contingency measures to increase parking availability?
- Q4 = Are you using runways to park aircraft?
- Q5 = Are you using taxi ways / taxi lanes to park aircraft?
- Q6 = Are you using unpaved areas to park aircraft?
- Q7 = Are you using normal terminal parking stands for long term parking?
- Q8 = Are you applying a maximum ground time (turnaround restrictions) via NOTAM?
- Q9 = Are you open for cargo traffic?
- Q10 = Is your ARFF (Aircraft Rescue and Firefighting) category downgraded?
- Q11 = Do you foresee any impact on operations due to ground services?

Legend - Answer to questions

- No answer
- Yes
- No

Figure 2: Percentage of answers for each respective qualitative question as reported in table 1

## 2. Capacity information during COVID 19 crisis and recovery phase

### 2.1 Number of airports and relative traffic share reporting capacity information

The Figure 3 below illustrates the number of airports that reported COVID 19 capacity information via the Airport Corner, divided per categories of movements per day. In addition, it shows the percentage of those airports as a function of the overall traffic in the same month of 2019.

Histogram of reporting airports

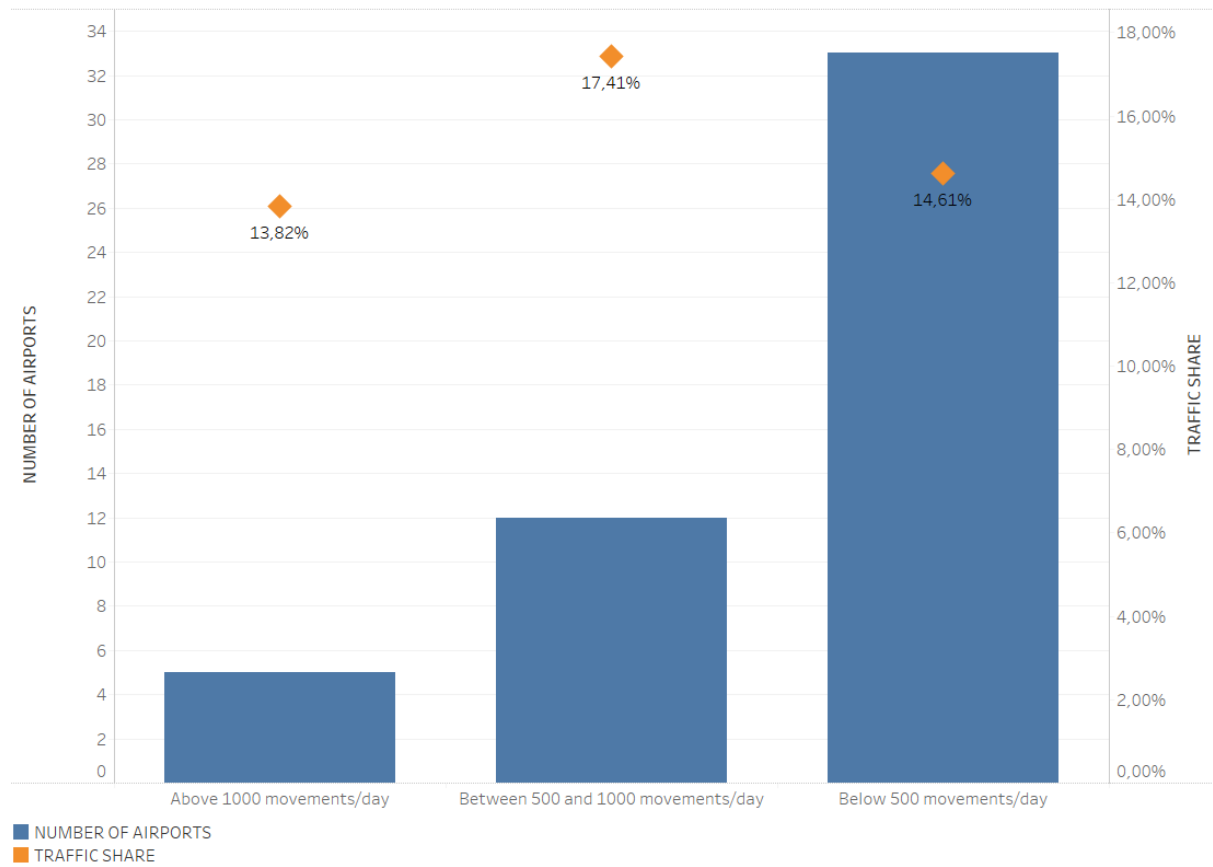


Figure 3: Number of airports and relative traffic share reporting capacity information

## 2.2 Capacity overview – 15 days

Table 2 illustrates a summary of capacities reported by airports for 15 days (28 April – 12 May). The capacities are provided as a percentage of the airport nominal capacity. The nominal capacity as provided by airports is available via the [https://ext.eurocontrol.int/airport\\_corner\\_public](https://ext.eurocontrol.int/airport_corner_public), section Capacity – Normal Conditions.

COUNTRY	AIRPORT NAME	IATA	ICAO	Capacity and the respective days															
				28 April	29 April	30 April	1 May	2 May	3 May	4 May	5 May	6 May	7 May	8 May	9 May	10 May	11 May	12 May	
Albania	Tirana	TIA	LATI	50%	50%	50%	50%	50%	50%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Austria	Vienna International	VIE	LOWW	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Belgium	Brussels National	BRU	EBBR	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bulgaria	Sofia	SOF	LBSF	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cyprus	Larnaca	LCA	LCLK	30%	30%	30%													
Czech Republic	Prague	PRG	LKPR	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Denmark	Copenhagen/Kastrup	CPH	EKCH	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Finland	Helsinki/Vantaa	HEL	EFHK	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
France	Nice	NCE	LFMN	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
France	Paris Charles De Gaulle	CDG	LFPG	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Germany	Frankfurt	FRA	EDDF	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Germany	Munchen	MUC	EDDM	70%	70%	70%	70%	70%	70%										
Germany	Stuttgart	STR	EDDS	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Greece	Iraklion	HER	LGIR	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Hungary	Budapest	BUD	LHBP	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Italy	Bergamo Orio Alserio	BGY	LIME	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Italy	Bologna	BLQ	LIPE	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Italy	Catania Fontanarossa	CTA	LICC	100%	100%	100%	100%	100%	100%										
Italy	Rome Fiumicino	FCO	LIRF	45%	45%	45%	45%	45%	45%										
Italy	Torino Caselle	TRN	LIMF	10%	10%	10%													
Italy	Venice	VCE	LIPZ	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Latvia	Riga International	RIX	EVRA	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Luxembourg	Luxembourg	LUX	ELLX	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Poland	Gdansk/Lech Walesa	GDN	EPGD	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Poland	Katowice Pyrzowice	KTW	EPKT	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Poland	Krakow Balice	KRK	EPKK				80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%
Poland	Modlin	WMI	EPMO	50%	50%	50%	0%	0%	0%	50%	50%	50%	50%	50%	0%	0%			
Poland	Poznan/Lawica	POZ	EPPO	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Poland	Warsaw Chopin	WAW	EPWA	50%	50%	50%													
North Macedonia	Skopje	SKP	LWSK	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
Serbia	Belgrade Nikola Tesla	BEG	LYBE	35%	35%	35%													
Spain	Alicante	ALC	LEAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Spain	Barcelona	BCN	LEBL	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%
Spain	Bilbao	BIO	LEBB	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Gran Canaria	LPA	GCLP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Ibiza	IBZ	LEIB	100%	100%														
Spain	Madrid Barajas	MAD	LEMD	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%
Spain	Malaga	AGP	LEMG	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Spain	Palma De Mallorca	PMI	LEPA	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Spain	Tenerife Norte	TFN	GEXO	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Spain	Tenerife Sur	TFS	GCTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Valencia	VLC	LEVC	50%	50%	50%													
Spain	Vitoria	VIT	LEVT	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sweden	Stockholm Arlanda	ARN	ESSA	50%	50%	50%	50%	50%	50%										
Switzerland	Geneve	GVA	LSGG	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%
Switzerland	Zurich	ZRH	LSZH	100%	100%	100%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Turkey	Mugla Dalaman	DLM	LTBS	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
United Kingdom	London Heathrow	LHR	EGLL	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%
United Kingdom	London Stansted	STN	EGSS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
United Kingdom	Manchester	MAN	EGCC	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%

Table 2: Airport capacity during the COVID 19 crisis and recovery phase as reported via the Airport Corner

## 2.3 Capacity information and influencing factors per airport (sorted by country)

### ALBANIA - TIRANA AIRPORT - TIA / LATI

Last update: 23/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	03/05/2020	50	ATC restriction ( social distancing )
04/05/2020	31/05/2020	100	

### AUSTRIA - VIENNA INTERNATIONAL AIRPORT - VIE / LOWW

Last update: 23/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	17/05/2020	40	long-term acft parking, 2 of 3 piers (and gates) closed

### BELGIUM - BRUSSELS NATIONAL AIRPORT - BRU / EBBR

Last update: 27/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	31/05/2020	10	We expect until end of may to operate at 10% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights has been increased to follow increase in demand.

### BULGARIA - SOFIA AIRPORT - SOF / LBSF

Last update: 24/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	13/05/2020	100	

**CYPRUS - LARNACA AIRPORT - LCA / LCLK****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	30/04/2020	30	Ground Handling services are reduced. Only Cypriot Citizens and permanent Residents of the Republic of Cyprus are allowed to enter in accordance to the Governmental Decree. All incoming Pax undergo a COVID-19 test upon arrival and are placed in 14 days Quarantine.

**CZECH REPUBLIC - PRAGUE AIRPORT - PRG / LKPR****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	31/05/2020	100	

**DENMARK - COPENHAGEN/KASTRUP AIRPORT - CPH / EKCH****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	01/06/2020	75	Ground Handling

**FINLAND - HELSINKI/VANTAA AIRPORT - HEL / EFHK****Last update: 27/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	31/05/2020	90	Reduced Ground handling availability during night time and aircraft parking issues

**FRANCE - NICE AIRPORT - NCE / LFMN****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	10/05/2020	100	

**FRANCE - PARIS CHARLES DE GAULLE AIRPORT - CDG / LFPG****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	01/06/2020	30	ATC staff and ground handling

**FRANCE - PARIS LE BOURGET AIRPORT - LBG / LFPB****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	11/05/2020	40	

**GERMANY - FRANKFURT AIRPORT - FRA / EDDF****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	31/05/2020	50	2 of 4 runways operational

**GERMANY - MUNCHEN AIRPORT - MUC / EDDM****Last update: 26/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	02/05/2020	70	

**GERMANY - STUTTGART AIRPORT - STR / EDDS****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	30/06/2020	70	Partially reduced capacity / throughput at some passenger process stations due to additional protection measures as social distancing, etc.

**GREECE - IRAKLION NIKOS KAZANTZAKIS AIRPORT - HER / LGIR**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	10/05/2020	10	Mainly Landside issues

**HUNGARY - BUDAPEST AIRPORT - BUD / LHBP****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	31/05/2020	50	ATC staff

**ITALY - BERGAMO ORIO ALSERIO AIRPORT - BGY / LIME****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	03/05/2020	100	EXPECTED TRAFFIC UNTIL 21.59 GMT/03 MAY IS 10% COMPARED TO TRAFFIC IN NORMAL SITUATIONS/PERIOD (BEFORE NCOV-19 OUTBREAK). ATC CAPACITY REMAINS THE SAME (26 MOVEMENTS/HOUR WITH MAX 16 ARRIVAL/HOUR).  ALL FLIGHTS FORBIDDEN EXCEPT FOR CARGO, STATE, MILITARY, MEDICAL, EMERGENCY, MAINTENANCE, POSITIONING AND FERRY FLT IN COMPLIANCE WITH MINISTRY OF INFRASTRUCTURE AND TRANSPORTATION DECREE 153/2020 AND TO ITALIAN CAA (ENAC) PROVISIONS UNTIL 21.59 GMT/03MAY AS PER NO.T.A.M. A2262/20
04/05/2020	30/06/2020	100	No constraints communicated at the moment.

**ITALY - BOLOGNA AIRPORT - BLQ / LIPE****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	15/05/2020	100	



**ITALY - CATANIA FONTANAROSSA AIRPORT - CTA / LICC****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	03/05/2020	100	

**ITALY - ROME FIUMICINO AIRPORT - FCO / LIRF****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	03/05/2020	45	Runway 16L/34R closed to all ops due to wip. Landside contingency measures: Terminal 1 closed and 44% of gates available for ops. Capacity can be increased according to traffic demand.

**ITALY - TORINO CASELLE AIRPORT - TRN / LIMF****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	30/04/2020	10	SUPPLEMENTARY STAFF AVAILABLE ON DEMAND

**ITALY - VENICE AIRPORT - VCE / LIPZ****Last update: 21/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
21/04/2020	31/05/2020	70	Aircraft parking

**LATVIA - RIGA INTL AIRPORT - RIX / EVRA****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	12/05/2020	5	Ground staff, ATC, parking

**LUXEMBOURG - LUXEMBOURG AIRPORT - LUX / ELLX****Last update: 26/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	25/05/2020	100	

**NORTH MACEDONIA - SKOPJE AIRPORT - SKP / LWSK****Last update: 25/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
25/04/2020	10/05/2020	25	Reduced ops hours

**POLAND - GDANSK/LECH WALESIA AIRPORT - GDN / EPGD****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	31/05/2020	50	reduced staff at security and ground handling agents. ready to extend capacity within 2 days.

**POLAND - KATOWICE PYRZOWICE AIRPORT - KTW / EPKT****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	04/05/2020	30	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL etc.) ready to extend capacity to 60% any time

**POLAND - KRAKOW BALICE AIRPORT - KRK / EPKK****Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
01/05/2020	01/08/2020	80	Ground service work time reduced due to financial issue.

**POLAND - MODLIN AIRPORT - WMI / EPMO****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
25/04/2020	26/04/2020	0	Airport closed
27/04/2020	30/04/2020	50	Reduced working hours
01/05/2020	03/05/2020	0	Airport closed
04/05/2020	08/05/2020	50	Reduced working hours
09/05/2020	10/05/2020	0	Airport closed

**POLAND - POZNAN/LAWICA AIRPORT - POZ / EPPO****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	30/04/2020	30	1. reduced ground handling staff 2. FM 20:00 TO 04:00 UTC RWY 10/28 CLSD and TWR/CTR EPPO not available: RWY and ATC available PPR 24h in advance after consultation with airport administration 3. category for fire-fighting downgraded to CAT 5 ICAO; in case of planning operation requiring higher fire fighting category request must be submitted at least 24 hr prior to a planned operation
01/05/2020	17/05/2020	30	1. reduced ground handling staff 2. FM 13:00 to 17:30 AND FM 20:00 TO 04:00 RWY 10/28 CLSD and TWR/CTR EPPO not available: RWY and ATC available PPR 24h in advance after consultation with airport administration 3. category for fire-fighting downgraded to CAT 5 ICAO; in case of planning operation requiring higher fire fighting category request must be submitted at least 24 hr prior to a planned operation

**POLAND - WARSAW CHOPIN AIRPORT - WAW / EPWA****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	30/04/2020	50	Passengers Terminal,

**SERBIA - BELGRADE NIKOLA TESLA AIRPORT - BEG / LYBE****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	30/04/2020	35	Due to long term parked aircraft

**SPAIN - ALICANTE AIRPORT - ALC / LEAL****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	10/05/2020	12	only special flights allowed (cargo, repatriation, ambulance..)

**SPAIN - BARCELONA AIRPORT - BCN / LEBL****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	30/05/2020	62	Cross runway configuration applied instead of parallel runway configuration, due to ATC contingency plan.

**SPAIN - BILBAO AIRPORT - BIO / LEBB****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	31/05/2020	100	

**SPAIN - GRAN CANARIA AIRPORT - LPA / GCLP****Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
28/04/2020	10/05/2020	100	

**SPAIN - IBIZA AIRPORT - IBZ / LEIB****Last update: 30/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	29/04/2020	100	

**SPAIN - MADRID BARAJAS AIRPORT - MAD / LEMD****Last update: 26/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
26/04/2020	15/05/2020	78	

**SPAIN - MALAGA AIRPORT - AGP / LEMG****Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	10/05/2020	27	ATC Staff, only RWY 13 / 31 in operation

**SPAIN - PALMA DE MALLORCA AIRPORT - PMI / LEPA****Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	10/05/2020	20	

**SPAIN - TENERIFE SUR AIRPORT - TFS / GCTS****Last update: 29/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	09/05/2020	100	

**SPAIN - TENERIFE NORTE AIRPORT - TFN / GCXO****Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	09/05/2020	50	ATC staff

**SPAIN - VALENCIA AIRPORT - VLC / LEVC****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	30/04/2020	50	Airport opened 24H. No flight restrictions, but all comercial regular flights has been canceled. Cargo flights and general aviation are operating normally. The airport have parking availability. Availability of all ground services, but currently adapted to demand. Fire category downgraded to cat.5 from 20:00 to 04:00.

**SPAIN - VITORIA AIRPORT - VIT / LEVT****Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
01/05/2020	31/05/2020	100	Normal operating conditions
27/04/2020	30/04/2020	100	Normal operating conditions

**SWEDEN - STOCKHOLM ARLANDA AIRPORT - ARN / ESSA****Last update: 26/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
23/04/2020	03/05/2020	50	ATC and RWY - 100%, but Ground Handling capacity at 50%.

**SWITZERLAND - GENEVE AIRPORT - GVA / LSGG****Last update: 31/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
27/04/2020	30/04/2020	55	Reduced capacities as approach services are operated from the TWR with limited staffing. Actual capacities are 10 Arrivals / 22 Overall
01/05/2020	31/05/2020	55	Reduced capacities as approach services are operated from the TWR with limited staffing. Actual capacities are 10/22 but for some times of the day as well 17/34-

**SWITZERLAND - ZURICH AIRPORT - ZRH / LSZH****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
22/04/2020	30/04/2020	100	Normal operating conditions.
01/05/2020	31/05/2020	20	Arrival Capacity of 8 per hour. No limitations on the departures. Driven by the fact that APP services are executed from the TWR. Staff can be rescheduled if required with some days lead time.

**TURKEY - MUGLA DALAMAN AIRPORT - DLM / LTBS****Last update: 25/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
25/04/2020	01/06/2020	20	ATC staff, Ground Handling
02/06/2020	15/06/2020	50	ATC staff, Ground Handling

**UNITED KINGDOM - MANCHESTER AIRPORT - MAN / EGCC****Last update: 22/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	31/05/2020	5	Operating from one terminal using one runway. Minimum staff from all service partner and control authorities on site to cover expected traffic demand

**UNITED KINGDOM - LONDON HEATHROW AIRPORT - LHR / EGLL****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	31/05/2020	65	

**UNITED KINGDOM - LONDON STANSTED AIRPORT - STN / EGSS****Last update: 24/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
21/04/2020	24/04/2020	50	Runway closed 0900-1500z daily for maintenance. Social distancing handling at other times
25/04/2020	31/05/2020	100	Social distancing handling



# ANNEX 3 – SAFETY

# ANNEX 3 – SAFETY

## 1 ATCO currency of licences and endorsements

### Summary Information

ANSPs took their actions generally considering 4-month period exemption and they extended ATCO licences according to that. Some ANSPs have made extension up to 8 months and some ANSPs have requested for 4 months extension to their CAAs and are waiting for approval. However; there are also some ANSPs who didn't take any actions yet or their works are under progress, for now. In conclusion, we can summarise that general approach of ANSPs for the current situation is exemption for 4 months.

## Analysis Chart

Extension for 4 months <u>Requested to State CAAs</u>	Extension for 4 months <i>(Extensions close to 4 months are also included into this list; please see them in yellow)</i> <u>Approved by the State CAAs</u>	Extension for 8 months <u>Approved by the State CAAs</u>	Extension for 2 months & No revisions has been made / No actions has been taken yet
<ul style="list-style-type: none"> <li>• <b>ALBCONTROL</b> (Validation of certificates extension is granted. ASS Endorsement, OJTI and refresher trainings postponed.)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>ANA Luxembourg (All licenses.)</b></li> <li>• <b>ARMATS</b> (licences, ratings, certificates, trainings, endorsements and language proficiency.)</li> <li>• <b>AVINOR – Norway</b> (Licences, ratings, certificates trainings, endorsements, aircraft maintenance licenses.)</li> <li>• <b>BHANSА</b> (ATCO Licenses.)</li> <li>• <b>DHMI Turkey</b> (Medical Certificates.)</li> <li>• <b>LPS SR – Slovak ANSP</b> (All licences.)</li> <li>• <b>DFS - Deutsche Flugsicherung GmbH</b> <u>(6 months extension</u> for all licences.)</li> <li>• <b>ENAV – ITALY</b> (All ATCO licenses.)</li> <li>• <b>Ferro NATS – Spain</b> (ATCO, OJTI and examiner licenses, medical and language certificates.)</li> <li>• <b>French DSNA</b> (only for medical certificates.)</li> <li>• <b>MATS - Malta Air Traffic Service</b> (Licences, ratings and certificates.)</li> <li>• <b>M-NAV - North Macedonia</b> (ATCO licenses, certificates and ratings.)</li> <li>• <b>NAVIAIR – Denmark</b> (All unit endorsements.)</li> <li>• <b>NAV Portugal</b> (ATCO and medical certificates.)</li> <li>• <b>Oro Navigacija – Lithuania</b> (licences, ratings, endorsements, certificates and attestations of air traffic controllers.)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Bulatsa – Bulgarian Air Traffic Control Service</b> (Competency of all licensed personnel)</li> <li>• <b>French DSNA</b> (for unit ratings, language proofs, competency and theoretical checks)</li> <li>• <b>NATS – UK</b> ( All licenses, certificates and ratings)</li> <li>• <b>ANSL – UK</b> ( All licenses, certificates and ratings)</li> <li>• <b>Sweden – LfV</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>AustroControl</b> (under progress)</li> <li>• <b>Croatia Control</b> ( a revision is being prepared)</li> <li>• <b>ANS CR - Czech Republic</b> (works are under progress)</li> <li>• <b>EANS - Estonian Air Navigation Services</b></li> <li>• <b>Sakaeronavigatsia - Georgian ANSP</b> (no exemptions/extensions will be applied – no requirement for extension needed.)</li> <li>• <b>MOLDATSA – Moldova</b> (<u>Extension for 2 months</u> - Air operator, aerodrome operator, ground handling, maintenance, airworthiness, ANSP authorization and air crew and non-air crew certificates; including medical certificates and ATCO licences).</li> </ul>

	<ul style="list-style-type: none"><li>• <b>ROMATSA</b> (as qualifications/ authorizations /certificates associated, and medical reports issued to aeronautical personnel will be extended in maximum 90 days from the date when the state of emergency ends.)</li><li>• <b>SKYGUIDE - Swiss Air Navigation Services Ltd.</b> (Language, Medical Certificate, Unit Endorsement Certificates.)</li><li>• <b>SMATSA – Serbia and Montenegro Air Traffic Services</b> (<u>Serbian CAA: 4 months extension</u> for ATCO ratings, endorsements and medical certificates. <u>Montenegro CAA: exemption until 31/05/2020</u> ATCO ratings, endorsements and medical certificates.)</li><li>• <b>UkSATSE – Ukrainian State Air Traffic Services Enterprise</b> (all endorsements/ratings and medical certificates of ATCOs are extended for the period of quarantine plus 90 days.)</li><li>• <b>Sweden – LFV</b> - An extension can be carried out on valid permits of 4 months and some permissions 8 months</li><li>• <b>LGS – LATVIA</b> (Theoretical examination sessions, validity period of ratings or licences, Language and Medical Certificates, Unit Endorsements)</li><li>• <b>PNA_ONDA Morocco</b> - All ATCOs aeronautical titles (license, instructor cards and trainee cards) whose validity expires are extended until the end of June (4 months), and until further notice</li></ul>		
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## Detailed Actions List of ANSPs

### Questions:

- *How ANSPs Unit competence scheme specifies Regulation (EU) 2015/340, Annex I, Subpart B, ATCO.B.025 Unit competence scheme (a) (3)?*
- *Have the other ANSPs sought exemptions for this for members of their tiger teams or ATCOs in general?*
- *If the other ANSPs received exemptions from this requirement, what mitigations, if any, did they put in place?*

#### **ALBCONTROL - Air Navigation Services of ALBANIA**

- The request for an exemption from applicable regulation has been agreed to extend to validation of certificates till end of July 2020.
- We are going to ask exemptions from CAA, about OJTI and ASS endorsement validation, and standard period of time for refresher training to be postponed.

#### **ANS CR - Czech Republic**

- Just started the revision to set new achievable parameters. It will be supported by safety assessment.
- No mitigations are set so far for the other ANSPs exemptions. However; they will likely review also parameters set in line with ATCO.B.025(a)(2) which is currently they have got a parameter of 30 days. The revision to set new achievable parameters will be started.

#### **ANA Luxembourg**

- Licences, ratings and endorsements which would have expired before 31.07.2020 have been extended by 4 months. An extension is possible. Following mitigation measures have been put in place:
- Part-ATCO Class 3 medical certificate holders benefitting from this exemption shall hold a valid Class 3 medical certificate without restrictions, except visual ones.
- In the case of ATCO unit endorsements in ATCO licenses, ANA should ensure that the interruption of competence training and assessments is rescheduled as soon as possible.
- In the case of Instructor and Assessor endorsements the training organisations should ensure that refresher trainings are rescheduled as soon as possible.
- In the case of ATCO language proficiency endorsements, ANA should ensure that expiring endorsements of operational level (4) are given priority in rescheduling the assessments. If travel restrictions allow, other than the usually contracted LABs should be evaluated to provide the assessments.

#### **ANSL - Air Navigation Solutions UK**

- Still have 'tools available in their toolbox' to manage this through our existing competency schemes.
- UK CAA issued the <http://publicapps.caa.co.uk/docs/33/ORS4No1354.pdf> general exemption with reference to licence expiry and the exemption has effect until 22 November 2020.

### ARMATS

- Civil Aviation Committee of Armenia has extended by 4 months – up to 16<sup>th</sup> of July 2020 the period of validity of the licences, ratings, certificates, trainings, endorsements and language proficiency of entire aviation personal.

### Austro Control

Following rules applied:

- To maintain a valid unit endorsement ATM/TERM/LOWW-TWR a minimum of 200 hours in position within the last 12 month and no absence longer than 90 days have to be proved.
- The minimum working hours are considered as an overall time valid for all unit endorsements (TEXE & TPLC).
  - Less than 200 hours in position within the last 12 month -
    - > Reintegration/Check
  - 0 hours in position within the last 90 days -
    - > Reintegration/Check
  - 0 hours in position within the last 12 month -
    - > Retraining
  - On request, after absence less than 90 days -
    - > Supervision

Austro Control doesn't have any issues regarding the 90 days **for now**, since even the backup's backup team is doing one shift a month. However; **actions are under progress** in the case of if there will be any possible upcoming issues like the "200 hours", or to conduct a formal competence check.

- New recovery plans are on agenda.

### AVINOR – Norwegian ANSP

- Licences, ratings, certificates, trainings, endorsements, aircraft maintenance licenses and attestations validity period is extended by 4 months.

### BHANSNA - Bosnia and Herzegovina Air Navigation Services Agency

- Exemption to the ATCO licences for next four months has been requested and approved by BHDCA with possibility to extend them for additional 4 months.

### BULATSA – Bulgarian Air Traffic Control Service

- Bulgarian CAA provided guidelines in an official letter related to the current status of health emergency in BG, granting an exception for extension of the competency of all licensed personnel up to 30 Sept 2020.

### Croatia Control

- Currently preparing revision of UCS to set new achievable "rules". This change will be supported by safety assessment.
- No mitigations are set so far for the other ANSPs exemptions.

#### **DHMI – ANSP Turkey**

- Medical certificates which have the validity until expire 31.07.2020 or before, have been extended for 4 months.

#### **DFS - Deutsche Flugsicherung GmbH**

- General exemption with reference to licence expiry is granted for 6 months.

#### **DSNA - French Air Navigation Service Provider**

- Temporary extensions for any unit rating for those licenses expiring before Nov. 2020 (8 months) will be extended up to Nov. 2020
- Language proficiency proofs can be transmitted up to Nov. 2020
- Competency and theoretical checks results can be transmitted up to Nov.2020
- Recurrent training programmes have been exempted.
- Medical certificates validity for those expiring before July 2020 are extended for a 4 months.
- Training School – ENAC is closed.
- At industry level; it is agreed to sign a risk assessment procedure relative to licence, medical etc. extension, but audits/oversights will be increased and switch the physical audits to desktop reviews with possible restart of face to face audits in autumn.

#### **EANS - Estonian Air Navigation Services**

- No revision has been made for the current conditions.

#### **ENAV – ITALY**

- Authorized 4 months extension of all ATCO licenses that were going to expire in the period between March the 9th and July the 31st.
- Any risk assessment have not been requested to produce at the moment
- The situation, and the evolution of COVID-19 emergency, is being monitored daily in a joint table of discussion with Italian CAA.

#### **Ferro NATS – Spain**

- The Spanish NSA published a notice on March the 18<sup>th</sup>. It includes, among others, temporary extensions of ATCO, OJTI and examiner licenses and medical and language certificates. All those licenses/certificates with an expiry date between March 14<sup>th</sup> and July 31<sup>st</sup> will be extended for 4 months.

#### **HUNGAROCNTROL**

- The validity of the licences has been extended automatically till the 15th day after the end of pandemic situation is declared officially in Hungary.

#### **LGS – LATVIA**

4 months extension is approved by CAA Latvia;

- Theoretical examination sessions, validity period of ratings or licences which expires before 31 Jul 2020, endorsements, licences issued according to Annex 1 and Annex 4 EU 2015/340.

- Medical certificates,
- Language proficiency and unit endorsements

#### **LPS SR – Slovak ANSP**

- Extended validity of all licenses that were about to expire until 15.7.2020,
- Regarding minimum number of hours for exercising the privileges of the unit endorsement: It was not changed nor any exemption was defined so far. 'If you are out of work more than 90 days there is a training needed' requirement is still valid.

#### **LFV – Swedish ANSP**

- Issued the <https://www.transportstyrelsen.se/sv/luftfart/Certifikat-och-utbildning/notifiering-om-undantag/> general exemption since the 23 March with reference to licence expiry. This notification indicates: An extension can be carried out on valid permits of 4 months and some permissions 8 months, in both cases, provided that the expiry date is July 31, 2020 on the applicable authorization certificate.

#### **MATS - Malta Air Traffic Service**

- Published the attached PEL Notice 75 on the subject: licences, ratings and certificates have been extended for 4 months.
- Requested to provide a risk assessment with the applications for the required extensions of the validities.

#### **M-NAV - North Macedonia**

- CAA of North Macedonia has issued operational safety directive: 4 months extension validity of all ATCO licenses, certificates and ratings that were going to expire in the period between 1 of March and July the 31st. This extension covers as well the medical certificate with exemptions for the certificates which are subject of restriction.

#### **MOLDATSA – Moldavian Air Traffic Services Authority**

- CAA of Moldova published a circular to announce that the extension of validity of licences and authorizations have put in place for 2 months beginning from 26.03.2020. (Air operator, aerodrome operator, ground handling, maintenance, airworthiness, ANSP authorization and air crew and non-air crew certificates; including medical certificates and ATCO licences).

#### **NATS – UK**

- UK – CAA Published ORS4 No.1354: Covid-19 Outbreak Notification: indicated that the CAA exempts all operators, aircrew, instructors, examiners, aircraft maintenance licence holders and air traffic controllers for whom the CAA is the Competent Authority, certificates and ratings that expire before the 31st October 2020 subject to the conditions in the exemption. General exemption with reference to licence expiry and the exemption has effect until 22 November 2020. (Same with ANSL-UK.)

#### **NAVIAIR - Denmark**

- All unit endorsements have been extended by 4 months.



- Only some operations and technical staff are in offices now, but NAVIAIR plans to open offices in a couple of weeks.

#### **NAV Portugal**

- Issued the following exemptions since the 13th of March and for the period between March 13 and June 15, 2020:
  - ✓ Extended the validity date of the endorsements contained in the air traffic controller licenses, issued under Commission Regulation (EU) 2015/340, of 20 February 2015 (in the current wording),
  - ✓ Extended the expiry date of the medical certificates of pilots and air traffic controllers.
  - ✓ New extension request has been made to CAA.

#### **Oro Navigacija - Lithuania**

- Competent Authority decision No. 2-68 dated as 2020-03-25 granted extension of validity periods for licences, ratings, endorsements, certificates and attestations of air traffic controllers. Duration of exemption: 2020-03-25 to 2020-07-31.
- If, towards the end of the period specified in the introductory sentence of this point (c), the competent authority considers that the reasons for granting this Exemption still apply, the validity period of the endorsement or the certificate may be further extended for a period of up to 4 months or the end of the application of this Exemption, whichever date comes first.

#### **PNA\_ONDA Morocco (PNA : Pôle Navigation Aérienne)**

Moroccan CAA provided guidelines in an official letters related to the current status of health emergency :

- Medical Certificates (all classes included) which expire during the period of health emergency due to the COVID-19 pandemic, will have an extension of validity of 60 days ;
- All ATCOs aeronautical titles (license, instructor cards and trainee cards) whose validity expires are extended until the end of June, and until further notice ;
- All ATCOs qualification examinations are postponed to future dates ;
- Any training activity that requires a physical presence are suspended until further notice. However, airports and ATCO training organizations are required to compensate for classroom, OJT and simulator training by distance training by deploying digital and audiovisual teaching tools to allow trainees to continue their training.

#### **Polish Air Navigation Services Agency**

- Issued an exemption on 24th of March stating that the validity of all endorsements, language proficiency certificates and medical certificates that would expire before the 25th of July are extended up to that date.

#### **ROMATSA**

- The validity of the licenses as well as qualifications/ authorizations /certificates associated, and medical reports issued to aeronautical personnel will be extended in maximum 90 days from the date when the state of emergency ends.

**SKYGUIDE - Swiss Air Navigation Services Ltd.**

- Published “Extraordinary Situation COVID-19: Temporary Changes to Licensing Regulation for ATCO/ANSE” and it indicates that Language Proficiency Endorsement, the Medical Certificate or an element of the Unit Endorsement certificate validation will be extended by 4 months.

**Sakaeronavigatsia – Georgian ANSP**

- After discussions with Georgian CAA, no necessity to apply the exemptions/extensions reviled for the ANSP. Medical checks and language proficiency exams remain available as before the crisis.

**SMATSA – Serbia and Montenegro Air Traffic Services**

- Serbian CAA issued general extension of validity of ATCO ratings, endorsements and medical certificates for the period of four months for all ratings, endorsements and certificates expiring before 31.07.2020;
- Montenegrin CAA issued general exemption on validity of ATCO ratings, endorsements and medical certificates expiring after 15.03.2020. and they are all extended until 31.05.2020;
- Both Serbian and Montenegrin CAA have approved SMATSA’s request for a change in respective units UCS’s in a sense that:
  - minimum annual working hours in order to maintain ACS LYBA unit endorsement is temporarily lowered from 100 to 60 hours;
  - the category of absence longer than 45 and shorter than 90 days (that was introduced nationally) is temporarily canceled.
- All theoretical and practical training in SMATSA Training Centre, as well as unit training is temporarily suspended.

**UkSATSE – Ukrainian State Air Traffic Services Enterprise**

- The State Aviation Administration of Ukraine (SAA) issued the decision stating that all endorsements/ratings and medical certificates of ATCOs included in the extension list are extended for the period of quarantine plus 90 days. The SAA’s decision was supported by the safety analysis containing safety arguments and mitigation measures to be applied during mentioned period.

## **2. Safety argument**

The purpose of the Safety Argument Checklist is to assist ANSPs in the return to safe normal operations by providing a comprehensive reference to the elements of the functional system that might have been affected by the crisis and need to be properly accounted of and managed when planning and executing the transition to normal operations.

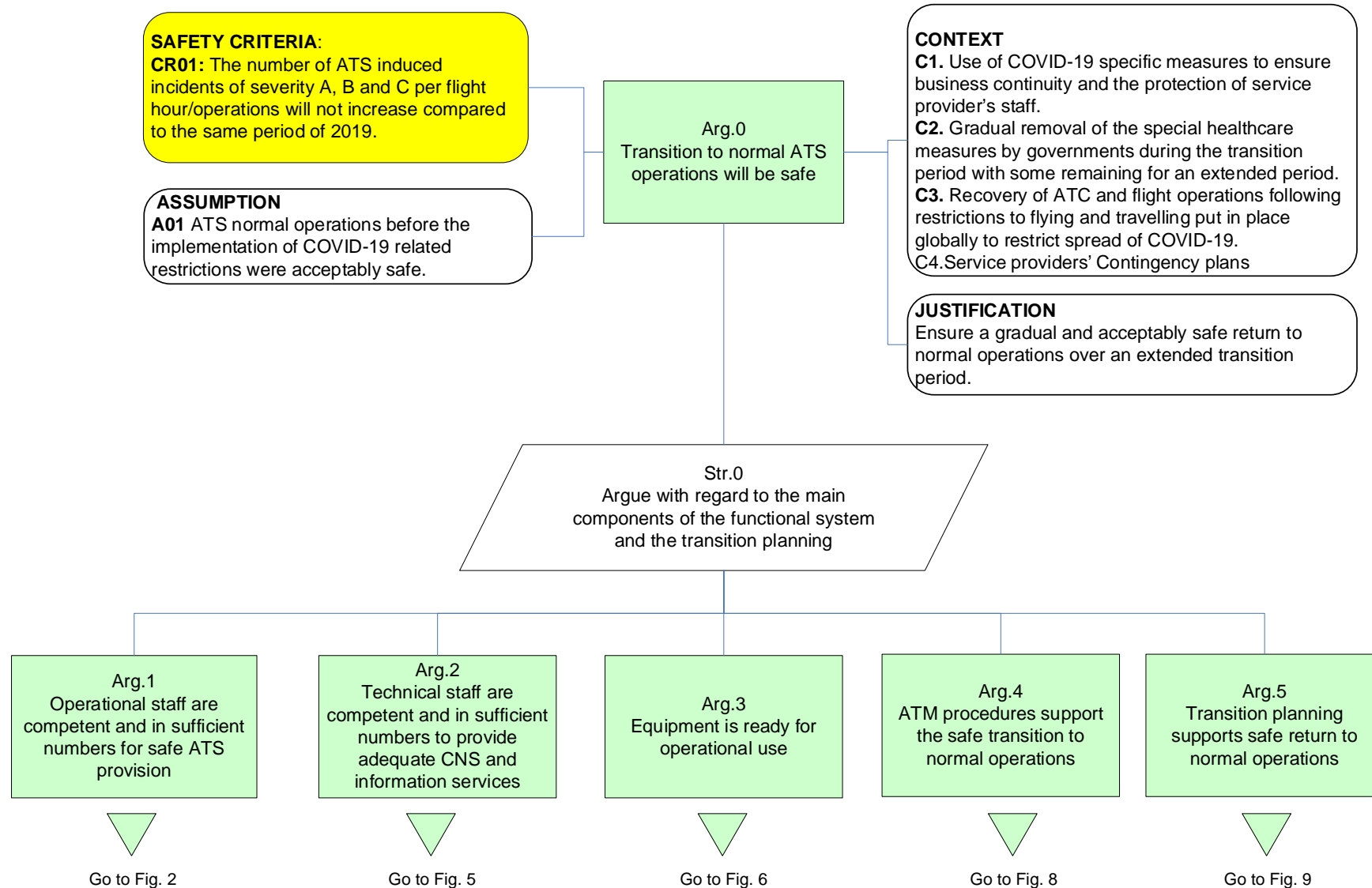


Figure 1

The basic claim of Argument 0 “Transition to normal ATS operations (following the COVID-19 lock down period) will be safe” is supported by:

- a safety criterion that defines what is considered ‘safe’, notably that the number of ATS induced incidents of severity A, B, C, E and D per flight hour (or per number of aircraft operations) will not increase compared to the same period of 2019 and by the associated assumption that ATS normal operations before the lock down period were acceptably safe.
- the 5 argument pillars that address the main components of the functional system of an ANSP and the arrangements and planning for the transition period.

The 5 argument pillars are:

- Operational staff (ATCOs, OPS supervisors and other staff, such as flow managers, flight data assistants, FISO, ASM/AMC staff, MET and AIS staff, as applicable) are competent and in sufficient numbers for safe ATS provision during the transition period.
- Technical staff (engineers, technicians, IT staff) are competent and in sufficient numbers to provide adequate CNS and information services.
- The ATM/CNS equipment (hardware and software) is ready for operational use.
- The ATM procedures support the safe transition to normal operations.
- The transition planning and arrangements support safe return to normal operations.

To demonstrate that the 5 arguments are true and valid, they have been decomposed further to the lower level where the evidence can be found.

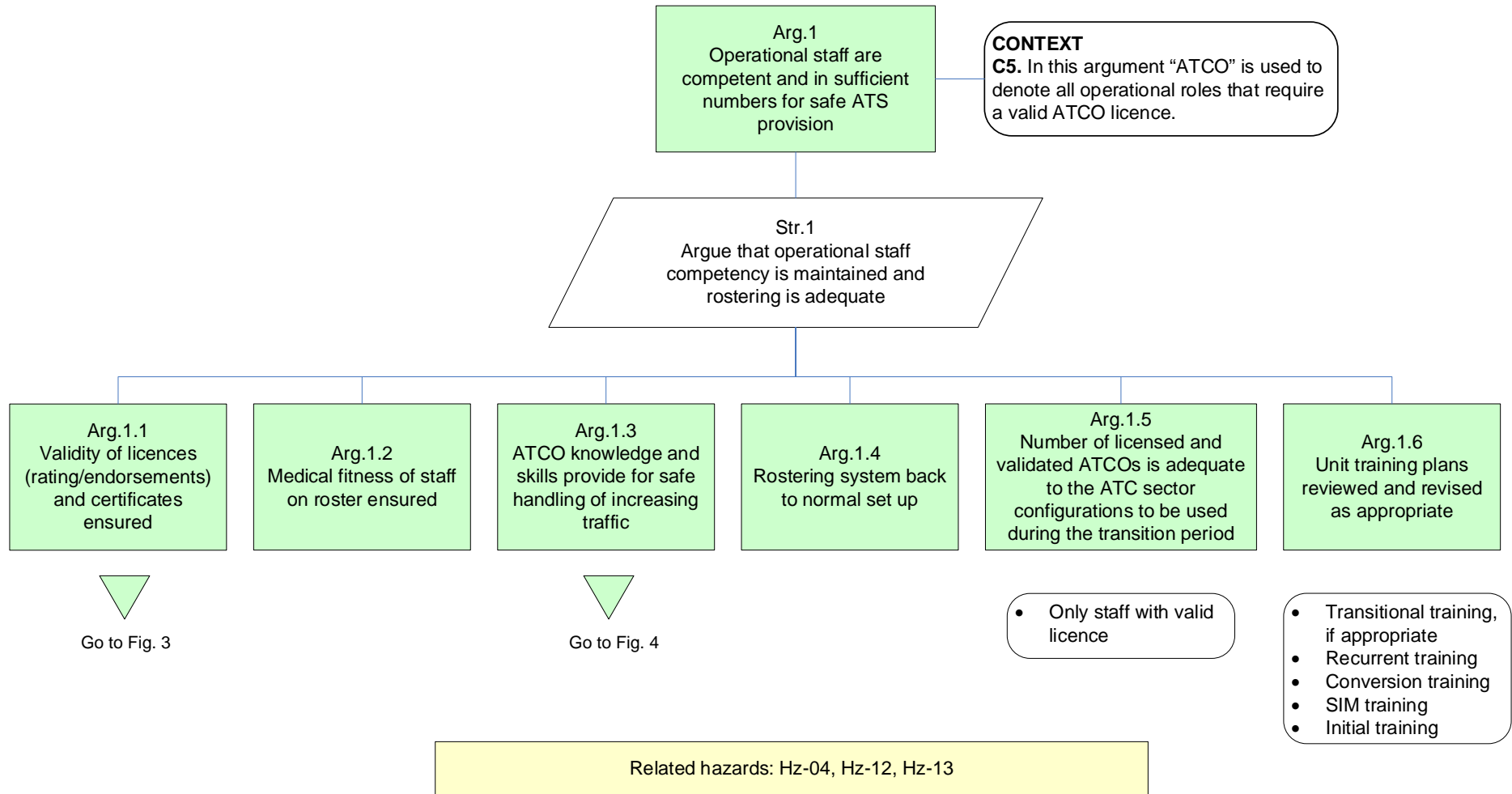


Figure 2

To prove that Argument 1 “Operational staff (ATCOs, OPS supervisors and other staff, such as flow managers, flight data assistants, FISO, ASM/AMC staff, MET and AIS staff, as applicable) are competent and in sufficient numbers for safe ATS provision during the transition period” is true and valid, it has been decomposed into 6 sub-arguments:

- The validity of licences (rating/endorsements) and certificates of the operational staff is ensured. To prove that this compliance argument is true it has been decomposed further.
- The medical fitness of operational staff on roster is ensured. This argument can be supported by: regular staff health checks, promotion of and compliance with the COVID-19 general hygienic measures and availability of cleaning hands points in the buildings. Psychological fitness could be supported by: provision of psychological help, CISM sessions, peer-to-peer platforms, mentoring.
- ATCO knowledge and skills provide for safe handling of increasing traffic. To prove that this argument is true it has been decomposed further.
- The ATCO rostering system is back to normal set up, i.e. the normal rostering of operational staff to fixed shifts and/or flexible shifts and/or individual (monthly) rostering plans is being applied. The necessary changes to the rostering tool parameters have been made.
- The number of licensed and validated ATCOs is adequate to the ATC sector configurations to be used during the transition period. This ensures sufficient number of ATCOs with valid licence to man the ATC sectors needed to be opened during any 24-hour period.
- Unit training plans (UTP) reviewed and revised as appropriate, which will ensure sufficient number of licensed ATCO in the long run (even beyond an extended transition period). The UTP update should cover all phases of ATCO training - initial training, transitional training, simulator training, conversion training, recurrent training, as appropriate.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-11: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it.
- Hz-12: New stress-inducing factors for operational staff.

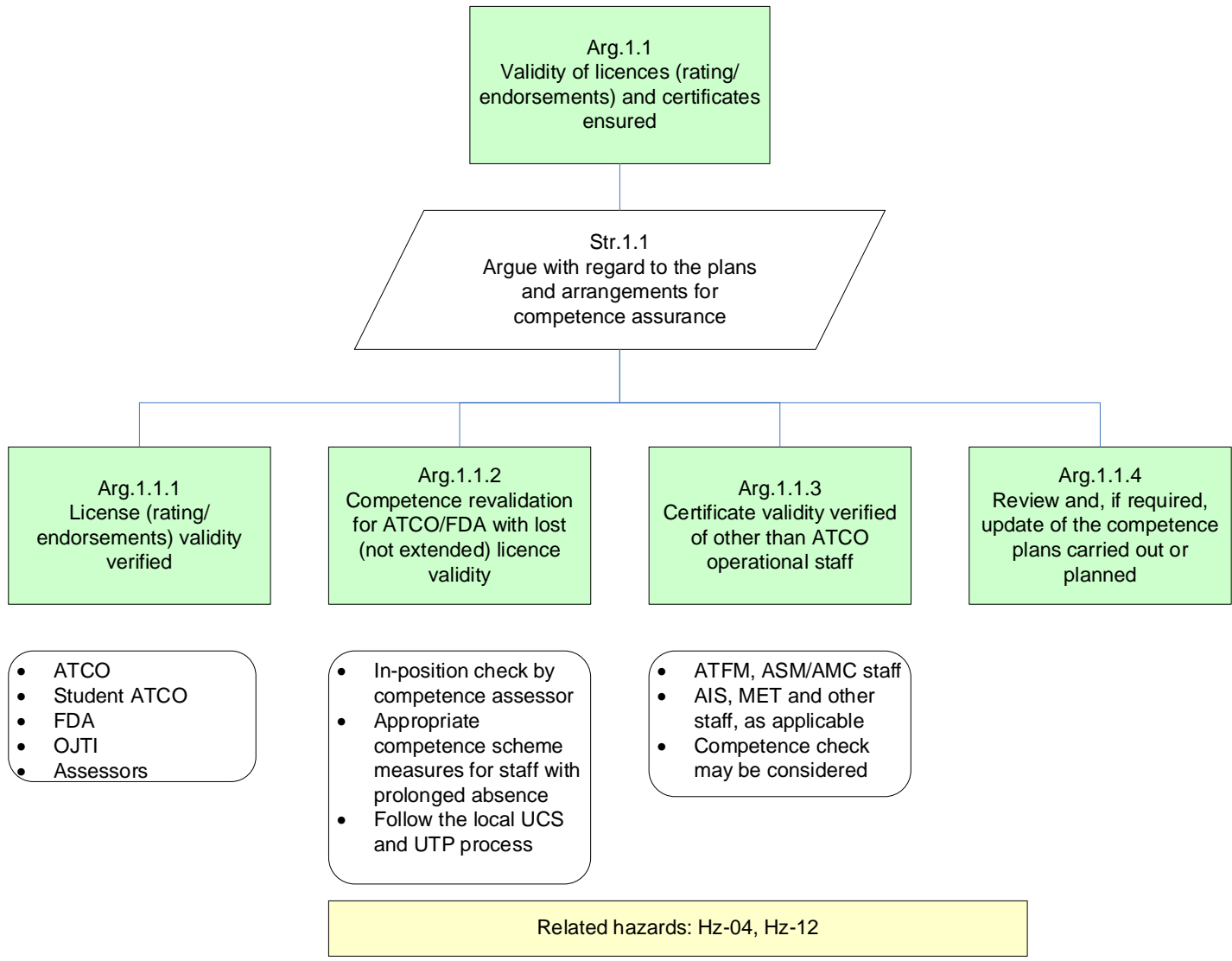


Figure 3



To prove that the compliance Argument 1.1 “The validity of licences (rating/endorsements) and certificates of the operational staff is ensured” is true and valid, it has been decomposed into 4 sub-arguments:

- The licence (rating/endorsements) validity of ATCOs verified. This includes all operational roles that require a valid ATCO licence, such as ATCOs, trainee ATCOs, operational supervisors, OJTI, competence assessors, flight data assistants, flow managers, etc.).
- Competence revalidation for ATCO/FDA with lost (not extended) licence validity due to prolonged absence (e.g. sickness, leave). The revalidation should be carried out in compliance with the ANSP competence scheme. Local UCS and UTP process should be followed. Appropriate measures could include in-position check by competence assessor.
- Certificate validity verified of other than ATCO operational staff (e.g. FISO, ASM/AMC staff, MET and AIS staff, as applicable). Competence checks may be planned and carried out.
- A review and, if required, update of the staff competence plans is planned or has been carried to ensure that the required new or additional operational staff competency is planned to be acquired according to the operational needs.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-11: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it.

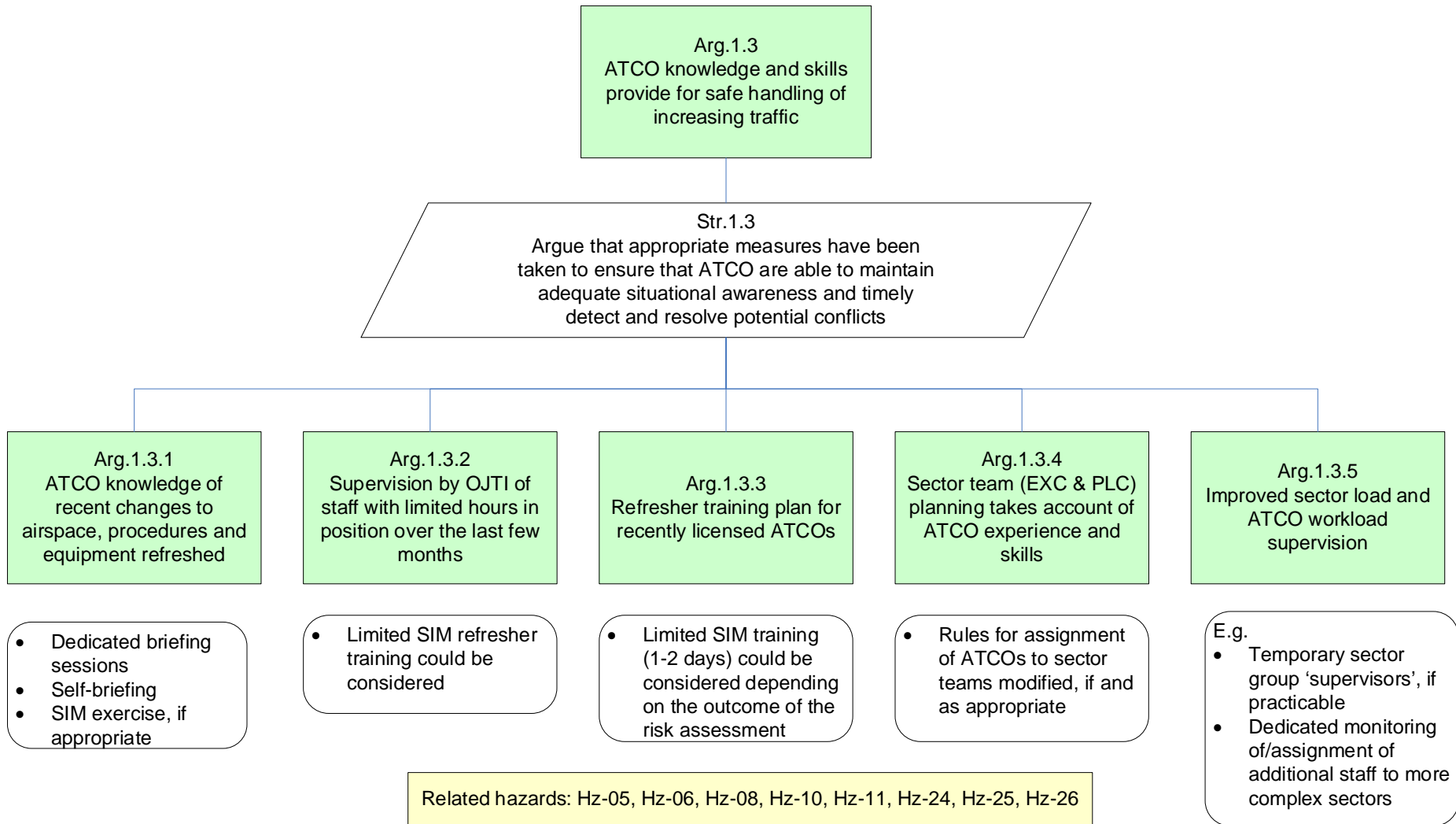


Figure 4

To prove that the Argument 1.3 “ATCO knowledge and skills provide for safe handling of increasing traffic” it true and valid, it has been decomposed into 5 sub-arguments:

- The ATCO knowledge of recent changes to airspace, procedures and equipment is refreshed. This can be supported by: organising dedicated briefing sessions, creating online self-briefing modules, dedicated simulator exercises for more complex changes.
- Supervision by OJTI of staff with limited hours in position over the last few months of confinement. In some cases limited simulator refresher training could be considered.
- Refresher training plan for recently licensed ATCOs (ATCOs that have been licenced short before the lock down). The scope and duration of the plan (e.g. simulator training of a few days) should be set according to the outcome of a dedicated risk assessment.
- Sector team (EXC & PLC) planning shall take account of ATCO experience and skills. The existing (before and during the confinement period) rules for assignment of ATCOs to sector teams may need to be modified taking into account ATCO experience, skills, hours in position over the last few months.
- Improved sector load and ATCO workload supervision will help prevent ATCO working at or beyond their current limits. Possible measure could include: temporary assignment of sector group ‘supervisors’ (if practicable), dedicated monitoring of and/or assignment of additional staff to more complex sectors, lowering the maximum thresholds of sector monitoring values until skills’ recovery and other ATFCM measures.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-04: ATCO difficulties to maintain full situational awareness for timely conflict detection and resolution in the entire sector’s AoR, in particular in traffic spike periods.
- Hz-05: ATCO overload and fatigue.
- Hz-06: Increased risk of sector cross-border occurrences.
- Hz-09: ATCO/OPS supervisors’ confusion about applicable airspace organisation and/or rules/procedures during the transition period.
- Hz-10: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-25: Improper handling of emergencies by all involved parties.

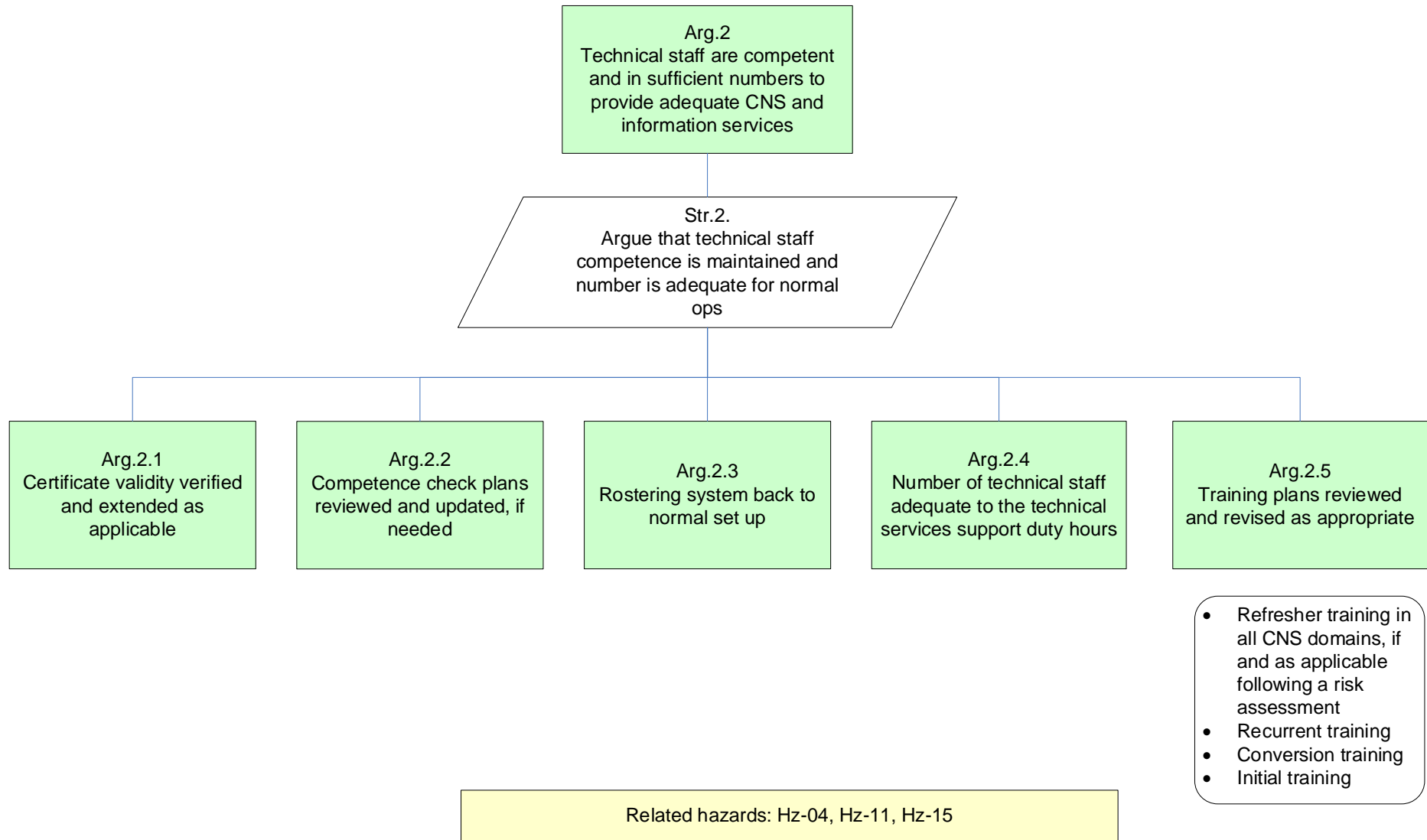


Figure 5

To prove that the compliance Argument 2 “Technical staff are competent and in sufficient numbers to provide adequate CNS and information services” is true and valid, it has been decomposed into 5 sub-arguments:

- The validity of ATSEP (engineers, technicians, IT specialists) certificates involved in the provision of CNS and information services has verified and extended as applicable. Coordination with the CA may be necessary.
- The technical staff competence check plans reviewed and updated, if needed. (Due to the confinement measures the competence checks planned to be carried out during the confinement period may have been postponed.)
- The rostering system is back to normal set up, i.e. the normal rostering of technical staff to e.g. fixed shifts and/or stand-by duties and/or ‘office hours’ is being applied.
- The number of technical staff is adequate to the technical services support duty hours. This provides for availability of sufficient number of technical staff for on site and remote equipment maintenance and interventions (planned and unplanned) during any 24-hour period.
- Technical staff training plans reviewed and revised as appropriate, which will ensure sufficient number of certified ATSEP in the long run (even beyond an extended transition period). The training plan update should cover all phases of ATSEP training - initial training, conversion training, recurrent training. Refresher training in all CNS domains may be planned and provided following a risk assessment of the impact of the confinement period on ATSEP skills.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-10: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-14: Increased equipment failure rates and compromised equipment maintenance.

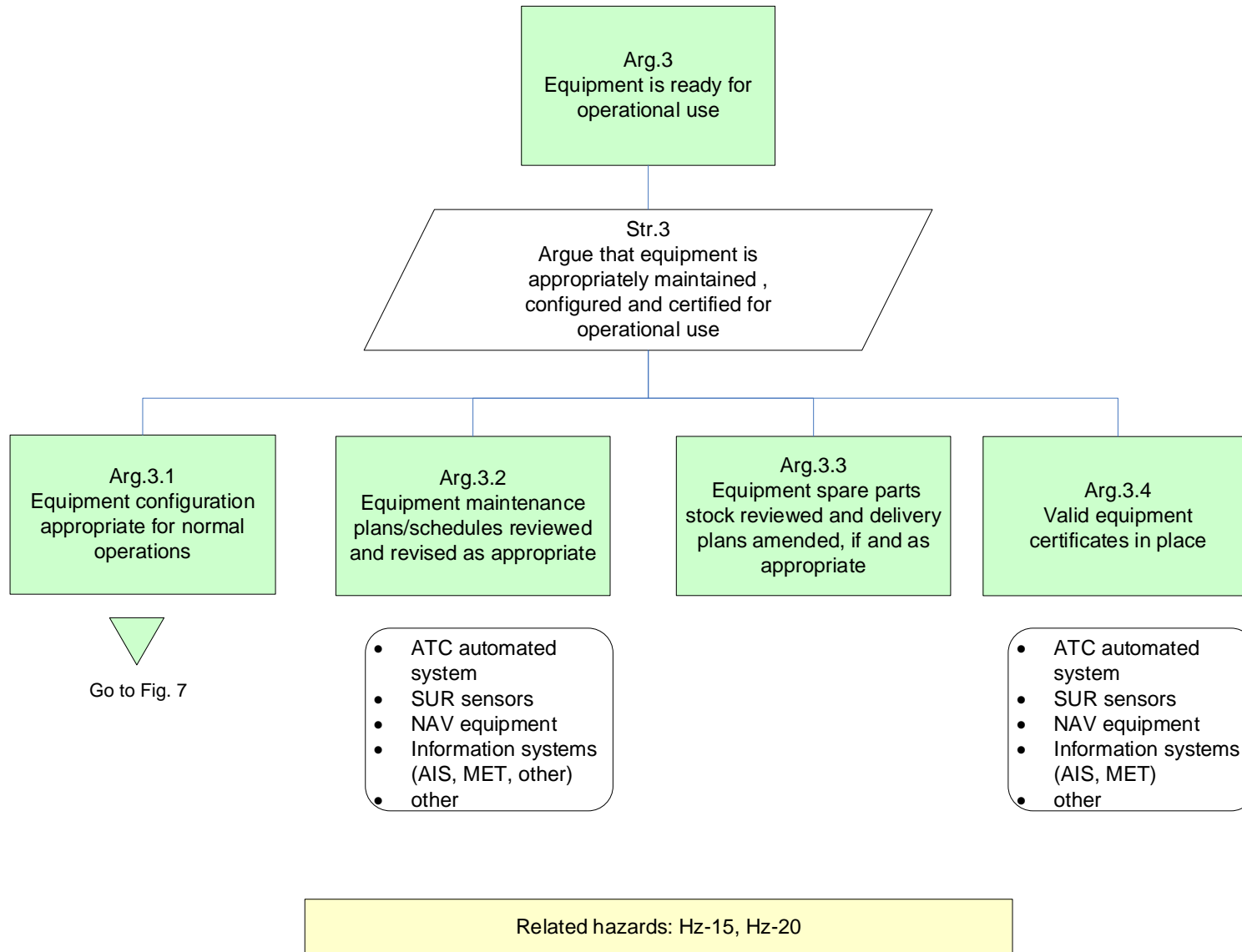


Figure 6

To prove that Argument 3 “The ATM/CNS equipment (hardware and software) is ready for operational use” is true and valid, it has been decomposed into 4 sub-arguments:

- The equipment configuration is appropriate for normal operations. To prove that this argument is true it has been decomposed further.
- Equipment maintenance plans and schedules reviewed and revised as appropriate. The scope should include all ATM/CNS equipment, such as ATC automated system, surveillance sensors, navigation equipment (e.g. NAVAIDS), information systems (AIS, MET, other).
- Equipment spare parts stock reviewed and delivery plans amended, if and as appropriate. (Planned delivery of spare parts may have been delayed or cancelled due to the closure of factories and state borders and restrictions to flights.)
- ATM/CNS equipment has valid certificates for use. This compliance argument ensures that operational performance of the ATM/CNS equipment meets the regulatory and operational requirements. Where flight inspections are needed (in particular for NAVIDS) health safety protocol to protect ground and on-board staff should be agreed. Timely communication and coordination with the CA will prevent delays in certificate renewals, where applicable.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-14: Increased equipment failure rates and compromised equipment maintenance.
- Hz-18: Delayed certification of particular services or equipment and delayed implementation of changes that need prior CA approval.

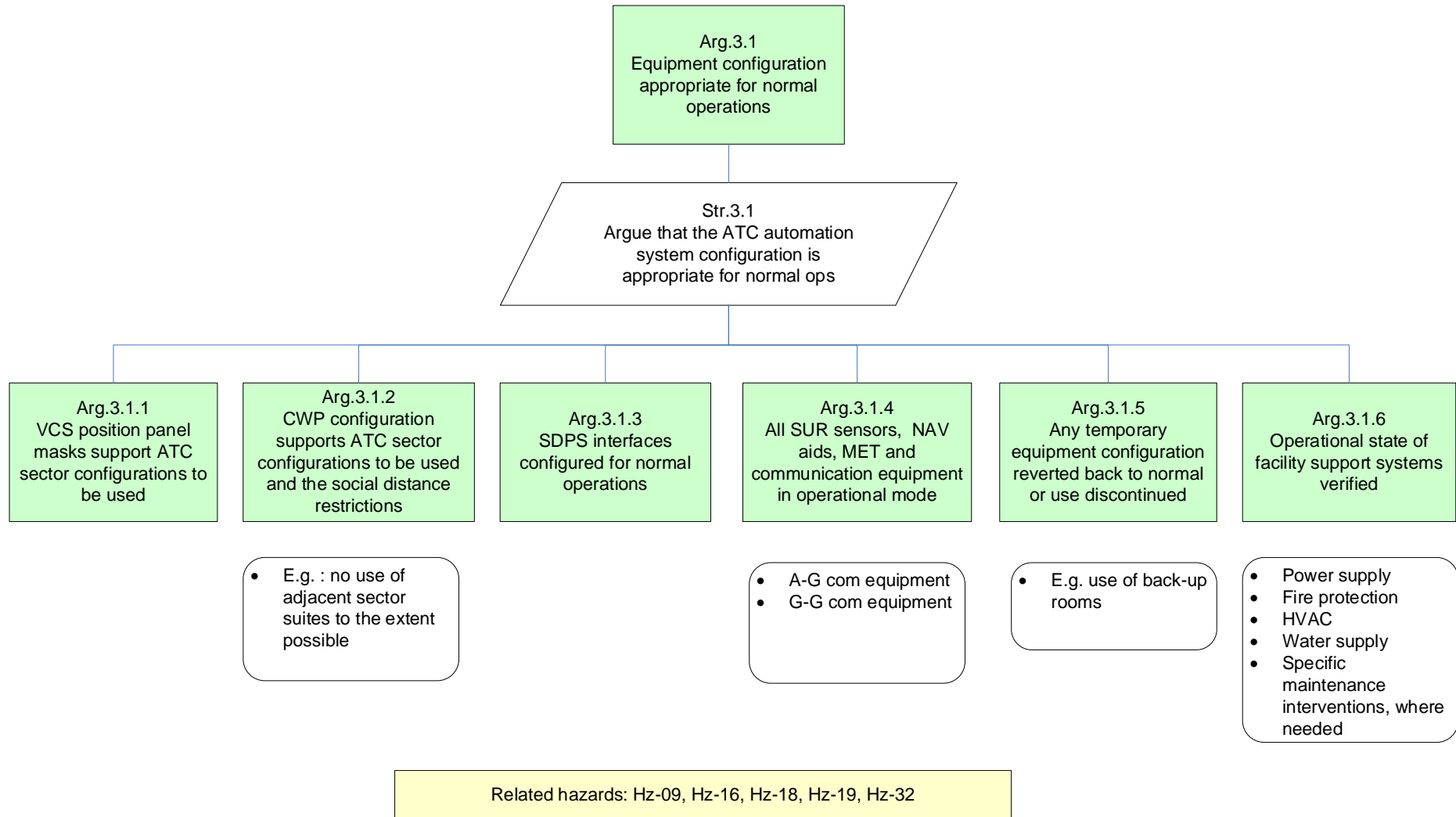


Figure 7



To prove that Argument 3.1 “The equipment configuration is appropriate for normal operations” is true and valid, it has been decomposed into 6 sub- arguments:

- The VCS position panel masks at CWPs support ATC sector configurations to be used. The ATC sector configuration that have been planned for use by a particular ATSU during the traffic recovery period may be different from the ‘standard’ ones used before the crises and during the COVID- 19 lock down period.
- CWP configuration in the OPS room supports ATC sector configurations to be used and the social distance requirements. The argument could be supported by avoiding the use adjacent sector suites/positions, where feasible.
- Surveillance data processing system (SDPS) interfaces are configured for normal operations. This means that the SDPS interfaces to all surveillance sensors are in operational mode. (Some sensors may have been disconnected and taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace.)
- All surveillance sensors, navigation aids, air-ground and ground-ground communication equipment is in operational mode. (Some surveillance sensors and/or other ATM/CNS equipment may have been taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace and the maintenance issues related to staff health protection.)
- Any temporary equipment configuration reverted back to normal or its operational use discontinued. Some ANSP may have used back up facilities (e.g. technical or operational rooms and/or equipment) during the COVID-19 lock down period.
- Operational state of facility support systems verified. This includes verification of the operational state and, where necessary, specific maintenance interventions on the main ATSU facility support systems such as: power supply system, building management system, HVAC, fire protection system, water supply, etc.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-07: ATC sector team (EXE-PLN) collaboration issues due to specific distancing rules.
- Hz-15: Insufficient operational equipment resources (e.g. CWPs) at the ATS unit.
- Hz-16: Lack of or reduced contracted services and maintenance/supplier support.
- Hz-17: Operational performance/parameters of NAVAIDS (e.g. ILS) not to the required standard.

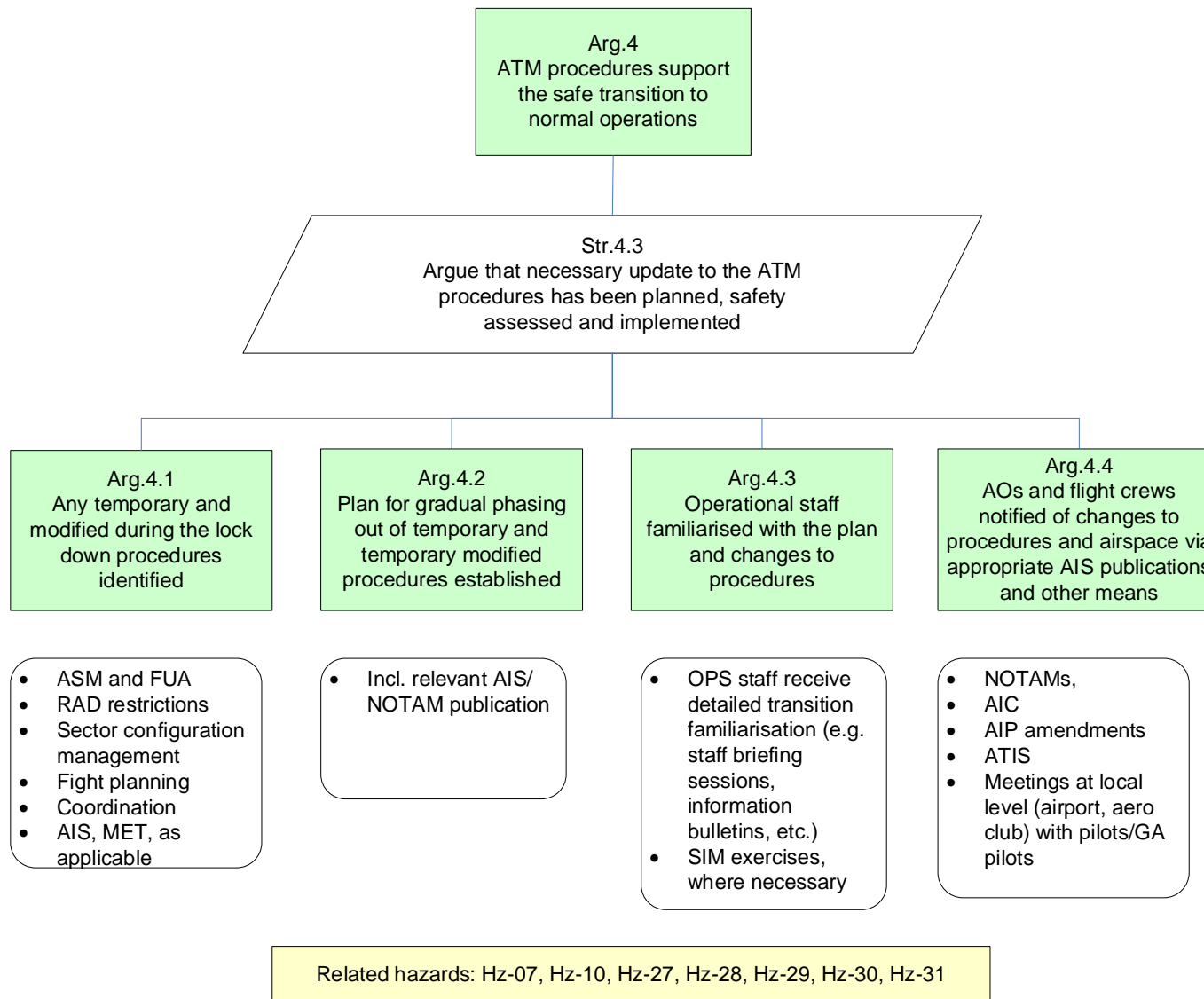


Figure 8

To prove that Argument 4 “ATM procedures support the safe transition to normal operations” is true and valid, it has been decomposed into 4 sub- arguments:

- Any temporary and modified during the lock down procedures have been identified. Such procedures, implemented to ensure the business continuity during the COVID-19 lockdown may concern the following domains: airspace design - RAD restrictions, airspace management and FUA, ATC sector configuration management, fight planning, ATC coordination, AIS MET provision.
- A plan for gradual phasing out of temporary and temporary modified procedures has been established. Beside the list of procedures and the phase-out schedule, the plan should include the communication to the ANSP operational staff and the concerned aviation undertakings (e.g. AOs, CFSPs).
- Operational staff familiarised with the plan and changes to procedures. Operational staff should receive detailed familiarisation with changes planned during the period of transition to normal operations. Possible means include dedicated staff briefing sessions, information bulletins, online self-briefing modules, dedicated simulator exercises for more complex changes.
- Aircraft operators and flight crews notified of the planned changes to procedures and airspace via appropriate AIS publications. Different means may be used, as appropriate, for notification: NOTAMs, AICs, AIP amendments, ATIS, meetings at local level (airport, aero club) with aircraft operators, commercial pilots and GA pilots.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-08: Increased ATC workload to handle VFR and training flights, and flights suffering navigational or technical issues.
- Hz-09: ATCO/OPS supervisors’ confusion about applicable airspace organisation and/or rules/procedures during the transition period.
- Hz-19: Flight plan inconsistent with applicable airspace, route or airport availability and conditions.
- Hz-26: Inadequate aeronautical information regarding availability of network and airport resources.

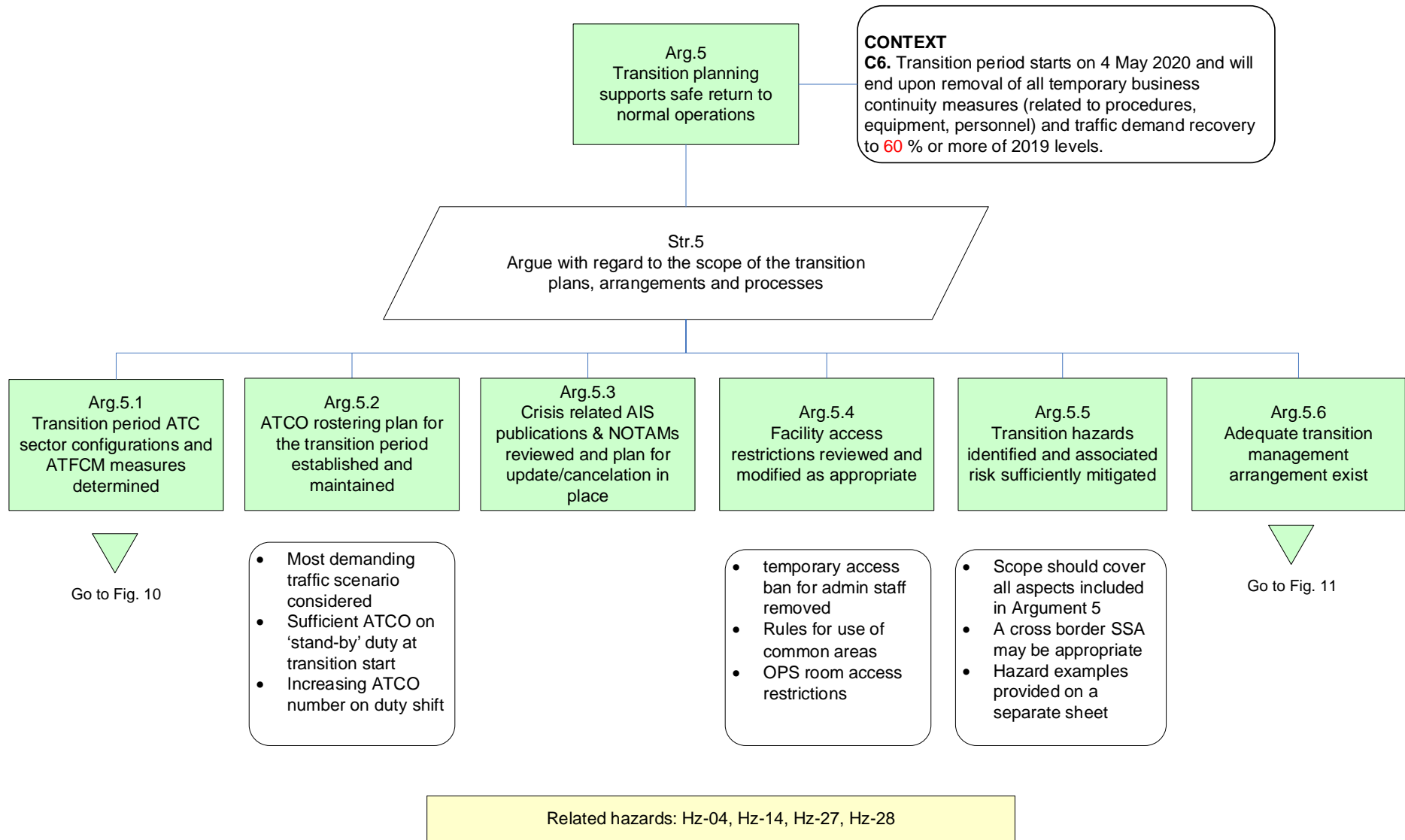


Figure 9

To prove that Argument 5 “Transition planning supports safe return to normal operations” is true and valid, it has been decomposed into 6 sub- arguments:

- Transition period ATC sector configurations and ATFCM measures determined. To prove that this argument is true it has been decomposed further.
- ATCO rostering plan for the transition period established and maintained (updated as necessary). The following aspects should be considered when establishing the rostering plan: most demanding forecasted traffic scenario, planning for sufficient ATCO on ‘stand-by’ duty at transition start, increasing the number ATCOs on duty shift in line with growth in traffic demand.
- Crisis related AIS publications & NOTAMs reviewed and plan for update/cancelation in place. Similarly to the notification of the changes to the ATM procedures, most appropriate combination of notification means (NOTAMs, AICs, AIP amendments, ATIS, meetings at local level (airport, aero club)) should be used to ensure airspace users and other concerned aviation undertakings are aware of the changes to the aeronautical publications related to the COVID-19 lock down.
- Facility access restrictions reviewed and modified as appropriate. This should include, as appropriate, removing the temporary access ban for non- essential (e.g. administrative) staff, establishing rules for use of common areas (e.g. recreation rooms), which should prevent spread of COVID-19 infection, modification to the OPS room access restrictions, if appropriate.
- Transition hazards identified and associated risk sufficiently mitigated. The scope of the safety assessment should cover all aspects included in this argument. A cross border safety assessment (safety support assessment) may be Appropriate to identify hazards at ATSU interfaces to adjacent ATSUs. Transition hazard examples related to the scope of the safety arguments have been included in this safety argument checklist.
- Adequate transition management arrangement exist. To prove that this argument is true it has been decomposed further.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-11: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it.
- Hz-13: Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports).
- Hz-26: Inadequate aeronautical information regarding availability of network and airport resources.

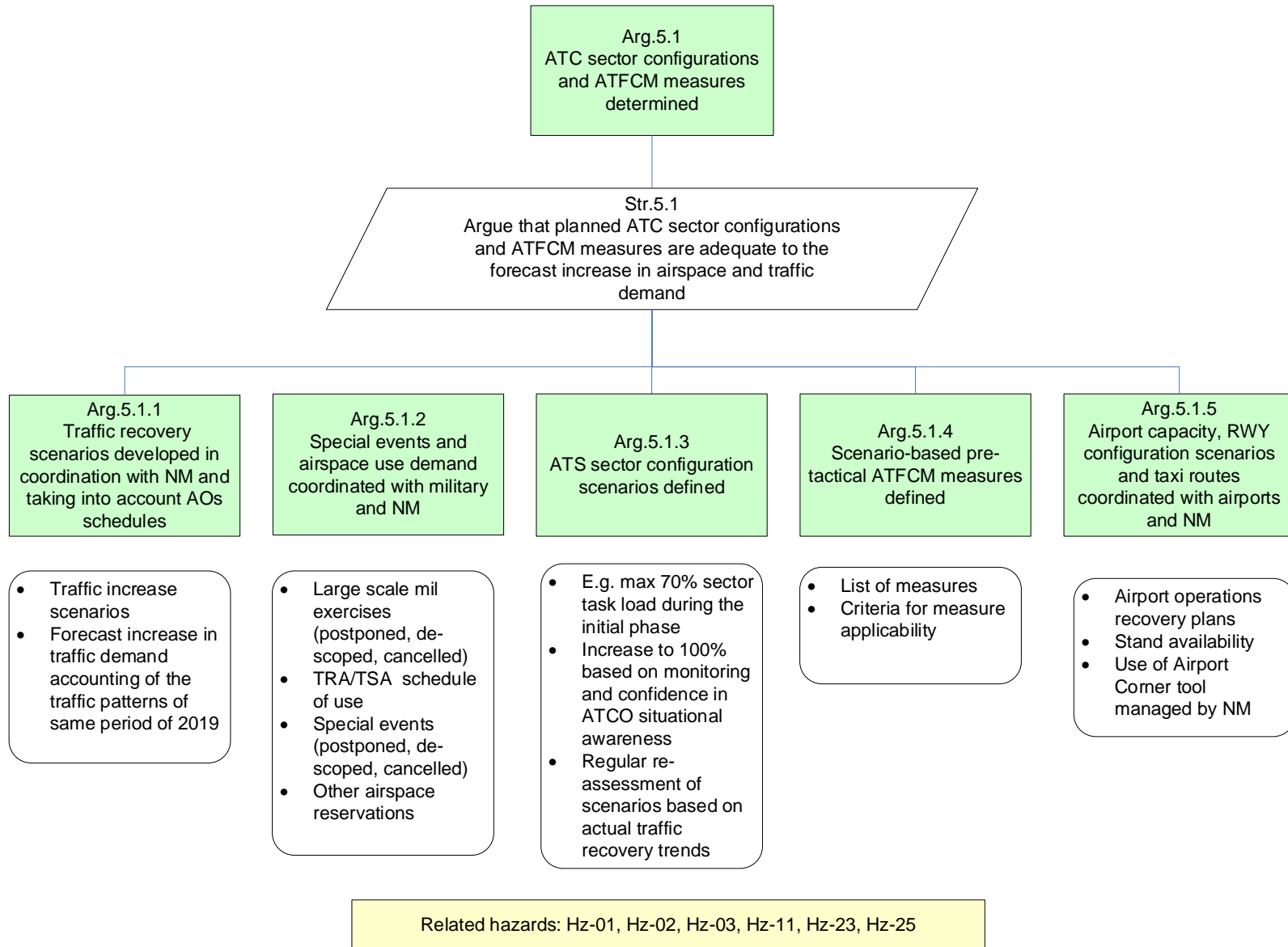


Figure 10

To prove that Argument 5.1 “ATC sector configurations and ATFCM measures (to be used during the recovery period) determined” is true and valid, it has been decomposed into 5 sub-arguments:

- Traffic recovery scenarios developed in coordination with the NM and taking into account AOs schedules. The forecast increase in traffic demand should accounting of the traffic patterns of same period of 2019. Consistency with the European NOP 2020 recovery plan should be ensured.
- Special events and airspace use demand coordinated with military and the NM. The scope of the coordination activities should include large scale military exercises, TRA/TSA schedule of use, special events or other airspace reservations. To alleviate impact on the commercial flights and ATCO workload during the initial recovery period such special events and military exercises could be postponed, de-scoped or even cancelled.
- ATS sector configuration scenarios defined. It is assumed that when defining the sector configurations based on forecasted traffic demand, the maximum thresholds of the sector monitoring values (e.g. occupancy counts) will be reduced (e.g. by 30%) during the initial recovery phase Increase to 100% should be gradual and based on monitoring and confidence in the recovery of ATCO skills to handle traffic peaks. Regular re- assessment of the sector configuration scenarios should be carried out based on actual traffic recovery trends.
- Scenario-based pre-tactical ATFCM measures defined. The ATFM measure scenarios should account of different traffic recovery trends, expected traffic complexity, planned and feasible ATC sector configurations depending on availability of ATCOs with valid licences, potential staff shortage due to sickness or COVID-19 infections, estimated period of recovery of diminished ATCO skills.
- Airport capacity and RWY configuration scenarios coordinated with airports and NM. This includes airport operations recovery plans, aircraft stand availability, possible runway configurations to be used (some runways may not be available due to parked aircraft) and use of Airport Corner tool managed by NM for coordination of static and dynamic airport operations related information.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-01: Capacity imbalances and unusual traffic patterns caused by uncoordinated different pace of capacity recovery by ANSPs.
- Hz-02: Planned ATC sector configuration inadequate to actual traffic demand.
- Hz-03: Pre-tactical ATFM measure(s) inadequate to actual traffic demand
- Hz-10: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-24: Unusual ground movements and restrictions to aerodrome traffic.
- Hz-25: Improper handling of emergencies by all involved parties.

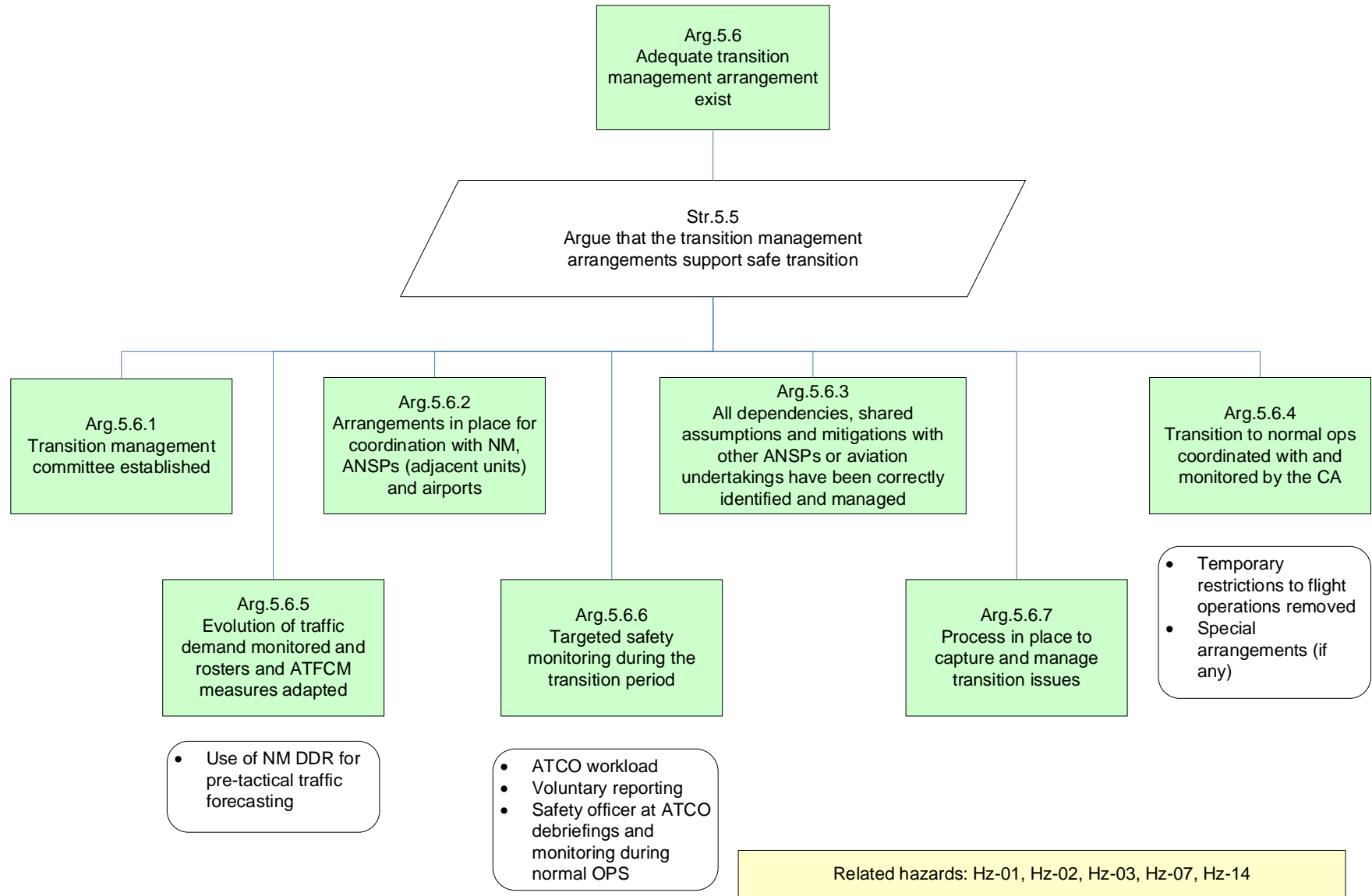


Figure 11



To prove that Argument 5.6 “Adequate transition management arrangement exist” is true and valid, it has been decomposed into 7 sub-arguments:

- Transition management committee established. A dedicated or an existing management body should take responsibility for the management of the transition to normal operations.
- Arrangements in place for coordination with NM, ANSPs (adjacent units) and airports. This should be implemented by participation in the arrangements for collaborative maintenance and update of the European NOP – 2020 Recovery Plan .
- All dependencies, shared assumptions and mitigations with other ANSPs or aviation undertakings have been correctly identified and managed. Specifics should be addressed on a bilateral basis, however on a wider scale the arrangements for collaborative maintenance and update of the European NOP – 2020 Recovery Plan and the pre-tactical NM briefings should be used.
- Transition to normal operations coordinated with and monitored by the CA. This should include coordination of: recovery plan (e.g. schedule for return to 100% capacity), plan for removal of any temporary restrictions to flight operations, special arrangements and/or procedures for the recovery period (e.g. licences and certificate validity/extension, reduced oversight burden, etc.)
- Evolution of traffic demand monitored and rosters and ATFCM measures adapted. This includes daily review and analysis of traffic demand evolution and regular re-assessment of planned sector configuration scenarios to match them to the demand. If necessary, implementation of changes to the ATCO roster plan.
- Targeted safety monitoring during the transition period. The safety monitoring process established within the scope of the organisational SMS should be reviewed and focused on the recovery related potential safety issues. This could include specific monitoring criteria, resource reassignment, prioritising planned activities and/or frequency of monitoring and analysis cycles updated. Targeted measures could include: ATCO workload monitoring, dedicated voluntary reporting, presence of a safety officer at ATCO debriefings, monitoring during normal operations.
- Process in place to capture and manage transition issues. The process should be based on and consistent with the SMS process for identification and rectification of safety issues. Some adaptation may be needed to include additional organisational units, roles and dedicated transition period arrangements and processes.

The above arguments and the potential measures supporting the arguments could be considered as mitigations to the following transition related hazards identified by the EUROCONTROL collaborative safety arrangements (ST, SAFOPS):

- Hz-01: Capacity imbalances and unusual traffic patterns caused by uncoordinated different pace of capacity recovery by ANSPs.
- Hz-02: Planned ATC sector configuration inadequate to actual traffic demand.
- Hz-03: Pre-tactical ATFM measure(s) inadequate to actual traffic demand
- Hz-08: Significant increase in ATC workload to handle VFR and training flights, and flights suffering navigational or technical issues.
- Hz-13: Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports).

### **3. List of potential hazards associated with the recovery after COVID 19 restrictions**

EUROCONTROL NM Safety Team developed a generic safety argument for the recovery of normal operations following COVID-19 restrictions.

Transition planning supporting safe return to normal operations includes identification of the transition hazards and management of the associated risk.

Some of the transition hazards will be specific to the particular operational environment but there will be hazards that are similar across national borders.

It is a SAFOPS task, as defined in its ToR, to support a collaborative process for identification of operational safety hazards. There is a benefit of scale for SAFOPS members to share their views on potential transition hazards examples. The resulting, collaborative example list will aggregate the collective knowledge on the subject.

The list of example hazards provided in the table overleaf is not restricted at one particular level or boundary of the ATM system. The example hazards are potential safety issues that are not necessarily independent of each other. Some of the items in the list can also be considered as disruptors that could affect higher level operational hazards/ risk.

Backward traceability to the safety arguments supporting the mitigation of the hazards is provided in the last table column. The safety argument scope is limited to ATM/CNS; hence, the action delivering the safety arguments provide partial mitigation to some of the hazards that include contributions from the airport and flight operation domains.

Transition to normal operations following COVID-19 lock down – potential hazards

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>Hz-01</b>	Capacity imbalances and unusual traffic patterns at regional and/or network level.	Different pace of capacity recovery by ANSPs. Insufficient coordination with NM, other ANSPs, AOs, military and airport operators.	European Network Operations Recovery Plan - 2020 and related coordination and planning arrangements.	Arg.5.1.1 Arg.5.1.1 Arg.5.1.1
<b>Hz-02</b>	Planned ATC sector configuration inadequate to actual traffic demand.	Airports had to accept many grounded aircraft, so the capacity on ground is temporarily reduced.	Re-evaluate airport capacity and notify concerned parties.	Arg.5.1
<b>Hz-03</b>	Pre-tactical ATFM measure(s) inadequate to actual traffic demand.	Insufficient and/or inefficient simulated scenarios/exercises for the changing traffic density and pattern. Low predictability of traffic evolution. The high volatility of predictions implies that any adjustments to system capacity are very difficult to be made reasonably in advance.	Structural meeting platform to discuss weekly (or more often, if needed) the different aspects, coordinating and planning the capacity increase; also the CFSPs should participate. Consider holding the network flow planning meeting twice a day: one in the morning for post-ops analysis and the normal one in the afternoon for the next day. Reinforce and expand Collaborative Decision Making (CDM) cells including a wide range of stakeholders at different level: <ul style="list-style-type: none"> <li>• Airport CDM</li> <li>• En-Route CDM</li> <li>• Overall Network CDM</li> </ul> Co-ordinated adjoining ACC-ACC and local ATS/CNS Common Transition Plan by phases, dependant on agreed airspace and ATM capability Tactical update to the planned sector configurations and ATFM measures.	Arg.5.1

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>HZ-04</b>	<p>Insufficient number of operational and technical staff to meet the increasing demand during the transition period and beyond it.</p>	<p>Disproportionate demand due to cancelation of lockdown measures/country-based/region-based and significant number of staff locally still under quarantine.</p> <p>Number of staff reduced (e.g. retired, furloughed) to alleviate financial impact.</p> <p>COVID-19 infection, which cannot be prevented due to impossibility to ensure physical separation at the sector positions.</p> <p>Underlying ATCO medical condition goes unchecked/ unnoticed for extended period.</p> <p>ATCO medical checks by AME postponed or delayed and medical certificate expires</p> <p>No physical separation possible during position handover/takeover at the same CWP.</p> <p>Increased risk of affecting others could provoke sick-out behaviour (observed with some medical staff in hospitals).</p> <p>Pending validation of ATCO skills (language proficiency, simulator emergency training, OJTI refresher).</p> <p>Staff training postponed or delayed.</p> <p>Prolonged OJT because, for a longer time, the traffic will be too low and unsuitable for training/assessment the trainees' skills.</p> <p>Training becomes extremely difficult to plan in the simulator and in the operations rooms.</p>	<p>ATFCM measures (capacity decrease).</p> <p>Regular health checks.</p> <p>General hygienic measures constantly promoted.</p> <p>Availability of cleaning hands points in the buildings and staff rooms.</p> <p>If feasible, set up roster for ATCOs to work in small teams; if one team member gets infected, only this team is affected.</p> <p>If feasible, plan for 4-person ATCO crew available for a 2-person sector to limit the contacts as far as possible.</p> <p>If feasible, ensure physical separation in the recreation rooms. Consider cleaning and how often/when.</p> <p>Use of Contingency capacities and sector configuration.</p> <p>Set clear priorities for training ramp-up to fulfil training demand according to operational priority needs.</p> <p>Assess feasibility of remote training alternatives.</p> <p>In coordination with the CA reduce the number of hours required per endorsement over 180 days (e.g. to 30 hours until 1st September) and/or extend medical certificate validity.</p> <p>Request CA to permit option for "Renewal assessment" in simulator.</p>	<p>Arg.1</p> <p>Arg.2</p> <p>Arg.5.2</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
			<p>Temporarily reduce or eliminate facilities where staff might regularly congregate, in order to minimise danger of infection.</p> <p>If possible, increase ventilation and air filtering in ops room or other facilities where staff spends longer periods of times.</p>	
<b>HZ-05</b>	<p>ATCO unable to maintain full situational awareness for timely conflict detection and resolution in the entire area of responsibility, in particular in traffic peak periods.</p>	<p>ATCOs unable to maintain their operational skills during COVID-19 lockdown period due to lean traffic.</p> <p>ATCOs exposed to different traffic patterns and methods of operation.</p> <p>Limited number of ATCO duty shifts and hours in position during the COVID-19 lock down period.</p> <p>Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment.</p> <p>Big difference in accumulated ATCO hours on duty due to rostering more often ATCOs with more endorsements (e.g. TWR supervisors) that can cover more than one position during the COVID-19 lockdown period.</p> <p>ATCOs providing services to aircraft with different performance dynamics / requirements, e.g. military or medical flights.</p> <p>Change in the nominal aircraft performance because of shifting airline priorities, cost of fuel etc.</p> <p>Situation may be aggravated by implementation of changes to the controller tools or of new tools and</p>	<p>Special training (e.g. simulator training), which can emulate the medium-high traffic levels</p> <p>Dedicated measures for ATCOs that may have rather fragile skills – for example for very recently qualified ATCOs or, staff having recently returned from illness.</p> <p>Lower the maximum thresholds of sector monitoring values until skills' recovery. (Contemplated on The Common Transition Plan)</p> <p>Make sure flights are and remain established on conventional patterns within the AoR and at interfaces as far as practicable;</p> <p>Do not leave any implicit part in air traffic management as new behaviour and habits might have emerged and taken place during the low traffic period.</p> <p>Open more sectors than the normal operation time would require in order to maintain a minimum and continuous practice level to avoid the loss of operational skills.</p> <p>Apply ATFM measures, if necessary.</p>	<p>Arg.1.3</p> <p>Arg.1.1.2</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>system functions that ATCOs are not yet sufficiently skilled to use due to the lack of operational experience caused by limited number of flights during the lockdown period.</p> <p>Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of the traffic.</p> <p>ATCO unable the concentrate during traffic peaks or rise of workload, or when confronted with unexpected situation.</p>	Extend operational evaluation and acceptance period for new equipment.	
<b>HZ-06</b>	ATCO overload and fatigue.	<p>Extended interval of working at sector position, less breaks.</p> <p>Not enough standby personnel to cover a temporary lack of staff.</p> <p>Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment.</p> <p>Increased operational pressures to generate minimum delays in order to avoid negative economic impact on airlines.</p> <p>Briefing time may overrun as crew reacquaint themselves with NOTAM packs resulting in departure delays, which may overload some sectors when demand is already high and ATCO skills are reduced.</p> <p>Social distancing measures impact availability and efficiency of the rest facilities.</p>	<p>Lower the maximum thresholds of sector monitoring values until skills' recovery. (Contemplated on The Common Transition Plan)</p> <p>Apply ATFM measures, as necessary.</p> <p>Consider setting up outdoor resting facilities, where fresh air and open spaces have a much-reduced infection spreading potential, if weather permits.</p>	<p>Arg.1.2</p> <p>Arg.1.4</p> <p>Arg.1.5</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>Hz-07</b>	Significant increase in ATC workload to handle flights suffering technical issues, VFR and training flights.	After a period of long stay on the ground and with only a brief aircraft technical check an increase of technical issues inflight may occur. Increased number of VFR flights (e.g. GA pilots willing to accumulate their necessary flight hours). Increased number of training flights for commercial pilots.	Coordinate restrictions for VFR and training flights (e.g. time zones, airspaces/sectors with less demand). ATFM measures.	Arg.5.6.5
<b>Hz-08</b>	Inadequate inter-sector and inter-unit operational coordination.	Different ATCO skill levels across sector groups and ATSUs. Diminished ATCO skills to work/coordinate in multi-sector environment with several division levels of superimposed sectors. Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of inter-sector and inter-unit coordination. Limited civil-military coordination due to limited military flights during the confinement period.	Simulation sessions with busy traffic and multi-layer/sector coordination. Gradual opening up of elementary sectors and sector suites in accordance with the Common Transition Plan (TP).	Arg.1.3
<b>Hz-09</b>	Impeded ATC sector team (EXC-PLC) collaboration.	Implementation of social distancing rules and potential re-escalation.	Trialling and safety assessment of the measures to identify potential issues and appropriate mitigations. Provide targeted TRM sessions. Separate ops room sector positions (EXC and PLC) and TWR positions (TWR, Ground, Delivery) by transparent screens, if feasible.	Arg.3.1
<b>Hz-10</b>	ATCO/OPS supervisors' confusion about applicable airspace organisation and/or	Changes implemented during the lock down are not settled in the ATCOs' minds, because they had no opportunity to get used to them.	Find ways to communicate with ATCOs while they are at home - the briefing overload can be overwhelming.	Arg.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
	rules and procedures during the transition period.	Incomplete briefing on ATCOs return to work after extended period of absence (operational and personal). Rules regarding drones updated in some countries to face the emergency situation. Most probably there will be 2-3 AIRACs implemented and 'normal' software baselines during the COVID-19 measures.	If time and effort permit, create online briefing modules. Mandatory pre-shift briefing to absorb any recent and on-going changes. Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).	
<b>HZ-11</b>	Supervisors (ATCO, ATSEP and Flight data) with reduced competence in handling less-than-standard situations due to the long lean traffic periods.	Interference during adverse weather, CB avoidance. Training postponement.	ATFM measures (capacity decrease).	Arg.1.3 Arg.2
<b>HZ-12</b>	Inadequate ATCO on-the-job training.	Ineffective OJT because, for a long time, the traffic will be too low and insufficient for training/assessment of the trainee's skills. OJTI competence/skills reduced due to long period of training interruption. Reduced capacity to provide OJT due to low number of valid OJTI endorsements. Inefficient training process due to COVID-19 social distancing measures. Postponed ATCO training due to lack of resources.	Agree with CA extension of OJTI endorsements. Plan for the trainee ATCOs, whose qualifications have been postponed or training suspended.	Arg.1.1
<b>HZ-13</b>	Increased stress for operational and technical staff.	Cash flow problem impact on salaries and social security – dissatisfaction, uncertainty, pessimism, etc.	Provide psychological help. Promote wellbeing type of materials and information. Stress management programme.	Arg.5.5 Arg.5.6.6 Arg.5.6.7



	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Fear and/or anxiety about the uncertainty of the future ... for the profession, way of life, and for the situation after de-confinement.</p> <p>Potential changes to social agreements in place.</p> <p>Fear of infection following reports of new positive cases of COVID-19 in local community.</p> <p>Confinement, bringing mental overload because of the necessity to work, educate children, and ensure the management of the household.</p> <p>Mental affection caused by isolation and concern for the family members that one cannot visit.</p> <p>Dramatic individual perception and anxiety about COVID risk</p> <p>Loss of colleague, relative or a friend.</p> <p>Fear of a second wave of the pandemic.</p> <p>Changes in rapid succession without having time to adjust before the next one.</p> <p>Weary of seeing the expected and hoped-for changes behind schedule.</p> <p>Severe depression (sense of uselessness).</p> <p>Over-enthusiasm (being exhilarated by the return to work and not taking sufficient margins).</p> <p>Subconscious concerns that erode mental capacity and when accumulated unanswered could lead to increased absenteeism.</p> <p>Enforced sanitary measures not considered sufficient.</p>	<p>Peer-to-peer platforms.</p> <p>Mentoring</p> <p>Promote awareness of S &amp; F precursors and notification of S &amp; F related conditions or safety events as soon as possible.</p> <p>Position handovers made on different CWP's at least one metre apart.</p> <p>Regular decontamination of the operations room, including of the CWP's before next operational use.</p>	

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Imbalance in the safety/efficiency ratio putting priority on efficiency due to political and economic considerations.</p> <p>Delayed or partial maintenance of equipment due to lack of technical staff, spare parts or financial constraints.</p>		
<b>HZ-14</b>	<p>Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports, etc.).</p>	<p>Significant reduction in safety investigators' activity and decrease in their investigation skills.</p> <p>Insufficient number of specialist staff.</p> <p>Flaws in safety deliverables due to the remote working method (e.g. FHA by teleconference).</p>	<p>Implement group investigations for all significant occurrences irrespective of the investigators' allocation to ATSUs.</p> <p>Agree with the regulator on possible relaxation of notification/document submission deadlines.</p> <p>Independent review of the safety deliverables by increased number of specialists from all the relevant domains: ATS, OPS, CNS, IT systems, HF, etc.</p> <p>Postpone implementation of planned changes to the functional system.</p> <p>Prioritise change implementation according to the risk to operations, if non-implemented.</p>	Arg.5.6
<b>HZ-15</b>	<p>Increased equipment failure rates and compromised equipment maintenance.</p>	<p>Lack of preventive maintenance during the lockdown period. Postponement of corrective maintenance for some equipment (e.g. due to financial constraints).</p> <p>Spare parts for equipment maintenance not available (due to delivery issue or financial constraints).</p>	<p>Verify the requirements for cleaning materials for sensitive equipment and other surfaces.</p> <p>Coordination of system maintenance activities (back to lower traffic demand periods - night-time).</p> <p>Deploy safe and efficient cleaning methods and ensure cleaning material availability.</p>	Arg.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Current maintenance contract may expire and may not be extended or new contracts put in place due to suspension of all public procurements.</p> <p>No possibility for on the site technical assistance and equipment health check by a third party.</p> <p>Potential damage to operational equipment when carrying out cleaning protocols to restrict virus transmission.</p> <p>Planned system changes/improvements not implemented.</p> <p>Changes implemented during lockdown, to take advantage of reduced traffic, reveal undetected bugs when load increases leading to equipment failure or suboptimal configurations.</p> <p>Insufficient number of technical and support staff.</p> <p>Diminished ATSEP system knowledge and maintenance skills.</p> <p>Return to "normal" loads of some sensitive equipment can lead to defect, due to long time of operation in underload conditions.</p> <p>Increase in the number of interventions on the network by suppliers (as we already observe before/after holidays) after cancellation of the lockdown could cause network failures.</p> <p>Compromised operational tests of new equipment/system features during the lockdown period due to the lean traffic. A significant rise in the traffic level could help reveal issues not identified before.</p>	<p>Properly instruct cleaning staff (in-house/external).</p> <p>Postpone planned changes to the equipment and implementation of new equipment, where feasible.</p> <p>Ensure proper availability of technical experts with the needed competence.</p>	

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>Hz-16</b>	Insufficient operational equipment resources (e.g. CWPs) at the ATS unit.	<p>When room size and layout cannot support application of the new rules for physical separation/social distancing of staff, opening of needed ATC sectors could be prevented.</p> <p>Potential conflict between new cleaning policies and the need to access to the operational resources. (Flight strips could be considered as a transmission vector.)</p> <p>Cleaning materials run out or cleaning cannot 'keep up' with operational use, such that the resources have to be temporarily 'quarantined'.</p> <p>Need to maintain the ATC back-up facility in operational readiness.</p>	<p>Move operations to the back-up ATC facility during main ATC facility disinfection works.</p> <p>Simulator room/training centre configured as a contingency operations room.</p> <p>Accurate study in new CWP ergonomics/requirements.</p> <p>Deploy safe and efficient cleaning methods for cleaning of working positions and tools.</p> <p>ATFM measures.</p> <p>Update company Contingency plan with regard to pandemic conditions to ensure sufficient operational equipment and human resources.</p>	Arg.3.1
<b>Hz-17</b>	Unexpected behaviour of decision-support tools due to unusual traffic patterns experienced in recovery situation.	Unusual routes, flight profiles or trajectories could not be treated appropriately by the existing rules for usual traffic flows established in FDPS or decision support tools.	<p>Prior simulation/replay of unusual trajectories expected/experienced could help identify unexpected tool behaviour and provide proper guidance to ATCOs on how to cope.</p> <p>Optimise system/tool parameters, if practicable.</p>	-
<b>Hz-18</b>	Lack of or reduced contracted services and maintenance/supplier support.	<p>E.g. MET services, facility maintenance services, network services, communication services, system support arrangements.</p> <p>The contractor may not return to the same operational levels as needed, e.g. not providing 24/7 hour service or providing partial or lower quality service. In the extreme case, service provision may be interrupted.</p>	Consider delay on project deliveries in case of a supply contract.	Arg.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>Hz-19</b>	Operational performance/parameters of navigation aids (e.g. ILS) and MET equipment not to the required standard, which is not detected timely.	Postponement of flight inspection checks may lead to unserviceability of navigation aids. Improper maintenance of navigation aids (e.g. due to reduced numbers or 'rusty' skills of aerodrome personnel. Calibration of MET sensors and other instruments for measuring and analysing not possible.	Prioritisation of flight inspection checks to selected primary navigation aids (ILS, VOR, DME). Establish a health safety protocol to protect ground and on-board staff.	Arg.3.1.4
<b>Hz-20</b>	Delayed certification of particular services or equipment and delayed implementation of changes that need prior CA approval.	Increased workload of the Competent Authorities that due to the COVID-19 had to limit their operations and postpone some work.	Timely communication to CAs about planned changes, including equipment and new services.	Arg.3.4 Arg.5.6.4
<b>Hz-21</b>	Increased wildlife presence on/near some of the runways or taxiways that are seldom used or not used at all during the COVID-19 lock down period.	Wildlife prevention programme not followed in full during the confinement period. Bird Control Unit plan and effort might not be adequate for present wildlife risk.	Detailed visual inspection of the manoeuvring area before resuming operations. Notification to ATC for warning to flight crews of possible increased presence of birds (e.g. in ATIS).	Arg.5.5 Arg.5.6.2 Arg.5.6.6 Arg.5.6.7
<b>Hz-22</b>	Increased number of runway incursions.	Lack of training or 'rusty' skills of aerodrome personnel returning to work after unemployment. Pressure on ATCOs and traffic participants on the manoeuvring area due to the reduced runway throughput by closed taxiways (used for aircraft parking) and increased aircraft turn-around time. Parked aircraft infringing the ILS critical/sensitive area and/or the line of sight of air traffic control.	Refresher training for aerodrome personnel working airside on the prevention of runway incursions. Inspection of ILS critical/sensitive areas before use of the respective runway.	Arg.5.5 Arg.5.6.2 Arg.5.6.6 Arg.5.6.7

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>HZ-23</b>	Confusion due to unusual ground movements and taxi routes on the airport movement area.	<p>Large number of parked aircraft on apron or even on taxiways, runways or other surfaces.</p> <p>Signage and markings visibility may be obstructed (by vegetation and/or parked aircraft).</p> <p>Reduced availability of airports services, in particular 'follow-me' service.</p> <p>Unexpected by pilots and vehicle drivers movement restrictions.</p>	Information on closed parts of the manoeuvring area is made available through a NOTAM.	Arg.5.1.5
<b>HZ-24</b>	Reduced terrain and obstacle clearance limits.	<p>ATCOs less proficient in providing the required terrain clearance when instructing a flight on a radar heading or on a direct route due to low demand during the COVID-lock down period.</p> <p>Obstacle clearance limits at the airport obstructed by parked aircraft.</p>	<p>Refresher briefing for ATCOs.</p> <p>Inspection and assessment by specialists (procedure designers) of the compliance with obstacle clearance requirements before commencement of the runway operations.</p>	Arg1.3
<b>HZ-25</b>	Improper handling of emergencies by all involved parties.	<p>Lack of full scale or partial emergency response plan exercises.</p> <p>Obstructed (e.g. by parked aircraft) emergency access roads of rescue and firefighting vehicles to the active runway(s).</p> <p>Reduced availability of firefighting brigades at airports due to reduction of airport personnel or material supply caused by the financial impact of COVID-19 lockdown (could result in airport de-categorisation).</p>	Coordinate plan for emergency response plan exercises.	Arg.1.3
<b>HZ-26</b>	Inadequate alerting service.	Reduced capability and skills during the crisis period.	Review the capabilities, processes, procedures and skills to provide alerting service.	Arg.1.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		The use on rare occasions of the service may influence that it drops out of focus and priority during return to normal operations.		
<b>Hz-27</b>	Confusing aeronautical information regarding availability of network and airport resources.	Continuous changes related to COVID19 - state borders opening/closing, airports opening/closing, changing RFFS category, etc.		Arg.4.4 Arg.5.3
<b>Hz-28</b>	Inadequate aeronautical information regarding usual airspace design evolution	Aeronautical information management might have suffered from a lack of staff to accomplish AIS data publication in a timely manner to fit aeronautical information update needs and to reflect actual updates within publications. It might induce discrepancies within FMS database as well as within ATM systems, including those of the NM.	Cross check data from different sources (AIP, commercial data providers, EAD) Increase coordination and collaboration between ATS Unit for AIRAC Cycle Test sessions.	Arg.1 Arg.4.4
<b>Hz-29</b>	Flight plan inconsistent with applicable airspace, route or airport availability and conditions.	Multiple AIRAC changes since COVID-19 restrictions to flying began leading to loss of restriction (e.g. RAD restriction) awareness by AOs and IFPS operators. AO/CFSP flight planning tools not updated to the latest AIP amendments and COVID-19 related NOTAMS about airspace, route and airport availability. Reduced AOs familiarisation of restrictions associated with Operations into and out of airports classified as class B or C airfields. NM automated Help Desk limitations to process timely the increased number of requests for help	Close co-ordination between FMS data providers, AOs, ANSPs and NM during the transition period and risk assessments of AIRAC changes. Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).	Arg.4.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		from the AO Dispatchers in the changing environment.		
<b>HZ-30</b>	Increased number of airspace infringements by GA pilots.	<p>Piloting and navigation skills diminished due to the GA flight ban during the crisis in some states.</p> <p>Situation could be aggravated by a quick return of GA activity during summer period.</p> <p>GA pilots will have to “unlearn” behaviour that was accepted during the lockdown period - GA flights have been allowed into airspace where normally they would not due to too much IFR traffic levels.</p>	<p>Set guidelines or limits for GA operations or accommodation within controlled airspace to manage the heterogeneity of operations within controlled and uncontrolled airspaces. (Especially for VFR Flights, establish rules to limit traffic on certain platforms, to forbid transit within or access to certain airspaces, etc.)</p> <p>Strong communication with and information to all the GA organisations before implementing any restrictions to GA flights.</p> <p>Ensure CA support for preventive campaign.</p>	Arg.4.4
<b>HZ-31</b>	Incorrect aircraft navigation.	<p>Aircraft FMS DB not updated according to the last AIP amendment (missing, incorrect NAV points, missing RNAV arrivals and departures, etc.).</p> <p>Multiple AIRAC changes since COVID-19 restrictions to flying began result in loss of restriction awareness by FOOs and pilots.</p> <p>Similarly to ATC, diminished pilot skills after a period of no flying, or due to recruitment of new pilots from overseas with lower familiarity of airspace, etc.</p>	<p>Close co-ordination between FMS data providers, AOs and ANSPs during the transition period and risk assessments of AIRAC changes.</p> <p>Only limited use of RNAV approach procedures during the initial phase of the transition period.</p> <p>Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).</p>	Arg.4.4
<b>HZ-32</b>	Partial loss of air-ground communication.	Diminished English language skills and phraseology discipline.	Online English language courses for non-native speakers.	Arg.3.1.4



	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Reduced pilot familiarity with radio frequency Change-over-Points (CoP) in the operational environment due to low hours of flying.</p> <p>Due to low hours of flying pilot familiarity with CPDLC Log on procedures may be reduced. In addition, handling of Logon failures and disconnections not as efficient.</p> <p>Reduced capability/serviceability of ground and satellite based CPDLC service providers due to COVID-19 restrictions on operational and maintenance personnel.</p>		
<b>HZ-33</b>	Ineffective aircraft safety nets.	Aircraft Safety System Serviceability such as TCAS/ACAS low due to prolonged ground layover periods.		-

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