Network Operations Plan

COVID – Business continuity plans

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SUPPORTING EUROPEAN AVIATION

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1.13	16/04/2020	Updates to ACC and airport plans	3 and 4
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1   Introduction

The main aim of the single European sky, as set forth in Article 1 of the Framework Regulation, is to enhance current safety standards and overall efficiency for general air traffic in Europe, to optimise capacity meeting the requirements of all airspace users and to minimise delays. Service continuity is an underlying objective of the single European sky, especially in time of network aviation crisis.

The COVID-19 pandemic (and the consequent impact on aviation) was declared a network crisis and the European Aviation Crisis Coordination Cell was activated.

In time of declared crisis the Network Manager is responsible for, inter alia, coordinating the management of response to the network crisis, the elaboration of mitigating measures at network level to secure the provision of a timely response to network crisis situations to protect and ensure the continued and safe operation of the network.

For this purpose the Network Manager will monitor the network situation with regard to the COVID-19 pandemic on a 24-hour basis, ensure an effective information management and communication through the dissemination of accurate, timely and consistent data to support the application of risk management principles and processes in decision-making processes; and facilitate the organised collection and centralised storage of this data.

 NDOP/25 on 17 March 2020 agreed to provide all the COVID-19 business continuity measures for ANSPs and airports to NM. This document consolidates all the measures received, including:
- The intended number of sectors to be operated in a maximum configuration
- All the updated opening schemes
- Expected reductions in capacity
- New airport closure periods (if changes are made)
- Any other relevant information concerning business continuity planning, including availability of support to ops staff (ATFM strategic planning, RAD/ENV coordinators, FMP staff, etc.)

2   Network capacity outlook

The following map shows the traffic flows evolution expected for March/April 2020 compared to the similar period of 2019.
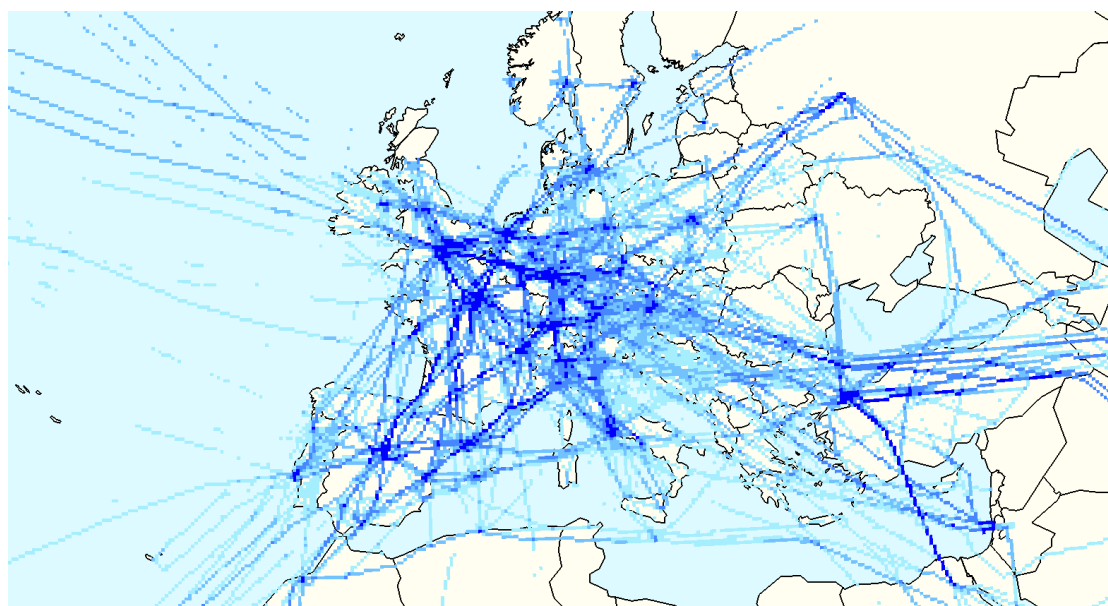
Based on current traffic predictions, no delay due to COVID-19 is expected during the last week of March and the month of April 2020 for the ACCs who reported on their capacities.

Due to the volatile nature of the traffic, ACCs are invited to provision for sufficient back up staff for operational and support functions.

3   ACC plans

ALBANIA   TIRANA ACC

Sector openings

Tirana ACC will continue to work with two sectors configuration (APP and HIGH) as no demand outside of this capacity is predicted. (This is the normal sector config during this period).
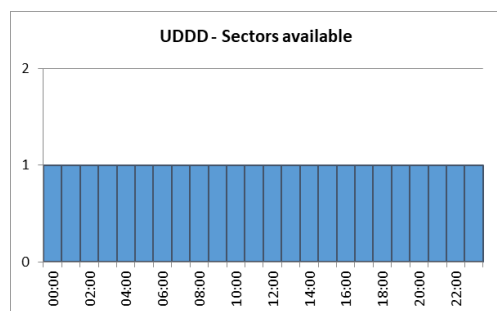
Capacity

No reduction in sector capacities.

Availability of support to operations staff

Since 13 of March, ALBCONTROL have changed their rostering scheme for the ACC and TWR. ATCO in the ACC have been divided in 2 groups, where each group will ensure ATC service for 16 days. A third group (ATCO in administrative positions) is in standby in case a positive COVID-19 infection case.

TWR is 24h operational, although at the moment there is only one scheduled flight daily.

NM Assessment

No regulations expected due to COVID-19.

REPUBLIC OF ARMENIA   YEREVAN ACC

Sector openings

Yerevan ACC is operational during the day and night with one sector, as it was before COVID-19 crisis

Capacity

No reduction in sector capacities.

Availability of support to operations staff

ANS provisions are in full scope and available in the national airspace. Since 14 of March all OPS staff is being divided into two groups of shifts in order to ensure the required level of redundancy and uninterrupted provision of Air Navigation Services. ARMATS backup center is fully operational in accordance with ARMATS Contingency Plan. Reduced administrative staff works from home.

NM Assessment

No regulations expected due to COVID-19.

AUSTRIA   VIENNA ACC

Sector openings
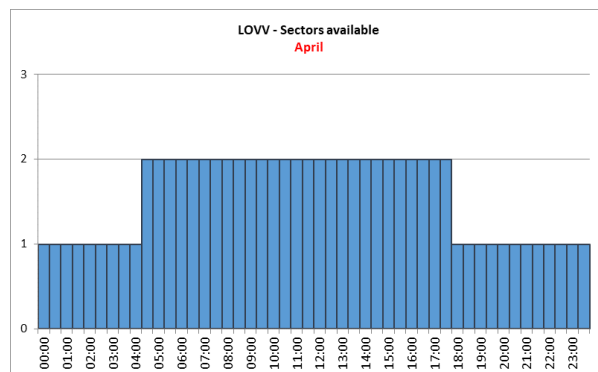
01/04/2020-30/04/2020 - Planned sector configuration (UTC):			
00:00	04:30	1A	AC15
04:30	18:00	2A	SC15, NE15
18:00	24:00	1A	AC15

APP LOWW:

- Maximum configuration: 1 sector + 1 APP director
- Sector openings reduced by 50%

TWR LOWW:

- Maximum configuration: 1GND, 1TWR
- Sector openings reduced by 50%

Capacity

ACC: No reduction in sector capacities.

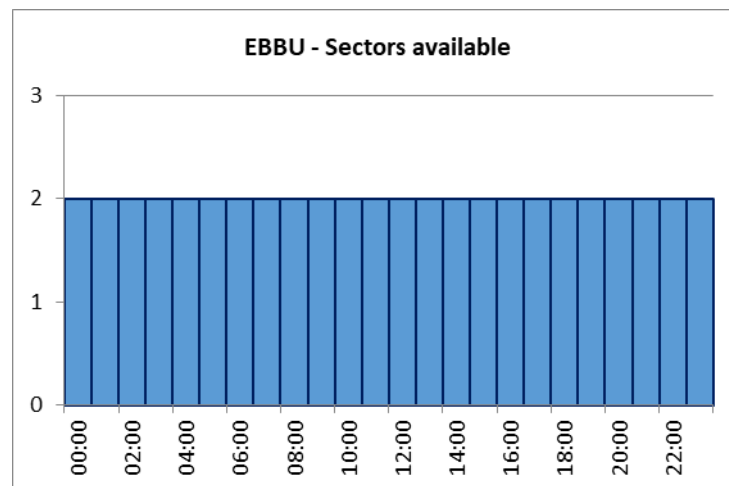APP LOWW: reduced by 60 % (18/18/30)

TWR LOWW: reduced by 60%

Availability of support to operations staff

No limitations.

NM Assessment

No regulations expected due to COVID-19.

BELGIUM   BRUSSELS ACC

Sector openings

EBBU - Sectors available

Until 19 April 2020 23:59 UTC:
ACC sector configuration CE1W1 will be used 24/7 (i.e. one sector EAST + one sector WEST).
Max. Configuration APP: 1 DEP + 1 ARR
Max. Configuration EBBR TWR: 1 AIR + 1 GND

Capacity

ACC: No reduction in sector capacities
EBBR: Single RWY operations – Max capacity DEP 40 – ARR 34 – GLOBAL 40

Availability of support to operations staff

- Set-up of fixed team in order to reduce contamination to single team
- New procedures drafted to reduce staff to the operational minimum
- Abolishment of overlapping shifts to avoid cross contaminations
- Downstaffing of all operational units
- Telework set up to the maximum extent and rollout of necessary tools
- Priority setting in relevant projects
- Strict hygiene measures applied
- Social Distancing applied

NM Assessment

No regulations expected due to COVID-19.

BOSNIA AND HERZEGOVINA   BH ACC

Sector openings
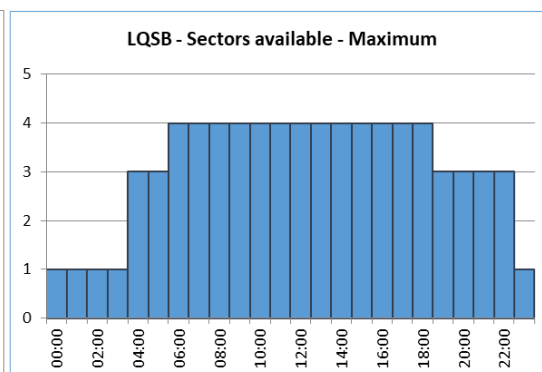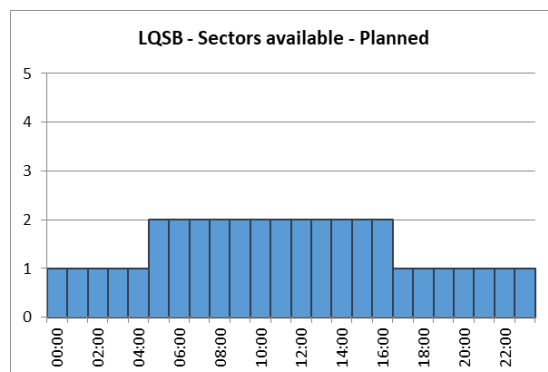
LQSB - Sectors available - Planned

LQSB - Sectors available - Maximum

Planned sector configuration (UTC)		
00:00	05:00	CNF1
05:00	17:00	CNF2
17:00	24:00	CNF1

Max sector configuration (UTC)		
00:00	04:00	CNF1
04:00	06:00	CNF3B
06:00	19:00	CNF4B
19:00	23:00	CNF3B
23:00	24:00	CNF1

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Other positions (FDA, FMP, ATFM, RAD and ENV COORs) are part of contingency planning and available as usual, this applies to supporting services too.

NM Assessment

No regulations expected due to COVID-19.

BULGARIA   SOFIA ACC

Sector openings

Sector Configuration will be adapted to demand.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

BULATSA established three main work-forces flows (WFF) plus one extra for backing the operations if one of main three is breached by infection. Each of WFF in charge of 24 hours basis is responsible for provision of all required services. A very strict administration for access to OPS room is in place. Workflows within WFF are segregated from each other, for rest, lunch and any other activities.

NM Assessment

No regulations expected due to COVID-19.

CROATIA   ZAGREB ACC

Sector openings
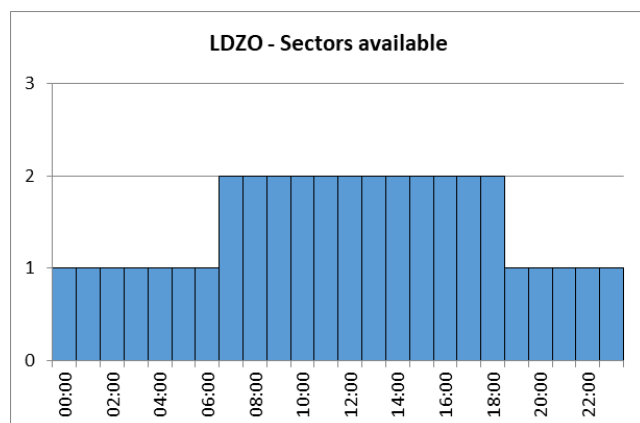
19/03/2020-UFN - Planned sector configuration (UTC):		
00:00	07:00	C1
07:00	19:00	2BDL = 2_2DL
19:00	24:00	C1

Capacity

No reduction in sector capacities.

Availability of support to operations staff

ATCO staff is reduced according to demand. All other OPS staff is on duty but reduced as well (FMP; FDO; FIC; AMC coordinator). RAD/ENV and office staff are working "at home" and available upon request.

NM Assessment

No regulations expected due to COVID-19.

CYPRUS   NICOSIA ACC

Sector openings

Currently Nicosia ACC operates one to two sectors. Traffic has reduced dramatically so most of the time one sector is open. The situation will be monitored and measures will be relaxed or tightened as we go along.

One supervisor and six ATCOs are present in al shifts, afternoon, morning, and night. The number of ATCOs allow for the instantaneous opening of three sectors if this is deemed necessary.

The measures taken are in line with what other ANSPs have taken and are based on the "Italian model". ATCOs have been divided into three teams of 25 (A, B, C). Each team is entitled to work for 15 days. Currently team A is working until the end of March where team B will take over. Then team C will follow. This serves the purpose of keeping a number of ATM staff in "isolation" at home, away from the ACC, as a reserve team to take over in case incidents of COVID are spotted in the ATCO population. In case of an identified case of COVID-19 within a shift, the whole team will be withdrawn in isolation and the next team (25 ATCOs) will take over.

The same ATM staff scheme is applied to both Towers, AIS and CNS.

Towers have two ATCOs per shift but if the downward trend continues, single man operations are under assessment.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All functions pertinent for the operations of ATC and ANS in general are available and are independent from the staff reduction in the shifts. Function owners such as FMP (Strategic), RAD coordination, AMC processes etc are available either from the shift or via telework.

ANS meetings are executed over web applications to avoid unnecessary contact.

NM Assessment

No regulations expected due to COVID-19.

CZECH REPUBLIC   PRAGUE ACC

Sector openings

Planned capacity:

- Two sectors during the day
- One sector during the night

 Can be very flexibly extended if traffic demand appears.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All functions are available so far. All OPS staff is being divided into groups in order to ensure uninterrupted provision of services.

NM Assessment

No regulations expected due to COVID-19.

DENMARK   COPENHAGEN ACC

Sector openings
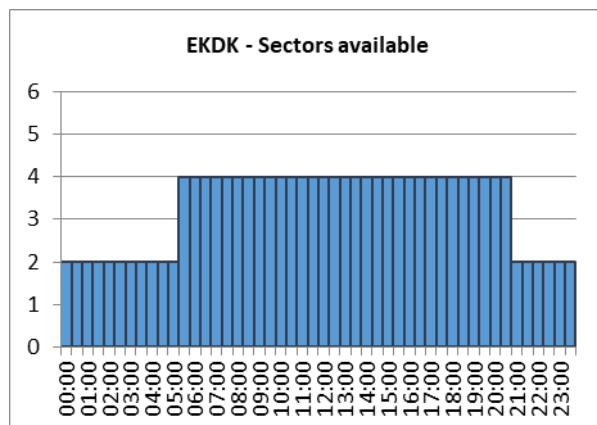
- Day time – 06:30 LT until 22:00 LT
    - 2 sectors in East cluster
    - 2 sectors in West cluster
- Night time – 22:00 LT until 06:30 LT
    - 1 sector in East cluster
    - 1 sector in West cluster

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All staff is available either in the OPS room or working from home.

NM Assessment

No regulations expected due to COVID-19.

ESTONIA   TALLINN ACC

Sector openings
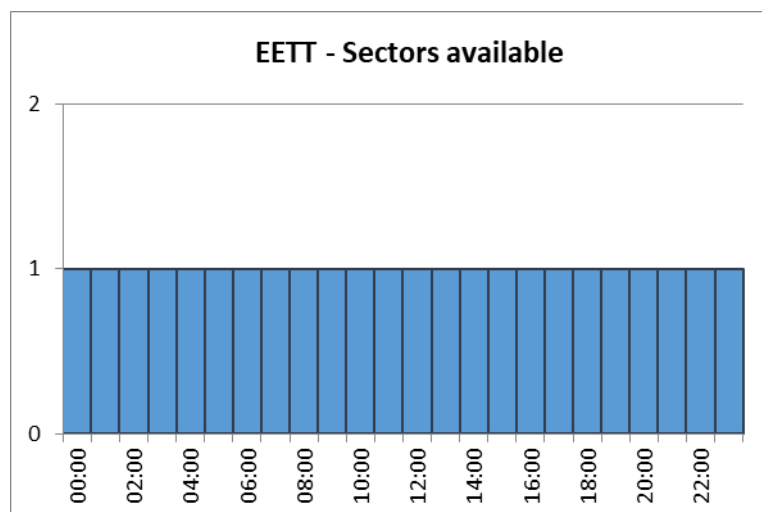
 One sector configuration H24.

Capacity

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.

Availability of support to operations staff

All services are running on minimum required level.

NM Assessment

No regulations expected due to COVID-19.

EUROCONTROL   MAASTRICHT UAC

Sector openings
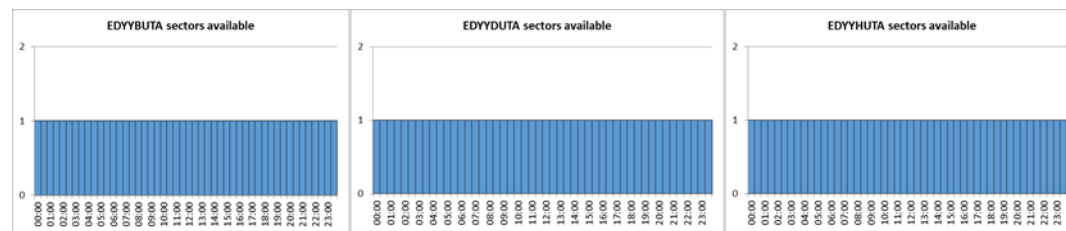
MUAC is operating 24/7 on one sector per Sector Group. A rough estimate is that the current 1-sector configuration should allow MUAC to handle up to 35% of 2019 traffic values. However, pretactically 2 sectors are planned in each sector group between 06:30 and 23:00 LT. From mid-May onwards, this pretactical planning will be increased to 3 sectors per sector group. From June onwards it will be increased to 4 sectors per sector group. This plan is under continuous review and adjustments will be made with the latest input.

In addition to pre-tactical planning, a minimum of three staff per sector group will be available on standby at home, with a maximum 90-minute response time. If demand increases, operations can be scaled up.

Two dashboards have been developed to allow for a more specific monitoring of the traffic situation:

- The Flow Change Detection Dashboard with the amount of traffic per flow
- The MUAC Flights Per Carrier with the amount of traffic per Aircraft Operator

Further development of these dashboards is ongoing and includes a more detailed view on how selected traffic (either per flow or per AO) impacts each individual sector, so that short-term trend analysis can be done during the recovery to serve as an input for sector planning.

Capacity

Since the lower-traffic winter period was almost immediately followed by a downturn in traffic due to the COVID-19, it has been a long time since MUAC ATCOs worked the high levels of traffic normally seen during the summer. One of the elements of the recovery plan therefore will be to temporarily lower the monitoring values to 'ease the ATCOs into the 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

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).

Support staff in Capacity (CAP) and in Airspace and Network Planning (ANP) are normally working from home and able to support.

NM Assessment

No regulations expected due to COVID-19.

FINLAND   TAMPERE ACC

Sector openings

The intended number of sectors to be operated in a maximum configuration is three.

The plan is following traffic demand, initial plan is to have sectors open as follows:

- Morning: 2 sectors
- Day: 3 sectors
- Evening: 2 sectors
- Night: 1 sector

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Based on operational need.

NM Assessment

No regulations expected due to COVID-19.

FINLAND   TAMPERE ACC

FRANCE   ALL ACCS

Sector openings

All ACCs in standard night configuration except Brest ACC.

Brest ACC:
- 2 open control positions from 0400 to 1800 UTC
- 1 open control position from 1800 to 0400 UTC

Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP:

- LFFF and LFRR: FMP position held by Ops supervisor H24
- Other ACCs: FMP supervisor held by FMP staff in the ops room. Special shift to minimize contact with other FMP staff

RAD team is working from home.

AMC is centralized and operational as usual.

ATCO shifts are reorganized to minimize number of contact between colleagues and to keep some available ATCO in case of need.

NM Assessment

No regulations expected due to COVID-19.

GEORGIA   TBILISI ACC

Sector openings
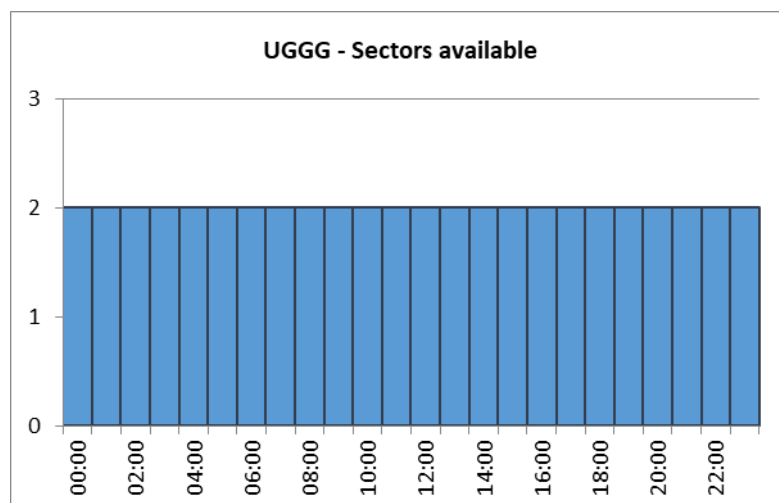
Maintain only two permanent ACC sectors, CTA East and CTA West en-route sectors.

Capacity

Capacity for both CTA's in Tbilisi FIR will remain as it is.

Availability of support to operations staff

Existing shift number does not change, only staff is reduced in it, as far as traffic flow is decreased and divided in to two parts, one part of staff will work in shifts for 14 days and will be rotated with second part of staff for next 14 days.

NM Assessment

No regulations expected due to COVID-19.

GERMANY   BREMEN ACC

Sector openings
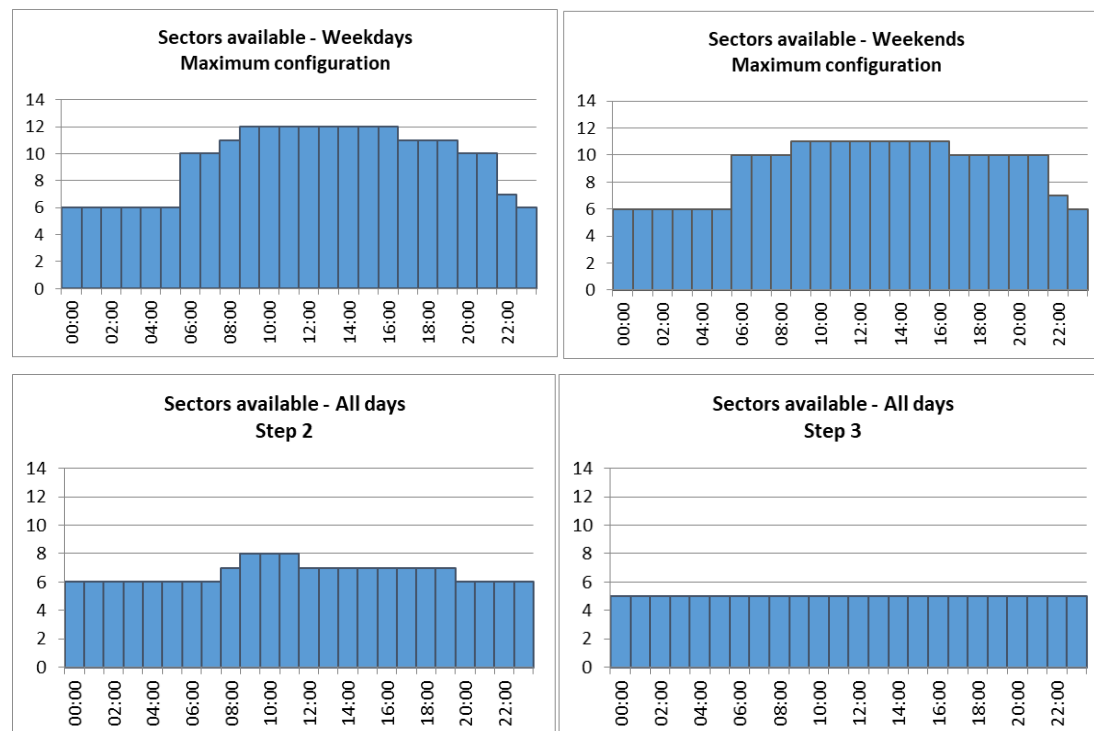
Behind the maximum configuration (step 1) it has to be taken into account that some sectors are planned "single manned" only. A further consolidation is restricted by licensing problems or due to safety issues.

In all sector family groups Bremen ACC has to consider almost unreduced and unchanged demand of military flight operations. Therefore some sectors relevant for military activities have to be opened in order to ensure service and safety according to the requirements of the military customers.

Steps 2 and 3 are applied when military flights are not planned. Generally in that case step 3 is applied.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Fully available.

NM Assessment

No regulations expected due to COVID-19.

GERMANY   KARLSRUHE UAC

Sector openings

Minimum nightshift configurations.
More ATC capacity would be available.
Currently max. 10 sectors configuration, but sustainable.
The actual configuration will be reported on a tactical basis (via PROSECCO for
EDUU) and should so be reflected in NORTI as happened in the recent days.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Continuity ATCO planning: subject to the fact that the ATCO teams do not need to be
further separated (COVID-19), the current contingency plan is stable.

FMP staff: safe

FMA: safe

NM Assessment

No regulations expected due to COVID-19.

GERMANY   LANGEN ACC

Sector openings

SWG01: 1 Sector - TV EDGG1 Configuration C1.1
SWG02: 1 Sector - TV EDGG2 Configuration C2.1
SWG03: 1 Sector - TV EDGG3 Configuration C3.1
SWG04: 1 Sector - TV EDGG4 Configuration C4.1
SWG05: 2 Sectors - TV EDG5KIRU + EDG5PFEI - Configuration C5.2
SWG06: 1 Sector - TV EDGG6 Configuration C6.1
SWG07: 1 Sector - TV EDGG7 Configuration C7.1 (+ temporarily Feeder)
SWG08: 1 Sector – TV EDGADS no configuration available
SWG10: 1 Sector – TV EDGADF no configuration available (+ Feeder)

Capacity

No reduction in sector capacities.

Availability of support to operations staff

OPS Support Staff is in Home Office. One person will stay in the office for urgent cases. All staff in home office are reachable via E-Mail, Phone on Skype and other video conference systems. Operational FMP staff is reduced to 1 per ACC. Supervisor ACC and FMP Staff are permanently on duty 24/7.

NM Assessment

No regulations expected due to COVID-19.

GERMANY   MUNICH ACC

Sector openings

Maximum configuration could be 11 sectors.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

OPS Support Staff is in Home Office. One Person will stay in the office for urgent cases. All staff in home office are reachable via E-Mail, Phone on Skype and other video conference systems.

NM Assessment

No regulations expected due to COVID-19.

GERMANY   MUNICH ACC

GREECE   ATHENS AND MAKEDONIA ACCS

Sector openings

Since 13th March:
- Two sectors for MAKEDONIA ACC
- Three sectors for ATHINAI ACC

The roster is split in two segregated groups with one group working for 10 days including a 2 day-off followed by 12 days off, while the other half is standing by at home, waiting for the first group to complete the cycle. As a reserve, an isolated group consisting of 12 controllers is offering in the mean time, office work from home.

In the coming days, as traffic decreases and can be managed by fewer controllers, the roster will be split in three segregated groups which will alternate cyclically, using the night configuration of three sectors, keeping unnecessary controllers safe at home in case there is an outbreak in the ACCs.
- One sector for MAKEDONIA ACC
- Two sectors for ATHINAI ACC

The defined teams and their associated shifts are planned on a monthly basis.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

There is no more training or unnecessary presence at the operational building. All people, whose activities do not require physical presence in the offices, are staying at home (teleworking).

NM Assessment

No regulations expected due to COVID-19.

HUNGARY   BUDAPEST ACC

Sector openings
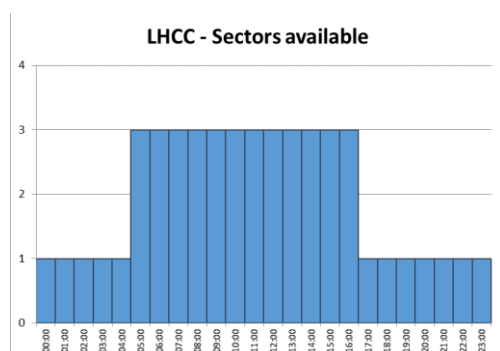
Budapest ACC during day time (05:00-17:00 UTC) will be able to operate up to 3 sectors.

Budapest ACC will operate 4 sectors together with KFOR.

As of 20th of March new rostering scheme will be introduced. Based on the "Italian model": there will be 3 big groups of ATCOs at each unit and every group will ensure ATC service for 15 days, while the 2nd group members will be on hot standby and the 3rd group members will be free.

Budapest TWR will operate from the remote facility during day shift, but from the conventional tower during night shift in order to better separate tower ATCOs.

Capacity

Budapest APP and TWR will have a capacity of 15 Arrival/60 minutes with no regulation on departing traffic. This is only if both runways will be available. In case only one runway the capacity will drop down to 12/60 and if LVP will be in place it will reduce the capacity to 10/60.

Availability of support to operations staff

FMP and AMC staff will also be divided into 3 big group, but because of their limited staff, FMP Budapest will be available only between 03:00-21:00 UTC.

AMC will be available 04:00-20:00 UTC.

During the rest of the time, Operational supervisor should be contacted for any question.

NM Assessment

No regulations expected due to COVID-19.

IRELAND   DUBLIN & SHANNON ACCS

Sector openings

The Irish Aviation Authority is crewing to workload at all units. Standby ATCO's are available to supplement rosters. In the event that sufficient ATCO's are not available to provide the required service, the use of Tiger Teams will be applied.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Functions pertinent to ATM Operations such as RAD/ENV are working remotely and independent from Operational staff.

Normal OPS supporting staff available for coordination.

In addition to normal communication channels, if required, queries can be addressed to iaa-network-manager@iaa.ie

NM Assessment

No regulations expected due to COVID-19.

ITALY   BRINDISI, MILAN, PADOVA, ROME ACCS

Sector openings

- Current:
  - One en-route sector in Brindisi, Milan, Padua each and three en-route sectors in Rome
  - One terminal sector in Milan and Rome each
- Maximum:
  - Five en-route sectors in Rome, Milan, Padua and two en-route sectors in Brindisi
- Able to apply any necessary configuration until the end of April.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

The current centralization of FMP' services on the Italian Network manager position (Italy NMP) will be maintained.

NM Assessment

No regulations expected due to COVID-19.

LATVIA   RIGA ACC

Sector openings

Standard configuration 2 (WEST/ EAST+APP), maximum CONF 3 for limited time (WEST/ EAST/ APP).

Capacity

No reduction in sector capacities.

Availability of support to operations staff

N/A

NM Assessment

No regulations expected due to COVID-19.

LITHUANIA   VILNIUS ACC

Sector openings

EYVC - Sectors available
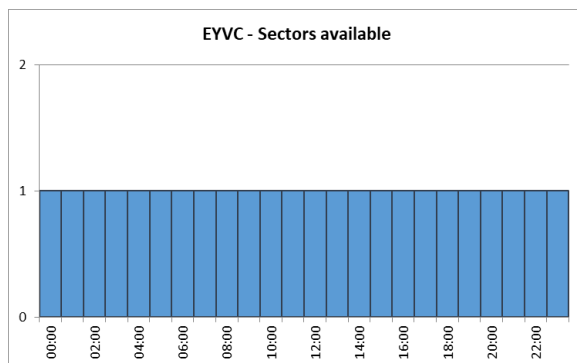
One sector opened.

Sector configuration: EYVCALL (EYVCE+EYVCL+EYVCM+EYVCU).

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Most of OPS Support Staff is in Home Office.

NM Assessment

No regulations expected due to COVID-19.

MALTA   MALTA ACC

Sector openings
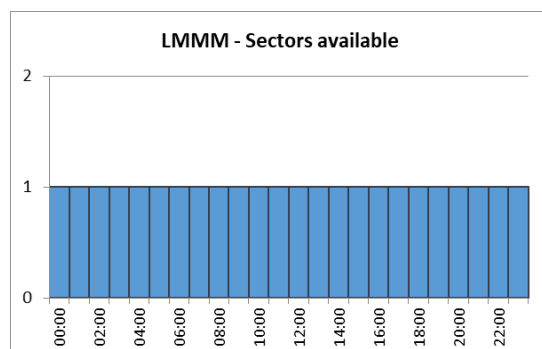
LMMM - Sectors available

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All OPS support personnel including management are segregated and working as required from home or segregated from the OPS rooms.

NM Assessment

No regulations expected due to COVID-19.

REPUBLIC OF MOLDOVA   CHISINAU ACC

Sector openings

One split sector during the day and night. Can be very flexible extended if traffic demand appears.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All functions are available so far. All OPS staff is being divided into small groups/shifts in order to ensure uninterrupted provision of our services.

NM Assessment

No regulations expected due to COVID-19.

MOROCCO   AGADIR ACC

Sector openings

Capacity

No reduction in sector capacities.

Availability of support to operations staff

ATCO shifts are reorganized to minimise number of contact between colleagues and to keep some available ATCO if needed.

 FMP, ATSEP Units personnel are limited, however continues to support to operational staff on a daily basis.

Strict hygiene measures applied to all Staff, a very strict administration for access to OPS room in both ACCs (Casablanca and Agadir) is in place.

 Strict hygiene measures applied to external service providers providing catering, staff transport, refreshments, gardening and cleaning services.

All staff accessing the two ACCs (Agadir and Casablanca) is subject to temperature and UV tests.

NM Assessment

No regulations expected due to COVID-19.

MOROCCO   CASABLANCA ACC

Sector openings
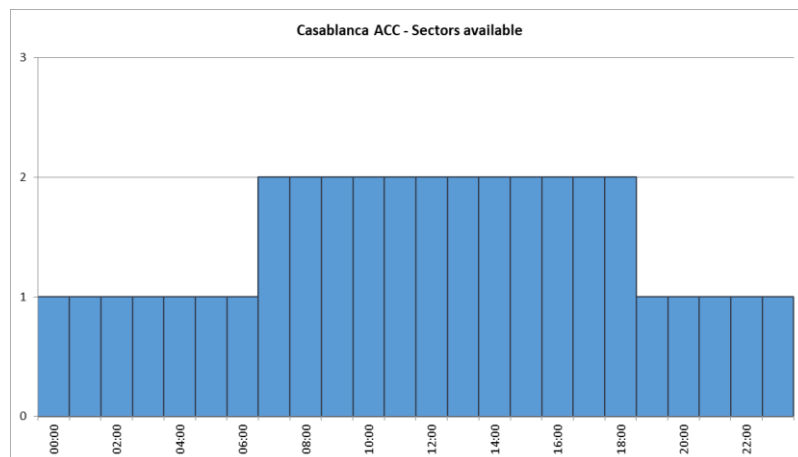
- Two open control positions during the day (0700-1900 UTC).
- One open control position night (1900-0700 UTC).

Capacity

No reduction in sector capacities.

Availability of support to operations staff

ATCO shifts are reorganized to minimise number of contact between colleagues and to keep some available ATCO if needed.

FMP, ATSEP Units personnel are limited, however continues to support to operational staff on a daily basis.

Strict hygiene measures applied to all Staff, a very strict administration for access to OPS room in both ACCs (Casablanca and Agadir) is in place.

Strict hygiene measures applied to external service providers providing catering, staff transport, refreshments, gardening and cleaning services.

All staff accessing the two ACCs (Agadir and Casablanca) is subject to temperature and UV tests.

NM Assessment

No regulations expected due to COVID-19.

NETHERLANDS   AMSTERDAM ACC

Sector openings

Currently ATC staffing is not limiting Amsterdam ACC operations. Therefore the effective maximum sector configuration for Amsterdam ACC remains unchanged. Any future staffing issues, influencing the effective maximum sector configuration, will be communicated immediately.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

As of beginning of March, LVNL PRETACT Unit active for D-1 planning purposes. Contact via D-1@lvnl.nl. Normal OPS supporting staff available for coordination.

NM Assessment

No regulations expected due to COVID-19.

NORTH MACEDONIA   SKOPJE ACC

Sector openings
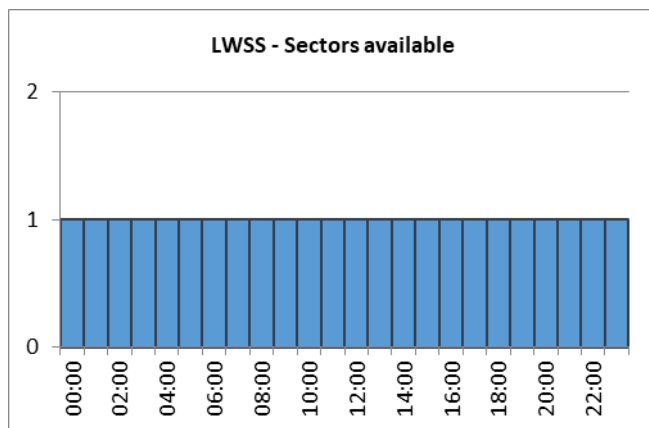
Skopje ACC will continue to work in one sector configuration (36/60) as no demand outside of this capacity is predicted.

Capacity

No reduction in sector capacities.

The only exemption will be in case of a positive case of Coronavirus infection among ACC ATCOs when a 3-4 hours period of 0 (zero) rate will be implemented as the company contracted to perform the disinfection of the OPS room advised that it will not be advisable for personal to remain in the room in that period. After that it is planned to resume the single sector operations from the stand-by team.

Availability of support to operations staff

As many of the other ACCs have implemented, OPS staff have been separated physically in order to minimize interactions and have teams on stand-by in order to provide continuity of service. The availability of planning functions has been duplicated on several locations and allocated to segregated staff.

NM Assessment

No regulations expected due to COVID-19.

NORWAY   BODO ACC

Sector openings
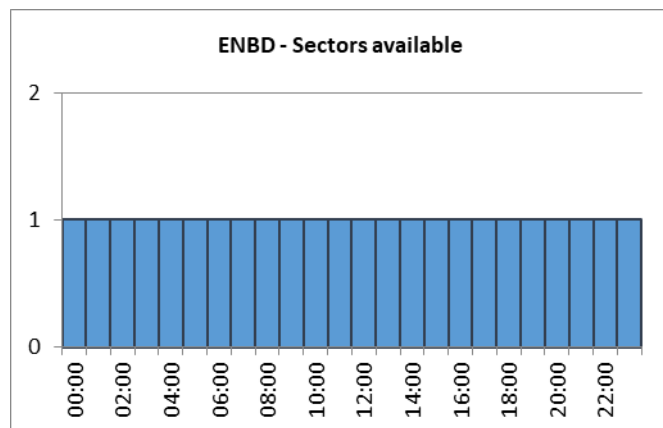
24/03/2020-30/04/2020 - Planned sector configuration (UTC):			
Monday-Sunday	00:00	24:00	CONF1C

AVINOR have the capacity to open more sectors when necessary.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All ordinary functions are available on demand.

NM Assessment

No regulations expected due to COVID-19.

NORWAY   OSLO ACC

Sector openings

ENOSE - Sectors available - Weekdays
29/03 - 30/04

ENOSE - Sectors available - Weekend
29/03 - 30/04

29/03/2020-30/04/2020 - Planned sector configuration (UTC):			
Monday-Friday	00:00	05:00	CONF1
	05:00	19:00	CONF2A
	19:00	24:00	CONF1
Saturday-Sunday	00:00	07:00	CONF1
	07:00	17:00	CONF2A
	17:00	24:00	CONF1

AVINOR have the capacity to open more sectors when necessary.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All ordinary functions are available on demand.

NM Assessment

No regulations expected due to COVID-19.

NORWAY   STAVANGER ACC

Sector openings

| ENOSW - Sectors available - Weekdays 29/03 - 30/04 | ENOSW - Sectors available - Weekend |
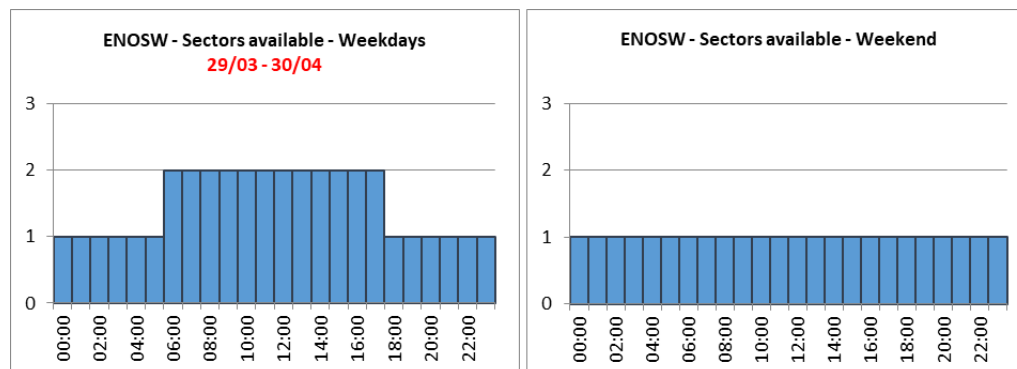
29/03/2020-30/04/2020 - Planned sector configuration (UTC):			
Monday-Friday	00:00	06:00	C1
	06:00	18:00	C2O
	18:00	24:00	C1
Saturday-Sunday	00:00	24:00	C1

AVINOR have the capacity to open more sectors when necessary.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All ordinary functions are available on demand.

NM Assessment

No regulations expected due to COVID-19.

POLAND   WARSAW ACC

Sector openings

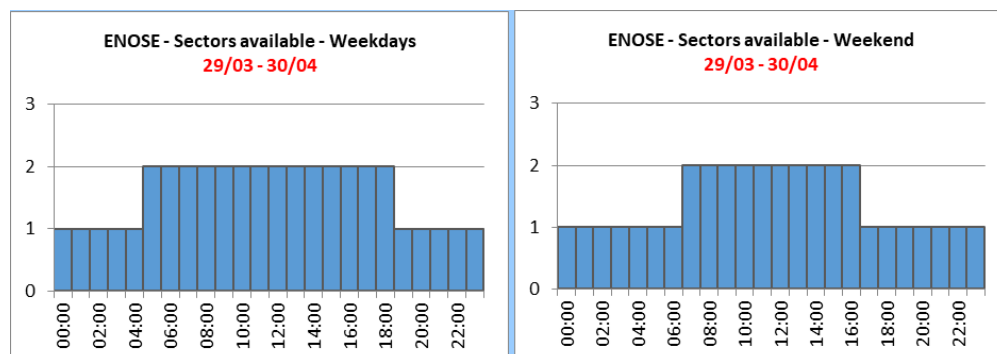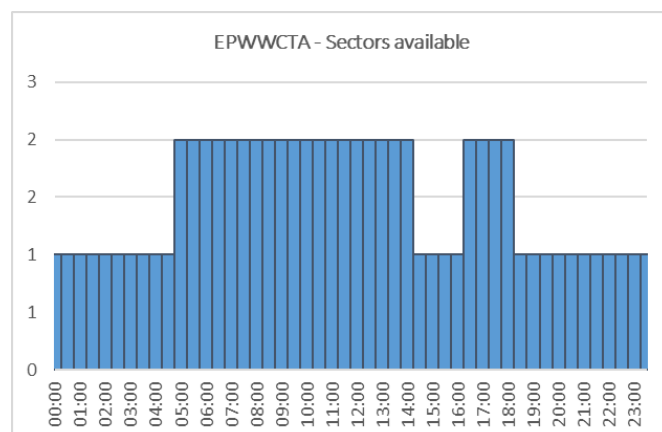| Planned sector configuration (UTC):		
00:00	05:00	1X
05:00	14:30	2X
14:30	16:30	1X
16:30	18:30	2X
18:30	24:00	1X

There is a possibility to open up to 3 sectors if needed for limited period of time. If there is no need to open the second sector the staff allocated is in hot-standby mode.

ACC staff was divided into two main groups (A, B), which were additionally divided into 2 teams (A1, A2, B1, B2). Within group A Team 1 and 2 do not mix with each other, contact is limited to only when the „shift" changes. There're additionally few stand-by shifts for every day within an operational group. First group is planned operationally for two weeks with the second in „mirror cold-standby" mode.

APP:
All EPWW APPs limited their staff until end of April. Due to that fact declared capacity of EPWA/EPKK/EPGD TMAs was reduced by approx. 30 % (exemplary details below).
APP (EPWATMA)
A)   Up to 375 operations expected daily:
- 1 sector, max.16 arr/h
B)   376 – 500 operations expected daily:
- 1 sector as standard, max.16 arr/h,
- possibility to open 2 sectors for 3 to 4 non-consecutive hours if arr is over 16 arr/h, max. 25 arr/h
C)   Over 500 operations expected daily:
- 2 sectors all day, max 25 arr/h
Regional TMA capacity max. 12 ops/h
Major TWR (EPWA, EPKK, EPGD) – open 24/7, hourly capacity 12ops/h (minimum staff)

Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP, AMC, ASM, FPP Units personnel is limited, however continues to support to operational staff on a daily basis, in all strategic, pretactical and operational phases.

NM Assessment

No regulations expected due to COVID-19.

PORTUGAL   LISBON ACC

Sector openings

ATC Unit	Sectors/CWP (max)	Opening scheme	Capacity reduction (est)
ENR Lisboa	3	4A	66% overall
APP Lisboa	2 / (1)	5C – 4A	50%
LPPT	2 / (1)	N/A	50%
LPPR	1	N/A	50%
LPFR	2	N/A	50%
LPMA	1	N/A	60%

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Maintenance, Engineering and AIS staff set at contingency levels.

NM Assessment

No regulations expected due to COVID-19.

ROMANIA   BUCHAREST ACC

Sector openings

8-9 sectors with the configurations as follows:

- CNF8S, CNF8T, CNF8U and CNF8V as maximum
- exceptionally, only for short periods of time: CNF9E, CNF9F, CNF9G or CNF9I

Capacity

No reduction in sector capacities.

Availability of support to operations staff

No change.

NM Assessment

No regulations expected due to COVID-19.

SERBIA   BEOGRAD ACC

Sector openings

ACC Belgrade has temporarily downsized maximum configuration to three due to lack of traffic. If needed, the maximum configuration could be improved. SMATSA will continue to monitor traffic demand closely.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Normal for the time being.

NM Assessment

No regulations expected due to COVID-19.

SLOVAKIA   BRATISLAVA ACC

Sector openings

The declared updated sector opening scheme is for one sector configuration H24. However, two sector configuration (maximum configuration) will be applied whenever necessary, according to traffic demand.

In case the demand will raise significantly, Bratislava ACC can extend the sector configuration accordingly in relatively short time.

In order to maintain minimum continuous service level of Bratislava ACC, from 18.03.2020 new roster plan has been applied. It was inspired by Italian model of 3 teams. The whole staff of Bratislava ACC (ATCO, FDO, DFIC) has been divided into 3 teams. Team A is operational since 18.03.2020, team B is on standby, team C is in rest. In case of COVID19 infection of member of operational team A, team B becomes operational (team A is replaced within time of maximum 3 hours) and team C becomes standby. Team is sent to 14 days quarantine. The duration of 1 cycle is 14 days, then the roles of the teams change on "work/rest/stby" basis.

LZIB: no roster changes at the moment
LZKZ: as of April, new roster will be introduced, minimising the mixing of personnel, currently reduced of 2 ATCOs.
LZTT: No contact of personnel in shifts, daily disinfection of working area.
LZZI: No contact of personnel in shifts.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

N/A

NM Assessment

No regulations expected due to COVID-19.

SLOVENIA   LJUBLJANA ACC

Sector openings
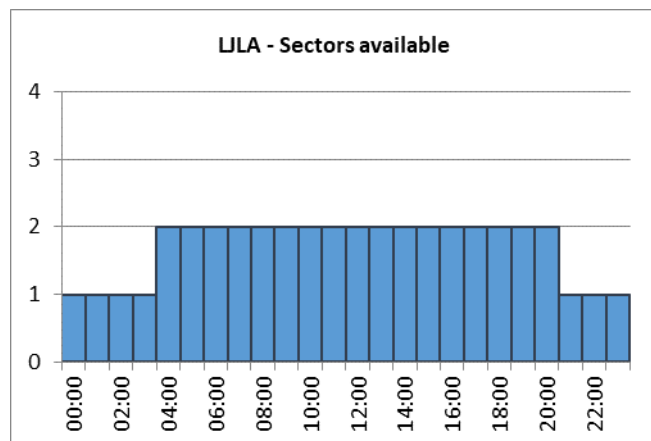
Ljubljana ACC works in two sector configuration. Following the situation, configuration will be changed to fulfil traffic demand, normal sector configuration in this period is 4 sector configuration. Depending on traffic situation and especially following negative trends all updates will be announced accordingly in due time.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

All OPS colleagues not planned in OPS are on call, available for action in case of need to remove the entire OPS team due to identified positive virus test and have access to all needed information the same way as they would work on SCL headquarter.

NM Assessment

No regulations expected due to COVID-19.

SPAIN   ALL ACCS

Capacity

No reduction in sector capacities. The opening schemes are going to be adapted to the traffic and reduced whenever possible.

Availability of support to operations staff

Spanish model is based on FMP controllers attending FMP units in every Region in a 12hours basis. Out of the Regional FMP working hours, the ATFM Central Unit provides ATFM service.

In case of a significant reduction of FMP controllers, the ATFM Central Unit will assume the service provision when/wherever is necessary.

In case of a significant reduction of FMP controllers in the ATFM Central Unit, the FMP managers will work closely with Chief Supervisors to implement regulations.

In case the last is not possible, ENAIRE will count on NM to supervise and regulate the sectors.

ENAIRE business continuity model is based on different scenarios:
- Scenario B: the one currently used based on different blocks of controllers working on separate cells
- Scenario C: When the number of controllers put into quarantine or COVID confirmed is above a predefined value (pre-establish for each ATS unit) Scenario C will be put into practise based on the following criteria:
  - 1 sector per cluster (Ej. LECM: 1sector Enr1, 1sector Enr2, 1 sector TMA)
  - controllers working in every sector (so-called cells)
  - All cells are considered independent
  - 75% capacity
  - Only one person as support to OPS room staff
  - Day/night shifts (12 hours)
- Scenario D: When the number of controllers put into quarantine or COVID confirmed is above 90% of the staff Scenario D will be put into practise, attending only selected flights

SPAIN   BARCELONA ACC

Sector openings

LECB	Opening scheme		
	Morning	**Afternoon**	**Night**
ENR-W	1	1	1
ENR-E	1	1	1
TMA	1	1	1
LECL	1	1	1

NM Assessment

No regulations expected due to COVID-19.

SPAIN   CANARIAS ACC

Sector openings

GCCC	Opening scheme		
	Morning	**Afternoon**	**Night**
ENR	R2A	R2A	R2A
TMA	A2A	A2A	A1A

NM Assessment

No regulations expected due to COVID-19.

SPAIN   MADRID ACC

Sector openings

LECM	Opening scheme		
	Morning	**Afternoon**	**Night**
ENR1	2	2	1
ENR2	1	1	1
TMA	1	1	1

NM Assessment

No regulations expected due to COVID-19.

SPAIN   PALMA ACC

Sector openings

LECP	Opening scheme		
	Morning	**Afternoon**	**Night**
ENR/TMA	1B	1B	1A

NM Assessment

No regulations expected due to COVID-19.

SPAIN   SEVILLA ACC

Sector openings

LECS	Opening scheme		
	Morning	**Afternoon**	**Night**
ENR/TMA	2A	2A	1A

NM Assessment

No regulations expected due to COVID-19.

SWEDEN   MALMO ACC

Sector openings
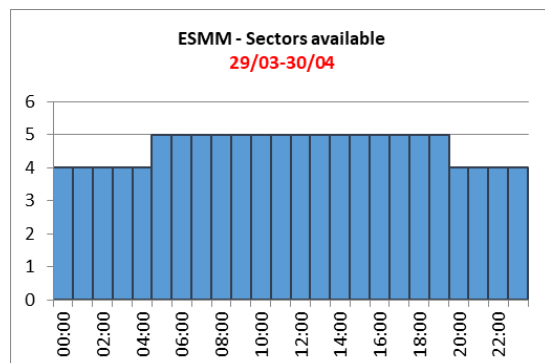
ESMMYCTA - 29/03/2020-30/04/2020 - Planned sector configuration (UTC):		
00:00	05:00	CNF2Y1
05:00	20:00	CNF3Y1/CNF3Y2
20:00	24:00	CNF2Y1
ESMMRCTA - 29/03/2020-30/04/2020 - Planned sector configuration (UTC):		
00:00	24:00	CNF2R1

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Ops staff for necessary support duties is available.

NM Assessment

No regulations expected due to COVID-19.

SWEDEN   STOCKHOLM ACC

Sector openings
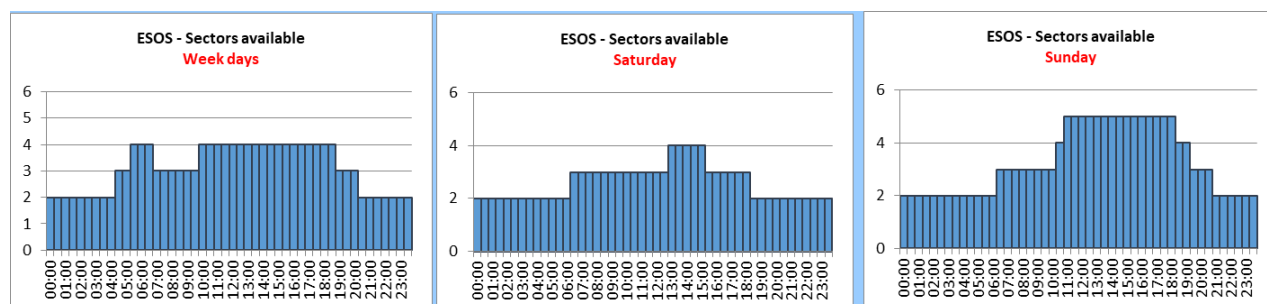
ESOSCTAN - Planned sector configuration (UTC):								
Monday-Friday			Saturday			Sunday		
00:00	04:30	CNF1N1	00:00	06:30	CNF1N1	00:00	06:30	CNF1N1
04:30	05:30	CNF2N1	06:30	18:30	CNF2N1	06:30	10:30	CNF2N1
05:30	07:00	CNF3N1	18:30	24:00	CNF1N1	10:30	18:30	CNF3N1
07:00	20:30	CNF2N1				18:30	21:00	CNF2N1
20:30	24:00	CNF1N1				21:00	24:00	CNF1N1

ESOSCTAS - Planned sector configuration (UTC):								
Monday-Friday			Saturday			Sunday		
00:00	10:00	CNF1S1	00:00	13:00	CNF1S1	00:00	11:00	CNF1S1
10:00	19:00	CNF2S2	13:00	15:30	CNF2S2	11:00	19:30	CNF2S2
19:00	24:00	CNF1S1	15:30	24:00	CNF1S1	19:30	24:00	CNF1S1

ESSA TMA:

ESSATMA - Planned sector configuration (UTC):								
Monday-Friday			Saturday			Sunday		
00:00	05:30	CNF1T1	00:00	07:00	CNF1T1	00:00	10:00	CNF1T1
05:30	06:00	CNF2T1	07:00	16:00	CNF2T1	10:00	14:00	CNF2T1
06:00	08:30	CNF3T1	16:00	24:00	CNF1T1	14:00	20:30	CNF3T1
08:30	15:30	CNF2T1				20:30	21:00	CNF2T1
15:30	17:30	CNF3T1				21:00	24:00	CNF1T1
17:30	20:20	CNF2T1						
20:20	24:00	CNF1T1						

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Ops staff for necessary support duties is available.

NM Assessment

No regulations expected due to COVID-19.

SWITZERLAND   GENEVA ACC

Sector openings
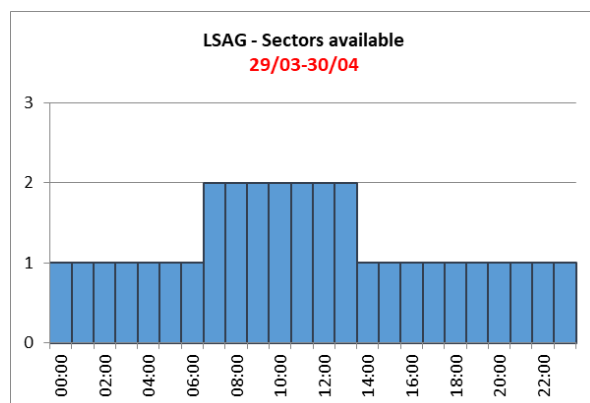
One sector in UTA and one sector in CTA from 06:40 to 13:40. In addition to that stand by shifts have been defined, which allow to extend the two sector period in the afternoon if needed, but would require a lead time of approximately 3h.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP is available and manning of positions is expected to continue as is. Special sectors for example dealing with Special Use of Airspace as Paras or dedicated approaches have been closed. Staffing at AMC is critical but operations can be maintained as of now.

NM Assessment

No regulations expected due to COVID-19.

SWITZERLAND   ZURICH ACC

Sector openings
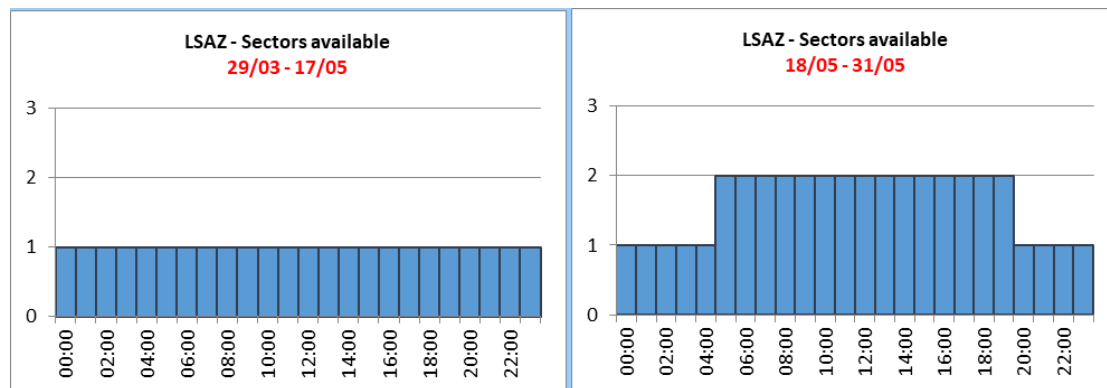
- Until 17 May 2020: One sector
- 18 May to 31 May 2020: One sector in UTA and one sector in CTA from 05:00 to 20:00 UTC.

Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP is available and manning of positions is expected to continue as is. 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 is critical but operations can be maintained as of now.

NM Assessment

No regulations expected due to COVID-19.

TURKEY   ANKARA ACC

Sector openings
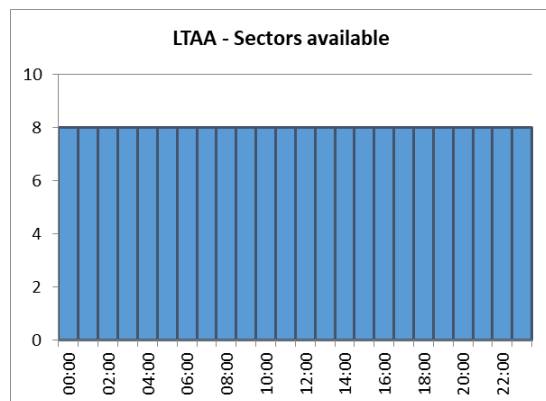
Ankara ACC will operate 8 sector configuration H24. However, Ankara ACC will extend the sector configuration according to traffic demand.

LTAA - Planned sector configuration:		
North sector	10/11L/U	NRT1
	12/13L/U	NRT2
South sector	05/06L/U	STH1
	07/8/9L/U	STH2
	14/15L/U	STH3
West sector	01/2/3/4L/U	WST1
East sector	16/17L/U	EST1
	18/19L/U	EST2

Capacity

No reduction in sector capacities.

Availability of support to operations staff

Existing shift number does not change, only staff is reduced, one part of staff will work in shifts for 14 days and will be rotated with second part of staff for next 14 days.

NM Assessment

No regulations expected due to COVID-19.

UNITED KINGDOM   LONDON ACC

Sector openings
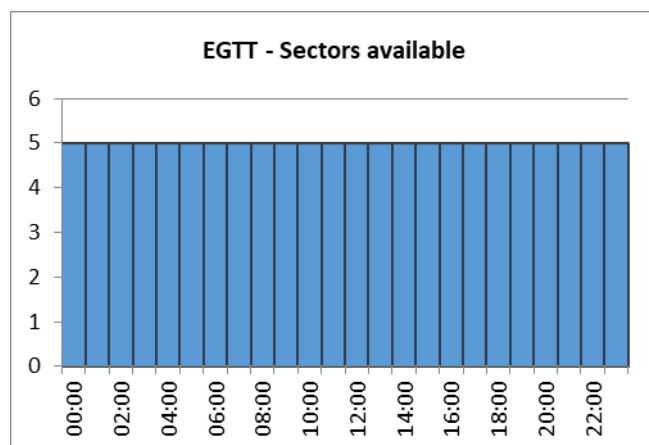
Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP is manned H24 and able to support all UK ACC's and Airport requirements. The AMC is operating standard operating hours.

NM Assessment

No regulations expected due to COVID-19.

UNITED KINGDOM   LONDON TC

Sector openings
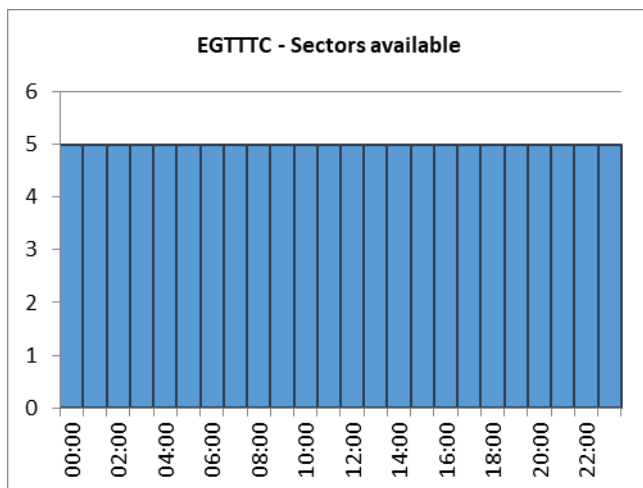
Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP is manned H24 and able to support all UK ACC's and Airport requirements. The AMC is operating standard operating hours.

NM Assessment

No regulations expected due to COVID-19.

UNITED KINGDOM   PRESTWICK ACC

Sector openings
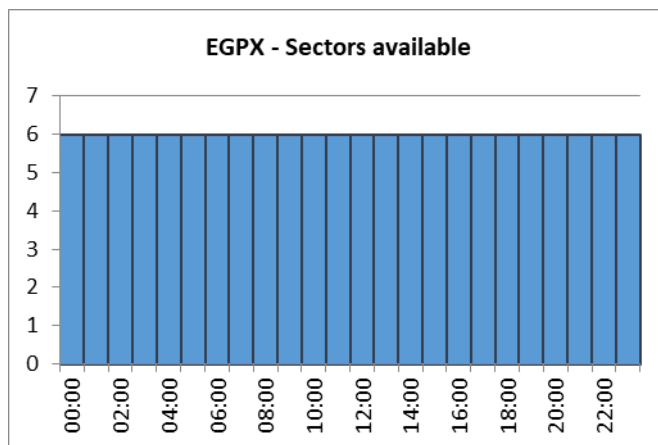
EGPX - Sectors available

(Bar chart showing 6 sectors available consistently from 00:00 to 22:00, with y-axis ranging from 0 to 7 and x-axis labeled in 2-hour intervals: 00:00, 02:00, 04:00, 06:00, 08:00, 10:00, 12:00, 14:00, 16:00, 18:00, 20:00, 22:00)

Capacity

No reduction in sector capacities.

Availability of support to operations staff

FMP is manned H24 and able to support all UK ACC's and Airport requirements. The AMC is operating standard operating hours.

NM Assessment

No regulations expected due to COVID-19.

UKRAINE   KYIV, ODESA, DNIPRO, LVIV ACCS

Sector openings

The intended number of sectors to be operated in a maximum configuration is the following:

Ukraine - Planned number of sectors:		
	En-route	TMA
Kyiv ACC	3	3
Odesa ACC	4	1
Dnipro ACC	4	1
Lviv ACC	2	1

Capacity

No change.

Availability of support to operations staff

No reduction in sector capacities.

NM Assessment

No regulations expected due to COVID-19.

4   Airport plans

ALBANIA								TIRANA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCOV Tirana Intenational Airport	The airport is closed for all passengers flight. The airport is open 24 H for military/health/state aircraft/charter/cargo flights, and repatriation flights. No parking issues. The staff is working on the minimum number. 12 hours shift, 2 ATCO per shift.	TBD TBD	30/04/2020	Not Started	- Special Event	- A0049/20		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator	

AUSTRIA   VIENNA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Vienna International Airport	Open 24/7 Coordinated Airport Slot capacity temporary reduced to 18 ARR/h - 18 DEP/h - 30 MVT TTL/h (agreed between Airport, ATC and Schedule Coordination Austria) - current demand much lower. Carriers inform about reduction by deleting Airport Slots. No Impact on diversion capabilities. 49 of 105 parking stands are available for aircraft handling. 56 of 105 are used for storing or as an "open hangar".	19/03/2020 00:00 **Confidentiality** Public	TBD TBD **Files**	Ongoing	- Other: *2019-nCoV*	 **AIP**	 **Coordination with stakeholders** - Airport Operator - Local ATC - FMP - Main Carrier Airline - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
18 mvts/h	18 mvts/h	30 mvts/h	19/03/2020 00:00	TBD TBD	No	0	

BELGIUM   BRUSSELS AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
COVID-19 (update 1)	PASSENGER FLIGHTS WILL ONLY BE ALLOWED TO OPERATE BTN 0800UTC AND 1600UTC	13/04/2020 22:00	14/05/2020 21:59	Ongoing	- Other: *Restricted operating hours passenger flights*	- A0880/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Brussels Airport (update 1)	o Do you still remain open for passenger flights? Yes, between 0800 UTC and 1600 UTC o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? Open 24H o Do you close the full airport or only parts of your facilities (terminals, etc.)? Part of the airport facilities will be closed. E.g. Food & Beverage & Shopping facilities. Other operational facilities will remain open. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). Airside Capacity is reduced to Single Runway Operations (RWY 07L/25R or RWY 01/19, RWY 07R/25L CLSD; valid until 15/05/2020 2159 UTC). o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? Carriers remain in close contact with the airport about prevailing restrictions. Information on their adjusted schedules comes in day by day. o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? Aircraft will have to be parked long term on all available stands as well as on taxiways. No diversion capabilities remain (valid until 19/04/2020 2159 UTC).	13/04/2020 22:00	14/05/2020 21:59	Ongoing	- Other: *2019-nCoV*	- A0880/20 - A0832/20 - A0791/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

CZECH REPUBLIC   PRAGUE AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - PRG Airport	Open for passenger flights - ARR only the citizens of Czech and DEP all citizens without Czech Airport open H24 Other type of traffic - Yes	TBD TBD	20/03/2020 23:00	Not Started	- Infrastructure Change			
		Confidentiality	**Files**			AIP	**Coordination with stakeholders**	
		Public					- Airport Operator	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
TBD	TBD	TBD	TBD TBD	20/03/2020 23:00	Yes	50	

DENMARK   COPENHAGEN AIRPORT

AIRPORT CLOSURE: No.

FLIGHT AND PASSENGERS RESTRICTIONS: Yes. All entry to Denmark prohibited, except for residents, ccrew and few other exceptions.

NOTAM: A0749/20

SCHEDULES REDUCTION/FLIGHT CANCELLATIONS: Yes. Details unknown at the moment.

PARKING: Limited parking due to based aircraft being grounded. Contact local ground handling in EKCH or EKRK for more details

FINLAND

HELSINKI AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Helsinki Airport, EFHK	o Do you still remain open for passenger flights? - Airport remains open for passenger flights. However, restrictions in cross-border traffic are in force. More information from the Finnish Border Control: www.raja.fi. o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? - Airport stays open 24/7. o Do you close the full airport or only parts of your facilities (terminals, etc.)? - Terminal 1 and part of Terminal 2 are closed. Restricted availability of runway 04L/22R from 30th March, check NOTAMs. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? - Yes. o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). - Normal capacity. o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? - Yes. Current reduction -78 %, projected reduction to level between -85 and -90% by the first week of April. o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? - Reduced diversion capabilities due to long term parking.	20/03/2020 00:00	30/04/2020 23:59	Ongoing	- Other: *2019-nCoV*			
	Confidentiality		**Files**				**AIP**	**Coordination with stakeholders**	
	Public							- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
		100 %	20/03/2020	30/04/2020	No		Capacity follows traffic demand. Stand availability main capacity issue.

FRANCE   ALL AIRPORTS

ATC information is provided in the following table. Individual airports situation information is shown after.

Paris Charles de Gaulle LFPG	Paris Le Bourget LFPB	Paris Orly LFPO	Lille LFQQ
Sectors opening: 4 open control positions H24. Capacity: Global capacity: 25/60, Maximum arrival or departure capacity: 20/60. Availability of support staff: Ops division staff on premises. Real time missions (special flight/event preparation) are carried out as usual.	Sectors opening: 1 open control position H24. Capacity: Arrival capacity: 6/60, No constraint on departure. Availability of support staff: Real time missions (special flight/event preparation) are carried out as usual. No Ops division staff on premises.	Sectors opening: 1 open control position H24 Capacity: Global capacity: 8/60 Availability of support staff: On duty Ops division staff on premises. Real time missions (special flight/event preparation) are carried out as usual.	Sectors opening: 1 open control position from 0400 to 2100 UTC, No open control position from 2100 to 0400 UTC but possible to have one demand for emergency or sanitary flights. Capacity: LFQQARR: 5/60 LFQQTRE: 1/60 LFQQTRW: 1/60 Availability of support staff: Ops division staff are working from home.
Bordeaux Merignac LFBD	Toulouse LFBO	Brest-Bretagne LFRB	Nantes LFRS
Sectors opening: 2 open control positions maximum H24 Capacity: Global capacity: 3/60 Overflights: 1/60 Availability of support staff: Real time missions (special flight/event preparation) are carried out by an Ops division team working from home.	Sectors opening: 1 open control position H24 (LFBOGL) Capacity: Global capacity (including arrivals, departures and overflights): 9/60 (LFBOSIV) Availability of support staff: 1 on duty person from Ops division staff on premises. Real time missions (special flight/event preparation) are carried out by an Ops division team working from home	Sectors opening: 1 open control position H24 Capacity: Global capacity (LFRBSIV): 3/60 Availability of support staff: No ops division staff on premises.	Sectors opening: 1 open control position H24 Capacity: Global capacity (LFRSTAM1): 7/60 Arrival capacity: 4/60 Availability of support staff: No ops division staff on premises. Real time missions' preparation (special flight/event preparation) is carried out by an Ops division team working from home.

Marseille LFML	Lyon LFLL	Basel Mulhouse LFSB	
Sectors opening: 3 open control positions H24 Capacity: Arrival capacity (LFMLARR): 7/60 Overflight in TMA (LFMLCTA): 5/60 No departure constraint Availability of support staff: One person from ops division working from premises. Other staff, including real time mission preparation team (special flight and event preparation), are working from home.	Sectors opening: 1 open control position H24 Capacity: Global capacity (LFLLTMA): - 8/60 from 1900 to 0430 UTC, - 12/60 from 0430 to 1900 UTC Availability of support staff: One person from ops division working from premises. Other staff, including real time mission preparation team (special flight and event preparation), are working from home	Sectors opening: 1 open sector H24. BA and BM collapsed Capacity: Arrival Capacity: 4/60 Availability of support staff: Ops Division staff working from home. Real time missions preparation (special flight/event preparation) is not carried out anymore	

FRANCE — PARIS ORLY AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - LFPO Paris-Orly Airport	LFPO Temporary closed to all commercial traffic. The following flights are not concerned : 1. State Aircraft 2. Medevac flights and Evasan flights 3. Technical flights 4. Ferry flights 5. Special flights (humanitarian, rapatriation, freight, etc.) PPR Prior Permission Required for technical, ferry, or special flights. Request to the Aircraft Operator +33(0)6.25.06.35.28 with a 12h notice. ATS remain available LFPO cannot be chosen as an alternate aerodrome.	31/03/2020 21:30	17/04/2020 07:00	Ongoing	- Other: *2019-nCoV*	- A1474/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

FRANCE — PARIS CDG AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-LFPG Airport	LFPG remains opened for passenger flights, and for other type of traffic, and is opened H24.	19/03/2020 12:00	20/05/2020 00:00	Ongoing	- Other: *2019-nCoV* - Capacity Enabler	- A1271/20 - A1272/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
20 mvts/h	20 mvts/h	25 mvts/h	19/03/2020 12:00	20/05/2020 00:00	No		

GEORGIA   TBILISI AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - TBS Airport	Some Airlines have notified that their flights/programs are cancelled until a further notice. According to decision made by Georgian Government, Georgia will ban all foreign passengers from entering the country for two weeks as of March 18, 00:00. As of 19th of March, in total 29 airlines stopped performing their flights. Remaining 3 airlines (Ak-Air Georgia (only domestic flights) and 2 Air Companies - Fly Dubai and Georgian Airways (International flights) continue to operate flights with revised frequencies and charter flights. In addition, we suppose that Fly Dubai will also stop flights from next week. TBS Airport is open for PAX, Charter, Cargo flights Airport is working 7/24 the parts of our facilities will be close from 23rd March we are open for state, military, humanitarian cargo, emergency and etc. most of airlines reported the reduction of their flights	29/01/2020	15/05/2020	Ongoing	- Other: *Covid19 epidemic*	- G0034		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Main Carrier Airline	

GERMANY   FRANKFURT AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Frankfurt Airport	o Do you still remain open for passenger flights? YES o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? NORMAL OPERATING HOURS o Do you close the full airport or only parts of your facilities (terminals, etc.)? ONLY PARTS OF TERMINAL AND AIRSIDE INFRASTRUCTURE o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? NO RESTRICTIONS o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). AT LEAST ALWAYS 2 of 4 RUNWAYS WILL REMAIN OPEN o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? FORECAST WILL BE MINUS 90% TRAFFIC AMOUNT o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? ONLY VERY LIMITED NUMBER OF PARKING STANDS AVAILABLE, PLEASE ALWAYS RECHECK THE LIVE STATUS	20/03/2020 07:00	30/04/2020 22:00	Ongoing	- Other: *2019-nCoV*		**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
Closure of Runway 25R / 07L	Due to the low number of remaining flights and the necessity to park aircraft RWY 25R/07L will be closed	23/03/2020 07:00	30/04/2020 22:00	Ongoing	- Infrastructure Change	- A1779/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

GERMANY   MEMMINGEN AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - EDJA Airport	- Do you still remain open for passenger flights? Yes - Do you close completely or only during certain hours of the day? Current operational hours 0500z-1400z, other PPR - Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes, current operational hours 0500z-1400z, other PPR - Do you decrease your capacity or availability of ATC services? No decrease, ATC available during operational Hours, other PPR - Do your carriers inform you about reduction of their flights on a regular basis? Yes - What is the impact on your diversion capabilities? There is an impact - Do you have less parking stands available due long term parking of aircraft? Yes	30/03/2020 12:00	05/04/2020 23:59	Ongoing	- Other: *2019-nCoV*	- C1108/20 - C1103/20	**100**	

		Confidentiality	Files			AIP	Coordination with stakeholders	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

GERMANY   MUNICH AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - MUC Airport	o Do you still remain open for passenger flights? Yes o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? No changes o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). No decrease of capacity or availability of ATC services. o Do your carriers inform you about reduction of their flights on a regular basis? Yes o What is the impact on your diversion capabilities? There is an impact o Do you have less parking stands available due long term parking of aircraft? Yes	26/03/2020	TBD TBD	Ongoing	- Other: *2019-nCoV*		**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC	

GERMANY

STUTTGART AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Stuttgart Airport	- Airport remains open for passenger flights. - No airport closure intended at the moment, operating hours according to AIP. - Parts of the terminal facilities are closed based on demand. - Airport remains open for all types of traffic at the moment. - Airport capacity will be adapted according to forecasted demand, no planned/enforced decreases from airport side. - Airlines are requested to provide information about reduction of scheduled flights as early as possible. - Diversion capabilities reduced due to long term parking of aircraft. Diversions in case of emergency situations granted.	19/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV pandemic*	- B0295/20 - B0298/20	100	Diversion capabilities reduced due to long term parking of aircraft. Diversions in case of emergency situations granted.
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers	

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
Closure of RWY 07/25	Due to prevailing 2019-nCoV pandemic the construction works on RWY 07/25 in the western part of the construction site will be performed during closure of RWY 07/25. Thereafter Phase 1 of the construction works starts according to published schedule.	05/04/2020 22:00	23/04/2020 04:00	Not Started	- Maintenance	- A2214/20 - A2222/20	100	By closure of RWY 07/25 only helicopter VFR traffic at EDDS possible.
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

GREECE   ATHENS AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - LGAV Airport	o FLIGHT & PASSENGER RESTRICTIONS, AS PER NOTAMS LGGG A0910, A0952, A0953, A1019, A1021, A1082, A1083 & A1087/20 ISSUED BY HELLENIC CAA. o AIRPORT OPEN 24/7, IN LINE WITH LGAV AIP PROVISIONS o ONE RWY (03L/21R) & TWYs A, B & Z CLOSED AS PER NOTAMS A1001 & A1002/20. OPERATIONS AT SATELLITE TERMINAL SUSPENDED o OPEN FOR ALL TYPES OF TRAFFIC IN LINE WITH NOTAMS A0952, A0953, A1019, A1021, A1082, A1083 & A1087/20	28/03/2020 09:00	TBD TBD	Ongoing	- Other: *2019-nCoV* - Capacity Enabler	- LGGG A0910/20 - LGGG A0928/20 - LGGG A0952/20 - LGGG A0953/20 - LGGG A1001/20 - LGGG A1002/20 - LGGG A1082/20 - LGGG A1083/20 - LGGG A1087/20 - LGGG A1019/20 - LGGG A1021/20	100	
	o LOCAL ATC CAPACITY ADOPTED TO SINGLE RUNWAY OPERATIONS & 32MVTs/HOUR o YES, TO DATE THE REDUCTION IS APPROX. 95% o DIVERSION CAPABILITIES ARE SLIGHTLY REDUCED, DUE TO HIGHER NUMBER OF AIRCRAFT ON GROUND. NOTAM A0928/20 ISSUED FOR MAXIMUM DURATION OF GROUND STAY	**Confidentiality** Public	**Files**			**AIP**	**Coordination with stakeholders** - Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	Departure	Global					
		32 mvts/h	28/03/2020 09:00	TBD TBD	No		Severe traffic decline. Limited Stand availability.

HUNGARY

BUDAPEST AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-LHBP Airport	-ATC nCov Capacity Do you still remain open for passenger flights? YES, ONLY TERMINAL 2B OPENED DUE TO BORDER CONTROL. See NOTAM A1413/20 o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? NO THE AIRPORT IS OPENED. o Do you close the full airport or only parts of your facilities (terminals, etc.)? NO THE AIPORT IS OENED ONLY RWY 13r/31L WILL BE CLOSED TILL 05TH OF APRIL. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? ALL TYPES OF TRAFFIC IS WELCOMED	20/03/2020 00:01	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A0940/20 NOTAMN, A0960/20 NOTA - A1413/20	100	
	o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). LET SEE DETAILES o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? YES CONTINOUS AND DETAILED INFORMATION SHARING IS ONGOING. LOW FEW AIRLINES ARE OPERATING ONLY o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? YES DIVERSION CAPABILITIES MODIFIED. - The NOTAM Reference field should contain all related NOTAMs to the 2019-nCoV situation at your airport. NO. - The Expected capacity impact section should contain the expected capacity for this period to the best of your knowledge AT THIS STAGE NO VALID INFORMATION.	**Confidentiality** Public	**Files** NOP LHBP COVID A LHBP COVID NOTAM			**AIP**	**Coordination with stakeholders** - Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
15 mvts/h	15 mvts/h	60 mvts/h	20/03/2020 00:01	TBD TBD	No	90	According the traffic situation TWR supervisor may reduce departure capacity

IRELAND   ALL AIRPORTS

Up to date information on the Status of Irish Aerodromes is available by NOTAM

The Irish PIB is updated at a minimum 0600, 1200 and 1800 and each time a NOTAM is issued

The PIB can be found at https://www.iaa.ie/general-aviation/notam/docs/default-source/publications/IAA-pib

ISRAEL   TEL AVIV AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-LLBG Airport	LLBG will stay open for all types of traffic, H24, as specified in LL NOTAMs - A0673/20, A0719/20, A0714/20, A0715/20 Night restrictions for ARR flights withdrawn until May 31. Terminal 1 is closed. Terminal 3, concourses B, D, E will not be used for passenger flights, but will be used for long term Aircraft parking. No TRANSIT passengers allowed. As spcified in NOTAM A0779/20, all international flightsarriving in Israel shall land only in LLBG only	18/03/2020 18:00	30/04/2020 20:59	Ongoing	- Other: *2019-nCoV*	- A0719/20 - A0673/20 - A0779/20 - A0714/20 - A0715/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

ITALY   ALL AIRPORTS

Full list of the NOTAMs about the Italian airports with limitations:

Airport	NOTAM	closed till	NOTE
LIBC	B1838	03-05-2020 22.00	EXC...with 2h PN
LIBF	B0946	21-05-2020 12.00 EST	EXC HELIDAUNIA HEL
LIBG	B1844	03-05-2020 21:59 EST	EXC....
LIBR	A2230	03-05-2020 21:59 EST	EXC....
LICB	B1830	03-05-2020 21:00 EST	EXC...with 3h PN
LICC	B1820	03-05-2020 22:00 EST	AD CLOSED TO ALL PASSENGERS FLIGHTS EXCEPT FOR AUTHORIZED AIRLINE CARRIER (DECREE 153/2020)
LICD	B1704	13-04-2020 20:00 EST	EXC...
LICG	B1886	05-05-2020 18:30 EST	EXC...
LICJ	A2228	03-05-2020 21:59 EST	AD CLOSED TO ALL PASSENGERS FLIGHTS EXCEPT FOR AUTHORIZED AIRLINE CARRIER (DECREE 118 & 153/2020) RMK: CONNECTIONS WITH LICD-LICG NON AFFECTED
LICR	B1839	03-05-2020 22.00	EXC...with 0500-2300 (0400-2200) WITH 2HR PN 2300-0500 (2200-0400) WITH 4HR PN
LIEA	B1826	03-05-2020 21:59 EST	EXC...
LIEO	B1821	03-05-2020 22.00	EXC..... WITH 2HR PN
LIMA	C0351	03-05-2020 21.59	EXC...
LIME	A2262	03-05-2020 21.59	EXC...
LIMG	B1827	19-04-2020 18:00 EST	EXC..... WITH 2HR PN

Airport	NOTAM	closed till	NOTE
LIML	A2263	03-05-2020 21:59 EST	EXC….. WITH 2HR PN
LIMP	B1828	03-05-2020 21:30 EST	EXC…
LIMW	B1387	19-04-2020 23:59 EST	EXC…
LIMZ	B1841	03-05-2020 19:00 EST	EXC….. WITH 2HR PN
LIPB	B1856	03-05-2020 21:00 EST	EXC…
LIPH	B1567	30-04-2020 21:59 EST	CLOSED
LIPK	B1763	24-04-2020 17:00 EST	CLOSED
LIPO	B1832	03-05-2020 23:30 EST	AD CLSD TO ALL TRAFFIC EXCEPT FOR CARGO AND MAIL FLIGHTS: MON-THU 15.30-23.59 SUN 17.00-23.30
LIPQ	B1880	03-05-2020 21:00 EST	CLOSED
LIPR	B1847	03-05-2020 22:00 EST	EXC…with 3H PN
LIPU	C391	19-04-2020 23:59 EST	CLOSED
LIPV	C393	19-04-2020 23:59 EST	CLOSED
LIPX	B1819	03-05-2020 18:00 EST	EXC… HR 0400-1800 - HR 1800-0400 CLOSED
LIQN	C498	03-05-2020 18:00 EST	CLOSED
LIRA	A2225	03-05-2020 21:59 EST	EXC…
LIRI	B1814	03-05-2020 23:59 EST	EXC…
LIRQ	B1833	03-05-2020 21:59 EST	EXC…
LIRU	C0528	04-05-2020 20:00 EST	EXC…
LIRZ	B1837	03-05-2020 22:00 EST	EXC…with 2h PN

ITALY   BERGAMO AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - BGY Airport	-AIRPORT CLOSED TO PASSENGER FLIGHTS TRAFFIC (GENERAL AVIATION AND COMMERCIAL) -AIRPORT IS OPEN H24 -JUST PASSENGER TERMINAL HAS BEEN CLOSED -AIRPORT IS OPEN TO state, military, humanitarian, hospital, cargo, Emergency TRAFFIC -ATC CAPACITY ISN'T DECREASED -AIRLINES NOTICED CANCELLATION BY SCR MESSAGES SENDING TO ITALIAN AGENCY FOR COORDINATION; 100% OF PASSENGERS FLIGHTS UNTIL MAY 03RD INCLUDED HAVE BEEN CANCELLED -AIRPORT DIVERSION CAPABILITY DECREASED DUE TO MANY AIRCRAFTS GROUNDED FOR MAINTENANCE PURPOSES; UNTIL APRIL 03RD WE CAN ACCEPT AT MAX 1 ICAO CLASS C AIRCRAFT DIVERTED	11/04/2020 13:56	03/05/2020 21:59	Ongoing	- Special Event	- NO.T.A.M A2217/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers	

ITALY   BOLOGNA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCOV- LIPE AIRPORT	2019-nCoV o Do you still remain open for passenger flights? YES o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? OPEN 24 / 7 o Do you close the full airport or only parts of your facilities (terminals, etc.)? SCHENGEN BOARDING LOUNGE, SCHENGEN ARRIVALS HALL AND CHECK-IN AREA PARTIALLY CLOSED. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? YES 24/7 o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). CAPACITY NOT DECREASED AND ADEGUATE TO DEMAND o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? YES, CARRIER REGULARLY INFORM ABOUT FLIGHT REDUCTION. PROJECTED REDUCTION NOT PREDICTABLE o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? DIVERSION CAPABILITIES IS THE SAME INSERTED IN THE PROPER AREA OF THE "AIRPORT CORNER" AND CAN BE ASSESSED ONLY IN REAL TIME WITH OCC (TEL. +39-051-6479908)	09/02/2020	TBD TBD	Ongoing	- Other: COVID-19	- A1421/20 - A1422/20		

Confidentiality	Files		AIP	Coordination with stakeholders
Public				- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers

ITALY

CATANIA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Vincenzo Bellini / Fontanarossa Airport	Airport IS open 24 hours a day, but it is closed to all passengers flights (commercial flights) until 22.00 UTC EST of MAY03, except for authorized airline carriers to comply with the Italian decree 153/2020 issued by MInistry of Infrastructure and Transport (NOTAM B1820/2020). Due to the COVID-19 outbreak and in order to optimize the resources of all operators, Terminal C has been closed from 17.50 UTC (on MAR07) till 22.00 UTC (on MAY03). All flights will be regularly managed from Terminal A. Since Catania is a Coordinated Airport (prior assignment of the slots by a Coordinator - Assoclearance), not all cancellations have been directly communicated to the Airport Operator. The operational impacts following the activation of the contingency are as follows: from 01 March to 10 March - flight reduction: 12% from 10 March to 29 March - flight reduction: 76% from 01 March to 29 March - flight reduction: 35% from 29 March to 03 May - flight reduction : 96,86%	01/03/2020 14:05	TBD TBD	Ongoing	- Other: *2019-nCoV*	- NOTAM A2029/20 - NOTAM A1756/20 - NOTAM C0369/20 - NOTAM B1820/20		Stand capacity is not affected by long-term parking of aircrafts
	Confidentiality	Files				AIP	Coordination with stakeholders	
	As reiterated in the section of the Aiport Corner relating to "Diversion Capabilities", Stand capacity for diversion aeroplanes varies daily. However, the contingency in place has not effect on operational..	Public					- Airport Operator - Local ATC	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	Departure	Global					
12 mvts/h	10 mvts/h	22 mvts/h	01/03/2020 14:05	TBD TBD	No		AD closed to all passengers flights except for authorized airline carrier in according to decree 153/2020 issued by Minister of Infrastructures and Transport. AOs have adapted their schedules accordingly. Airport infrastructure capable of aligning with any change in scenario

ITALY   MILANO LINATE AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-LIN	AD CLOSED TO ALL TFC EXC: RESCUE FLT, STATE ACFT/FLT, HEL EMERG MEDICAL SER (HEMS) HOSP/AMBULANCE, BASED ACFT FOR MAINTENANCE IN COMPLIANCE WITH MINISTRY OF INFRASTRUCTURE AND TRANSPORTATION DECREE 112/2020 AND TO ITALIAN CAA (ENAC) PROVISIONS	15/03/2020 00:01	18/04/2020 23:59	Ongoing	- Other: *pandemia*	- A2263/20 - A2260/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public				- AIP AD 2 LIML 1-1	- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

ITALY   MILANO MALPENSA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - MXP Airport	In compliance with Italian Infrastructure and Transportation Ministry decree and Civil Aviation Authority provisions, all commercial passenger flights are operated from Terminal 2, open H24. Terminal 1 is closed.	16/03/2020 00:01	TBD TBD	Ongoing	- Other: *Pandemia COVID-19*	- A1650/2020 - A1722/2020 - A2018/2020 - A1572/20 - A1769/2020	**100**	- ATC Delivery and Ground service provided on same frequency 121.900 MHz - TWR service provided on 128.350 MHz - Noise abatement scenario is applied
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public				- AD 2 LIMC 1-1	- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

LUXEMBOURG　　　　　　　　　　　　　　LUXEMBOURG AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - ELLX Airport	ELLX remains open for passenger flights. UFN, ELLX is operational 24/7. Airport remains open for passenger, cargo, State , humanitarian and rescue flights. Until now, enough staff available to work with full traffic capacity(no restrictions or regulations yet due to staff shortage. The existing capacity is almost fully taking up by / reserved for a. parking lux-based passenger carriers shutting-down operations due to the Corona crisis b. managing disturbances in remaining current operations c. allowing for an efficient re-start of the operation Due to this, the only capacity remaining is for emergency diversions is ideally not more than 2 aircraft. We are in regular contact with all our carriers and keep aligning the flight schedules. At this moment the remaining flights are operated by KL, BA and repatriation flights of LG. Cargo operations remain ongoing. The "ideal level of reduction" is not possible to determine. It depends upon the available manpower in all different parts of the chain. Due to the unpredictability of the evolution of the Corona crisis, the available capacity changes every single day.	15/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- ELLXYNYX	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline	

MALTA   MALTA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-2CoV - Malta International Airport	- All passenger flights inbound to Malta are temporarily suspended. Flights departing before 23:59 UTC on the 20th March 2020 are exempted. The ban does not apply to ferry flights, cargo flights, humanitarian flights, repatriation flights. Maltese authorities may in special cases exempt individual flights -The level of protection provided by the Aerodrome Rescue and Fire-fighting service has been temporarily lowered to Aerodrome Category 7. Exceptional arrangement may be considered for movements to/from LMML requiring Aerodrome Category 9 protection, subject to an early request being made to MIA Operations and prior dispensation of the Maltese Authorities being secured.	20/03/2020 23:59	10/04/2020 23:59	Ongoing	- Other: *2019-nCoV*	- A0264/20 - A0272/20 - A0278/20	100	The reduction in capacity will be lifted as early as possible but this decision depends on the development of the Convid-19 crises and the return of the demand to normal level
	- Nominal Capacity Indicators: Code B Aircraft: 3 Arrival / 3 Dep within 60 rolling minutes Code C Aircraft: 4 Arrivals / 4 Departures within 60 rolling minutes Code D Aircraft: 1 Arrival / 1 Departure within 60 rolling minutes Code E Aircraft: 1 Arrival / 1 Departure within 120 minute rolling period subject to 36 hour pre-notification and slot authorization. Additional Code C/D capacity restrictions may apply during Code E movements. - Current reduction in movements: 20.8% (01/03/2020 to 19/03/2020 compared with year 2019) - Projected reduction in movements: 97.7% (20/03/2020 to 10/04/2020 compared with year 2019) - Airport will remain open - ATC services will remain available	**Confidentiality** Public	**Files**			**AIP**	**Coordination with stakeholders** - Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers	

MOLDOVA   ALL AIRPORTS

- LUKK AD continue operations H24,
- LUBL AD is closed.
- LUBM AD operates on request.

MOLDOVA   KISHINEV AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - LUKK Airport	LUKK airport closed comletely for passenger flights. LUKK airport facilities are fully available. LUKK airport remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency. Declared sectors capacity and availability of ATC serviceswithout changes.	16/03/2020 22:00	15/05/2020 20:59	Ongoing	- Other: *2019-nCoV*	- A0078/20, A0080/20, A0083/20 - A0084/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
	National carriers reduced of their regular flights up to zero. Less parking stands available at LUKK airport. Diversion capabilities reduced reduced, because of the current NOTAMs publications (A0078/20, A0080/20)	Public					- Airport Operator - Local ATC - FMP - Ground Handlers	

MONTENEGRO   PODGORICA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV – Podgorica Airport	The airport is closed for scheduled commercial passenger flights. It remain open for humanitarian, emergency, hospital and state flight but with the previous approval from the Ministry of Foreign Affairs. The level of flight reduction is 100%. No problems regarding aircraft parking positions. The availability and capacity of ATC services depends on traffic demand.	20/03/2020	TBD TBD	Ongoing	- Other: *2019-nCoV*		**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

MONTENEGRO   TIVAT AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Tivat Airport	The airport is closed for scheduled commercial passenger flights. It remain open for humanitarian, emergency, hospital and state flight but with the previous approval from the Ministry of Foreign Affairs. The level of flight reduction is 100%. No problems regarding aircraft parking positions.	19/03/2020	30/04/2020	Ongoing	- Other: *2019-nCoV*	- A1304/20	**100**	Tivat Airport doesn't decrease capacity. Government of MNE suspended only international flights.
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

NETHERLANDS   AMSTERDAM AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
019-nCoV - EHAM	1) Do you still remain open for passenger flights? Yes. Travel restrictions apply as published by Dutch Ministry of Infrastructure and water management. 2) Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? Regular operational hours apply; 24h operation. 3) Do you close the full airport or only parts of your facilities (terminals, etc.)? Runway 18L/36R is used for long term parking of aircraft. EHAM closes parts of the facilities when demand fits capacity. 4) Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes 5) Do you decrease your capacity or availability of ATC services? Currently ATC staffing is not limiting for the service of ATC the Netherlands. Any future staffing issues, influencing the capacity, will be communicated immediately.	01/04/2020	TBD TBD	Ongoing	- Other: *2019-nCoV*			
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC	

NORTH MACEDONIA   SKOPJE AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV – Skopje Airport	No commercial passenger flights are allowed unless they have a special status. Airport is closed H24 for commercial passenger traffic. Commercial parts of the passengers terminal are closed. The airport still remain open for state, military, humanitarian, hospital, cargo, ferry positioning non commercial flights and emergency flights. This is expected at least until 16/05/2020.	18/03/2020 23:59	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A0207/20 - A0209/20 - A0210/20 - A0211/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

PORTUGAL   PORTO AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Porto Airport LPPR	Open H24. Open for passenger flights. Open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency. ATC capacity reduced 25%. Temporary parking restrition according NOTAM A0924/20.	18/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A0924/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
10 mvts/h		15 mvts/h	18/03/2020 00:00	TBD TBD	No	0	No impact on demand traffic.

PORTUGAL   LISBON AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - Lisbon Airport	o Do you still remain open for passenger flights? Yes, for the flights allowed. o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? We close from 23h30UTC to 05h50UTC, due to work in progress. o Do you close the full airport or only parts of your facilities (terminals, etc.)? So far we've closed parts of T1; there are plans to close other areas in a near future and it wil be updated; o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes. o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). Yes, in general; No, for the current demand. o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? Yes. Carriers inform about reduction by cancelling Airport Slots.Local Carriers reduced flight OPS by 85%. o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? Diversion capabilities will be lower than normal. Yes, many stands are occupied by long term parking. Reduction in turnaround times for ad hoc slots for non based carriers was determined by NOTAM A0881/20	18/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A0881/20 LPPT_Parking - A1132/20 LPPC _Italy - A1170/20 LPPC _Third Countries - A1143/20 LPPC _Spain	100	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

SERBIA   BELGRADE AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019- nCoV - BEG Airport	** ALL LANDINGS TO AND TAKE-OFFS FROM AIRPORTS IN THE REPUBLIC OF SERBIA ARE PROHIBITED FOR AIRCRAFT CARRYING ON THE INTERNATIONAL PASSENGER AIR TRANSPORT, IN ORDER TO PREVENT THE ENTRANCE AND SPREADING OF INFECTIOUS DISEASES INTO THE TERRITORY OF THE REPUBLIC OF SERBIA. THIS MEASURE IS NOT APPLICABLE TO FLIGHTS FOR: 1. THE TRANSPORT OF GOODS AND MAIL, 2. SEARCH AND RESCUE, 3. HUMANITARIAN AID FLIGHTS, 4. URGENT MEDICAL TRANSPORT, 5. TECHNICAL LANDING AND POSITIONING OF AIRCRAFT ENTERED IN THE AIRCRAFT REGISTER OF THE REPUBLIC OF SERBIA, 6. EMERGENCY LANDINGS, 7. LANDINGS AND TAKE-OFFS OF STATE AIRCRAFT, AND SPECIAL PURPOSE FLIGHTS. DEPENDING ON THE EPIDEMIOLOGICAL SITUATION, OTHER EXCEPTIONS MAY BE PROVIDED BY THE DECISION OF THE MINISTER IN CHARGE OF TRANSPORT. ** WE HAVE ONLY AVAILABLE 1 (ONE) PARKING STAND FOR LETTER CODE C AND 2 (TWO) FOR LETTER CODE A, DUE GROUNDED FLEET OF NATIONAL CARRIER AIR SERBIA AND WIZZ AIR WHICH IS BASED ON OUR AIRPORT.	19/03/2020 13:40	30/04/2020 23:59	Ongoing	- Other: *2019- nCoV*	- A1439/20 - A1290/20 - A1231/20 - A0437/20 - A1340/20	100	Our Temporary Diversion Capability has been adapted accordingly
	Confidentiality	**Files**				**AIP**	**Coordination with stakeholders**	
	Public						- Airport Operator - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	Departure	Global					
5 %	3 %	4 %	19/03/2020 13:40	30/04/2020 23:59	Yes	100	ALL SCHEDULED PASSENGER FLIGHTS ARE CANCELLED 100%. ONGOING FLIGHTS ARE OPERATED PERCENTAGE OF 4% WITH SPECIAL EXCEPTION OF MINISTER IN CHARGE OF TRANSPORT.

SPAIN   ALL AIRPORTS

(see also information received from individual airports below , in line w ith the one show n here)

CLOSURE: No, airports remain open.

SCHEDULES REDUCTION/FLIGHT CANCELLATIONS: The current crisis is leading to a situation of LACK OF FLIGHTS and CONTROL of these flights from the health point of view according to the measures imposed

PARKING: We have no problems w ith STANDS or terminal capacity

OTHER DETAILS: At the moment our NETWORK of airports is w orking normally (under Crisis) due to the DRASTIC DISMUNITION OF FLIGHTS in all airports.

Canaríes airports from 24/03 al 15/04, Global/ARR/DEP capacities are: GCLP 12/10/10; GCTS 9/6/6; GCXO 10/6/6;

SPAIN   ALICANTE AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-ALC Airport	ALC is open for passenger flights. Open 24 hours. Open 20% boarding gates in terminal building Open for all type of traffic ALC hasn't decreased capacity but demand has decreased. Carriers have to inform ALC. Reduction operations 35% (March 2019/March 2020). ALC has got 7 parkings stands less available due long term aircrafts.	23/03/2020 00:00	30/04/2020 21:59	Ongoing	- Other: *2019-nCoV*	- A2156/20 - A2191/20		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Ground Handlers	

SPAIN
BARCELONA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - BCN/LEBL Airport	Do you still remain open for passenger flights? YES Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? OPEN 24H Do you close the full airport or only parts of your facilities (terminals, etc.)? SEVERAL PART OF TERMINAL CLOSED, OPERATION CONCENTREDS IN OPENING AREAS Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? YES Do you decrease your capacity or availability of ATC services? YES, ATC CAPACITYY 50 MOV/H Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? YES, OVERALL AIRPORT OPERATIN REDUCED 85% What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? VERY LOW DIVERSION CAPABILITY AVAILABLE, CONTACT AIRPORT FOR REAL TIME NUMBER AVAILABLE	22/03/2020 00:00	30/04/2020 00:00	Ongoing	- Other: *2019-nCoV*	- B1548/20 B1549/20	100	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Main Carrier Airline - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
25 mvts/h	25 mvts/h	50 mvts/h	22/03/2020 00:00	30/04/2020 00:00	No	0	CROSSING RUNWAYS OR SINGLE RUNWAY CONFIGURATION

SPAIN　　　　　　　　　　　　　　　　　　　　　　BILBAO AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - BIO	o Do you still remain open for passenger flights? YES o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? We are open from 05:45 utc to 22:30 utc o Do you close the full airport or only parts of your facilities (terminals, etc.)?All o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? yes, without restrictions o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). Not yet o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? 50% o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? yes	20/03/2020 10:00	04/2020 23:59	Ongoing	- Other: *2019-nCoV*		80	

Sub-header row within the table:

		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers	

SPAIN   IBIZA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCOV IBZ	- The airport is ope to passenger flights. - NEW OPERATIONS HOUR. 05:30h - 19:00h UTC. + 3HR PPR - THE FULL AIRPORT IS OPEN. - THE CAPACITY DUE WIP ON HOLD IS 8 DEP/H - 8 ARR/H and 12 GLOBAL/H. - WE HAVE ONLY 10 OPERTIONS/DAY. THE FLIGHTS CANCELLED ARE - 90% OF THE PROGRAMMED. - WE HAVE CLOSED STANDS FOR GENERAL AVIATION DUE WIP ON HOLD (-85% APRON GENERAL AVIATION CAPACITY). - WE HAVE CLOSED COMERCIAL STANDS DUE WIP ON HOLD (- 22% APRON COMERCIAL CAPACITY). - FIRE CATEGORY 7. FROM 29MAR TO 29APR	29/03/2020 00:00	29/04/2020 22:00	Ongoing	- Other: *2019-nCoV pandemic*	- B2035/20 - B1928/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
8 mvts/h	8 mvts/h	12 mvts/h	29/03/2020 00:00	29/04/2020 22:00	Yes	95	OUR TEMPORARY DIVERSION CAPACITY HAS BEEN ADAPTED ACCORDINGLY

SPAIN   MALAGA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - AGP Airport	CoV19 restrinctions Airport open for all type of flights H24. Some check-in, boarding and pick up baggage áreas closed. Passengers in the área/facilities of the building that is open.	23/03/2020 00:00	30/04/2020 23:59	Ongoing	- Other: *2019-NcOv*		**100**	Airport open for all type of flights H24. Some check in, boarding and pick up baggage areas closed. Passengers attended at the rest areas. Carriers inform about reduction of flights.capacity in accordance with demand.
	Confidentiality	**Files**				**AIP**	**Coordination with stakeholders**	
	Public						- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	Departure	Global					
7 mvts/h	7 mvts/h	10 mvts/h	30/03/2020 00:00	15/04/2020 00:00	No	95	

SPAIN   PALMA DE MALLORCA

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - PMI / LEPA Airport	Do you still remain open for passenger flights? Only for domestic passengers and just for essential proven necessities. Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? No. The airport is open 24/7. Do you close the full airport or only parts of your facilities (terminals, etc.)? Terminals A, C and D have been closed. Just Terminal B still remain open. Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes. Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). No capacity reduction has been applied. Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? Yes, overall airport operation has been reduced around 95%. What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? The airport has 15% of the parking stands occupied. We are able to accept diversion flights until reaching the 85% of all parking positions.	20/03/2020 00:00	30/04/2020 00:00	Ongoing	- Other: *2019-nCoV*	- B1862/20 - B1990/20 - B1994/20 - B1996/20	100	SEI DOWNGRADING CATEGORY FROM 19/03/2020 07:00 TO 20/05/2020 07:00 EST RFFS DOWNGRADED TO CAT 7. CAT 9 AVBL PPR 6 MIN
	Confidentiality	**Files**				**AIP**	**Coordination with stakeholders**	
	Public						- Airport Operator - Local ATC - Main Carrier Airline - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	Departure	Global					
2 %	2 %	5 %	20/03/2020 00:00	30/04/2020 00:00	No	0	

SPAIN   TENERIFE NORTE

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - GCXO Airport	We still remain open for all types of flights (Passenger, military, cargo...), without changes in the opening hours. We have closed 40% of the boarding área (but could be reopened if needed), and 20% of the baggage claim area. ATC capacity reduced 50%. Carriers have followed the reduction path imposed by the Goverment. Currently, only 20 national operations are scheduled. We have reserved 6 stands for scheduled and military operations. Our diversión capacities are very limited (only 3 stand B73H available at the moment)	19/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-CoV*	- B2192/20		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
TBD	TBD	TBD	29/03/2020 00:00	TBD TBD	Yes	90	

SPAIN   TENERIFE SUR AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-TFS Airport	RFFS CHANGED TO CAT 7 CAT 8 AND CAT 9 AVBL PPR 4HR	28/03/2020 00:00	30/04/2020 23:59	Ongoing	- Other: *Operational*	- A1941/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Ground Handlers	

SWEDEN   STOCKHOLM ARLANDA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCov - Stockholm Arlanda Airport	o Do you still remain open for passenger flights? YES. o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? NO. o Do you close the full airport or only parts of your facilities (terminals, etc.)? Terminal 2, 3 and 4 CLSD. Traffic moved to Terminal 5. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? YES. o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). NO. o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? YES. Local Carriers reduced flight OPS by 85%. o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? Diversion capabilities will be lower than normal. YES, many stands occupied by long term parking.	19/03/2020	TBD TBD	Ongoing	- Other: *2019-nCoV*			
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
Limited availability of 19L for TKOF during nigthtime 2000-0400	As a result of the severely reduced demand to operate at Stockholm - Arlanda due to COVID 19, Swedavia will therefore pause regular use of RWR 01R/19L temporarily. A major cost saving is possible by not having Fire and Rescue staff permanently located at Fire station East, but the very low traffic demand is also a reason for this initiative. During night time 2000-0400 (2200-0600 CEST) RWY 01L or RWY 08 will be used for departures. RWY 19R will only be approved for departures with performance constraints and this is due to environmental reasons (noise abatement). If an aircraft operator cannot accept RWY 01L or RWY 08 for departure, due to aircraft/crew limitations, i.e. when cross wind/tailwind component is exceeded, RWY 19L will be available on request. On such a request, the Fire and rescue staff at Fire station CITY must relocate to RWY19L in order to meet the requirements for deployment. This will be done when traffic to/from the other active runways is completed and the relocation will only take a few minutes. In practice, this may cause a small departure delay for departures RWY19L as the traffic demand is low during nighttime.	01/04/2020 20:00	TBD TBD	Ongoing	- Operational Procedure Change - Environmental - Other: *2019-nCoV*		**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines	

SWITZERLAND

GENEVA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV-LSGG/GVA Airport	LSGG remains open for passengers flights and for other type of trafic, opened from 04:00 UTC to 21:59 UTC	21/03/2020 06:00	31/05/2020 21:59	Ongoing	- Special Event - Other: *COVID-19*	- A0173/20 - A0193/20	**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
			21/03/2020 06:00	31/05/2020 21:59	No	0	TIME is TBD

SWITZERLAND   ZURICH AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - ZRH Airport	o Do you still remain open for passenger flights? Yes. o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? Only regular nightban acc. AIP. o Do you close the full airport or only parts of your facilities (terminals, etc.)? All infrastructure is open. Reduced commercial offers.. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? yes. maybe reduced possibilty of longterm parking o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). no. o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? yes, hub carrier and most of the other carriers inform us (e.g. cancellations, other aircraft types). Hub carrier reduced flight operations by 80%. o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? Yes. Options for Code C aircraft.still available Code E and bigger, difficult. We have to use stands for 2 aircrafts and put 4 on it (nose to nose) we have plans - in case of more grounded aircrafts of the hub carrier to use Taxiways for parking. (nose to nose parking and Taxiway parking only used for parking, no handling.	18/03/2020 19:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A0158/20 NOTAMR A0151/20 - A0178/20 - A0177/20		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
TBD	TBD		18/03/2020 19:00	TBD TBD	No	0	

TURKEY   ANTALYA AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - LTAI Airport	- LTAI is open for passenger flights. (but there is flight ban for many countries. see NOTAMs) - LTAI is open for other type of traffic e.g. state, cargo, emergency (see NOTAMs) - No decreased capacity or availability of ATC services. - For now, there are 60 aircraft at our airport for long-term parking. (see NOTAM G1717/20, A1825/20	21/03/2020 14:00	30/04/2020 23:59	Ongoing	- Other: *2019-nCoV*	- A1695/20A02 - A1695/20B02 - G1554/20 - A1825/20 - G1717/20 - A1839/20 - A1737/20A02-20B02 - G1702/20A02 - A1807/20A02		
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

TURKEY　　　　　　　　　　　　　　　　　　　　　　　ISTANBUL AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
COVID 19 LTFM	COVID 19 LTFM COVID-19: FLIGHT RESTRICTIONS-STARTING DATE: 27 MARCH 2020 LOCAL 23:59 HOURS ALL FLIGHTS, REGARDLESS OF SEAT CONFIGURATION FROM/TO ANY AERODROMES OF ALL COUNTRIES WITH THE PURPOSE TO OPERATE AT ANY TURKISH AERODROMES ARE PROHIBITED. FLIGHT PROHIBITIONS ALSO COVER THE FLIGHTS OF BUSINESS JETS AND EXCEPTIONAL AUTHORISATIONS WILL BE NEEDED FOR CARRYING TURKISH CITIZENS FROM RESTRICTED COUNTRIES IN CASE OF REPATRIATION. ALL TURKISH CITIZENS ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. EXCEPT: 1) RESTRICTED COUNTRIES OPERATORS FLIGHTS TO TURKEY WILL ONLY BE FERRY FLIGHTS FOR CARRYING THEIR CITIZENS FROM TURKEY UNLESS THEY ARE EXCEPTIONALLY AUTHORISED TO CARRY TURKISH CITIZENS AND RESIDENTS OF TURKEY ON THEIR FLIGHTS TO TURKEY. ALL TURKISH CITIZENS AND RESIDENTS OF TURKEY ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. 2) TURKISH OPERATORS WILL BE ABLE TO CARRY NON-TURKISH CITIZENS TO RESTRICTED COUNTRIES FROM TURKEY IF ALLOWED BY THOSE STATES, BUT THEY HAVE TO RETURN BACK AS FERRY FLIGHTS OR MAY BE GRANTED PERMISSION FOR CARRYING TURKISH CITIZENS FROM RESTRICTED COUNTRIES IN CASE OF REPATRIATION. ALL TURKISH CITIZENS ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. THE PROHIBITION DOES NOT COVER THE FOLLOWING FLIGHTS FROM/TO THE RESTRICTED COUNTRIES: 1. CARGO FLIGHTS 2. GOVERNMENTAL 3. EMERGENCY MEDICAL 4. EMERGENCY LANDING FOR TECHNICAL REASONS	27/03/2020 23:00	30/04/2020 23:59	Ongoing	- Other: *COVID 19 LTFM*	- NOTAMR A1839/20 AND A1807/20	100	See NOTAMR A1839/20 and A1807/20

	Confidentiality	Files				AIP	Coordination with stakeholders	
	Non-public						- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

TURKEY

ISTANBUL ATATURK AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
COVID 19	COVID 19 LTBA A1839/20 NOTAMR A1807/20 Q) LTXX/QOEXX/IV/NBO/E /000/999/3901N03524E465 A) LTAA LTBB B) 2003272300 C) 2004302359 EST E) COVID-19: FLIGHT RESTRICTIONS-STARTING DATE: 27 MARCH 2020 LOCAL 23:59 HOURS ALL FLIGHTS, REGARDLESS OF SEAT CONFIGURATION FROM/TO ANY AERODROMES OF ALL COUNTRIES WITH THE PURPOSE TO OPERATE AT ANY TURKISH AERODROMES ARE PROHIBITED. FLIGHT PROHIBITIONS ALSO COVER THE FLIGHTS OF BUSINESS JETS AND EXCEPTIONAL AUTHORISATIONS WILL BE NEEDED FOR CARRYING TURKISH CITIZENS FROM RESTRICTED COUNTRIES IN CASE OF REPATRIATION. ALL TURKISH CITIZENS ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. EXCEPT: 1) RESTRICTED COUNTRIES OPERATORS FLIGHTS TO TURKEY WILL ONLY BE FERRY FLIGHTS FOR CARRYING THEIR CITIZENS FROM TURKEY UNLESS THEY ARE EXCEPTIONALLY AUTHORISED TO CARRY TURKISH CITIZENS AND RESIDENTS OF TURKEY ON THEIR FLIGHTS TO TURKEY. ALL TURKISH CITIZENS AND RESIDENTS OF TURKEY ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. 2) TURKISH OPERATORS WILL BE ABLE TO CARRY NON-TURKISH CITIZENS TO RESTRICTED COUNTRIES FROM TURKEY IF ALLOWED BY THOSE STATES, BUT THEY HAVE TO RETURN BACK AS FERRY FLIGHTS OR MAY BE GRANTED PERMISSION FOR CARRYING TURKISH CITIZENS FROM RESTRICTED COUNTRIES IN CASE OF REPATRIATION. ALL TURKISH CITIZENS ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS. THE PROHIBITION DOES NOT COVER THE FOLLOWING FLIGHTS FROM/TO THE RESTRICTED COUNTRIES: 1. CARGO FLIGHTS 2. GOVERNMENTAL 3. EMERGENCY MEDICAL 4. EMERGENCY LANDING FOR TECHNICAL REASONS	27/03/2020 23:00	30/04/2020 23:59	Ongoing	- Other: *COVID 19 LTBA*	- NOTAMR A1839/20 ANS A1807/20	100	See NOTAMR A1839/20 and A1807/20
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Non-public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

TURKEY

ISTANBUL SABIHA GOKCEN AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019 nCOV Istanbul Sabiha Gokcen International Airport	Do you still remain open for passenger flights? No o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? Terminal is close completely. o Do you close the full airport or only parts of your facilities (terminals, etc.)? Only terminal is close for passengers, airport is still open. o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? Yes o Do you decrease your capacity or availability of ATC services? Please describe it here and provide the decrease in the Expected Capacity Impact section (to be coordinated with Local ATC). In the context of the precautions for nCOV 19 international and domestic flights have been banned untıll 17th of April 2020. o Do your carriers inform you about reduction of their flights on a regular basis? If so, what is the level of current and ideally projected reduction? o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? Only emergency traffics are accepted in the case of diversion. Availability of parking stands for long term parking has decreased.	28/03/2020 05:00	20/04/2020 00:00	Ongoing	- Other: *2019-nCOV*	- G1554/20		A5423/19 NOTAMN RWY Temporarily closed BTN 29 MAR 2020 2300 UTC -22 MAY 2020 0159 UTC: MON : 0000-0159 UTC, 2150-2359 UTC TUE : 0000-0249 UTC, 2150-2359 UTC WED : 0000-0249 UTC, 2150-2359 UTC THU : 0000-0249 UTC, 2300-2359 UTC FRI : 0000-0159 UTC, 2300-2359 UTC SAT : 0000-0159 UTC, 2300-2359 UTC SUN : 0000-0159 UTC, 2300-2359 UTC
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

Expected Capacity			Start Date/Time (UTC)	End Date/Time (UTC)	Demand reduction requested?	Percentage of flights to be cancelled?	Additional Information
Arrival	**Departure**	**Global**					
0 %	0 %		28/03/2020 05:00	20/04/2020	No		

TURKEY

MUGLA DALAMAN AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - LTBS Airport	COVID-19: FLIGHT RESTRICTIONS-STARTING DATE: 17 MARCH 2020 ALL FLIGHTS REGARDLESS OF SEAT CONFIGURATION FROM/TO ANY AERODROMES OF AUSTRIA, AZERBAIJAN, BELGIUM, CHINA, DENMARK, EGYPT, FRANCE, GEORGIA, GERMANY, IRAN, IRAQ, IRELAND, ITALY, NETHERLANDS, NORWAY, SAUDI ARABIA, SOUTH KOREA, SPAIN, SWEDEN, SWITZERLAND, UNITED ARAB EMIRATES AND UNITED KINGDOM WITH THE PURPOSE TO OPERATE AT ANY TURKISH AERODROMES ARE PROHIBITED. STARTING FROM 21 MARCH LOCAL 17:00 HOURS ALL FLIGHTS REGARDLESS OF SEAT CONFIGURATION FROM/TO ANY AERODROMES OF ALGERIA, ANGOLA, BANGLADESH, CAMEROON, CANADA, CHAD, COLOMBIA, CZECHIA, 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, SRILANKA, SUDAN, SULTANATE OF OMAN, TAIWAN, TRNC, UKRAINE, TUNISIA, UZBEKISTAN WITH THE PURPOSE TO OPERATE AT ANY TURKISH AERODROMES ARE PROHIBITED. EXCEPT: 1. RESTRICTED COUNTRIES OPERATORS FLIGHTS TO TURKEY WILL ONLY BE FERRY FLIGHTS FOR CARRYING THEIR CITIZENS FROM TURKEY. 2. TURKISH OPERATORS WILL BE ABLE TO CARRY NON-TURKISH CITIZENS TO RESTRICTED COUNTRIES FROM TURKEY IF ALLOWED BY THOSE STATES, BUT THEY HAVE TO RETURN BACK AS FERRY FLIGHTS. 3. TURKISH OPERATORS MAY BE GRANTED PERMISSION FOR CARRYING TURKISH CITIZENS FROM RESTRICTED COUNTRIES IN CASE OF REPATRIATION. THE PROHIBITION DOES NOT CONCERN THE FOLLOWING FLIGHTS FROM THE ABOVE RESTRICTED COUNTRIES: 1. CARGO FLIGHTS 2. GOVERNMENTAL 3. EMERGENCY MEDICAL 4. EMERGENCY LANDING FOR TECHNICAL REASONS IN ACCORDANCE WITH REPUBLIC OF TURKEY GOVERNMENT DECISION IN RELATION TO COVID-19 RESTRICTION MEASURES. COVID-19: PASSENGER RESTRICTIONS ALL PASSENGERS TRAVELLED TO ABOVE RESTRICTED COUNTRIES DURING LAST 14 DAYS ARE PROHIBITED TO BE ACCEPTED TO ALL FLIGHTS TO TURKEY. OTHERWISE, ALL PASSENGERS ON THE FLIGHTS WILL BE QUARANTINED FOR 14 DAYS.	17/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A1695/20	100	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline	

UKRAINE   ALL AIRPORTS

4 of 7 major AD continue operations H24, 3 AD suspended at night.

Most regional AD operates on request or closed at all.

UNITED KINGDOM   LONDON HEATHROW AIRPORT

Heathrow will remain open to ensure that critical repatriation flights and cargo services can continue to operate, so vital medical goods and food such as medicines and respirators can be imported.

Single Runway Operations after midnight 6th April 2020. Single Runway Operations (SRO) will simplify the operation of the aerodrome, enabling us to maintain our existing levels of safety whilst reducing our reliance on staff during this period when we are seeing a reduction in attendance due to COVID-19.

SRO will further enhance safety at this time by reducing runway crossings, providing further areas for contingency parking; and facilitating the continuation of essential maintenance to ultimately ensure we remain open.

Alternate runways on a weekly basis to maintain respite for our local communities – schedule here: https://www.heathrow.com/company/local-community/noise https://www.heathrow.com/company/local-community/noise/operations/runway-alternation

We envisage that when the number of daily operations approaches 500 movements we will revert to a dual runway operation.

Related NOTAM: A1316/20.

UNITED KINGDOM   LONDON STANSTED AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - STN Airport	o Do you still remain open for passenger flights? - Yes o Do you close completely or only during certain hours of the day? If you close during certain hours of the day, please mention the start and end time? - Normal operating hours apply o Do you close the full airport or only parts of your facilities (terminals, etc.)? - Some facilities will be made unavailable as demand dictates o Do you still remain open for other type of traffic e.g. state, military, humanitarian, hospital, cargo, emergency? - Yes o What is the impact on your diversion capabilities? Do you have less parking stands available due long term parking of aircraft? - Diversion capability is maintained. Requests to follow normal diversion procedure.	19/03/2020 00:00	TBD TBD	Ongoing	- Other: *2019-nCoV*		**100**	
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public					- Airport Operator - Local ATC - FMP - Main Carrier Airline - Other Airlines - Ground Handlers	

UNITED KINGDOM

MANCHESTER AIRPORT

Event Name	Event Description	Start Date/Time (UTC)	End Date/Time (UTC)	Status	Type(s)	NOTAM	Event probability	Additional Information
2019-nCoV - MAN Airport	EGCC remains open to passengers flights between the hours of 0500 and 1500 for scheduled arriving flights and 0700 to 1500 for scheduled departing flights (all times UTC). Flights for maintenance, crew training or aircraft positioning must operate between these times also. Terminal 1 remains open. Terminals 2 and 3 are closed. All passenger flights are consolidated to arrive and depart from Terminal 1. EGCC remains open 24/7 for Emergencies, Cargo Flights, Technical Diversions, Government/Repatriation Flights and Private Flights. Single runway operation (05L/23R) Fire Cat 10 - 0500 to 1659 Fire Cat 7 - 1700 to 0459 Long term aircraft are parked on site however stands are available (see diversion status)	01/04/2020 05:00	TBD TBD	Ongoing	- Other: *2019-nCoV*	- A1371/20	**100**	Updated Operational Advice Notice 040a/2020 attached
		Confidentiality	**Files**			**AIP**	**Coordination with stakeholders**	
		Public	OAN 040a-2020 TE				- Airport Operator - Local ATC - Main Carrier Airline - Other Airlines - Ground Handlers	

Temporary Negative Impact Description	Start Date/Time (UTC)	End Date/Time (UTC)	Additional Information
Terminals 2 and 3 are closed to passenger traffic. All flights operate to/from Terminal 1 until further notice	01/04/2020 05:00	TBD TBD	
Scheduled arriving flights will only be permitted between the hours of 0500 and 1500. Scheduled departing flights will only be permitted between the hours of 0700 and 1500. All times are UTC.	01/04/2020 05:00	TBD TBD	
RFFS Fire Category revised as follows:- 0500 - 1659 Category 10 1700 - 0459 Category 7	10/04/2020 17:00	TBD TBD	

SUPPORTING EUROPEAN AVIATION