

# European Network Operations Plan 2020 Recovery Plan

Edition 1.2

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# CHECKLIST

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4.4	15/05/2020	10.2	15/05/2020
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		<b>Annex 2</b>	15/05/2020
		<b>Annex 3</b>	15/05/2020



# EXECUTIVE SUMMARY

The European Network Operations Plan (NOP) – 2020 Recovery Plan is a special version of the NOP to support the aviation response to the COVID-19 Crisis. The Plan provides for a consolidated European network view of the evolution of the air traffic and enables the planning of the service delivered in the recovery phase by ANSPs and airports to match the expected air traffic demand in a **safe, efficient and coordinated** manner.

The European NOP 2020 Recovery Plan is developed by EUROCONTROL NM in cooperation with the operational stakeholders ensuring a **rolling outlook of four weeks**, published on the NM Network Operations Portal and **updated once per week**.

## **Outlook 18 May – 14 June 2020**

**Expected Evolutions in States** - based on the information received from States either via NOTAMs or from responses provided by EACCC State Focal Points, indications are that:

- It is noted that many EU States are prolonging their restrictions until mid-June;
- Some States, such as Austria, Czech Republic and Serbia, have announced possible lifting of travelling restrictions under strict conditions (certificate proving no infection)
- Some States, such as France and Ireland, published the national strategies, setting out the steps for the progressive relaxation of containment measures
- Many States will develop the national strategy, using latest guidelines issued by EC.

**Network traffic outlook** - The network traffic is expected to reach gradually approximately **7500 flights, with a possible trend towards 8000 flights by mid-June**, to be confirmed in the next traffic outlook.

**Safety** – all ANSPs have taken the necessary safety measures aligned with the common work done with NM i.e. the Safety Argument. The Safety Argument assists ANSPs in the return to safe and resilient normal operations. It covers the three main elements of the ANSP's functional system - people, procedures and equipment, including: staff competence, training and medical fitness; equipment configuration and certificates for use; changes to procedures introduced during the crisis period, etc.

**Enroute outlook for the period 18 May – 14 June 2020 - no major enroute capacity issues are expected** for this period. Nevertheless, some flexibility might be required to open more sectors during the peak hours, if the trend towards 8000 flights in the network is confirmed.

**Airport outlook for the period 18 May – 14 June 2020** – although parked aircraft may pose initial recovery issues, no major capacity issues are expected on the airside. However, significant uncertainty exists in passenger terminal throughput due to expected State health regulations, impacting aircraft turnaround. In the early phase of recovery, airport capacity figures should be treated with caution. Once State regulations are known, uncertainty will be reduced leading to refined and reliable airport capacity predictions (potentially impacting turnaround). Actions have been undertaken between EUROCONTROL NM/Airports and ACI to request more detailed information about airport landside capacity through Airport Corner and also provide support to airports for better quantifying the impact of the State regulations.

**Green aviation measures** - NM, together with the operational stakeholders, continued relaxing airspace restrictions, resulting in addressing approximately 1200 RAD measures allowing airspace users to operate flight efficient trajectories. **The RAD measures addressed generated significant distance flown savings amounting to 20000-25000 NM saved per day, depending on the daily traffic.**

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# 1 Introduction

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

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

The NOP 2020 Recovery Plan addresses the need to have a consolidated European network view of the evolution of the traffic demand and of the planning of the service delivered in the recovery phase by ANSPs and airports to match the expected air traffic demand in a safe, efficient and coordinated manner. Parts of its content have been adapted to respond to current exceptional circumstances. A full version of the NOP will be issued after the Summer 2020 when more stability and predictability will be expected in the evolution of the traffic demand. To that effect, the NOP 2020 Recovery Plan addresses the requirements set forth in Commission Implementing Regulation (EU) 2019/123 of 24 January 2019.

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

The NOP 2020 Recovery Plan covers the following geographical area:

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

## 1.3 Preparation of the Plan

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

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

## 2 Description of the NOP 2020 Recovery Plan, Operational Targets & Objectives

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

### 2.1 Strategic Objectives

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

### 2.2 A Collaborative Process

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

- **NDOP agreed** that anticipation of traffic recovery shall be considered and that NM shall start developing the first elements of an effective COVID-19 NOP 2020 Recovery Plan in close cooperation with all operational stakeholders; the timing of such activity will take into account the evolution of the crisis;
- **NDOP agreed** that NM will work closely with the airspace users to take into account the latest traffic evolution and to have a daily update of the traffic demand outlook;

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

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

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

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

### 2.3 EU Performance Targets Application

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

To ensure sustainable recovery the aim is to accommodate traffic demand with minimal ATFM delay and minimal trajectory management constraints. NM together with the operational stakeholders will aim to ensure capacity delivery adapted to the traffic demand, with minor fine-tunings in pre-tactical and tactical ATFCM. This will enable airspace users to plan and fly their optimal trajectories.

## 2.4 Priorities and Resources

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

## 2.5 Impact on ATM and Other Areas

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

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

## 2.6 Strategic Evolution of the NOP

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

## 2.7 Preparations for the Network Operations Plan

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

Action	Date	Who
ANSPs to send their plan to NM for the 5 following weeks	By Friday COB	ANSPs
Airports to send their plan to NM for the 5 following weeks	By Friday COB	Airports
Input from EACCC State Focal Points	By Wednesday COB	EACCC State Focal Points
Traffic expectations at network, ACC and airport level covering 4 weeks	Monday/Thursday	NM
NM Assessment of ACC plans	Monday/Thursday	NM
NM Assessment of airport plans	Monday/Thursday	NM
Weekly NOP publication	Friday	NM

## 3 Overall Network Operations Planning Processes

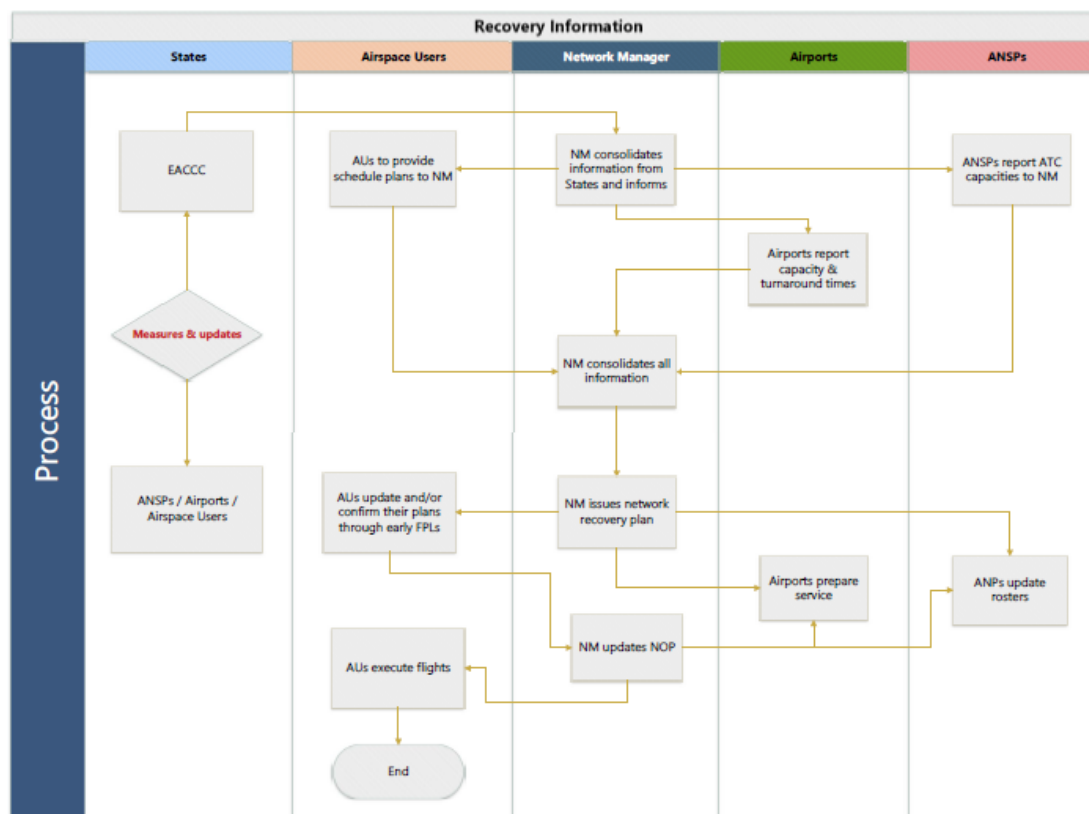
### 3.1 Strategic Planning Processes Description

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

Nevertheless, significant uncertainty exists in passenger terminal throughput due to expected State distancing and health regulations, impacting aircraft turnaround. In the early phase of recovery, airport capacity figures should be treated with caution. Once State regulations are known, uncertainty will be reduced leading to refined and reliable airport capacity predictions.

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

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





### **3.2 ATFCM Phases and Processes**

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

### **3.3 Description of Data and Tools Used**

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

The traffic outlook is based on the airline schedule data and airport slots collected. Other additional information provided by airlines and airports is also taken into account where available.

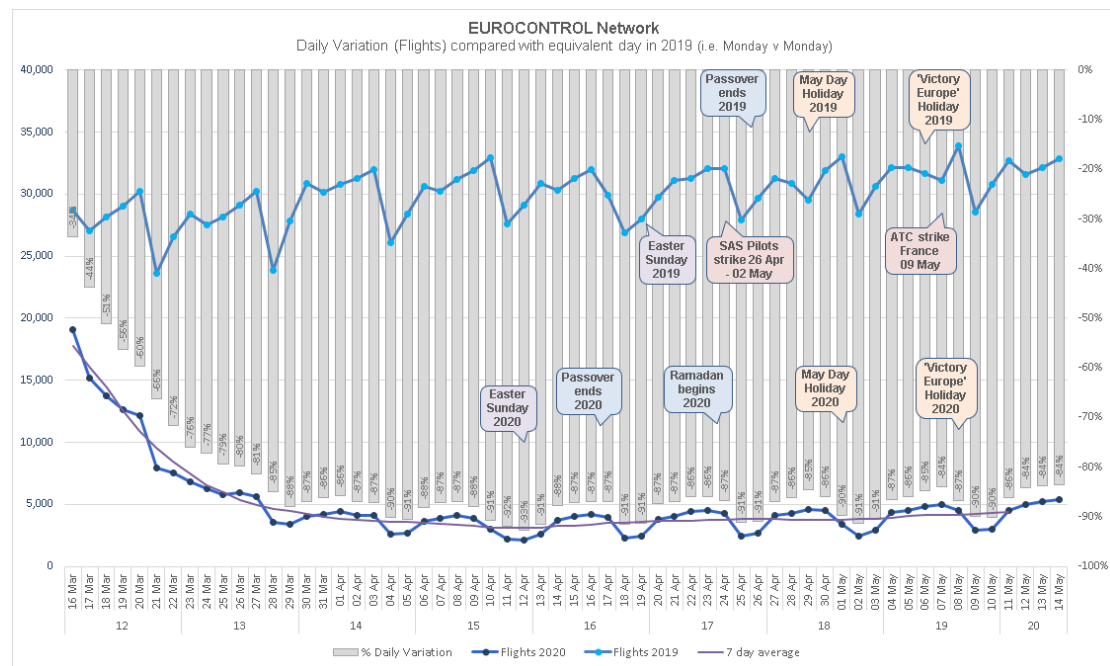
ACCs and airports are invited to plan for the higher traffic assumption to ensure sufficient resources available resulting into a close to zero ATFM delay in the network. The demand outlook will be updated on a weekly basis in line with the evolution of airline and airport data updates.



## 4 Overall Context and Operational Requirements

### 4.1 Challenges and Opportunities

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



The main challenges and opportunities for this NOP 2020 Recovery Plan are:

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

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

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

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

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

## 4.2 EACCC

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

Confidential information is considered in considerations of the traffic outlook but are not included in the publicly available summary.

This summary is updated on a weekly basis. This update is dated 15 May 2020, 0800 hrs UTC. The information on the COVID-19 related NOTAMs is updated daily in the COVID-19 NOTAM Summary published by the Network Manager on the Network Operations Portal – Headline News <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>.

Note:

Detailed information from EACCC State Focal Points may be found in the latest EACCC Pandemics Factsheet on <https://www.nm.eurocontrol.int/PORTAL/gateway/spec/index.html>

Legend –

[State] – **No** response to questionnaire received from EACCC State Focal Point

[State] – **No update** to questionnaire received from EACCC State Focal Point

[State] – **Update received** from EACCC State Focal Point

[State] – **Change** compared with previous version

State		Latest input on lifting restrictions	Until
ALBANIA	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - LAAA airport closed to all intl. flights, with exemptions granted for emergency, cargo, technical, repatriation, UN flights, HUM/MEDEVAC;	30 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
ARMENIA	Current situation	<b>PAX</b> – Foreign Pax forbidden to enter Armenia except for the once with permanent or temporary residence, are spouses or children of citizens of Armenia, employees of foreign diplomatic missions and consular institutions, representatives of international missions and organizations, Russian militaries who work in Armenia; All pax returning from the above countries must undergo 14 days quarantine; some exemptions granted; <b>FLIGHTS</b> - All scheduled international pax flights are prohibited;	13 June 2020  31 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
AUSTRIA	Current situation	<b>PAX</b> - Austrian, EEA/EU and Swiss citizens, their family, legal Austrian residents, on 14 days self-monitored home quarantine plus other requirements and exemptions; quarantine not required if a certificate not older than 4 days proving no infection with COVID-19 is provided. Third country nationals not allowed to enter Austria from outside Schengen area with exemptions; <b>FLIGHTS</b> – Flights between Austria and China/Iran/Italy/France/Switzerland/Spain/ United Kingdom/ The Netherlands/Ukraine/Russia are prohibited; exemptions granted for cargo, emergency, ambulance, ferry, repatriation flights, seasonal workers, health personnel	31 May 2020  22 May 2020
	Expected evolution	- Austrian, EEA/EU and Swiss citizens, their family, legal Austrian residents arriving by air, on 14 days self monitored home quarantine - third country nationals not allowed to enter Austria from outside Schengen area with exemptions; third country citizens entering Austria from the Schengen area to provide certificate proving no infection with COVID-19; exemptions applied for crews and other categories of passengers - identification and gathering of contact information of passengers having been to high risk areas (to be published at <a href="https://www.bmeia.gv.at/en/">https://www.bmeia.gv.at/en/</a> ) in the previous 14 days  Based on the recommendations of EC in respect of border closures/re-openings, hospitality, ... published on 13.05.2020 Austria will develop a lifting strategy for border closures (air, land and water) based on additional measurements. SOP was drafted already but has to be doublechecked with EC's recommendations and epidemiological situation within the next days in Austria, neighbouring countries (LIE, CH, DE, CZ, SK, HU, SI, IT), remaining MS and states around the world.  Lifting strategy to be defined	Next update
BELGIUM	Current situation	<b>PAX</b> – <b>FLIGHTS</b> - EBBR - Pax flights only allowed to operated btn 0800UTC and 1600UTC, exemptions given for ACFT in emerg, cargo flights, technical landing, HUM/MED/REP flights after coordination with airport authorities, UN flights, MIL flt; general aviation flights, PPR handling company required	31 May 2020
	Expected evolution	Lifting strategy to be defined	Next update

State		Latest input on lifting restrictions	Until
BOSNIA HERZEGOVINA	Current situation	<p><b>PAX</b> - Foreign Pax prohibited to enter Bosnia and Herzegovina with exemptions granted; All arriving pax and crew must complete a public health pax locator form (PLF);</p> <p><b>FLIGHTS</b> - International borders closed for all pax at international airports (LQSA, LQMO, LQBK, LQTZ) in Bosnia and Herzegovina; all international pax flights prohibited except transport of goods and mail, SAR, HUM, medical, tech landing, positioning acft for BH registered acft, emergency, flight calibration, technical without disembarkation, state, special purpose flights</p>	<p>31 May 2020</p> <p>31 May 2020</p>
	Expected evolution	Lifting strategy to be defined	Next update
BULGARIA	Current situation	<p><b>PAX</b> – Air operators are allowed to transport pax when transit to return to their country of origin for the following cases: EU citizens incl San Marino, Andorra, Monaco, Vatican and their family members; Non-EU citizens authorized to travel transit to an EU country for long period, incl San Marino, Andorra, Monaco, Vatican and their family members; Citizens of Serbia, North Macedonia, Montenegro, Turkey;</p> <p>Entry to Bulgaria prohibited to all persons regardless of nationality, except for Bulgarian citizens and their family members, permanent or long-term residents and their family members, medical staff, crews, foreign officials, military and humanitarian workers, citizens of EU States, including San Marino, Andorra, Monaco, Vatican and third country nationals directly involved in critical projects in Bulgaria, seasonal agricultural, tourism and frontier workers.</p> <p>All persons shall be placed on 14 days quarantine except for medical staff, crew, foreign officials. Border workers also exempted provided that they declare no symptoms or no contact with persons with symptoms over the last 14 days.</p> <p><b>FLIGHTS</b> -</p>	14 June 2020
	Expected evolution	<p>- There are no longer restrictions on regional travel within Bulgaria.</p> <p>- Green corridors are established to facilitate the goods supply chains, medical care and other essential travels.</p> <p>Lifting strategy to be defined</p>	Next update
CROATIA	Current situation	<p><b>PAX</b> - Border crossing allowed for all Croatian citizens, return to domicile states allowed for all EU and UK nationals, Schengen and Schengen associated States citizens, their family members, as well as long term third country citizens; for business, economic and other reasons exemptions granted with observance of national requirements.</p> <p><b>FLIGHTS</b> -</p>	18 May 2020
	Expected evolution	<p><b>Airline restrictions</b> - According to the official recommendations published by the Croatian Institute of Public Health on 10-05-20 passengers and staff need to be informed on their obligation to maintain hygienic measures in force.</p> <p>Physical distancing in the cabin should be observed and the passengers seated in such a way, depending on the booking conditions, which allows for the most physical distancing possible. Family members are exempt from this.</p> <p>Reducing physical contact between passengers and staff is also recommended – in-flight service shall be greatly reduced, staggered boarding procedures will allow for a more controlled entry into the aircraft hence controlling possible exposures.</p> <p>Frequent cleaning and airing out of aircraft after each flight, disinfection after every day.</p> <p>Wearing of face masks inside the aircraft is also recommended (although some carriers require the use of face masks as a condition to board the aircraft).</p>	Next update

State		Latest input on lifting restrictions	Until
		Limiting carry on baggage will also facilitate the boarding procedure are reduce contact between passengers and staff.	
CYPRUS	Current situation	<b>PAX - FLIGHTS</b> - All flights between Cyprus and EU including Iceland, Lichtenstein, Norway, Switzerland are prohibited; exceptions granted for cargo, emergency, ferry; humanitarian, ambulance, repatriation flights or other urgent flights only with prior permission;	28 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
CZECH REPUBLIC	Current situation	<b>PAX - FLIGHTS</b> - International pax flights to/from Czech Rep allowed only to Prague (LKPR) airport; International commercial pax flights to/from Czech Rep allowed only to Prague (LKPR) airport, including Schengen, border control applied; exemption for cargo, ferry flights, SAR, firefighting, medical, repatriation, positioning, technical	17 May 2020
	Expected evolution	<p><b>National travel restrictions</b> - As of 14 April, travelling abroad for „essential activities“ is allowed. Each trip will be followed by 14 days of obligatory quarantine after arrival; Lifting strategy to be defined; The Czech Government lifted a ban on Czech citizens travelling abroad for reasons other than work following an improvement in conditions of the coronavirus outbreak.</p> <p>As of 24 April, it is possible to travel abroad, even for a holiday. But when anyone returns, this person has to be COVID-negative, with proof by a test, or go into a two-week quarantine.</p> <p><b>Quarantine</b> - Mandatory quarantine for patients with COVID-19 and possibly for returnees lasts 14 days.</p> <p>As of 24 April, the Government of the Czech Republic lifted the ban on the free movement of people as well as travelling abroad.</p> <p><b>International Travel Restrictions</b> - as of 14 April, travelling abroad for „essential activities“ is allowed; This includes business trips, assembly of a production facility, visit to a doctor or a relative. Each trip will be followed by 14 days of obligatory quarantine after arrival (this does not apply to healthcare workers, social services and critical infrastructure workers and rescuers).</p> <p>Effective from April 27th, 2020 (0:00) possibilities for entry of the European Union citizens (as well as the Schengen area and United Kingdom citizens) to the Czech Republic have been extended. It will be possible to arrive also for the purpose of documented economic and educational activities after presentation of PCR testing results in the Ministry of the Interior's form. The test at entry must not be older than four days.</p> <p>Since 11 May 2020, seasonal employees, key employees (e.g. scientists) and employees in the field of health care and social services will be able to come to the Czech Republic. However, their entry is subject to a negative test for SARS-CoV-2, which they must present at the border crossing point.</p> <p>Since 11 May 2020, flights from Amsterdam and Düsseldorf, which were cancelled for several weeks due to the pandemic, are operated again to Vaclav Havel Airport Prague.</p> <p><b>Lifting strategy</b> According to the Minister of Health, tourism could be allowed in the coming months to countries where the epidemic situation is comparable to that in the Czech Republic.</p> <p>Since 11 May railway and bus carriers may transport passengers across the borders.</p>	Next update
DENMARK	Current situation	<b>PAX</b> - Non-Danish citizens will not be allowed to enter the country unless they have clear reason; observe new entry requirements at: <a href="https://politi.dk/en/coronavirus-in-denmark/if-you-are-travelling-to-and-from-denmark">https://politi.dk/en/coronavirus-in-denmark/if-you-are-travelling-to-and-from-denmark</a>	31 May 2020

State		Latest input on lifting restrictions	Until
		<b>FLIGHTS</b> - Foreign training military flights prohibited in Danish military installations, exemptions granted with special request;	04 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
<b>ESTONIA</b>	Current situation	<b>PAX</b> - Foreign pax not allowed to enter Estonia with some exemptions; transit allowed provided no COVID-19 symptoms; <b>FLIGHTS</b> -	17 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
<b>FINLAND</b>	Current situation	<b>PAX</b> - <b>FLIGHTS</b> - All international flights prohibited from 21:00 UTC on 11 May 2020 to 20:59 UTC on 13 May 2020 (from 21:00 UTC on 13 May 2020 to 20:59 UTC on 27 May 2020) exemptions granted for cargo flights (at some airports), returning flights for Finnish citizens (at some airports), state, SAR, firefighting, medical, overflights; provisions for pax returning from Finland; additional flight approval procedures	27 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
<b>FRANCE</b>	Current situation	<b>PAX</b> - Foreign pax not allowed to enter France except citizens and their spouses or children from EU or assimilated countries; exemptions also for citizens who have long term resident permits/visas in France and EU and who return home; other exemptions granted <b>FLIGHTS</b> -	20 May 2020
	Expected evolution	On 28. April, the French Prime minister presented to the National Assembly the government strategy for progressive relaxation of containment measures after 11. May. It includes the following measures : - Alleviation of movement restrictions on the territory for distances below 100 km, relaxation measures being adapted to the epidemic situation of each department - Increase of frequencies for urban transports, with capacity limitations to ensure minimum social distancing and mandatory wearing of a face mask. - Travels further than 100 km will still be limited to compelling family of professional reasons, and will require the carrying of a travel certificate. - All shops may reopen, excepted bars and restaurants. Shops will have to manage client flow to ensure social distancing, and may restrict access to clients carrying a mask. - Sanitary measures will also be implemented in airports and airplanes (passenger flow management, wearing of masks...)	Next update
<b>GEORGIA</b>	Current situation	<b>PAX</b> - Restrictions for all foreign pax, exemptions granted for nationals of Georgia and other categories; any person entering the country will go in 14 days quarantine, airlines are obliged to return home people with denied entry; crew requirements; <b>FLIGHTS</b> - International scheduled flights to/from Georgia prohibited; exemptions granted for ferry flt, cargo, governmental flt, ambulance, emergency landings, technical stop, aerial works, search and rescue operations	30 June 2020  30 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
<b>GERMANY</b>	Current situation	<b>PAX</b> - All Non-EU nationals are prohibited to enter Germany for non-essential travel; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted;	15 May 2020

State		Latest input on lifting restrictions	Until
		All pax flying to the German State of Berlin and State of Brandenburg quarantined, other health rules requirements; regulations do not apply to crew <b>FLIGHTS</b> - Flights from Iran prohibited to land in Germany;	05 June 2020
	Expected evolution	Lifting strategy to be defined	28 June 2020 Next update
GREECE	Current situation	<b>PAX</b> - All pax arriving from Non-EU countries are prohibited to enter Greece; some exemptions granted All pax arriving from all countries quarantined for 14 days; exemptions granted <b>FLIGHTS</b> - Commercial Flights between Albania/ North Macedonia/ Turkey and Greece are prohibited with exemptions granted for: repatriation, state, cargo, ferry, humanitarian, sanitary, emergency, FRONTEX, technical without pax disembarking, firefighting, military;  Commercial Flights between Italy/ Netherlands/Spain/UK and Greece are prohibited with exemptions granted for: repatriation, state, cargo, ferry, humanitarian, sanitary, emergency, FRONTEX, technical without pax disembarking, firefighting, military;  All GA and charter flights (airplanes and helicopters) within Athina FIR operating domestic from/to any airports, airfields, heliports and provisional landing fields are prohibited. exempted are: sanitary, police, SAR, state, military, FRONTEX, technical inspection flights, flights related to the function of the state.	31 May 2020 17 May 2020 14 June 2020  31 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
HUNGARY	Current situation	<b>PAX</b> - Arrival at Hungarian airports allowed only for Hungarian citizens, EEA citizens with permanent residence permit; citizens of Czech Republic, Poland, South Korea, Germany, Austria, Slovakia allowed for business purposes in accordance with relevant Hungarian legislation; other limited exemptions with PPR for neighbouring states citizens and humanitarian transit <b>FLIGHTS</b> -	17 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
ICELAND	Current situation	<b>PAX</b> - All pax arriving from a high-risk area are requested to quarantine for 14 days exceptions for transit pax; <b>FLIGHTS</b> -	15 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
IRELAND	Current situation	<b>PAX</b> - The Irish Government is advising against all non-essential travel overseas. This includes Great Britain but does not apply to Northern Ireland; <b>FLIGHTS</b> -	Next update
	Expected evolution	<b>ROADMAP FOR REOPENING SOCIETY AND BUSINESS</b> The Irish Government has published a Roadmap for Reopening Society and Business to ease the COVID 19 restrictions and reopen Ireland's economy and society in a phased manner. There are 5 phases in the Roadmap to ease restrictions commencing 18th May 2020. Each phase consists of a menu of options will be considered by Government as it gradually opens up economic and social activities. Phase 1 (18 May) <ul style="list-style-type: none"> <li>Allow outdoor meetings between people from different households</li> <li>Open up childcare for healthcare workers</li> <li>Phased return of outdoor workers</li> </ul>	Next update



State		Latest input on lifting restrictions	Until
		<ul style="list-style-type: none"> <li>Open retailers which are primarily outdoor or those which were open during first level of restriction</li> <li>Opening of certain outdoor public amenities</li> </ul> <p>Phase 2 (8 June)</p> <ul style="list-style-type: none"> <li>Allow visits to households</li> <li>Develop plans and supports to open up business with consideration for safety of staff and customers</li> <li>Open small retail outlets and marts where social distancing can be observed</li> <li>Open public libraries</li> </ul> <p>Phase 3 (29 June)</p> <ul style="list-style-type: none"> <li>Allow small social gatherings</li> <li>Opening of crèches, childminders and pre-schools for children of essential workers in phased manner</li> <li>Return to work for those with low levels of interaction</li> <li>Open non-essential retail outlets with street level entrance and exit</li> <li>Open playgrounds</li> </ul> <p>Phase 4 (20 July)</p> <ul style="list-style-type: none"> <li>Opening of crèches, childminders and pre-schools for children of all other workers on a gradually increasing basis</li> <li>Return to work for those who cannot work from home</li> <li>Gradual easing of restrictions for higher risk services</li> <li>Opening of museums, galleries, places of worship</li> </ul> <p>Phase 5 (10 August)</p> <ul style="list-style-type: none"> <li>Allow larger social gatherings</li> <li>Return to work across all sectors</li> <li>On a phased basis, commencing at the beginning of the academic year 2020/2021, opening of primary and secondary schools and third level institutions</li> <li>Further easing of restrictions on high risk retail services</li> </ul> <p>The Roadmap also sets out a framework for future decision making, which will at all times be underpinned by public health advice. The government will regularly assess the following criteria as we seek to keep the level of transmission low while gradually restarting our economy:</p> <ul style="list-style-type: none"> <li>the latest data regarding the progression of the disease</li> <li>the capacity of the health service</li> <li>the capacity of the testing and tracing system</li> <li>the measures in place to protect vulnerable groups</li> <li>an assessment of the impact of excess morbidity and mortality as a consequence of the restrictions</li> </ul> <p>For the latest information consult <a href="https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/">https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/</a> or <a href="http://www.hse.ie">www.hse.ie</a></p>	
ISRAEL	Current situation	<p><b>PAX</b> - Pax from any other countries except Israel are prohibited to enter the country; exemptions granted; crew members restrictions;</p> <p><b>FLIGHTS</b> - All international flights arriving to Israel permitted to land only at Tel Aviv Ben Gurion airport.</p>	<p>31 May 2020</p> <p>31 May 2020</p>
	Expected evolution	Lifting strategy to be defined	Next update
ITALY	Current situation	<p><b>PAX</b> - All pax prohibited to enter Schengen area till 17/05/2020; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted; All pax entering Italy by air must check the entry conditions; all pax with some exemptions remain in trustworthy location for 14 days;</p> <p><b>FLIGHTS</b> -</p>	17 May 2020
	Expected evolution	Lifting strategy to be defined	Next update



State		Latest input on lifting restrictions	Until
LATVIA	Current situation	<b>PAX</b> - Mandatory isolation for arriving pax <b>FLIGHTS</b> - International pax flights to/from Latvia prohibited with exemptions requiring pre-approval	09 June 2020 09 June 2020
	Expected evolution	Current criteria proposed by the Ministry of Health is "4x4" approach, which means that during a period of 4 weeks, 4 criteria would be monitored to make decisions about any changes in the restrictions 1) epidemiological situation (if there are any hot spots, number of deaths and number of sick people), 2) ability of the health system to deal with the pressure, 3) situation in other other states 4) safety and security of the society, ability to control public events and psychological welfare of the society. Latvian government plans to review the restrictions next week, in May 7th.	Next update
LITHUANIA	Current situation	<b>PAX</b> - Pax returning subject to 14 days isolation except Lithuanian and Polish citizens for work, study or business purposes, Lithuanian; other exemptions and requirements; updated rules for transit <b>FLIGHTS</b> - Individual permission required for pax flights	31 May 2020 31 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
LUXEMBOURG	Current situation	<b>PAX</b> - <b>FLIGHTS</b> -	
	Expected evolution	Lifting strategy to be defined	Next update
MALTA	Current situation	<b>PAX</b> - All pax to/from Malta to/from all countries prohibited; exemptions granted to cargo, ferry, humanitarian and repatriation flights; other exemptions granted <b>FLIGHTS</b> -	31 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
MOLDOVA	Current situation	<b>PAX</b> - Foreign pax not allowed, except for Moldavian citizens; other exemptions granted <b>FLIGHTS</b> - All scheduled and regular charter flights to/from Moldova prohibited; no exemptions granted;	15 May 2020 15 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
MONACO	Current situation	<b>PAX</b> – <b>FLIGHTS</b> -	Next update
	Expected evolution	No input received from EACCC State Focal Point	Next update
MONTENEGRO	Current situation	<b>PAX</b> - All foreign nationals except those with temporary or permanent residence are prohibited to enter Montenegro; 14 days of self-isolation mandatory for all pax arriving from abroad; <b>FLIGHTS</b> - All international flights with the purpose of public transport of passengers prohibited; exemptions granted	15 June 2020 31 May 2020
	Expected evolution	Suspension of public transport of passengers in international air traffic is currently valid until 1 June 2020. Its extension is however possible depending on epidemic situation. Lifting strategy to be defined	Next update
MOROCCO	Current situation	<b>PAX</b> – <b>FLIGHTS</b> - All international flights to/from Morocco prohibited; with exceptions granted for over flights and cargo. All private flights to/from Morocco prohibited; VIP flights required authorization	31 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
NETHERLANDS	Current situation	<b>PAX</b> - All pax coming from high risk areas must stay 14days in quarantine and some other restrictions and measures;	1 June 2020

State		Latest input on lifting restrictions	Until
		All Non-Schengen nationals are prohibited to enter Netherlands; exemptions granted to EU nationals and Schengen associated states citizens and their families for returning home, long term residents, other travellers with essential functions or needs <b>FLIGHTS -</b>	15 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
NORTH MACEDONIA	Current situation	<b>PAX</b> – Foreign pax not allowed to enter North Macedonia with some exemptions; <b>FLIGHTS -</b>	16 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
NORWAY	Current situation	<b>PAX</b> - Foreign pax not allowed to enter the country, except for residents of Norway, EEA citizens, family members who reside in Norway; airports open for international flights enabling people leaving Norway; Pax travelling from abroad will be returned to origin or quarantined for 14 days with exemptions granted <b>FLIGHTS -</b>	15 June 2020
	Expected evolution	<b>Airline requirements</b> - 28.04.2020 Norwegian Health Authorities published guidance material for aviation in order to contain infection protection in aviation. Focus especially on distance and protection equipment. Recommended to have one empty seat or aisle between passengers. Facial mask are not recommended for others than people who are infected. Cleaning measures. The seat capacity for the airlines will only be 50-67% because of the distance recommendation Lifting strategy to be defined	Next update
POLAND	Current situation	<b>PAX -</b> <b>FLIGHTS -</b> Flight ban for all international and national pax flights with exemptions granted for cargo, empty flights, HOSP, HUM, HEAD and other urgent medical flights, protect public order; flights chartered by tour operators, prime minister, natural or legal person for flights up to 15 pax; only citizens of Poland, their families, foreigners with Pole card, with permanent residents cards, diplomats and their families and other exemptions are allowed to enter Poland	23 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
PORTUGAL	Current situation	<b>PAX</b> – All military flights, crew and pax scheduled to LPLA isolated 14 days within the confines of a Portuguese airspace; stopover time limited to crew rest	01 June 2020
		<b>FLIGHTS</b> - Flights between Portugal and Spain are prohibited with exemptions for State, emergency, HEAD, hosp/MEDEVAC, firefighting, HUM/repatriation, UN, technical stopovers for non-commercial purposes, cargo/mail, ferry, technical Idg where pax do not disembark; Flights from/to Non-EU prohibited. Exempted are Iceland, Norway, Switzerland, Angola, Cape Verde, Guinea-Bissau, Mozambique, Sao Tome and Principe, Canada, South Africa, United Kingdom, USA, Venezuela, Brazil, Brazil – Sao Paulo and Rio de Janeiro; other exemptions granted for repatriation, Head of State, cargo, mail, HOSP, HUM, MEDEVA, tech stopovers non-commercial purposes; Flights between Portugal and Italy are prohibited with exemptions for State, emergency, HEAD, hosp/MEDEVAC, firefighting, HUM/repatriation, UN, technical stopovers for non-commercial	14 June 2020
			14 June 2020
			19 May 2020

State		Latest input on lifting restrictions	Until
		purposes, cargo/mail, ferry, technical ldg where pax do not disembark;	
	Expected evolution	No input received from EACCC State Focal Point	Next update
ROMANIA	Current situation	<p><b>PAX</b> - All asymptomatic people coming from countries with over 500 confirmed COVID-19 cases will be quarantined; All foreign pax not allowed to enter Romania, exemptions granted as follows: family members of Romanian citizens and of EU citizens, EEA citizen and Switzerland residing in Romania, long term Romanian residents; other exemptions granted; All pax entering Romania will be isolated into quarantine or self-isolation in their residence;</p> <p><b>FLIGHTS</b> - Flights between Austria, Belgium, Iran, Netherlands, Switzerland, France, Germany, Iran, Italy, Spain, Turkey, UK, USA, and Romania are prohibited- exemptions granted for State, cargo, mail, HUM, medical, SAR, emergency situations, non-commercial tech, ferry, maintenance flights; AOs allowed to perform charter flights with seasonal workers and repatriation citizens from Romania to any other states subject to approval by countries of destination. These provisions do not apply to health and social assistance workers; Rules to obtain permissions for charter flights transporting seasonal workers and repatriation of Romanian citizens</p>	<p>14 May 2020</p> <p>28 May 2020</p>
	Expected evolution	Lifting strategy to be defined	Next update
SERBIA	Current situation	<p><b>PAX</b> - Foreign pax allowed to enter Serbia if they hold negative PCR test not older than 72h, issued by national reference laboratory of the state they are coming from; different measures applied for transit pax; Serbian citizens and foreign nationals with granted temporary stay or permanent residence should follow 14 days home quarantine or other measure of health control, please consult the list with exact measures published by the state; some exceptions granted;</p> <p><b>FLIGHTS</b> -</p>	13 June 2020
	Expected evolution	<p>Outlook for the second decade of May 2020:</p> <ul style="list-style-type: none"> <li>- In next 10 days it is to expect to have more defined details on exit strategy, unless some unexpected and unwilling development of the situation occurs.</li> <li>- Exit strategy is created according to the advices of the State COVID-19 Medical Crisis Cell and the Government decisions.</li> <li>- Present conditions and restrictions on flying are given in NOTAMs.</li> <li>- Of course, international bodies' recommendations are expected every day and Serbia will harmonize all conditions of exit strategy with them.</li> <li>- Exit strategy will be in correlation to the measures of other states exit strategy, too.</li> <li>- Deadlines will be according to the final coordinated version of the exit strategy.</li> </ul> <p>Lifting strategy to be defined</p>	Next update
SLOVAKIA	Current situation	<p><b>PAX</b> -</p> <p><b>FLIGHTS</b> - All international flights to/from Slovakia are prohibited; exemptions granted for cargo, postal flights, search and rescue missions, firefighting, emergencies without possibility of disembarking, HUM/MED, technical and positioning flights of aircraft, repatriation flights with pax with Slovak citizenship;</p>	28 May 2020
	Expected evolution	<p><b>National strategy</b> - State plan/strategy mostly concerns general de-escalations strategy, international transport (including aviation) is expected in or after the last phase of the strategy (4/4). The first phase was launched on 22.04, each phase was supposed to take place 2 weeks after each other. however because of the significant</p>	Next update

Page Validity Date: 15-05-2020

State		Latest input on lifting restrictions	Until
		has been determined by EASA to be a High Risk Area for Covid-19 transmission.	
	Expected evolution	A recovery plan is being developed within the agency. Some airlines have also started to develop recovery plans. This information will be disseminated on 15 June 2020.	Next update
SWITZERLAND	Current situation	<b>PAX</b> - Foreign Pax not allowed to enter Switzerland; exemptions granted to permanent residents, nationals or residents of Lichtenstein, transit pax travelling to a country where travel is permitted, crews, persons of importance in the health sector <b>FLIGHTS</b> - Flights carrying passengers from abroad shall be directed to the national airports at Zurich-Kloten, Geneva-Cointrin and Basel-Mulhouse. Passenger flights from abroad to other Swiss customs aerodromes are suspended. Cargo and aerial work flights, maintenance check flights and air-ambulance flights are not regarded as passenger flights.	13 June 2020  Next update
	Expected evolution	Lifting strategy to be defined.	Next update
TURKEY	Current situation	<b>PAX</b> – Pax from Austria, Belgium, China, Denmark, France, Germany, Iran, Iraq, Italy, Korea, Netherlands, Norway, Spain, Sweden, United Kingdom, Switzerland, Saudi Arabia, Egypt, Ireland, UAE, Algeria, Angola, Bangladesh, Cameroon, Canada, Chad, Colombia, Czech, Djibouti, Dominican Republic, Ecuador, Equatorial Guinea, Finland, Guatemala, Hungary, India, Ivory Coast, Jordan, Kazakhstan, Kenya, Kosovo, Kuwait, Latvia, Lebanon, Mauritania, Moldova, Mongolia, Montenegro, Morocco, Nepal, Panama, Niger, North Macedonia, Peru, Philippines, Poland, Portugal, Slovenia, Sri Lanka, Sudan, Oman, Taiwan, TRNC, Ukraine, Tunisia, Uzbekistan not allowed to LTAG airport; exemptions granted; <b>FLIGHTS</b> - All flights from Austria, Belgium, China, Denmark, France, Germany, Iran, Iraq, Italy, Korea, Netherlands, Norway, Spain, Sweden, United Kingdom, Switzerland, Saudi Arabia, Egypt, Ireland, UAE, Algeria, Angola, Bangladesh, Cameroon, Canada, Chad, Colombia, Czech, Djibouti, Dominican Republic, Ecuador, Equatorial Guinea, Finland, Guatemala, Hungary, India, Ivory Coast, Jordan, Kazakhstan, Kenya, Kosovo, Kuwait, Latvia, Lebanon, Mauritania, Moldova, Mongolia, Montenegro, Morocco, Nepal, Panama, Niger, North Macedonia, Peru, Philippines, Poland, Portugal, Slovenia, Sri Lanka, Sudan, Oman, Taiwan, TRNC, Ukraine, Tunisia, Uzbekistan not allowed to land at LTAG airport; exemptions granted; inbound medical screening procedure, all acft must contact 39 ABW CMD post NLT 3 HR prior arrival to facilitate med screening;	25 June 2020  25 June 2020
	Expected evolution	Lifting strategy to be defined.	Next update
UKRAINE	Current situation	<b>PAX</b> - Foreign pax not allowed to enter the country, except for residents of Ukraine and other categories; exemptions granted; checkpoints for international pax are closed, with exemptions granted; <b>FLIGHTS</b> - Prohibited are: arriving and departing flights transporting tourists; pax flights except the ones arriving at Boryspil int airport or via Lviv int airport, some exceptions granted;	22 May 2020  22 May 2020
	Expected evolution	Lifting strategy to be defined.	Next update
UNITED KINGDOM	Current situation	<b>PAX</b> - <b>FLIGHTS</b> -	Next update
	Expected evolution	Lifting strategy to be defined	Next update

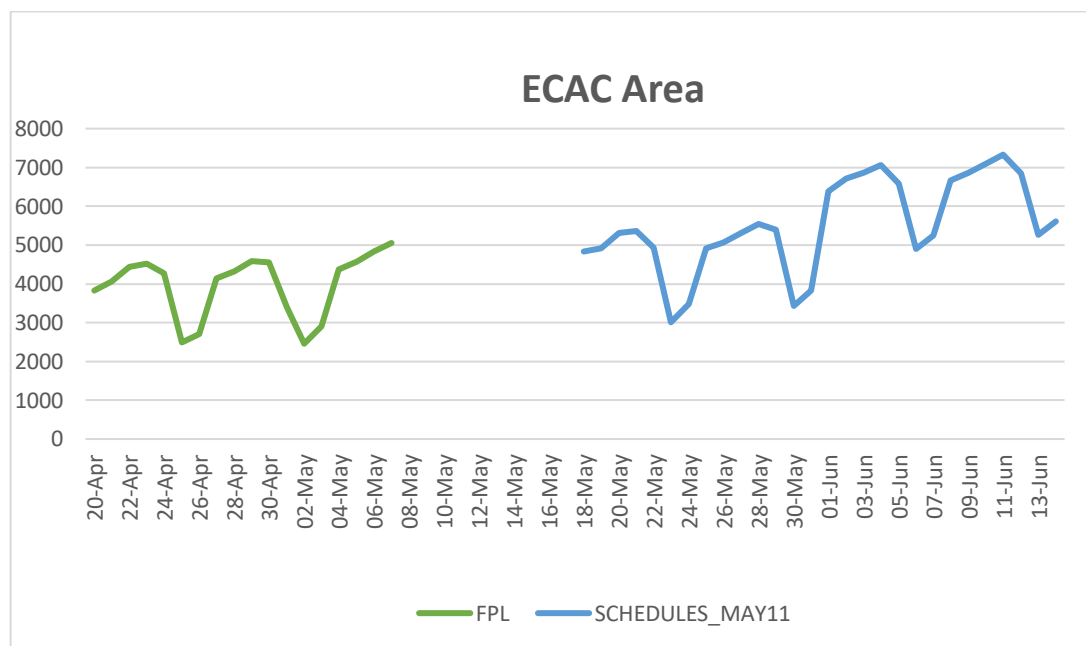
### 4.3 COVID-19 Related NOTAMs

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

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

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

### 4.4 Network Traffic Outlook



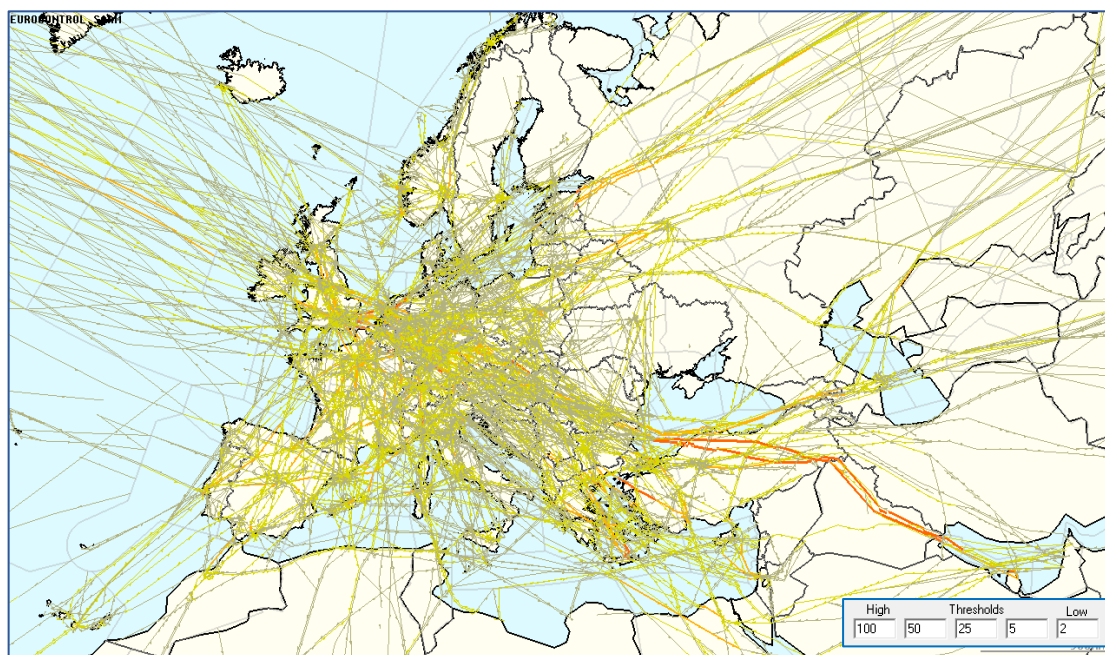
The network traffic outlook as predicted based on airport slots and airline schedules available to Eurocontrol through various databases demonstrates a traffic growth during the month of June which confirms that the airline behaviour will depend heavily on the states policies. The traffic sample used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

Based on the assumption that the states may relieve travel restrictions and the airlines which are on standby start operating the backlog of flights listed in their schedules, **the network traffic is expected to reach up to 7.500 flights, with a trend towards 8000 flights to be confirmed in future editions, during the first half of June 2020.**

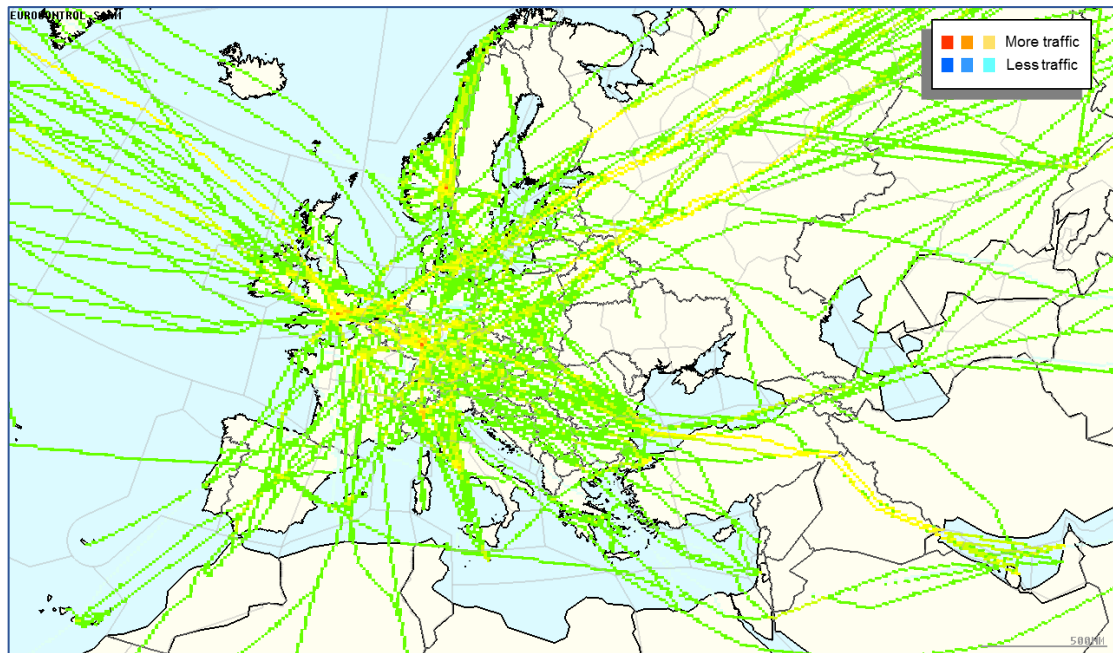
Due to the volatile environment in which airlines operate, many of them have either provisional schedules or summer schedules updated only until end of May. The confidence interval for the last two weeks of the traffic outlook is therefore wider than the nearer dates. Readers of this report are invited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

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



**Network traffic flow density****One day traffic: WED 27.05.2020****One day traffic: WED 10.06.2020**

The map below presents the expected changes in traffic between 27 May and 10 Jun.

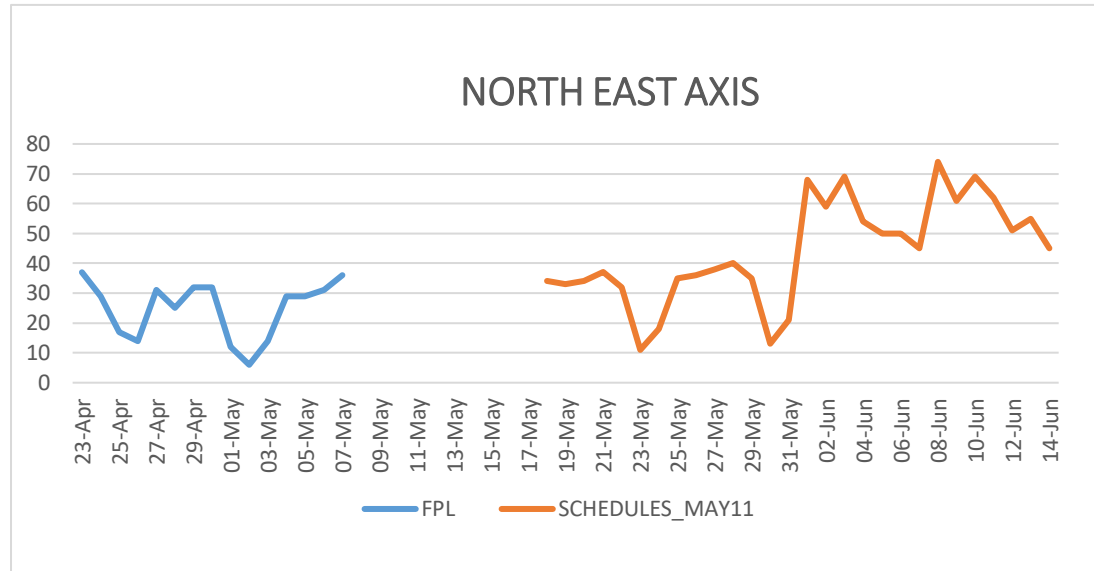




## Major flows in NM area

### NORTH EAST AXIS

NE Axis traffic is expected to increase during June. The few flights that are currently operated may increase towards the end of the traffic sample period. This is linked to provisional schedules for holiday destinations.

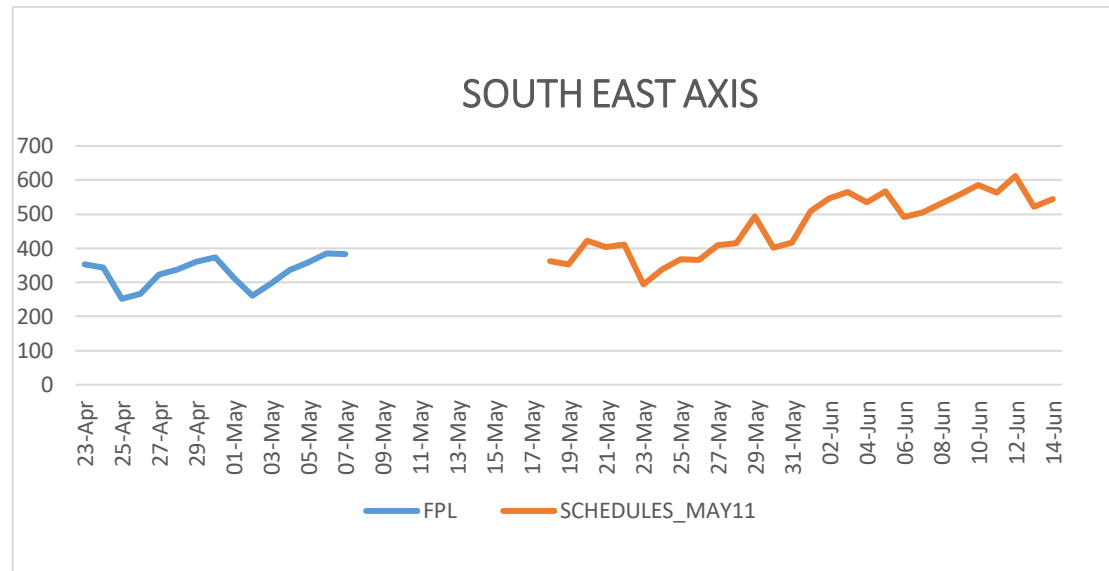


### **CURRENT DENSITY**



## **SOUTH EAST AXIS**

South East Axis June schedules show that several carriers keep holiday destination schedules in place for the moment. Major carriers of this axis had announced that they would resume operations for Balkan destinations during the second half of May. Some of these schedules have been delayed to June.



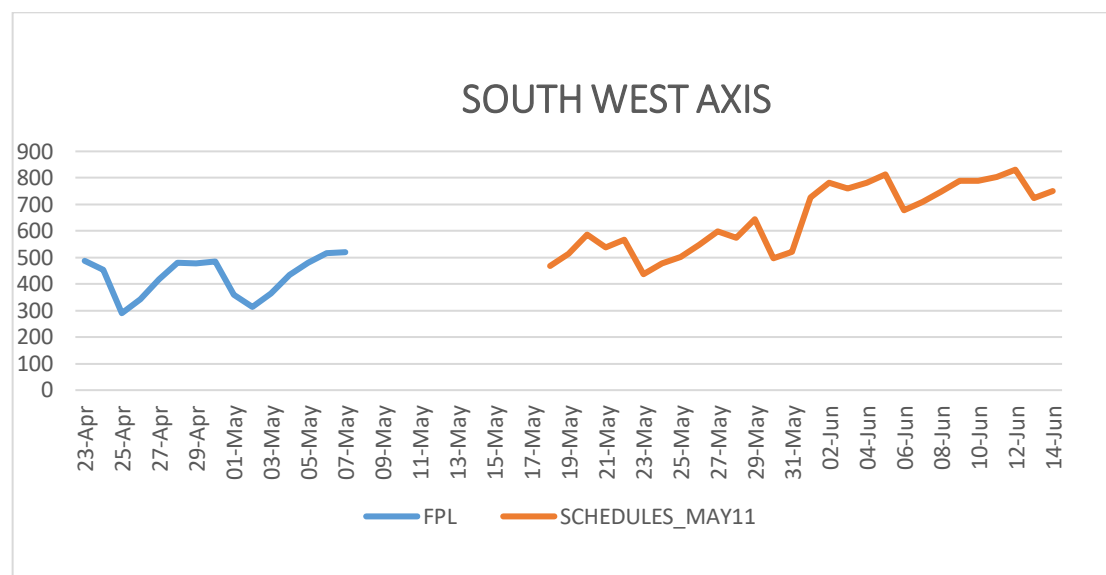
## **CURRENT DENSITY**



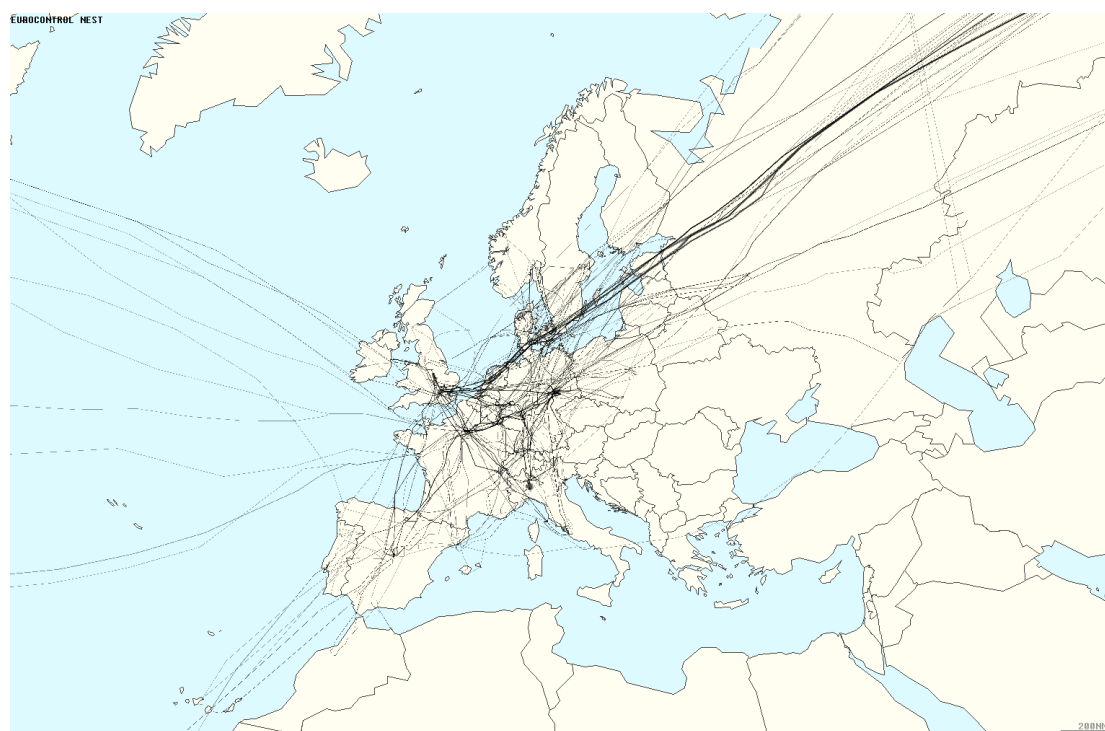
**27TH MAY WEDNESDAY****10TH JUNE WEDNESDAY**

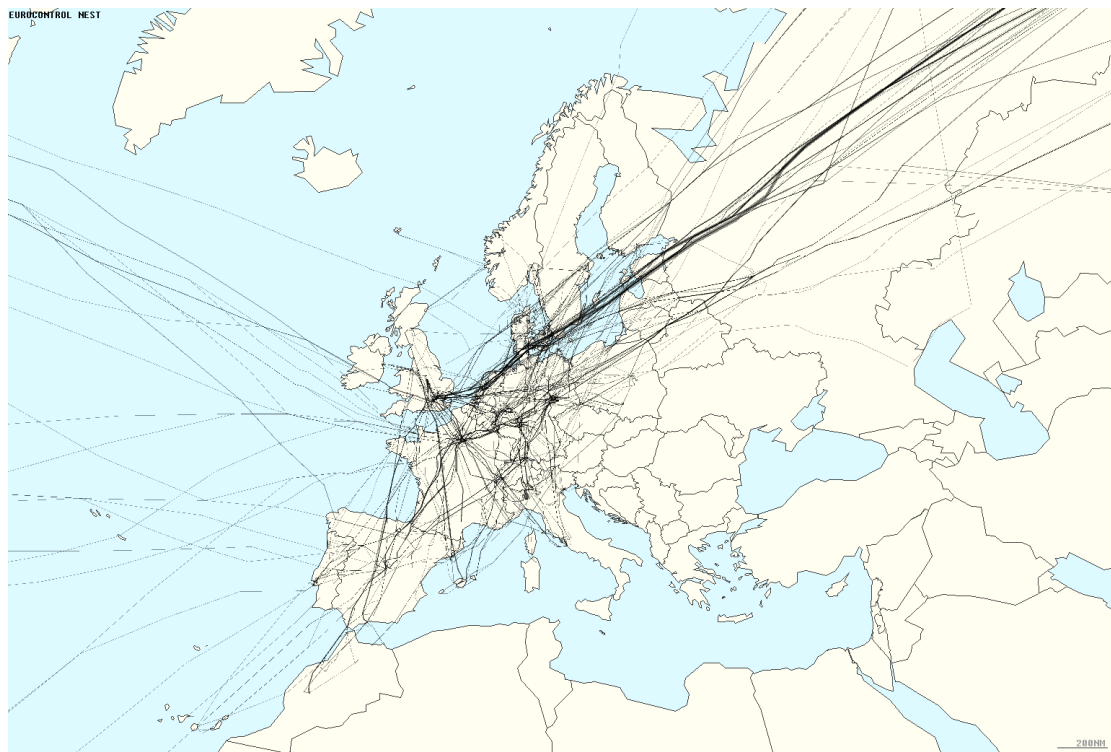
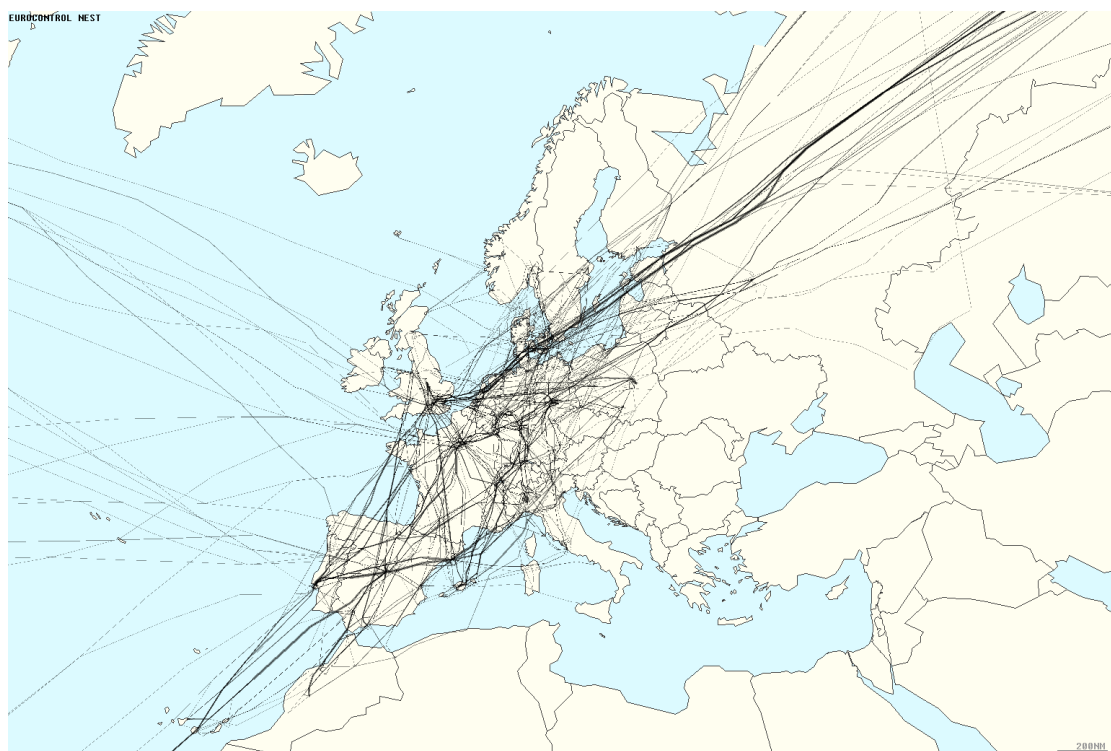
## **SOUTH WEST AXIS**

In terms of absolute number of flights, South West Axis schedules demonstrate a bigger growth than the other flows. The sudden growth in SW axis schedules can be explained by the fact that the aircraft operators of this axis expect some restrictions might be released in June. Major carriers of this flow have announced that they will resume operations in June. ACCs are invited to take note of the possible growth observed in schedule data.



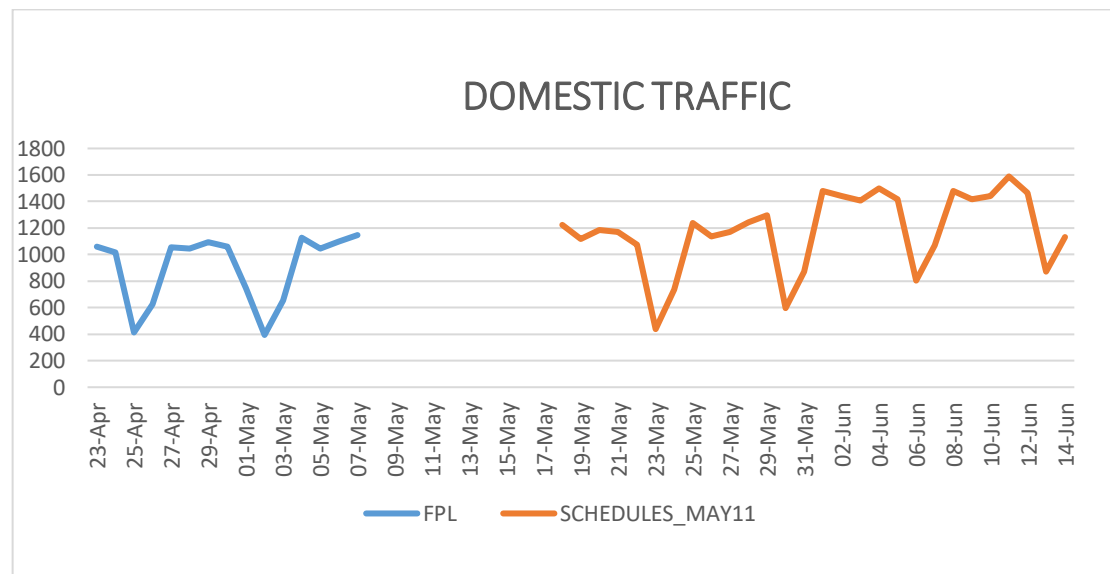
## **CURRENT DENSITY**



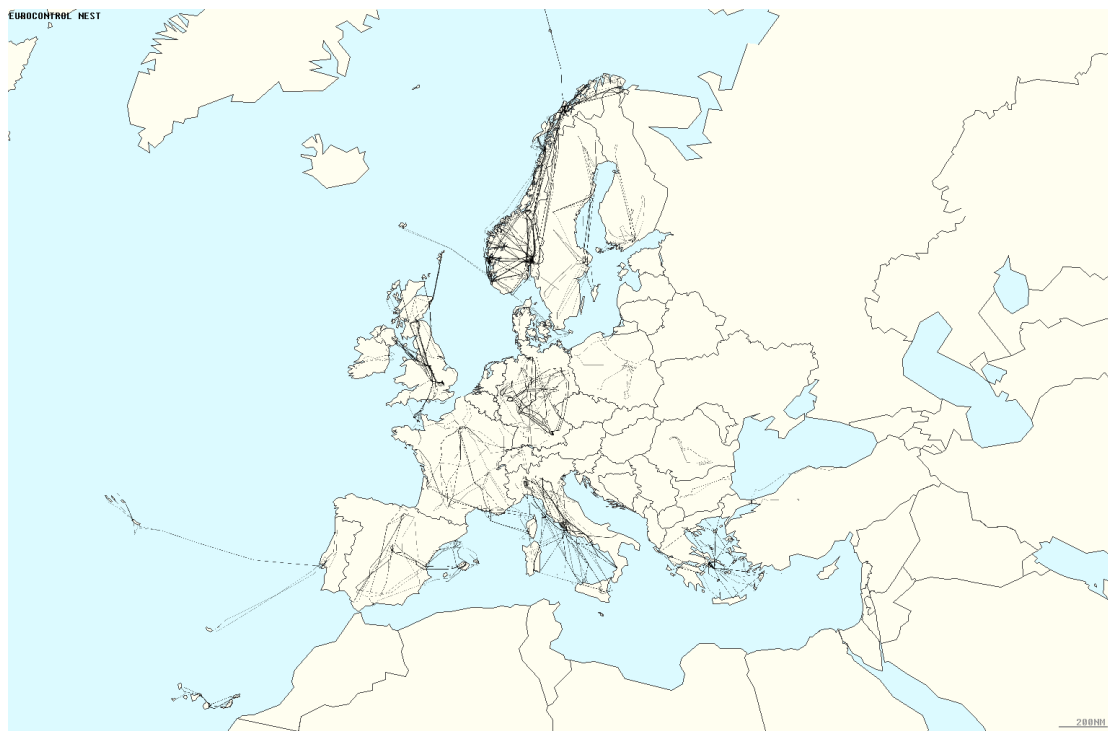
**27TH MAY WEDNESDAY****10TH JUNE WEDNESDAY**

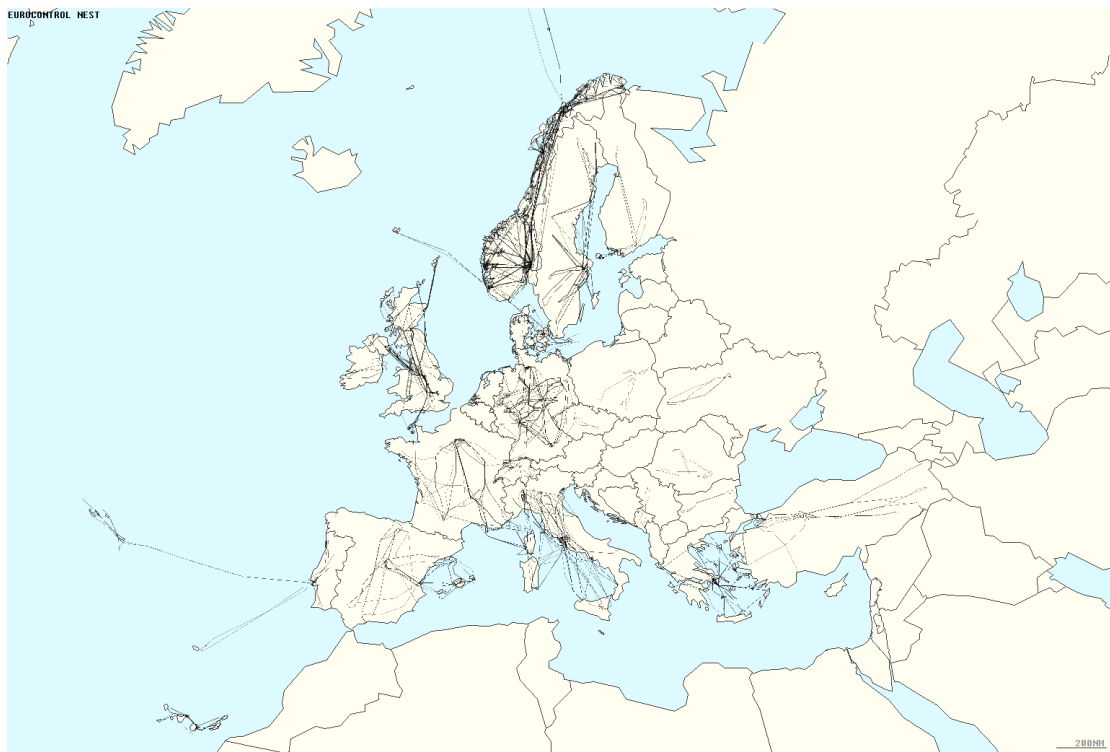
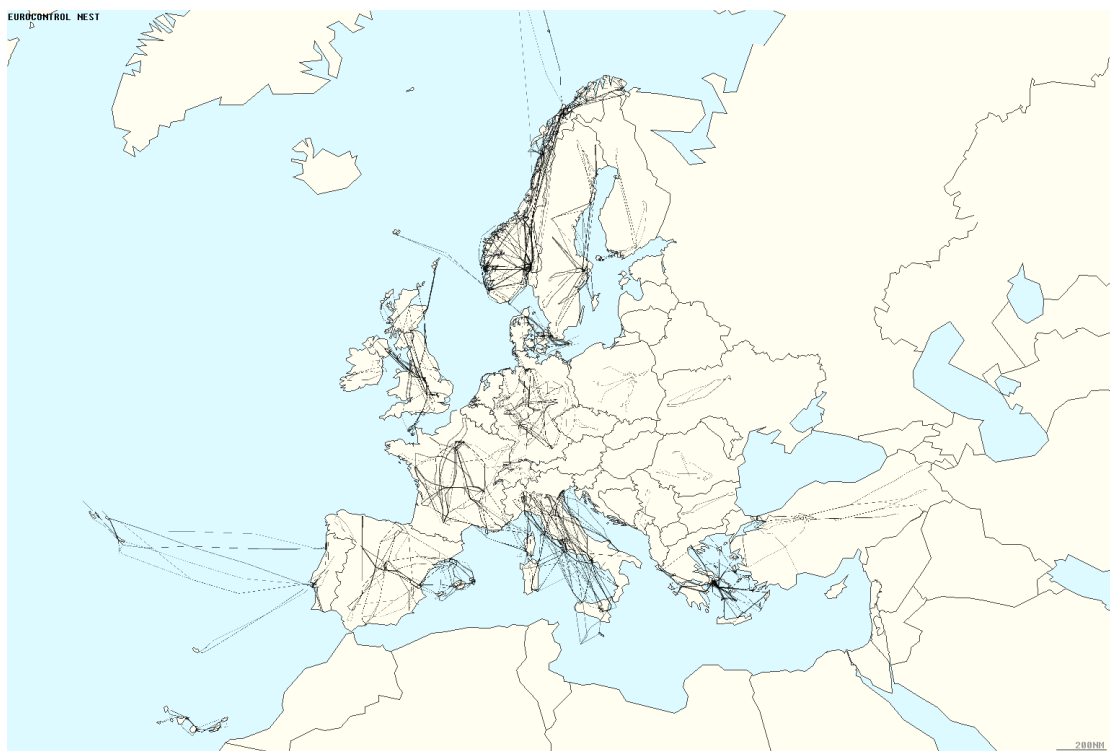
## **DOMESTIC TRAFFIC**

Domestic flight schedules demonstrate a relatively slower but more reliable growth in June in line with expectations.



## **CURRENT DENSITY**



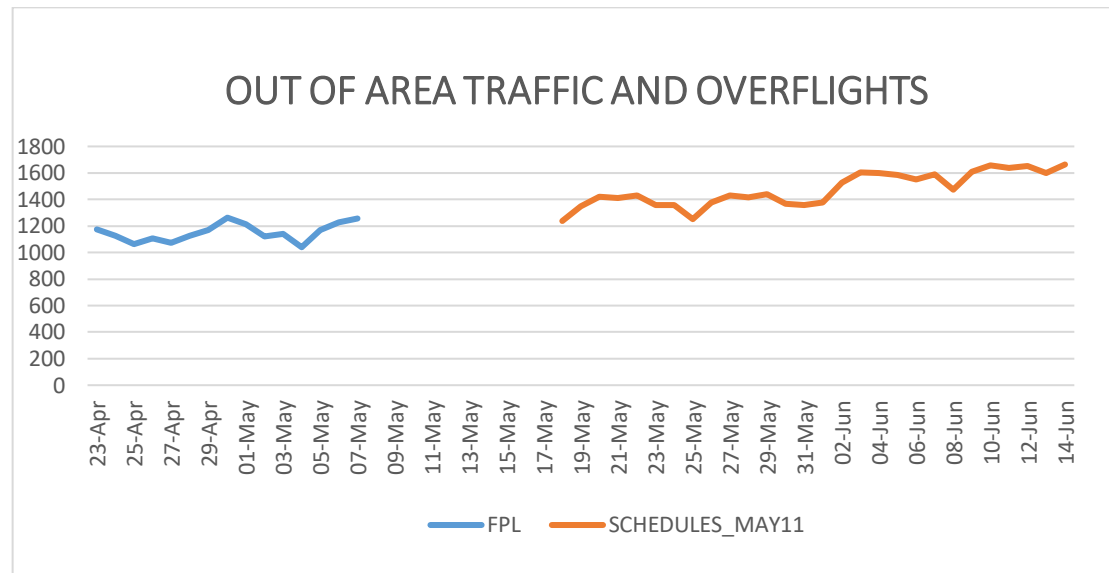
**27TH MAY WEDNESDAY****10TH JUNE WEDNESDAY**



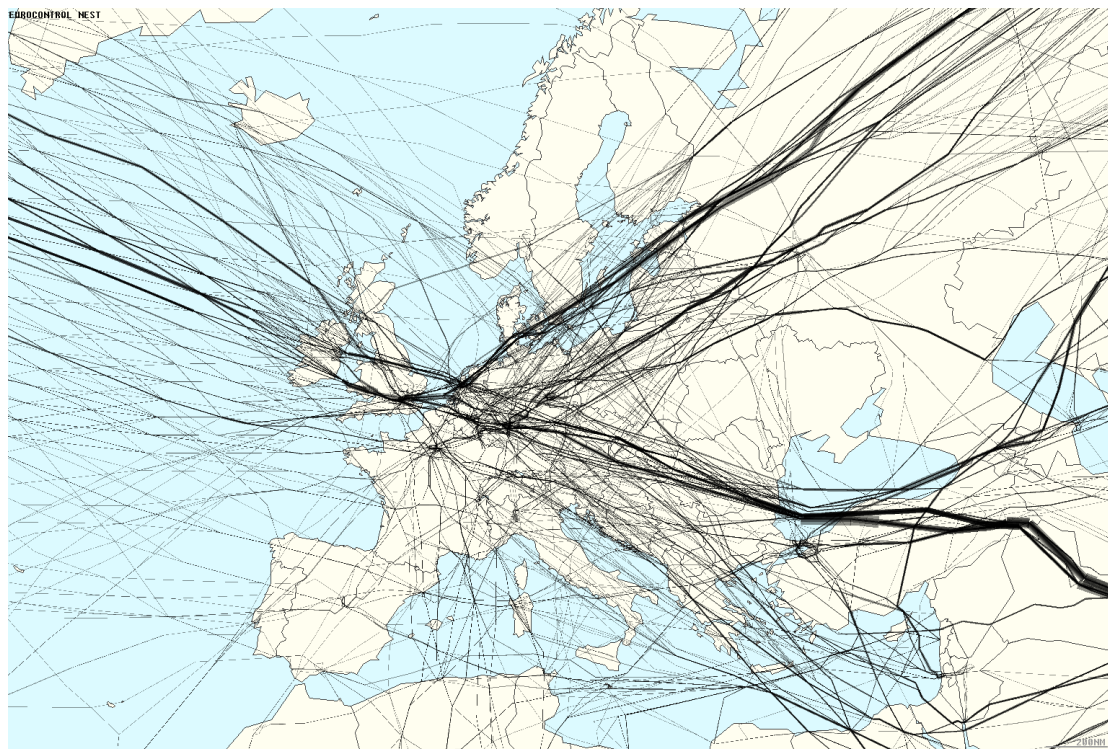
## **OUT OF AREA TRAFFIC AND OVERFLIGHTS**

The out of area traffic definition covers all flights departing or arriving at non-ECAC states and partly overlaps with the axis definitions that precede in this section. Please note that the numbers reflected in the chart below are also covered by the previous charts for SW, SE and NE axes.

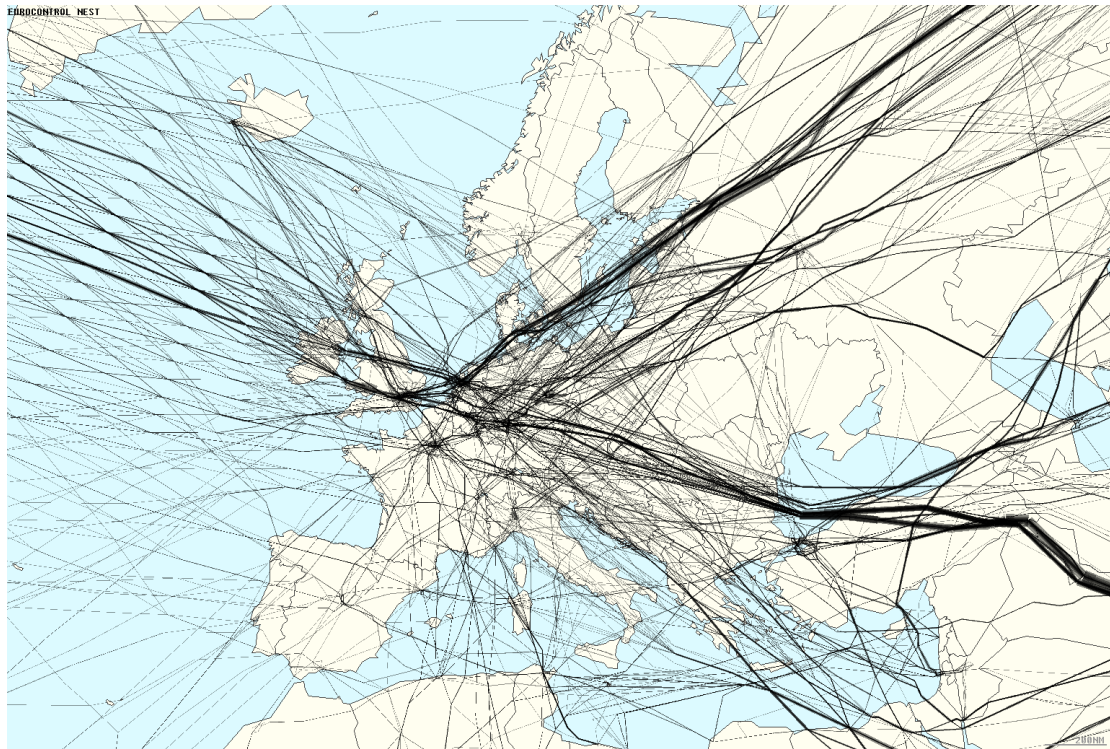
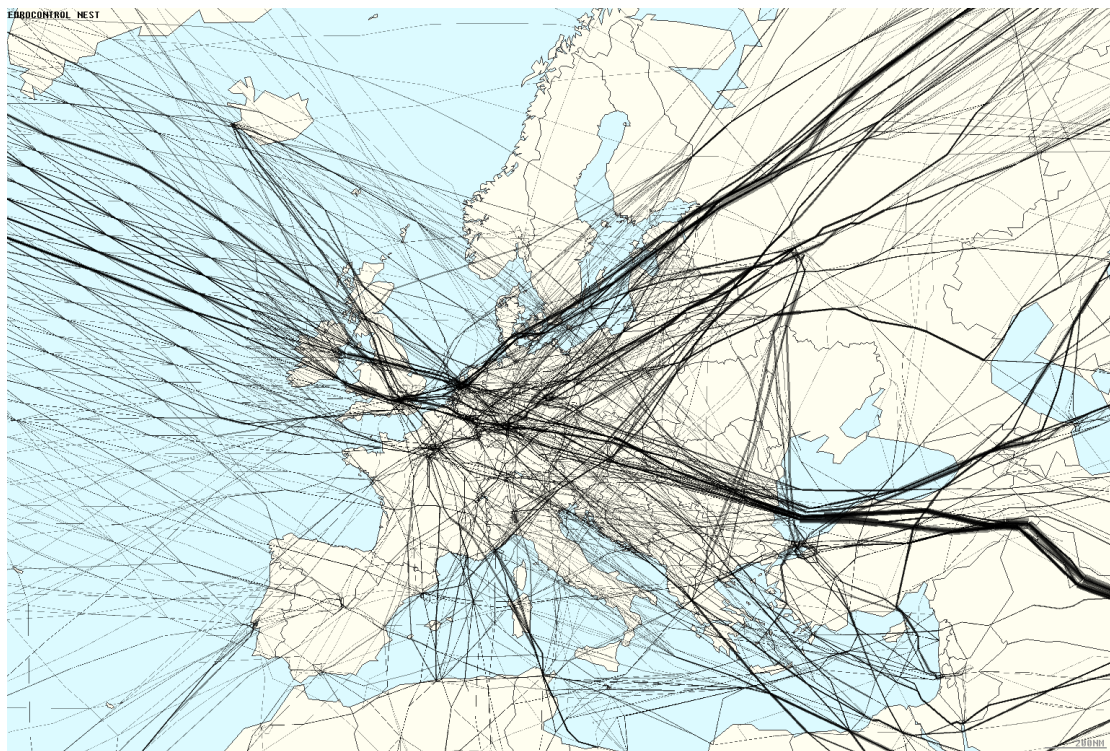
There is a moderate increase seen in the schedules for out of area traffic. Flows that are expected to grow mid-June are Asia, Russia and North-Africa flights.



### **CURRENT DENSITY**





**27TH MAY WEDNESDAY****10TH JUNE WEDNESDAY**

**Traffic outlook - Week 18 May to 24 May 2020**

**Average Daily Traffic (No. of flights)**

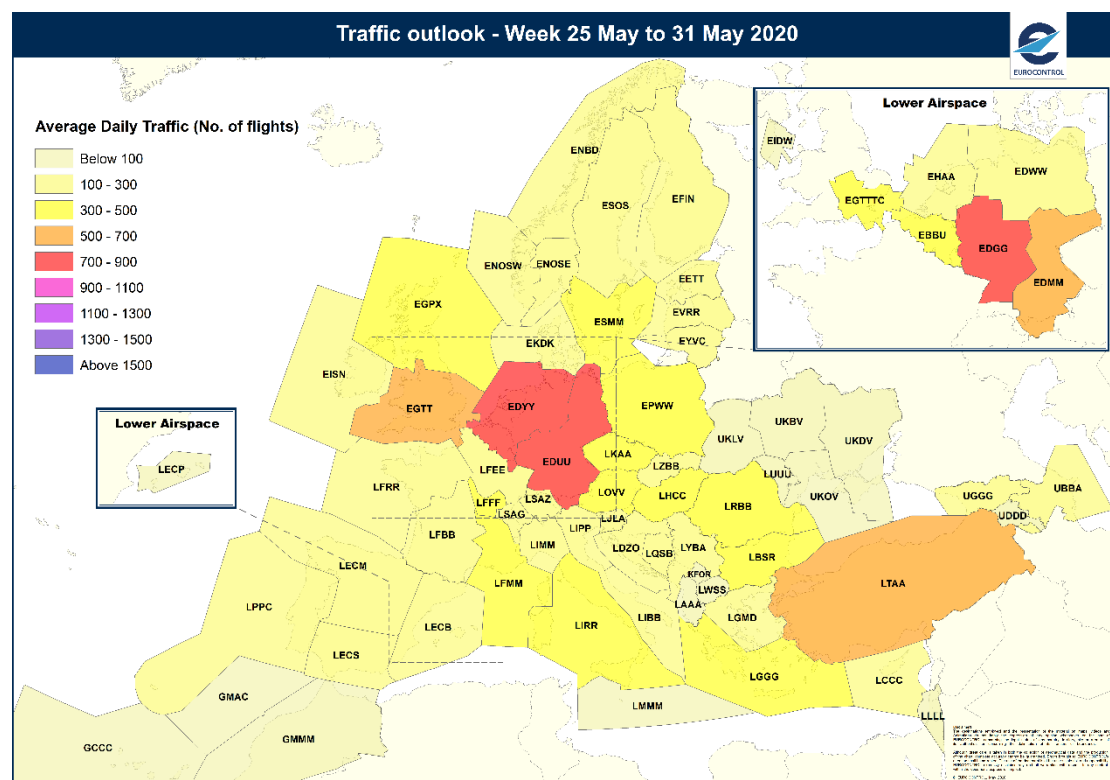
- Below 100
- 100 - 300
- 300 - 500
- 500 - 700
- 700 - 900
- 900 - 1100
- 1100 - 1300
- 1300 - 1500
- Above 1500

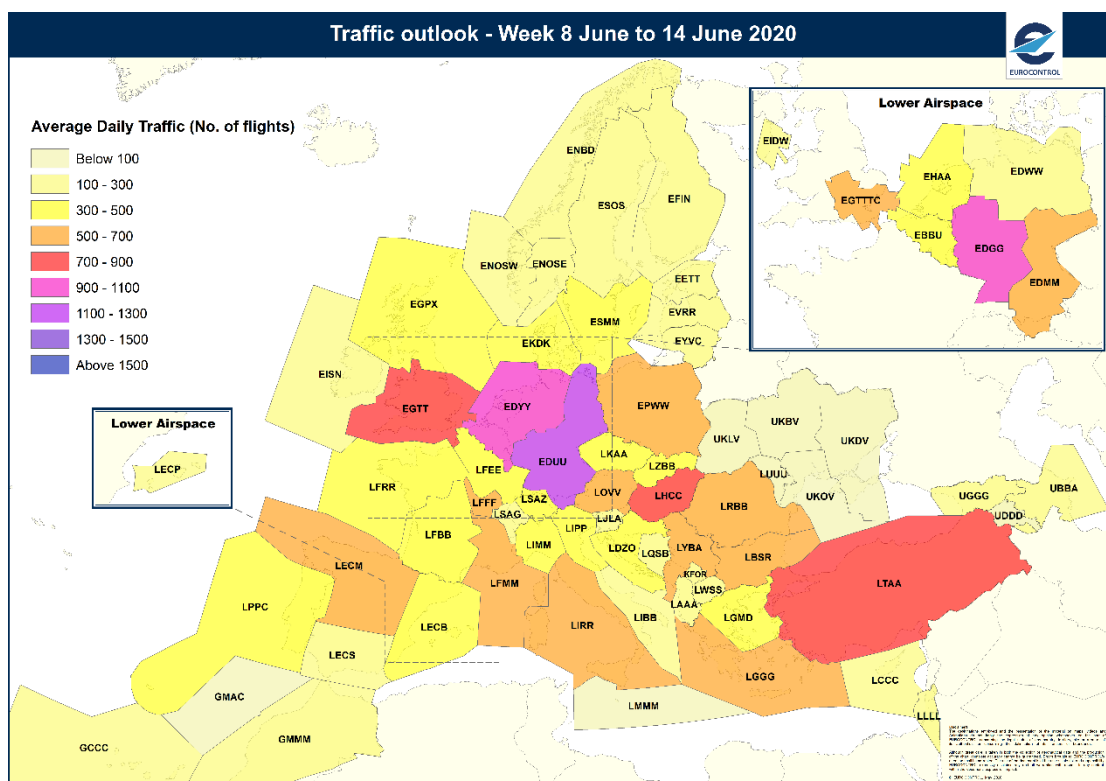
**Lower Airspace**

LECP

EIDW, EHAM, EDWW, EBBU, EDGG, EDMM

Map labels include: ENBD, ESOS, EFIN, ENOSW, ENOSE, EETT, EVRR, EYVC, EGPX, EISN, EGTT, EDYY, EDUU, EPWW, LKAA, LZBB, UKLV, UKBV, UKOV, UKDV, UGGG, UBBA, LFRF, LFEE, LSAZ, LOVV, LHCC, LRBB, LBBR, LTAA, LECM, LPPC, LECB, LFMM, LIRR, LIBB, LGMD, LGGG, LCCC, LLLL, GMAC, GMM, GCCC.





**Traffic distribution by airport**

Country	Airport	Airport Name	Average Daily Traffic per Week (No of flights)			
			Week 18/05/2020- 24/05/2020	Week 25/05/2020- 31/05/2020	Week 01/06/2020- 07/06/2020	Week 08/06/2020- 14/06/2020
Albania	LATI	Tirana	8	8	12	13
Austria	LOWW	Vienna International	60	63	98	100
Belgium	EBBR	Brussels National	90	92	111	126
Bulgaria	LBSF	Sofia	49	48	65	66
Cyprus	LCLK	Larnaca	18	18	24	25
Czech Republic	LKPR	Prague	33	37	101	112
Denmark	EKCH	Copenhagen/Kastrup	64	69	83	117
Finland	EFHK	Helsinki/Vantaa	67	69	68	67
France	LFMN	Nice	33	31	50	49
France	LFPG	Paris Charles De Gaulle	193	195	224	233
Germany	EDDF	Frankfurt	269	272	265	270
Germany	EDDM	Munich	68	70	96	100
Germany	EDDS	Stuttgart	24	37	77	78
Greece	LGIR	Iraklion	15	24	80	89
Hungary	LHBP	Budapest	57	57	109	114
Italy	LIME	Bergamo Orio Alserio	17	22	42	44
Italy	LIPE	Bologna	14	14	31	32
Italy	LICC	Catania Fontanarossa	9	18	47	47
Italy	LIRF	Rome Fiumicino	93	95	136	142
Italy	LIMF	Torino Caselle	7	11	17	17
Italy	LIPZ	Venice	14	27	59	60
Latvia	EVRA	Riga International	19	20	22	23
Luxembourg	ELLX	Luxembourg	49	50	57	58
Poland	EPGD	Gdansk/Lech Walesa	7	7	31	32
Poland	EPKT	Katowice Pyrzowice	8	10	29	32
Poland	EPKK	Krakow Balice	11	11	19	20
Poland	EPMO	Modlin	3	3	4	4
Poland	EPPO	Poznan/Lawica	6	6	18	21
Poland	EPWA	Warsaw Chopin	31	38	106	113
North Macedonia	LWSK	Skopje	5	5	6	7
Serbia	LYBE	Belgrade Nikola Tesla	21	22	29	33
Spain	LEAL	Alicante	8	12	28	30
Spain	LEBL	Barcelona	63	64	123	129
Spain	LEBB	Bilbao	3	8	18	18
Spain	GCLP	Gran Canaria	43	45	52	57
Spain	LEIB	Ibiza	10	13	40	46
Spain	LEMD	Madrid Barajas	96	100	153	168
Spain	LEMG	Malaga	28	33	57	60
Spain	LEPA	Palma De Mallorca	39	54	105	115
Spain	GCXO	Tenerife Norte	24	24	30	31
Spain	GCTS	Tenerife Sur	9	12	21	24
Spain	LEVC	Valencia	11	12	25	26
Spain	LEVT	Vitoria	18	18	18	18
Sweden	ESSA	Stockholm Arlanda	94	102	108	108
Switzerland	LSGG	Geneve	37	35	46	46
Switzerland	LSZH	Zurich	79	78	126	135
Turkey	LTBS	Mugla Dalaman	2	5	9	11
United Kingdom	EGLL	London Heathrow	221	217	234	241
United Kingdom	EGSS	London Stansted	63	67	77	79
United Kingdom	EGCC	Manchester	33	36	49	57



## 4.5 Network Operational Performance Requirements

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

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

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

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

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

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

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

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

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

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

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

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

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



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

### 6.1 ACC Capacity Enhancement Measures

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

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

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

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

#### Sector openings:

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

Eleven ACCs have planned a gradual increase in the number of sectors available during mid-May to mid-June (Langen ACC, Maastricht UAC, Nicosia ACC, Madrid ACC, Seville ACC, Reims ACC, Paris ACC, Geneva ACC, Zurich ACC, Ankara ACC, and Skopje ACC).

#### Sector capacities:

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

- Tallinn ACC: Until 31/05/2020, configuration 1 with reduced capacity from 15:00 to 09:00, to be increased to a higher value from 09:00 to 15:00. From 01/06/2020 this higher value will be maintained for H24.
- Maastricht UAC: Monitoring values temporarily lowered by 10% so that MUAC ATCOs can gradually get used to higher levels of traffic again. This decrease will be compensated with increased sector opening where the demand so requires.
- Riga ACC: Capacity has been reduced to "One ATCO per sector operations" values.

#### Availability of support staff:

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

## 6.2 Airport Performance Enhancement and network integration

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

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

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

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

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

Figure 1 illustrates the overall airport capacity based on available airport predictions in the Airport Corner COVID 19 page. The predictions of available capacity provided by the airports still remain from 55% to 57%. Fifty two (52) airports have provided their information only until 31<sup>st</sup> May 2020. From those, 21 airports stopped reporting their predictions on the 31<sup>st</sup> May. The remaining airports provided high capacity figures as of 1<sup>st</sup> June 2020, that explains the increase in the average capacity in the figure 1. The variability of the average airport capacity increase after the 1<sup>st</sup> June is due to the reduction of airports reporting at that time horizon.

It should be noted that some landside constraints, such as social distancing and passenger screening, may have not been taken into account in the figures provided by the airports, as not all landside constraints may be known yet.

## Overall ECAC Airport capacity versus date

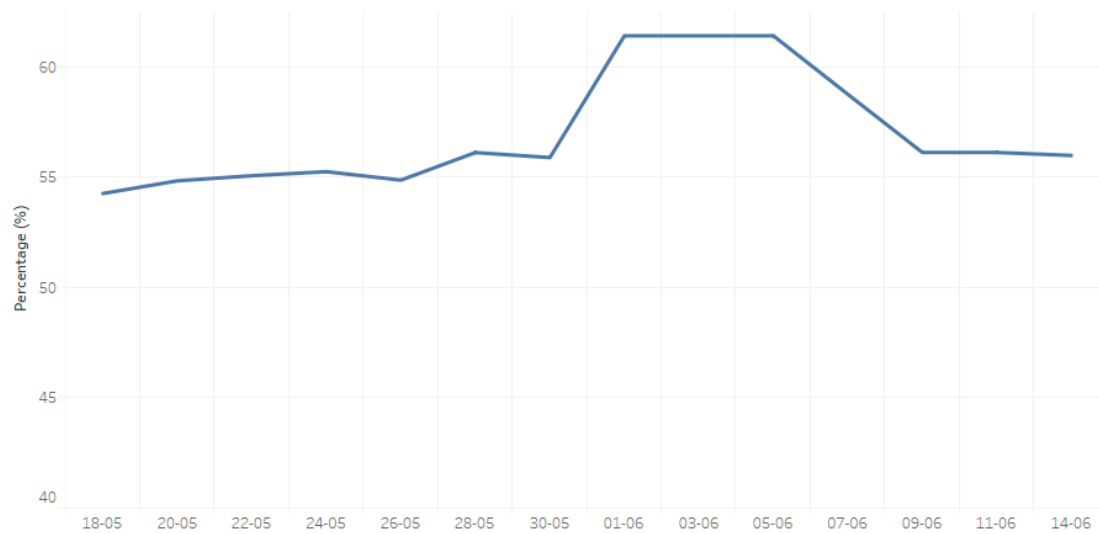


Figure 1: Overall airport capacity based on available airport prediction in Airport Corner COVID page

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

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

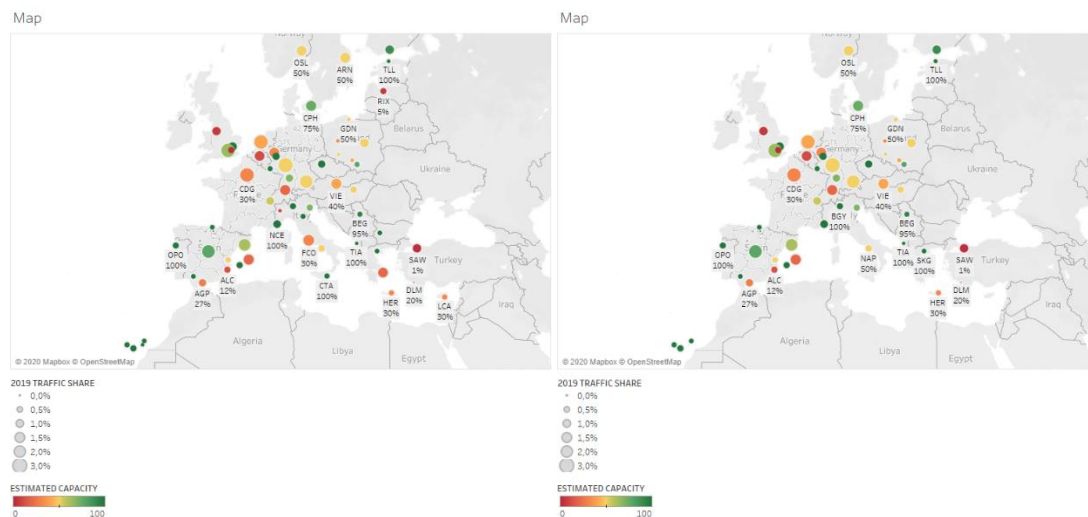


Figure 2: (a) Current Airport capacity (11/05/2020) – (b) Airport capacity prediction at 7 days (18/05/2020) based on airport prediction in Airport Corner COVID 19 page

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

The Figure 3 below illustrates the predicted airport capacity during COVID 19 crisis and recovery phase as reported via the Airport Corner for the top 20 airports. The capacities are provided by the airports as a percentage of the airport nominal capacity. The nominal capacity as provided by airports is available via the [https://ext.eurocontrol.int/airport\\_corner\\_public](https://ext.eurocontrol.int/airport_corner_public), section Capacity – Normal Conditions. The black vertical line corresponds to the date at which the report was extracted (11th May 2020). The detail of all airports reporting their capacity in the Airport Corner is included in Annex 2, Figure 4.

### Predicted capacity per airport

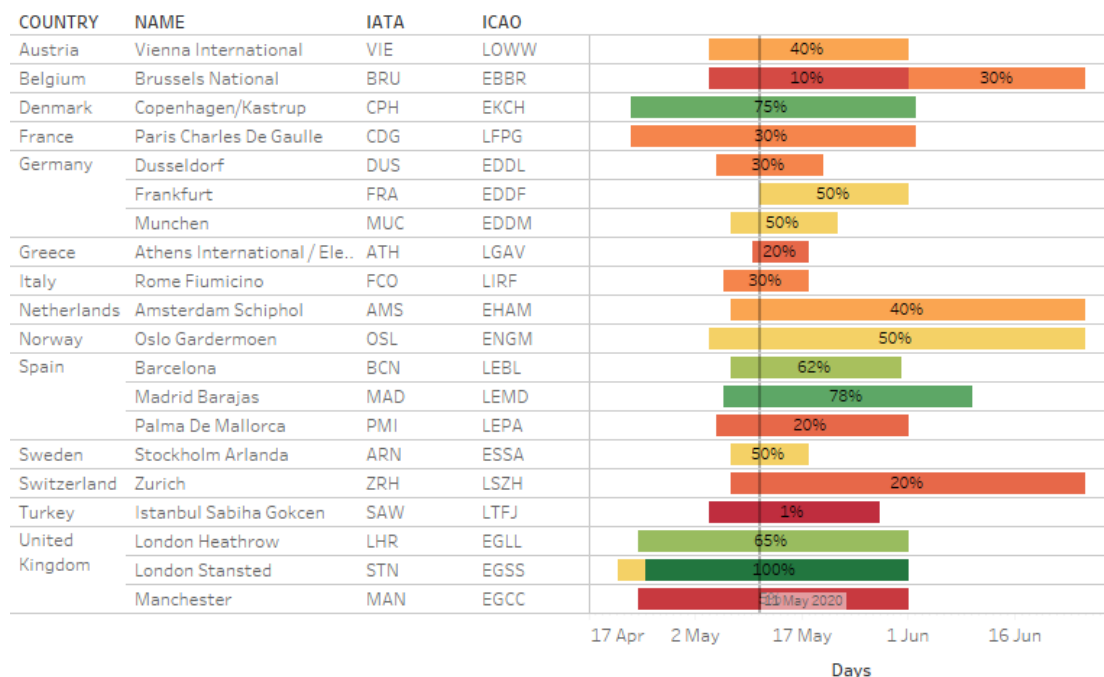


Figure 3: Declared airport capacity based on airport corner reporting and expressed in percentage of nominal airport capacity for the top 20 airports

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

## 6.3 FAB integration into the Network planning process

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

## 6.4 Safety

As part of the collaborative effort to ensure a safe, smooth and coordinated recovery of the European ATM network operations from the lockdown caused by the COVID-19 pandemic, the NMD operational Safety unit developed in cooperation with the members of the EUROCONTROL Safety Team and SAFOPS group a safety argument and a list of potential hazards/safety issues as well as a repository with the situation of licences/endorsements and medical validity to assist ANSPs in planning and executing a safe and resilient return to normal operations. The material has also been coordinated jointly with CANSO CESA and with EASA ATM CAG.

This sections and related Annex 3 of the NOP should be used as a non-exhaustive resource and guideline by ANSPs in conjunction with other national, local material including regulatory requirements and guidelines.

At European level the safety regulatory resources issued by EASA can be found at:

<https://www.easa.europa.eu/the-agency/coronavirus-covid-19>

At International level additional safety resources and guidelines are available through

- ICAO - <https://www.icao.int/Security/COVID-19/Pages/default.aspx>
- Flight Safety Foundation - <https://flightsafety.org/toolkits-resources/covid-19-safety-roadmap-and-punch-lists/>

#### 6.4.1 ATCOs Licensing

Due to social distancing, as well as to the dramatically reduced traffic leading to dramatically reduced duty times, ANSPs are facing a combined currency and licensing problem. In some cases certain ops staff (in particular ATCOs) may not meet their minimum required time on duty for continued currency. In other cases (which may come on top of the previous), licences and/or medicals will expire during the period when all testing, training and exams have been suspended. Therefore, ANSPs and/or NSAs have had to institute contingency measures for the continuation of service through and beyond the current crisis.

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

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

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

#### 6.4.2 Introduction to the Safety Argument

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

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

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

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

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

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

#### **6.4.2.1 Approach in applying the Safety Argument**

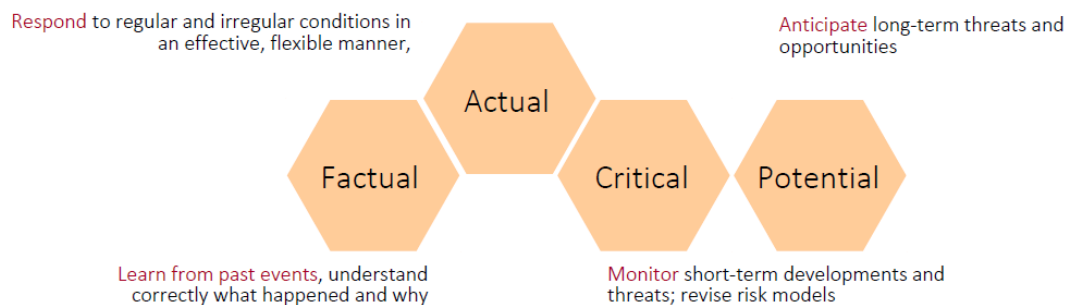
Safety arguments and view to return to normal operations must be considered in the context of the overall system, not isolated individuals, parts, events or outcomes. Most problems and most possibilities belong to the system. The ATM system should be considered holistically, especially those interactions between elements of the system, and not review each safety argument in isolation as if merely part of a checklist.

To ensure effective co-ordination between groups and committees that possess the knowledge, ANSPs should re-double efforts to break down communication barriers both internally (within the ANSP) and externally (national and international stakeholders). This also enables the groups and committees that possess the knowledge, experience and support to play their part in ensuring a safe, secure aviation environment in which services are delivered in a reliable and efficient manner.

The end goal is to make sure that the aviation system performs during return to normal operations from COVID19 situation and beyond, in a manner that is safe and resilient by sustaining required operations under both expected and unexpected conditions by adjusting its functioning prior to, during, or following events (changes, disturbances, and opportunities).

It is a unique opportunity to combine classical safety management that aim to mitigate all potential hazards and safety issues (i.e. "fixing weaknesses," prevention, protection from the things that can go wrong - safe productivity) with a system functional/resilient view that aims at enhancing the organisation's ability to respond, monitor, anticipate, and learn (productive safety).





## 6.5 Relationship with 'Third Countries'

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

## 6.6 Relationship with ICAO

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

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

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

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

## 7 Special Events

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

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

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

#### 7.2.1 Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
21-May-20	24-May-20	LFMM/LFML /LFMD	Grand Prix Monaco - 24 May	<i>CANCELLED</i>	
21-May-20	24-May-20	EHAA	Skydive event Springbreak Seppe	<i>CANCELLED</i>	
23-May-20		LFML	Heineken cup Final- Rugby	<i>SUSPENDED</i>	
26-May-20	28-May-20	LSGG	EBACE 2020	<i>CANCELLED</i>	
27-May-20		EPGD	final UEFA Europa League - Gdansk Stadium, Poland	<i>POSTPONED</i>	
30-May-20		LTFM	Final UEFA Champions League - Istanbul, Turkey	<i>POSTPONED</i>	
12-Jun-20	12-Jul-20	12 host countries	UEFA 2020 >2021	<i>POSTPONED</i>	11-Jun-21
13-Jun-20	14-Jun-20	LFFF/LFRR/ LFRM	Le Mans, H24 race	<i>POSTPONED</i>	19-Sep-20
25-Jun-20	28-Jun-20	LFMM	Grand Prix France - Paul Ricard ( Le Castellet)	<i>CANCELLED</i>	
27-Jun-20	19-Jul-20	LF	Tour de France	<i>POSTPONED</i>	29-Aug-20
28-Jun-20	05-Jul-20	ES	Almedalen- political event on the island of Gotland, ESSV effected)	<i>CANCELLED</i>	
03-Jul-20		ULLI	UEFA 2020 1/4 finales - St Petersburg	<i>POSTPONED</i>	
03-Jul-20		EDDM	UEFA 2020 1/4 finales - Munich	<i>POSTPONED</i>	
04-Jul-20		UBBB	UEFA 2020 1/4 finales - Baku	<i>POSTPONED</i>	
04-Jul-20		LIRF	UEFA 2020 1/4 finales - Rome	<i>POSTPONED</i>	
07-Jul-20	08-Jul-20	EGLL	UEFA 2020 1/2 finales - London	<i>POSTPONED</i>	
12-Jul-20		EGLL	UEFA 2020 Finales - London	<i>POSTPONED</i>	

### 7.2.2 2020 Planned events

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

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

### 7.3.1 Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
05-Jan-20	20-Oct-20	LF	New ATM system 4Flight - training at LFEE	<i>interrupted/postponed</i>	02-Jun-20
21-May-20		EE/EY/EV/UM/UU	JAMP 2020+ implement vertical split of the East sector in Riga FIR	<b>POSTPONED</b>	Spring 2021
June		LYBA	LARA ph1 implementation in RS & MNE	<b>POSTPONED</b>	
18-Jun-20		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - <b>phase 1d - dualise VASTO point</b>	<b>POSTPONED</b>	18/6>8/10
End of 2020		LYBA	ATM system SW/HW upgrade. Step1/phase 2	<b>POSTPONED</b>	

## 7.3.2 2020 Planned events

Start Date	End date	ACC Airport	Event
02-Mar-20	31-Oct-20	ED	Training for Berlin airport opening at Bremen ACC
May-20		LR	CPDLC on operational trial starting from May 2020
21-May-20		LE	Implementation of NATPI SIDs /LECB
02-Jun-20	tbd	LF	New ATM system 4Flight - training at LFEE
18-Jun-20		LP	Extension of Madeira TMA boundaries
18-Jun-20		ES	Redesign of ESMM4, ESMM5 and ESMMC
18-Jun-20		EG	UK CTA Improvements
23-Jun-20		NM	NM 24.0 system OPS
30-Jun-20		LSGG	Introduction of e-strip+electronic coordination between APP and TWR at LSGG (PAGE 1)
July		LR	CPDLC fully operational
Summer 2020		LT	KABAN re-opening
Sep-20		UK	New ATM System (AIRCON2100) implementation Odessa
Autumn 2020		LT	Istanbul New International Airport - Phase 1b 1. To implement 3rd RWY at Istanbul New International airport. 2. To re-organise the airspace of Istanbul & Ankara FIR and adjacent FIRs accordingly, if required.
08-Oct-20		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - <b>phase 1c</b> : - To create new SIDs to DESUM for GCRR and GCFV in Canarias ACC - To utilize possibility to plan DCT DESUM-AKUDA
08-Oct-20		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - <b>phase 1d - dualise VASTO point</b>
08-Oct-20		ED	Berlin Brandenburg International (BER) airport New Berlin Brandenburg International (BER) airport: a. to establish a second runway at BER airport (current Berlin Schoenefeld airport); b. to establish independent parallel runway operations; c. new/modified SIDs/STARs; d. operational procedures; e. to adjust Terminal sectors; f. one additional departure sector; g. to raise the DFL from FL165 to FL205.
12-Oct-20	30-Apr-21	LH	Hardware upgrade of ATM system and move from OPS to Contingency room.
25-Oct-20	25-Jan-21	EDWW	Capacity reduction of 10% in sector group EAST
05-Nov-20		UG	Tbilisi TMA: 1. To reconfigure existing Tbilisi TMA. 2. To introduce new RNAV1 (GNSS) SIDs/STARs for Tbilisi (UGTB) airport including STARs via TISOT.
05-Nov-20		UM	New Orsha aerodrome
05-Nov-20		UK	Free Route Airspace Ukraine, Step 1(Sc 1b) - Ph 3 To implement H24 - Free Route Airspace operations within Odesa ACC from FL275 to FL660.
28-Nov-20		EDWW	operation on back up system - no delays expected
03-Dec-20		EH/EB/MUAC	Sector 3 re-design Amsterdam FIR To re-design Sector 3.
03-Dec-20		UU/UM	Moscow are re-organisation- reviseATS network and adapt airspace organisation
03-Dec-20		LOVV	To implement Night Cross Border Free Route Airspace between SECSI FRA and FRALB.
05-Dec-20		EDWW	operation on back up system - no delays expected

Start Date	End date	ACC Airport	Event
12-Dec-20		EDWW	operation on back up system - no delays expected
31-Dec-20		EV	Point Merge To introduce Point Merge arrival systems for Riga (EVRA) airport.
Winter 20/21		EN/ICAO	Norway FIR renaming
Winter 20/21		LOVV	LOVV 2020 Airspace restructuring

## 7.4 Military Exercises

### 7.4.1 Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	FIR	Event	Postponed Cancelled	New start date
09/05/2020	26/05/2020	ESAA	AURORA	Postponed	Q4/2020
11/05/2020	22/05/2020	LIRR/LIBB/ LIMM/DTTC	MARE APERTO 2020	Cancelled	N/A
11/05/2020	22/05/2020	EPWW	ANAKONDA-20	Postponed	1-18/6
11/05/2020	21/05/2020	EHAA	ORANGE BULL	Cancelled	
17/05/2020	22/05/2020	EPWW	DEFENDER-20	Postponed	
18/05/2020	21/05/2020	EG	RISING PANTHER	Cancelled	
18/05/2020	22/05/2020	EPWW	ASTRAL KNIGHT	Postponed	
28/05/2020	08/07/2020	LFRR/EGGX / LPP0	RAPHAEL	Postponed	09/06- 17/07
01/06/2020	05/06/2020	EFIN	ETELÄ 20	Cancelled	
08/06/2020	12/06/2020	EFIN	PIHTI 20	Cancelled	
15/06/2020	26/06/2020	LE	FLOTEX-20	Cancelled	
22/06/2020	26/06/2020	LE	EAGLE EYE 20-02	Cancelled	
		EN	GEMINI	Postponed	21-25/09
15/07/2020	20/07/2020	EG	RIAT	Cancelled	

### 7.4.2 2020 Planned events

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
18/05/2020	22/05/2020	EFIN	ILMATAKTIKKA 2020		No impact
25/05/2020	29/05/2020	EPWW	RAMSTEIN GUARD 20		No impact
01/06/2020	18/06/2020	EPWW	ANAKONDA-20		No impact
08/06/2020	11/06/2020	LBSR	SHABLA		No impact
08/06/2020	19/06/2020	EPWW/ESAA/ EYVC/EVRR	BALTOPS 20	EP SUP 44/20	No impact
09/06/2020	10/06/2020	LFBB/LFFF/ LFRR/LFMM	BELOTE 2020-02		No impact
09/06/2020	17/07/2020	LFRR/EGGX/L PPO	RAPHAEL		Low impact <sup>1</sup>
11/06/2020	14/06/2020	LF/EG	OCEANIS 2020-1		Low impact <sup>2</sup>

<sup>1</sup> Depending on the North Atlantic Tracks, the number of affected flights could be around 30.

<sup>2</sup> Depending on the North Atlantic Tracks, the number of affected flights could be around 20.

Start Date	End date	FIR	Event	AIS publication	Potential Network Impact
17/06/2020	17/06/2020	LF	ROGUE CUP		No impact
06/2020	06/2020	LF	CASEX BTC		
26/6	27/6	EH	Veterans Day The Hague- Skydive		
07/2020	07/2020	LF	CASEX ATC		
15/07/2020	30/07/2020	LF	VALSTAR		
24/07/2020	08/08/2020	EF	ATEX		
27/07/2020	07/08/2020	LF	ATLANTIC TRIDENT		
10/08/2020	14/08/2020	EK	FALCON LIVE AIM		
10/08/2020	02/11/2020	EG	TYPHOON WARRIOR		
17/08/2020	30/08/2020	ESAA	OCEANS 20		
31/08/2020	13/09/2020	ESAA	NOCO 20		
14/09/2020	18/09/2020	EF	HÄJY		
14/09/2020	25/09/2020	EY	TOBRUQ LEGACY		
21/09/2020	02/10/2020	LECM/LECB	TLP 20-3		
21/09/2020	25/09/2020	EN	GEMINI		
24/09/2020	24/09/2020	EFIN	TORSTAI		
01/10/2020	09/10/2020	EY	BRILLIANT JUMP II		
02/10/2020	07/10/2020	EF	RUSKA		
05/10/2020	15/10/2020	EG	JOINT WARRIOR		
12/10/2020	16/10/2020	EHAA	CROSS SERVICING		
16/10/2020	06/11/2020	EG	CRIMSON WARRIOR		
19/10/2020	23/10/2020	ED	COLD IGLO		
09/11/2020	22/11/2020	EY	IRON WOLF II		
09/11/2020	04/12/2020	EG	YORKNITE		
16/11/2020	18/11/2020	EF	IPH		
16/11/2020	27/11/2020	LECM/LECB	TLP 20-4		
Q4/2020	Q4/2020	ESAA	AURORA		
TBD	TBD	ESAA	SWENEX20		
TBD	TBD	ESAA	TEX20		
TBD	TBD	ESAA	HTIC		
TBD	TBD	EPWW	ASTRAL KNIGHT		
TBD	TBD	EPWW	DEFENDER-20		

## 8 Military Airspace Requirements

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

## **8.1 Airspace Availability**

### **8.1.1 Strategic Activities**

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

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

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

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

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

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

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

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

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

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

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

### 8.1.2 Pre-tactical and Tactical Activities

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

MAB/25 approved the document “Civil Military Collaborative Decision-making<sup>3</sup> in the Future European ATM”, Harmonized military views”. Although addressing the future European ATM developed by SESAR, relevant provisions of the document are applicable within the scope of this plan.

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

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

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

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

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

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

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

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

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<sup>3</sup> Collaborative decision-making is called cooperative decision-making in the context of NM.

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

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

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

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

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

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

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

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

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

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

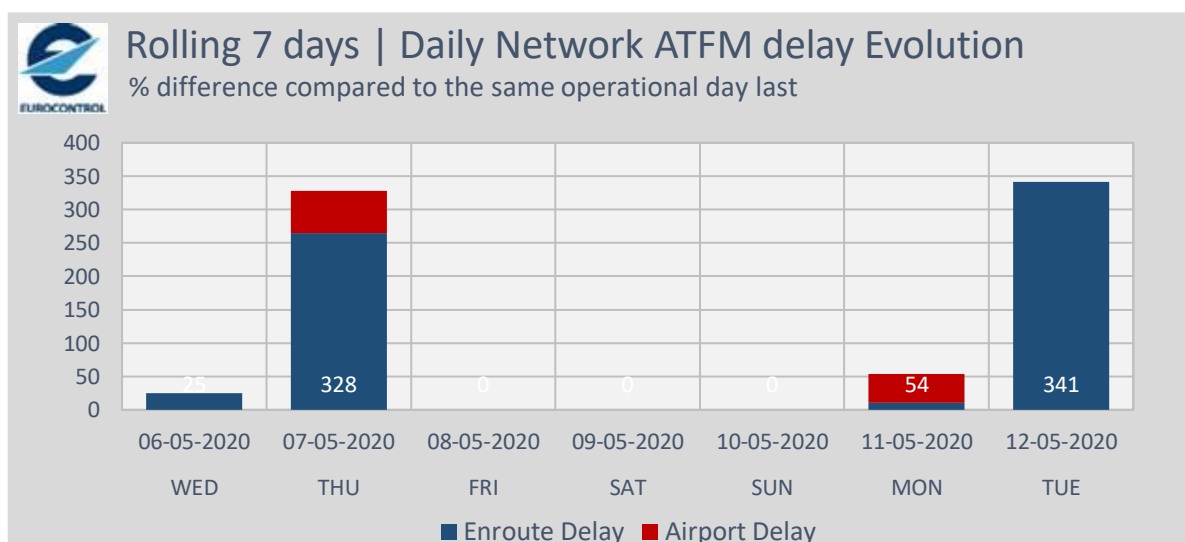
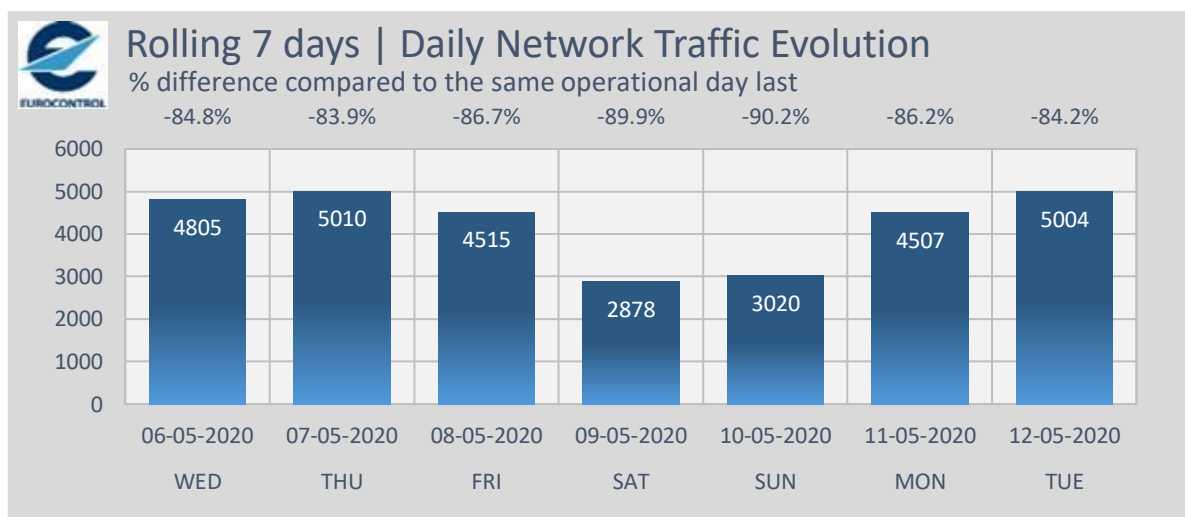
## 9 Forecast of Network Operational Performance

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

## 9.1 Previous week – Network performance

### 9.1.1 Network

Day	Date	Traffic	Traffic Year-1	% Traffic diff	ATFM delay	Enroute Delay	Airport Delay
WED	06-05-2020	4805	31670	-84.8%	25	25	0
THU	07-05-2020	5010	31097	-83.9%	328	265	63
FRI	08-05-2020	4515	33920	-86.7%	0	0	0
SAT	09-05-2020	2878	28543	-89.9%	0	0	0
SUN	10-05-2020	3020	30798	-90.2%	0	0	0
MON	11-05-2020	4507	32669	-86.2%	54	11	43
TUE	12-05-2020	5004	31606	-84.2%	341	341	0





## 9.1.2 ACCs

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200506-20200512	EBBUACC	BRUSSELS ACC	295	1842	-84.0%	0
20200506-20200512	EDGGALL	LANGEN ACC	727	3917	-81.4%	0
20200506-20200512	EDMMACC	MUENCHEN ACC	463	3471	-86.7%	0
20200506-20200512	EDUUUAC	KARLSRUHE UAC	774	5078	-84.7%	0
20200506-20200512	EDWWACC	BREMEN ACC	251	1923	-87.0%	0
20200506-20200512	EDYYUAC	MAASTRICHT UAC	769	5291	-85.5%	0
20200506-20200512	EETTACC	TALLIN ACC	162	663	-75.6%	0
20200506-20200512	EFESACC	TAMPERE ACC	95	569	-83.3%	0
20200506-20200512	EGPXALL	SCOTTISH ACC	285	2900	-90.2%	0
20200506-20200512	EGTTACC	LONDON ACC	621	6168	-89.9%	0
20200506-20200512	EGTTTC	LONDON TC	420	4090	-89.7%	0
20200506-20200512	EHAAACC	AMSTERDAM ACC	227	1777	-87.2%	0
20200506-20200512	EIDWACC	DUBLIN ACC	70	754	-90.7%	0
20200506-20200512	EISNACC	SHANNON ACC	243	1471	-83.5%	0
20200506-20200512	EKDKACC	KOBENHAVN ACC	244	1651	-85.2%	0
20200506-20200512	ENBDACC	BODO ACC	253	608	-58.4%	0
20200506-20200512	ENOSACC	OSLO ACC	193	1078	-82.1%	0
20200506-20200512	ENSVACC	STAVANGER ACC	229	689	-66.8%	0
20200506-20200512	EPWWACC	WARSAWA ACC	318	2452	-87.0%	0
20200506-20200512	ESMMACC	MALMO ACC	298	1689	-82.3%	0
20200506-20200512	ESOSACC	STOCKHOLM ACC	169	1223	-86.2%	0
20200506-20200512	EVRACC	RIGA ACC	196	876	-77.6%	0
20200506-20200512	EYVCACC	VILNIUS ACC	157	772	-79.7%	0
20200506-20200512	GCCACC	CANARIAS ACC	68	886	-92.4%	0
20200506-20200512	GMMMACC	CASABLANCA ACC	53	1020	-94.8%	0
20200506-20200512	LAAAACC	TIRANA ACC	70	624	-88.8%	0
20200506-20200512	LBSRACC	SOFIA ACC	312	2279	-86.3%	0
20200506-20200512	LCCCACC	NICOSIA ACC	158	1092	-85.5%	0
20200506-20200512	LDZOACC	ZAGREB ACC	151	1990	-92.4%	0
20200506-20200512	LECBACC	BARCELONA ACC	135	2786	-95.2%	0
20200506-20200512	LECMALL	MADRID ACC	201	3257	-93.8%	0
20200506-20200512	LECPACC	PALMA ACC	42	1016	-95.9%	0
20200506-20200512	LECSACC	SEVILLA ACC	78	1169	-93.3%	0
20200506-20200512	LFBBALL	BORDEAUX ACC	177	2816	-93.7%	0
20200506-20200512	LFEEACC	REIMS ACC	285	2904	-90.2%	0
20200506-20200512	LFFFALL	PARIS ACC	363	3377	-89.2%	0
20200506-20200512	LFMMACC	MARSEILLE ACC	261	3277	-92.0%	0
20200506-20200512	LFRRACC	BREST ACC	184	3191	-94.2%	0
20200506-20200512	LGGGACC	ATHINAI ACC	257	1729	-85.2%	0
20200506-20200512	LGMDACC	MAKEDONIA ACC	168	1459	-88.5%	0
20200506-20200512	LHCCACC	BUDAPEST ACC	337	2323	-85.5%	0
20200506-20200512	LIBBACC	BRINDISI ACC	87	977	-91.1%	0
20200506-20200512	LIMMACC	MILANO ACC	198	2675	-92.6%	0
20200506-20200512	LIPPACC	PADOVA ACC	157	2309	-93.2%	0
20200506-20200512	LIRRACC	ROMA ACC	244	2571	-90.5%	0
20200506-20200512	LJLAACC	LJUBLJANA ACC	89	1124	-92.1%	0
20200506-20200512	LKAAACC	PRAHA ACC	255	2363	-89.2%	0
20200506-20200512	LLLLACC	TEL-AVIV ACC	79	520	-84.7%	0
20200506-20200512	LMMMACC	MALTA ACC	59	367	-83.8%	0
20200506-20200512	LOVVACC	WIEN ACC	295	2768	-89.4%	0
20200506-20200512	LPPCACC	LISBOA ACC	89	1611	-94.5%	0
20200506-20200512	LQSBACC	SARAJEVO ACC	98	125	-21.9%	0

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200506-20200512	LRBBACC	BUCURESTI ACC	298	1943	-84.7%	0
20200506-20200512	LSAGACC	GENEVA ACC	156	1922	-91.9%	0
20200506-20200512	LSAZACC	ZURICH ACC	224	2454	-90.9%	33
20200506-20200512	LTAAACC	ANKARA ACC	457	3757	-87.8%	0
20200506-20200512	LTBBACC	ISTANBUL ACC	160	1947	-91.8%	0
20200506-20200512	LUUUACC	CHISINAU ACC	10	144	-92.9%	0
20200506-20200512	LWSSACC	SKOPJE ACC	56	659	-91.6%	0
20200506-20200512	LYBAACC	BEOGRAD ACC	191	2158	-91.2%	0
20200506-20200512	LZBBACC	BRATISLAVA ACC	189	1484	-87.3%	0
20200506-20200512	UDDDAC	YEREVAN ACC	20	127	-83.9%	0
20200506-20200512	UGGGACC	TBILISI ACC	115	326	-64.7%	0
20200506-20200512	UKBVACC	KYIV FIR/ACC	47	515	-90.8%	0
20200506-20200512	UKDVACC	DNIPRO ACC	4	65	-93.6%	0
20200506-20200512	UKLVACC	L'VIV ACC	38	458	-91.7%	0
20200506-20200512	UKOVACC	ODESA ACC	33	321	-89.7%	0

### 9.1.3 Airports

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200506-20200512	EBBR	BRUSSELS NATIONAL	80	669	-88.0%	0
20200506-20200512	EBCI	CHARLEROI/BRUSSELS SOUTH	5	154	-96.8%	0
20200506-20200512	EDDB	SCHOENEFELD-BERLIN	27	253	-89.3%	0
20200506-20200512	EDDF	FRANKFURT MAIN	249	1491	-83.3%	0
20200506-20200512	EDDH	HAMBURG	41	446	-90.8%	0
20200506-20200512	EDDK	KOELN-BONN	125	408	-69.4%	0
20200506-20200512	EDDL	DUESSELDORF	42	652	-93.6%	0
20200506-20200512	EDDM	MUENCHEN	61	1215	-95.0%	0
20200506-20200512	EDDP	LEIPZIG/HALLE	150	210	-28.6%	0
20200506-20200512	EDDS	STUTTGART	20	409	-95.1%	0
20200506-20200512	EDDT	BERLIN-TEGEL	27	559	-95.2%	0
20200506-20200512	EDDV	HANNOVER LANGENHAGEN	24	191	-87.4%	0
20200506-20200512	EFHK	HELSINKI-VANTAA	58	564	-89.7%	0
20200506-20200512	EGAA	BELFAST/ALDERGROVE	20	157	-87.3%	0
20200506-20200512	EGBB	BIRMINGHAM	11	321	-96.6%	0
20200506-20200512	EGCC	MANCHESTER	26	593	-95.6%	0
20200506-20200512	EGGD	BRISTOL	7	195	-96.4%	0
20200506-20200512	EGGW	LONDON/LUTON	36	422	-91.5%	0
20200506-20200512	EGKK	LONDON/GATWICK	8	823	-99.0%	0
20200506-20200512	EGLC	LONDON/CITY	0	249	-100.0%	0
20200506-20200512	EGLL	LONDON/HEATHROW	218	1332	-83.6%	0
20200506-20200512	EGNT	NEWCASTLE	1	150	-99.3%	0
20200506-20200512	EGNX	EAST MIDLANDS	80	208	-61.5%	0
20200506-20200512	EGPD	ABERDEEN/DYCE	29	149	-80.5%	0
20200506-20200512	EGPF	GLASGOW	16	250	-93.6%	0
20200506-20200512	EGPH	EDINBURGH	22	392	-94.4%	0
20200506-20200512	EGSS	LONDON/STANSTED	59	566	-89.6%	0
20200506-20200512	EHAM	AMSTERDAM/SCHIPHOL	198	1489	-86.7%	0
20200506-20200512	EIDW	DUBLIN	68	695	-90.2%	0
20200506-20200512	EKCH	KOBENHAVN/KAstrup	55	774	-92.9%	0
20200506-20200512	ELLX	LUXEMBOURG	40	226	-82.3%	0
20200506-20200512	ENBR	BERGEN/FLESland	115	260	-55.8%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200506-20200512	ENGM	OSLO/GARDERMOEN	156	767	-79.7%	0
20200506-20200512	ENVA	TRONDHEIM/VAERNES	49	164	-70.1%	0
20200506-20200512	ENZV	STAVANGER/SOLA	79	201	-60.7%	0
20200506-20200512	EPKK	KRAKOW/BALICE	10	185	-94.6%	0
20200506-20200512	EPWA	CHOPINA W WARSZAWIE	29	542	-94.6%	0
20200506-20200512	ESGG	GOTEBORG/LANDVETTER	15	203	-92.6%	0
20200506-20200512	ESSA	STOCKHOLM-ARLANDA	71	704	-89.9%	0
20200506-20200512	ESSB	STOCKHOLM-BROMMA	13	165	-92.1%	0
20200506-20200512	EVRA	RIGA INTL	18	255	-92.9%	0
20200506-20200512	EYVI	VILNIUS INTL	12	143	-91.6%	0
20200506-20200512	GCLP	GRAN CANARIA	37	308	-88.0%	0
20200506-20200512	GCRR	LANZAROTE	8	150	-94.7%	0
20200506-20200512	GCTS	TENERIFE SUR/REINA SOFIA	4	159	-97.5%	0
20200506-20200512	GCXO	TENERIFE NORTE	20	203	-90.1%	0
20200506-20200512	GMMN	CASABLANCA/MOHAMMED	12	199	-94.0%	0
20200506-20200512	LBSF	SOFIA	43	169	-74.6%	0
20200506-20200512	LCLK	LARNAKA/INTL	19	187	-89.8%	0
20200506-20200512	LEAL	ALICANTE	7	300	-97.7%	0
20200506-20200512	LEBB	BILBAO	4	148	-97.3%	0
20200506-20200512	LEBL	BARCELONA/EL PRAT	54	997	-94.6%	0
20200506-20200512	LEIB	IBIZA	7	216	-96.8%	0
20200506-20200512	LEMD	MADRID/BARAJAS	92	1188	-92.3%	0
20200506-20200512	LEMG	MALAGA/COSTA DEL SOL	17	432	-96.1%	0
20200506-20200512	LEPA	PALMA DE MALLORCA	30	708	-95.8%	0
20200506-20200512	LEVCI	VALENCIA	10	207	-95.2%	0
20200506-20200512	LEZL	SEVILLA	12	175	-93.1%	0
20200506-20200512	LFBD	BORDEAUX-MERIGNAC	17	218	-92.2%	0
20200506-20200512	LFBO	TOULOUSE BLAGNAC	27	249	-89.2%	0
20200506-20200512	LFLL	LYON SAINT-EXUPERY	11	306	-96.4%	0
20200506-20200512	LFML	MARSEILLE PROVENCE	32	273	-88.3%	0
20200506-20200512	LFMN	NICE-COTE D'AZUR	21	425	-95.1%	0
20200506-20200512	LFPB	PARIS LE BOURGET	40	141	-71.6%	0
20200506-20200512	LFPG	PARIS CH DE GAULLE	174	1391	-87.5%	0
20200506-20200512	LFPO	PARIS ORLY	2	613	-99.7%	0
20200506-20200512	LFRS	NANTES ATLANTIQUE	5	191	-97.4%	0
20200506-20200512	LFSB	BALE-MULHOUSE	30	254	-88.2%	0
20200506-20200512	LGAV	ATHENS	100	619	-83.8%	0
20200506-20200512	LGIR	IRAKLION/NIKOS KAZANTZAKIS	13	186	-93.0%	0
20200506-20200512	LGTS	THESSALONIKI/MAKEDONIA	15	157	-90.4%	0
20200506-20200512	LHBP	BUDAPEST LISZT FERENC INT.	44	345	-87.2%	0
20200506-20200512	LICC	CATANIA FONTANAROSSA	11	228	-95.2%	0
20200506-20200512	LICJ	PALERMO PUNTA RAISI	18	164	-89.0%	0
20200506-20200512	LIMC	MILANO MALPENSA	94	584	-83.9%	0
20200506-20200512	LIME	BERGAMO/ORIO ALSERIO	14	261	-94.6%	0
20200506-20200512	LIML	MILANO LINATE	6	324	-98.1%	0
20200506-20200512	LIPE	BOLOGNA/BORGO PANIGALE	13	222	-94.1%	0
20200506-20200512	LIPZ	VENEZIA TESSERA	12	314	-96.2%	0
20200506-20200512	LIRA	ROMA CIAMPINO	27	150	-82.0%	0
20200506-20200512	LIRF	ROMA/FIUMICINO	87	885	-90.2%	0
20200506-20200512	LIRN	NAPOLI CAPODICHINO	12	259	-95.4%	0
20200506-20200512	LIRP	PISA SAN GIUSTO	12	142	-91.5%	0
20200506-20200512	LKPR	PRAHA RUZYNE	30	409	-92.7%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200506-20200512	LLBG	TEL AVIV/BEN GURION	65	423	-84.6%	0
20200506-20200512	LMML	LUQA AIRPORT	19	172	-89.0%	0
20200506-20200512	LOWW	WIEN SCHWECHAT	52	826	-93.7%	0
20200506-20200512	LPFR	FARO	5	214	-97.7%	0
20200506-20200512	LPPR	PORTO	17	278	-93.9%	0
20200506-20200512	LPPT	LISBOA	36	624	-94.2%	0
20200506-20200512	LROP	BUCURESTI/HENRI COANDA	38	342	-88.9%	0
20200506-20200512	LSGG	GENEVA	41	475	-91.4%	0
20200506-20200512	LSZH	ZURICH	66	769	-91.4%	0
20200506-20200512	LTAC	ANKARA-ESENBAGA	19	239	-92.1%	0
20200506-20200512	LTAI	ANTALYA	6	651	-99.1%	0
20200506-20200512	LTBJ	IZMIR-ADNAN-MENDERES	10	194	-94.8%	0
20200506-20200512	LTFJ	ISTANBUL/SABIHA GOKCEN	4	575	-99.3%	0
20200506-20200512	LTFM	ISTANBUL AIRPORT	40	1132	-96.5%	0
20200506-20200512	LYBE	BEOGRAD/NIKOLA TESLA	19	188	-89.9%	0
20200506-20200512	UKBB	KYIV/BORYSPIL	30	317	-90.5%	0

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

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

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

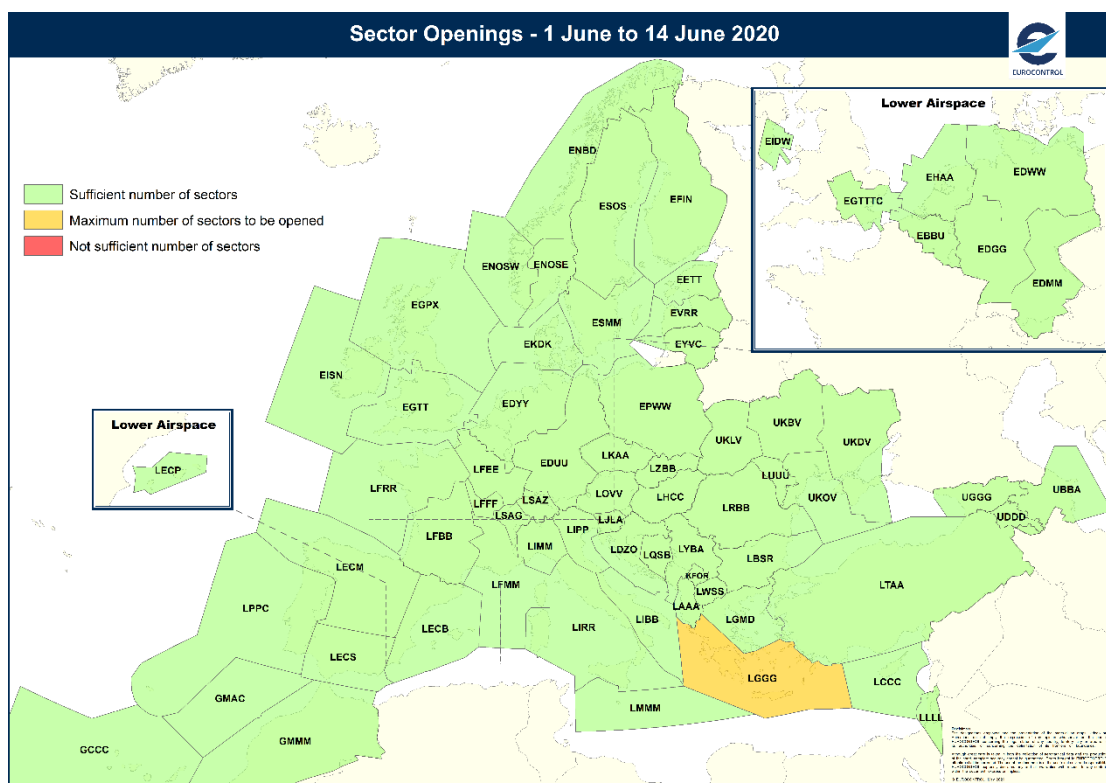
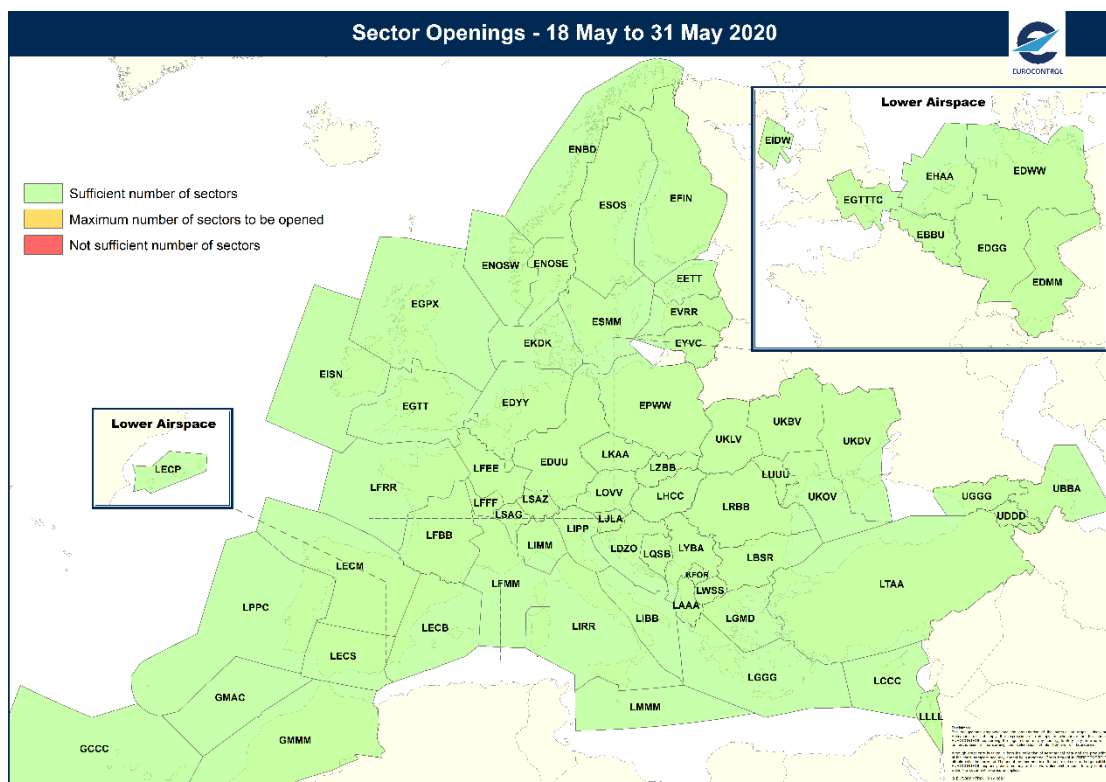
- If planned sector openings are sufficient, no need to update the capacity plans
- If planned sector openings are not sufficient, but maximum sector openings are sufficient, the ANSPs should revise the planned sector openings towards the maximum sector openings
- If maximum sector openings are not sufficient,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

Details are provided in Annex 1.

With the planned sector openings, no capacity issues are expected for the **full month of May**.

For the **first two weeks of June**, some ACCs might need to open more than the planned sector openings, but the requirements are still within the maximum possible sector openings. Some flexibility might be required to open more sectors during the peak hours, **especially if the trend towards 7500-8000 flights in the network is confirmed**, but no capacity issues are expected.

**No major capacity issues are expected for the period 18 May – 14 June.**



## 9.3 Expected Airport Performance of the European ATM Network

### 9.3.1 Demand vs capacity

At this stage, significant uncertainty in passenger terminal throughput due to likely State health requirements, available air and landside staff and uncertainty in airline schedules means the figures provided are indicative and should be treated with caution.

Figures 1, 2 and 3 depict a comparison between expected demand and declared airport capacity for arrivals, departures and global movements for the next four weeks. The figures can help identify possible hotspots, but are not operational tactical or pre-tactical tools.

The **capacity** per airport is defined as the expected capacity, times the average number of movements per day (arrivals or departures, respectively) based on the same month in 2019. The **expected capacity** is provided by airports through the Airport Corner, detailed in Section 6.2. "Airport Performance Enhancement and Network Integration". The **demand** outlook is further explained in Section 4.4. "Network Traffic Outlook".

In the figures, orange dots identify when declared capacity is detected to be lower than daily traffic outlook and blue dots identify when capacity is detected to cope with expected demand.

This section presents information about individual airports that reported via the Airport Corner until Tuesday 12 May included.



## Demand vs Capacity arrivals

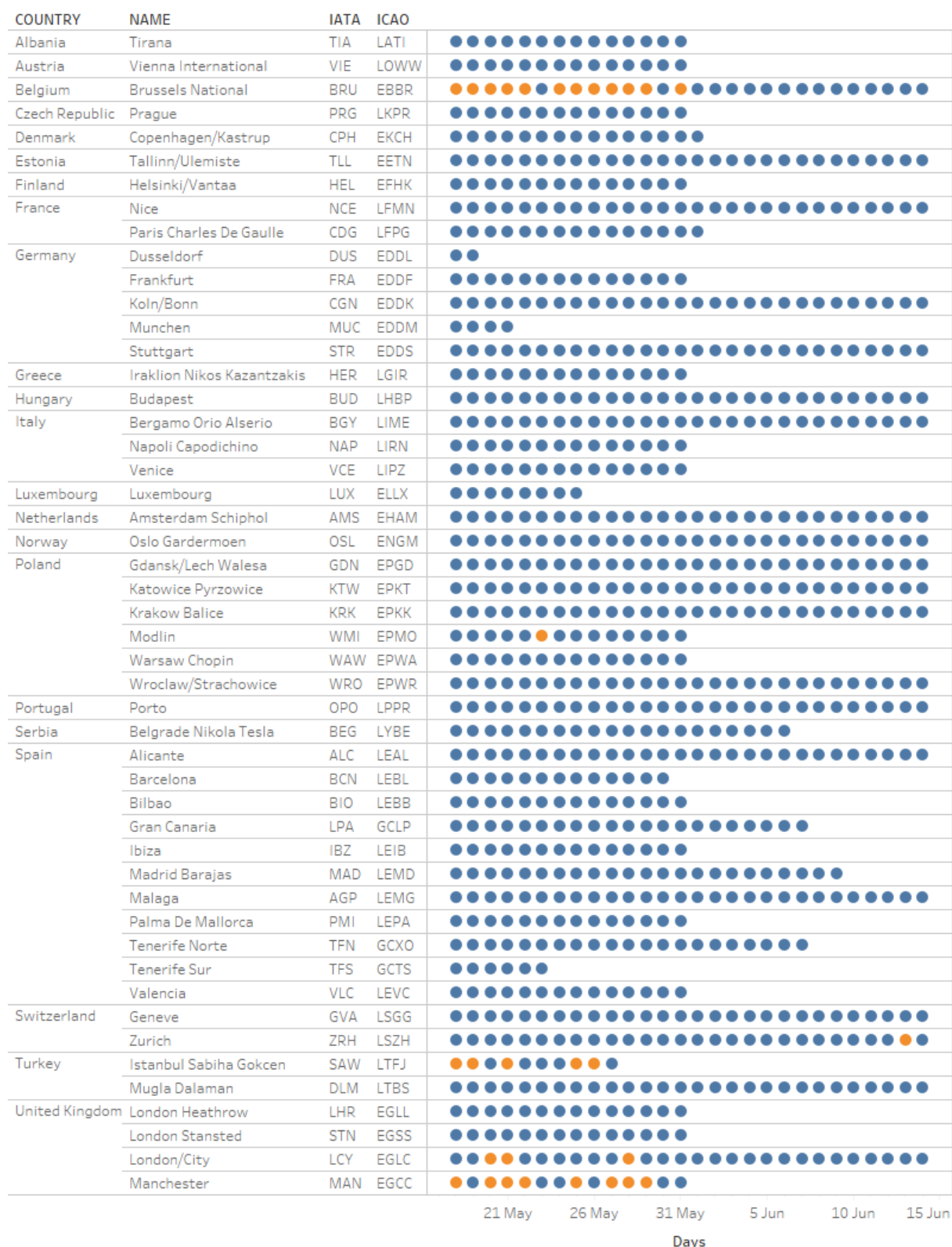


Figure 1: Detection of un-balanced capacity/demand at **arrivals** using airport capacity reported into the Airport Corner and traffic simulation (from 18<sup>th</sup> May)

[illegible]

■ No  
■ Yes

**Edition Number:** 1.2

## Demand vs Capacity global

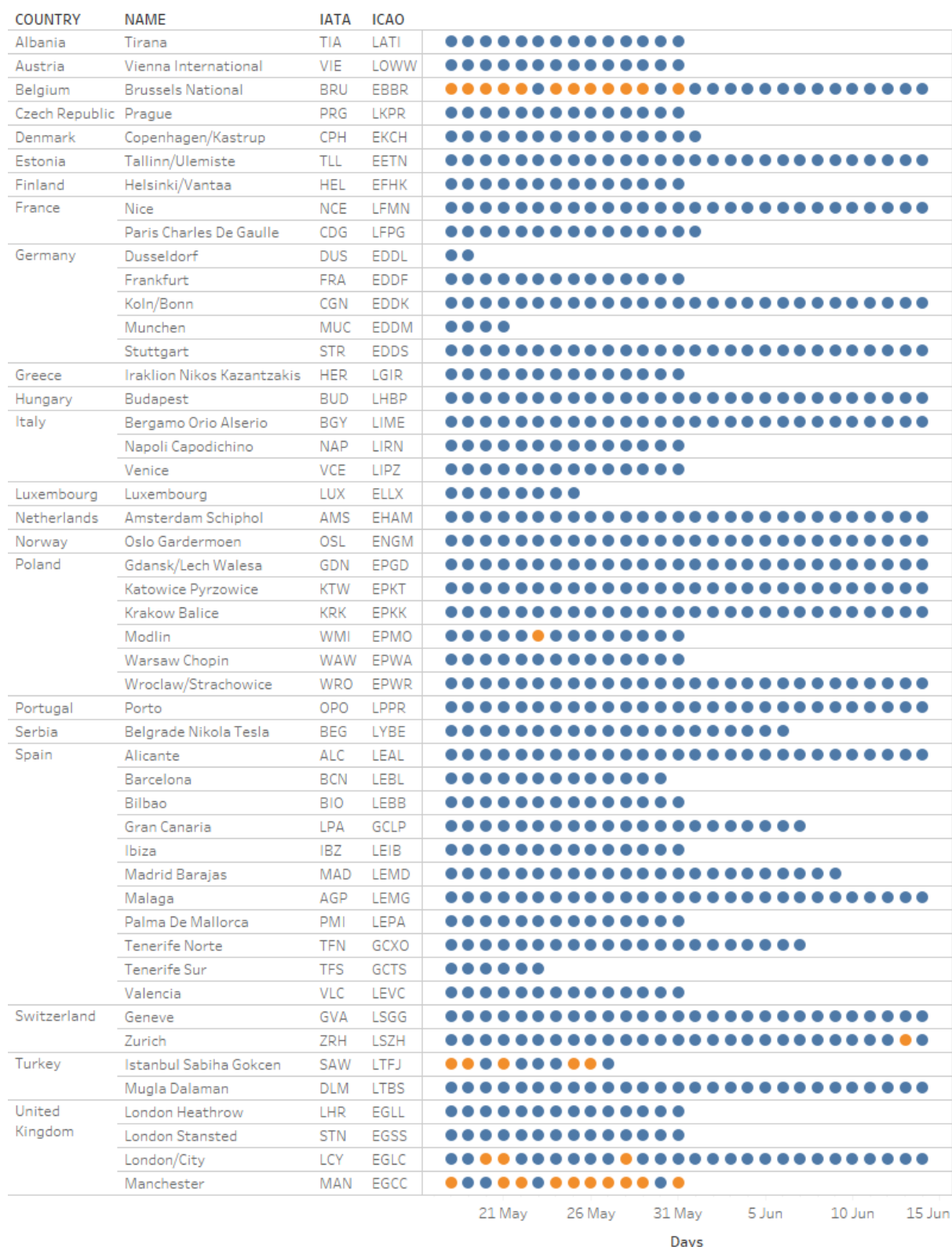


Figure 3: Detection of unbalanced capacity/demand (**global movements**) using airport capacity reported into the Airport Corner and traffic simulation (from 18th May)

### 9.3.2 Main airports constraints

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

It is expected that capacities reported close to 100% available will be revised by the airports as soon as sanitary measure instigated by the states become applicable. Ad-hoc coordination will be undertaken by the Airport Function to ensure the terminal constraints are included into the provided estimated capacity.

Country	Airport name	ICAO	IATA	Constraints
<b>Austria</b>	Vienna International	LOWW	VIE	<b>40% capacity available.</b> Long-term aircraft parking, 2 of 3 piers (and gates) closed.
<b>Belgium</b>	Brussels National	EBBR	BRU	<b>10% capacity available until end of May.</b> We expect until end of May to operate at 10% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights has been increased to follow increase in demand. The airport is available between 08:00 and 16:00 UTC for pax operations due to limited handling availability.  <b>30% capacity available between 1st of June and 1st of September,</b> we expect to be able to increase capacity again to 30% for pax flights in terms of aircraft parking capacity, handling capacity and all required airport facilities to follow increasing demand. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights will remain increased to follow the increase in demand.  <b>As of 1st of September we expect to operate at 60%</b> of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity to follow increasing demand. All partners will remain ready to increase capacity as soon as demand resumes.  Long-term parking on taxi ways / taxi lanes and normal terminal parking stands.
<b>Czech Republic</b>	Prague	LKPR	PRG	<b>100% capacity available.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands.
<b>Denmark</b>	Copenhagen	EKCH	CPH	<b>75% capacity available.</b> Ground handling is the limiting factor.
<b>Finland</b>	Helsinki	EFHK	HEL	<b>90% capacity available.</b> Long-term parking on runway, taxi ways / taxi lanes and normal terminal parking stands. Ground handling services reduced and during night time extremely limited. Only part of Terminal 2 available for passenger traffic and limited operating hours for passenger services.
<b>France</b>	Nice	LFMN	NCE	<b>100% capacity available.</b>
<b>France</b>	Paris Charles de Gaulle	LFPG	CDG	<b>30% capacity available.</b> ATC staff and ground handling are limiting factors.
<b>France</b>	Paris Orly	LFPO	ORY	No information provided.
<b>Germany</b>	Berlin Tegel	EDDT	TXL	No information provided
<b>Germany</b>	Dusseldorf	EDDL	DUS	<b>30% capacity available.</b> Reduced terminal and ground handling resources. Capacity can be increased according to traffic demand. There may be temporary ground handling restrictions at certain times. AOs has to check availability of resources 48 hours prior planned operation of non-scheduled flights.
<b>Germany</b>	Frankfurt	EDDF	FRA	<b>50% capacity available.</b> Long-term parking on runway, taxi ways / taxi lanes and normal terminal parking stands. 2 of 4 runways operational.

Country	Airport name	ICAO	IATA	Constraints
<b>Germany</b>	Munich	EDDM	MUC	<b>50% capacity available.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Reduced capacity Ground Handling
<b>Greece</b>	Athens	LGAV	ATH	<b>20% capacity available.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Aircraft parking restrictions. Local ATC capacity adapted to single runway operations (due WIP) & 32 mvts/hour. Operations at satellite terminal suspended. Main terminal resources and ground handling capacity adapted to current level of demand, being reduced by 95%. Overall capacity by all airport stakeholders can be increased according to traffic demand.
<b>Italy</b>	Milano Malpensa	LIMC	MPX	No information provided.
<b>Italy</b>	Rome Fiumicino	LIRF	FCO	<b>30% capacity available.</b> Runway 16L/34R closed to all ops due to wip. Landside contingency measures: Terminal 1 closed and 44% of gates available for ops. Due to social distancing procedures in the terminal and on aircraft, with the open infrastructures, estimated capacity is 30%. Capacity can be increased according to traffic demand and changes in social distancing procedures.
<b>Ireland</b>	Dublin	EIDW	DUB	No information provided.
<b>Israel</b>	Tel Aviv	LLBG	TLV	All international flights to the state of Israel shall land at LLBG only, unless only crew is on-board.
<b>Netherlands</b>	Amsterdam Schiphol	EHAM	AMS	<b>40% capacity available.</b> Closure of pier and stand capacity to "core Schiphol" and need for long term aircraft parking. Stand capacity for cargo flights has been increased to follow demand. Social distance protocol might result in lower capacity than the mentioned 40%. The information will be updated as soon as more information reveals. All partners are ready to increase capacity as soon as demand recovers.
<b>Norway</b>	Oslo	ENGM	OSL	<b>50% capacity available.</b> Operating on Single Runway. Capacity 40 movements per hour
<b>Poland</b>	Warsaw Chopin	EPWA	WAW	<b>50% capacity available.</b> Aircraft parking restrictions. Passengers Terminal is influencing factor.
<b>Portugal</b>	Lisbon	LPPT	LIS	<b>No capacity information provided.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Maximum ground time is applied via NOTAM. Due to lay-off (partial unemployment) of major part of staff from ground handlers some constraints may occur in operation is not planned.
<b>Spain</b>	Barcelona	LEBL	BCN	<b>62% capacity available.</b> Long-term parking on normal terminal parking stands. Cross runway configuration applied instead of parallel runway configuration, due to ATC contingency plan.
<b>Spain</b>	Madrid Barajas	LEMD	MAD	<b>78% capacity available.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. 2 RWYs closed due to demand reduction.
<b>Spain</b>	Malaga	LEMG	AGP	<b>27% capacity available.</b> Only RWY 13 / 31 in operation.  <b>52% capacity available as of 1<sup>st</sup> June.</b> Only RWY 13 / 31 in operation.
<b>Spain</b>	Palma de Mallorca	LEPA	PMI	<b>20% capacity available.</b> Aircraft parking restrictions. Aircraft Rescue and Firefighting category downgraded.
<b>Sweden</b>	Stockholm	ESSA	ARN	ATC and RWY capacity is 100%. <b>Ground handling capacity is limited at 50%.</b>
<b>Switzerland</b>	Geneva	LSGG	GVA	<b>55% capacity available.</b> Long-term parking on normal terminal parking stands. Impact on operations due to ground services may be expected. Most of the staff is at home. Allow a few days to organise the return of the personnel. Also some infrastructure will need up to four days to be back into operation.



Country	Airport name	ICAO	IATA	Constraints
				Reduced capacities as approach services are operated from the TWR with limited staffing. Actual capacities are 10/22 but for some times of the day as well 17/34-  <b>85% capacity available from June 1<sup>st</sup>.</b> Still reduced ATC capacities due to limited staffing. Actual capacities are A17/G34 throughout the majority of the day and can offer A22/G40 during some hours
Switzerland	Zurich	LSZH	ZRH	<b>20% capacity available.</b> Long-term parking on normal terminal parking stands. Arrival Capacity of 8 per hour. No limitations on the departures. Driven by the fact that APP services are executed from the TWR. Staff can be rescheduled if required with some days lead time.
Turkey	Antalya	LTAI	AYT	No information provided.
Turkey	Istanbul	LTFM	IST	No information provided.
Turkey	Istanbul Sabiha Gökçen	LTFJ	SAW	<b>1% capacity available.</b> Aircraft parking restrictions.
United Kingdom	London Gatwick	EGKK	LGW	No information provided.
United Kingdom	London Heathrow	EGLL	LHR	<b>65% capacity available.</b> Long-term parking on normal terminal parking stands.
United Kingdom	London Stansted	EGSS	STN	<b>100% capacity available.</b> Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Social distancing handling.
United Kingdom	Manchester	EGCC	MAN	<b>5% capacity available.</b> Long-term parking on normal terminal parking stands. Aircraft Rescue and Firefighting) category downgraded. Any increase in traffic will need to be coordinated with GHAs due to lay-off of staff. Operating from one terminal using one runway. Minimum staff from all service partner and control authorities on site to cover expected traffic demand.

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

In this section, we outline the main identified unbalanced airport capacity and expected demand based on the information shown in Figures 1, 2 and 3. Actions taken with individual airports as a result, are further detailed into Section 10.2. See every airport's capacity information and influencing factors in Annex 2. The different factors that intervene in the capacity estimation and the demand predictions make the long-term predictions more uncertain than the short-term ones. Thus, in this analysis we mainly focus on the short and mid-term unbalances.

Airport ICAO Code	Airport IATA Code	Airport name	Explanation	Time horizon	Action
EBBR	BRU	Brussels National	Brussels National had 663 movements per day as an average in May 2019. It has declared 10% of capacity, thus those days whose predicted demand are over 67 movements per day are highlighted in orange in Figures 1, 2 and 3 (arrivals, departures and global respectively). Analysing the orange dots shown in Figure 3, it is found out that the demand varies between 82 and 113 when the available capacity is 67. During Saturdays, the expected demand falls to 55, below the capacity of 67. This conclusion is similar when applied to arrivals and departures figures.  Brussels National already declared in the airport corner that capacity could be increased in case of increased demand (see 9.3.2. Main airport constraints).	From 18 <sup>th</sup> May to 31 <sup>st</sup> May	Investigation conducted by Airport Function:  Further Airport Slot cancellations, demand does not exceed 10% until 31May. Further updates expected for period 1-10June



# 10 Bottleneck Areas and Mitigation Solutions

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

## 10.1 En-route: ACC capacity enhancement measures

As no major capacity issues are expected for the period 18 May – 14 June, no specific actions are required for the ACCs at this stage. **Nevertheless, some flexibility might be required to open more sectors during the peak hours, especially if the trend towards 7500-8000 flights in the network is confirmed.**

## 10.2 Airport capacity enhancement measures

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

### Measure taken related to main airport constraints

Airport ICAO Code	Airport IATA Code	Airport Name	Constraint	Proposed Solution from the Airport	End date	Current Y/N
NONE identified yet						

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

Airport ICAO Code	Airport IATA Code	Airport Name	Constraint	Proposed Solution from the Airport	Final Solution from the Airport	More information expected by	Current Y/N
EBBR	BRU	Brussels-National	demand is greater than the 10% capacity declared by airport from 15May		Further Airport Slot cancellations, demand does not exceed 10% until 31May. Further updates expected for period 1-10June		N
EGCC	MAN	Manchester	demand is greater than the 5% capacity declared by airport from 15May		Further Airport Slot cancellations, demand does not exceed 5% until 31May. Further updates expected for period 1-10June		N
EGLC	LCY	London-City	Several days during last week of May still has some flights planned even though		Airport Slots have been / or will be cancelled up to 31May.		N

Airport ICAO Code	Airport IATA Code	Airport Name	Constraint	Proposed Solution from the Airport	Final Solution from the Airport	More information expected by	Current Y/N
			Airport is closed (NOTAM)				

*Note: Airline and Airport Slot Coordinators are busy with W20 submissions until 15May and due to manpower restrictions will concentrate on S20 Airport Slots in the coming week.*

### 10.3 Proposed Actions at Network Level

As no major capacity issues are expected for the period 18 May – 14 June, no network actions are required at this stage.

With respect to flight efficiency, the Network Manager, together with the operational stakeholders, addressed approximately 1200 RAD measures.

**The RAD measures addressed generated a significant amount of distance flown savings amounting to 20000-25000 NM saved per day, depending on the daily traffic.**

Further actions have been agreed at the 3<sup>rd</sup> Ad Hoc Enlarged NDOP Recovery Cell as follows:

#### **Action 1**

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

#### **Action 2**

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

#### **Action 3**

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

#### **Action 4**

- Re-organisation of RAD into four parts (over Summer 2020):
  - RAD General Description;
  - RAD Europe Area Definition (current Appendix 2);
  - Annex 1 - “Traffic Flow Rules”:
    - 1A - FL Capping Rules (current Appendix 3);

- 1B - Local and Cross-border Capacity and Structural (with clear identification) Rules (parts of current PAN-EUR Annex)
- Annex 2 - "Flight Planning Facilitation":
  - 2A - Airport Connectivity options (current Appendix 5);
  - 2B - En-route DCT options (current Appendix 4);
  - 2C - FUA RSA options (current Appendix 7).

## 11 Conclusion

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

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

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

# ANNEX 1 – ACC TRAFFIC OUTLOOK & CAPACITY PLANS

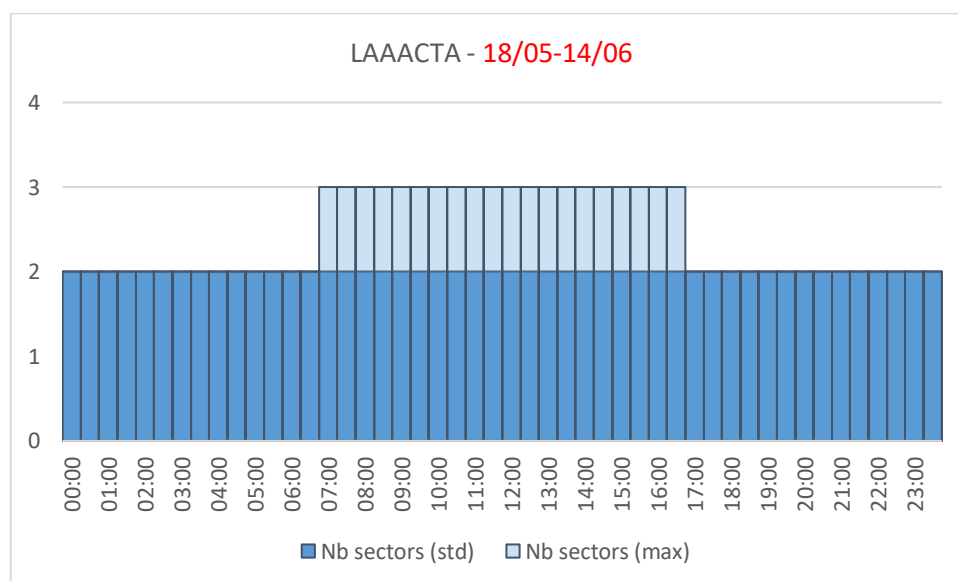
## ALBANIA

## TIRANA ACC

### Expected traffic

Tirana						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	70	90	90	70	70	90
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	70	90	90	90	100	110
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	170	200	170	160	200	180
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	210	180	180	220	190

### Sector openings – Planned and maximum



### Sector capacities

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

### Availability of support to operations staff

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

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

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

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

**Special events and major projects**

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

No major projects planned.

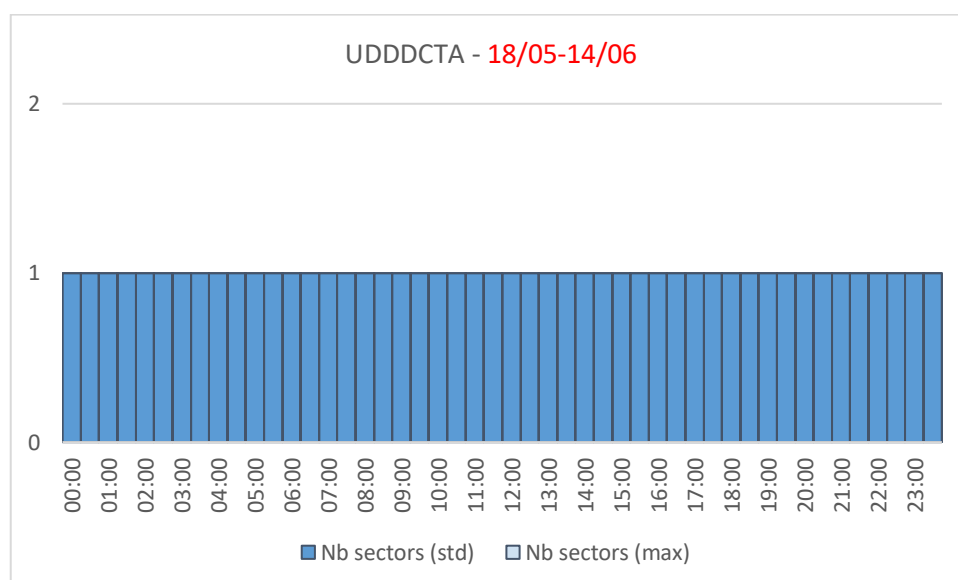
**NM Assessment**

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



**ARMENIA****YEREVAN ACC****Expected traffic**

Yerevan						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	30	30	30
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	30	30	30
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	30	30	30
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	30	30	30

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations. A planner's position is located in ATC Centre for participating in Eurocontrol flow management (NMOC) process through the Eurocontrol FMP terminal.

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

N/A

**Special events and major projects**

N/A

**NM Assessment**

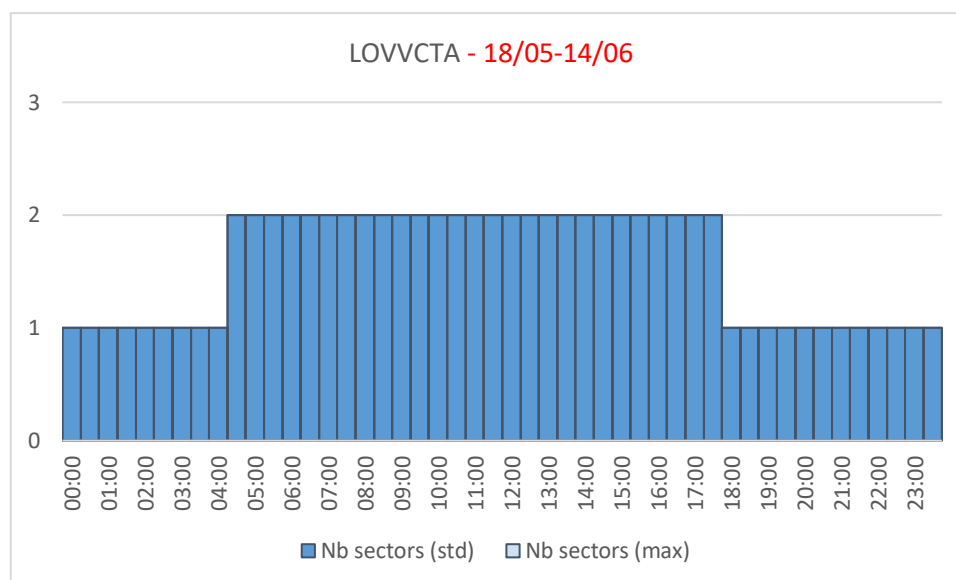
No capacity issues expected with planned numbers of sectors during the period.

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

Vienna						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	320	370	390	390	300	320
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	340	350	400	480	390	410
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	630	650	660	670	650	600
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
650	680	670	710	740	700	650

**Sector openings – Planned and maximum**

If traffic increases faster than expected, a change in the duty roster of ATCOs will be necessary to be able to open more sectors.

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations for operational support personnel (Supervisor, FMP, FIS, AMC, FDU)

Non-OPS support personnel (RAD -, ENV -, AIM -, FMP - back office, ...) availabilities reduced due to short-time work – basic Non-OPS support assured.

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

Depending on traffic demand additional staff could be activated on tactical or pre-tactical basis.

**Special events and major projects**

Winter 2020/2021 – Vienna ACC airspace restructuring

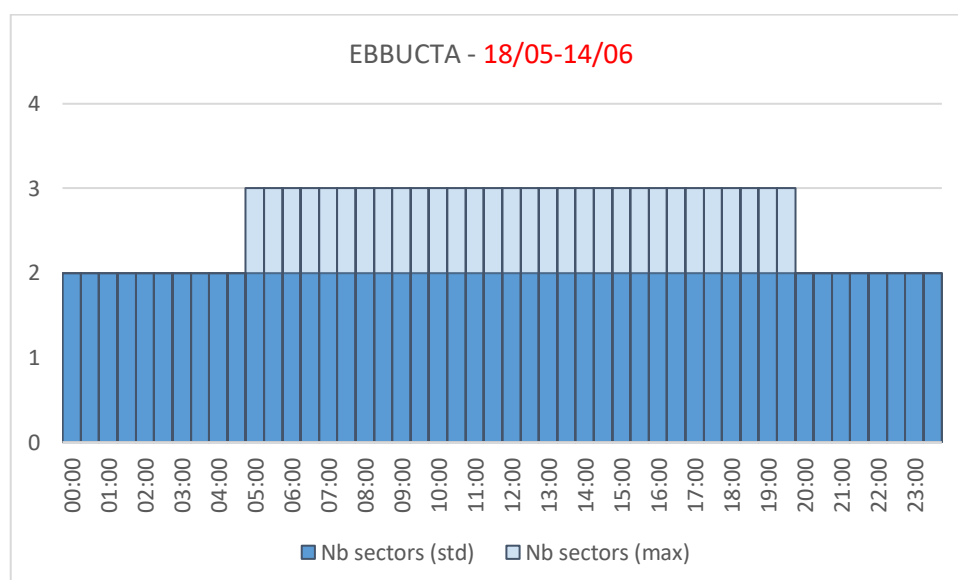
Dec. 2020: Night FRA Extension of SECSIFRA to Albania

**NM Assessment**

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

**BELGIUM****BRUSSELS ACC****Expected traffic**

Brussels						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	380	390	420	340	230	270
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	390	380	420	340	230	270
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	440	440	470	380	280	310
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	450	450	500	390	300	330

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

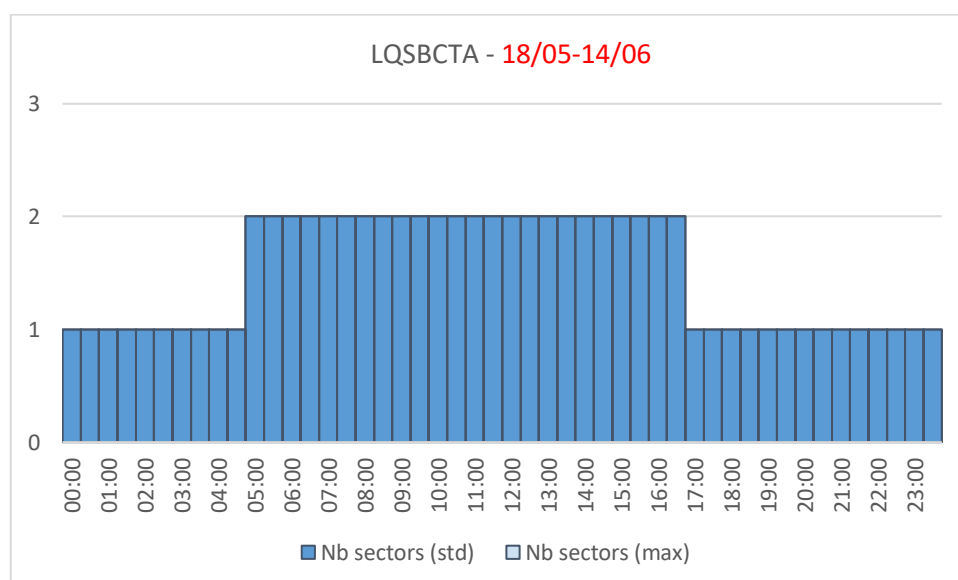
N/A

**NM Assessment**

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

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

BH						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	100	120	130	120	120	110
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130	120	120	120	150	180	140
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	250	270	240	250	280	250
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	280	280	270	280	320	280

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

No reduction in sector capacities.

**Availability of support to operations staff**

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

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

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

**Special events and major projects**

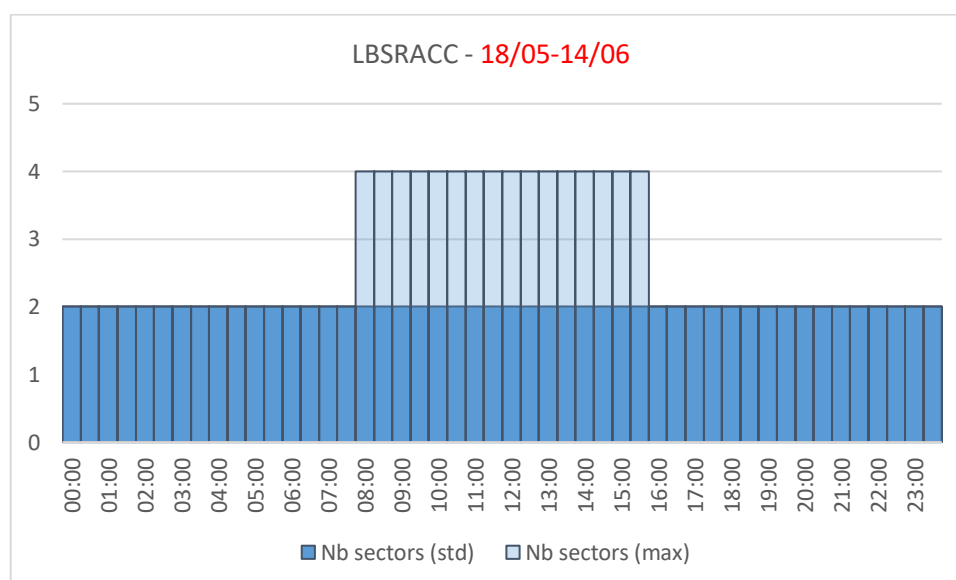
No special events and/or major projects in progress or planned.

**NM Assessment**

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

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

Sofia						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	340	390	370	400	360	340
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	360	390	410	470	450	420
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	590	590	590	600	620	570
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600	650	630	640	640	680	630

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No constraints of any type

**Special events and major projects**

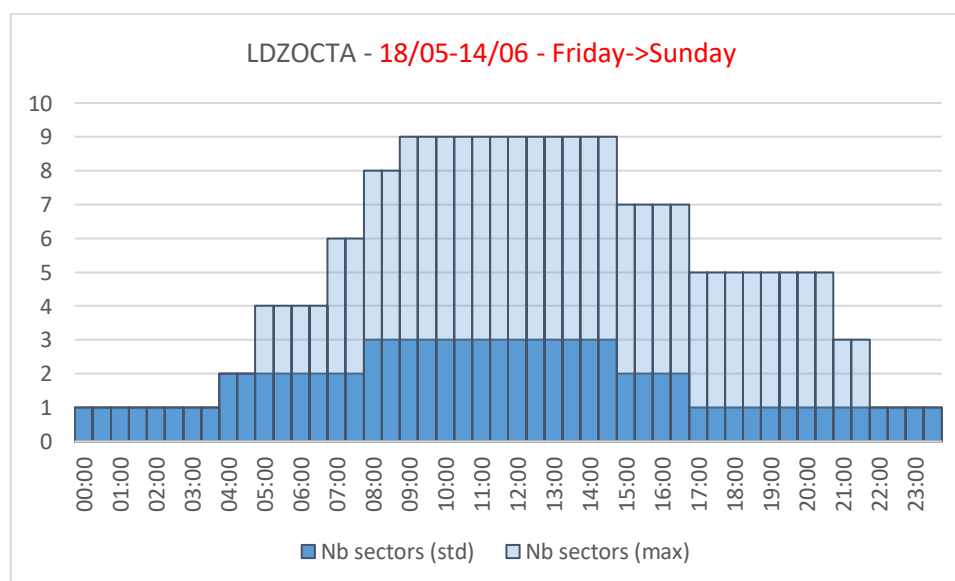
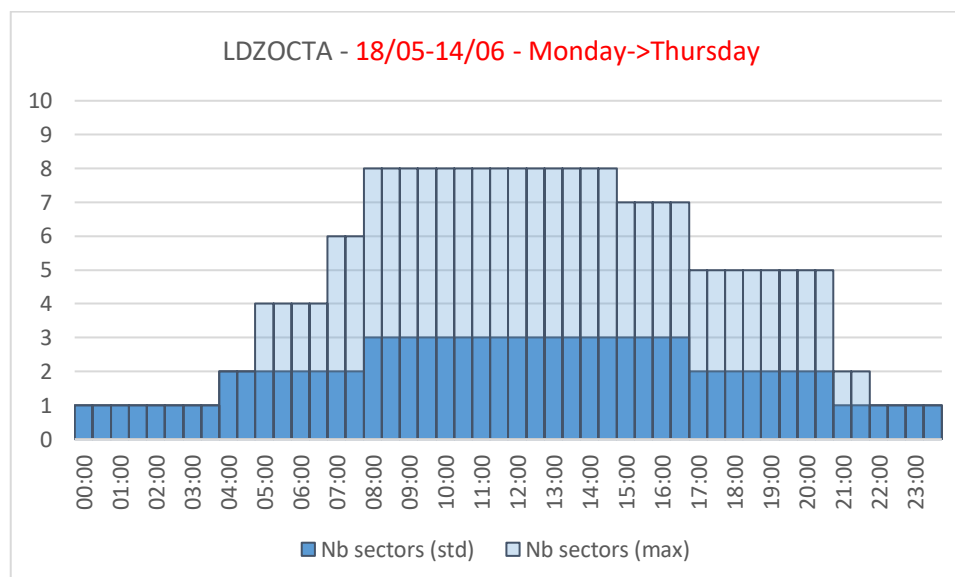
08/06/20-11/06/20: SHABLA 2020 Military Exercise

**NM Assessment**

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

**CROATIA****ZAGREB ACC****Expected traffic**

Zagreb						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	150	180	180	190	180	170
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	170	180	190	240	270	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	410	420	400	410	470	440
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	450	430	450	470	520	470

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No limitations or constraints.

**Special events and major projects**

None foreseen for 2020.

**NM Assessment**

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

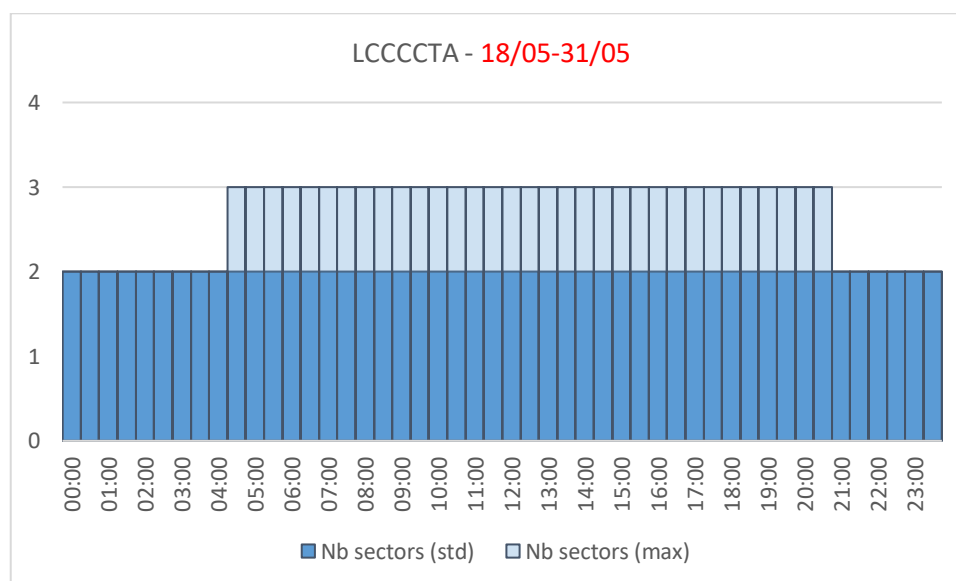
**CYPRUS****NICOSIA ACC****Expected traffic**

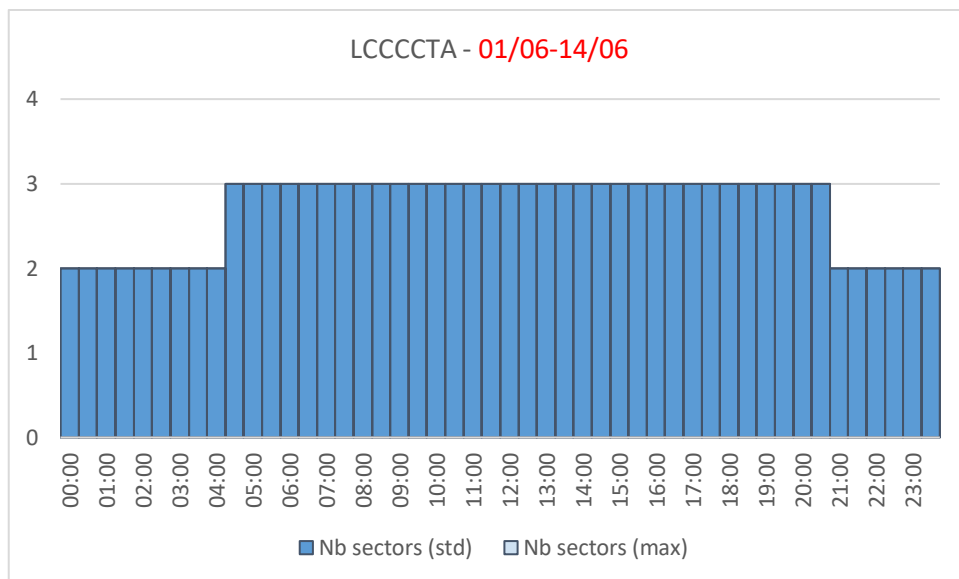
Nicosia						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	220	210	160	160	150
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	230	210	160	170	150
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	220	240	240	180	180	170
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200	230	250	250	190	200	190

**Sector openings – Planned and maximum**

Currently and until the 14<sup>th</sup> of June the rosters can provide for the operation of three sectors but with nominated standby ATCOs every day (by roster), to facilitate up to 4 sectors for some hours of the day if needed.

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





### **Sector capacities**

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

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

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

**No limitations are foreseen among staff** besides minor adjustments to the current COVID-19 rosters. Staff remain available on "hot-standby" to resume normal duties. Traffic load will be monitored continuously and sector availability will be adjusted accordingly.

Sector openings and availability will be continuously provided to NM.

No issues with the expiry of ratings as all ATCOs are rotating.

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

All technical infrastructure is available and ready for operation.

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

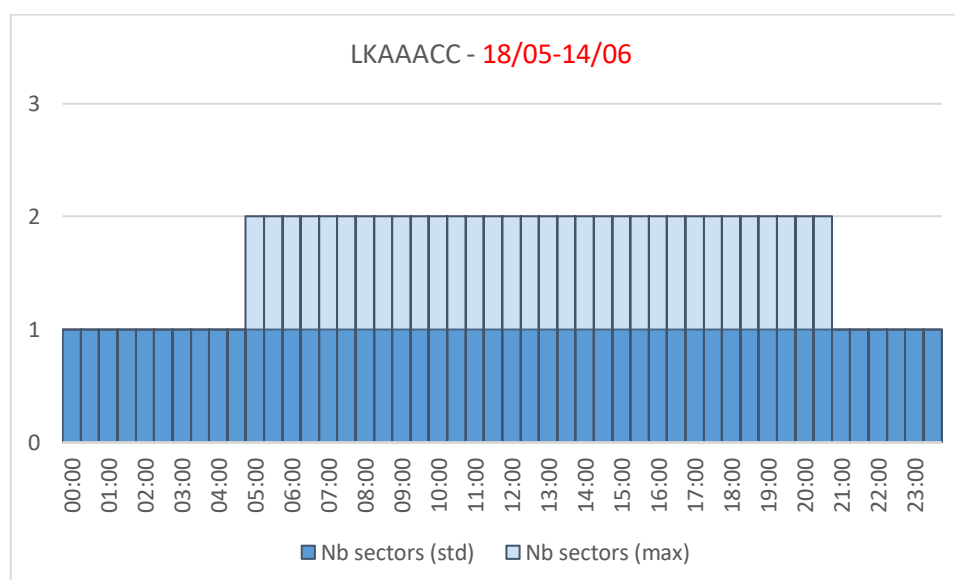
Nothing foreseen at the moment. Major projects are currently resuming and all other projects are being conducted with telework. All projects shall resume upon lifting the local measures and the travel ban.

### **NM Assessment**

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

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

Prague						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	330	360	320	340	260	270
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	320	360	330	370	290	300
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	470	510	490	490	440	430
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	510	550	500	520	460	450

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

N/A

**NM Assessment**

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

**DENMARK****COPENHAGEN ACC****Expected traffic**

Copenhagen						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	320	330	300	290	240	260
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	330	330	300	290	240	260
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	350	350	330	330	290	310
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	360	370	350	350	300	320

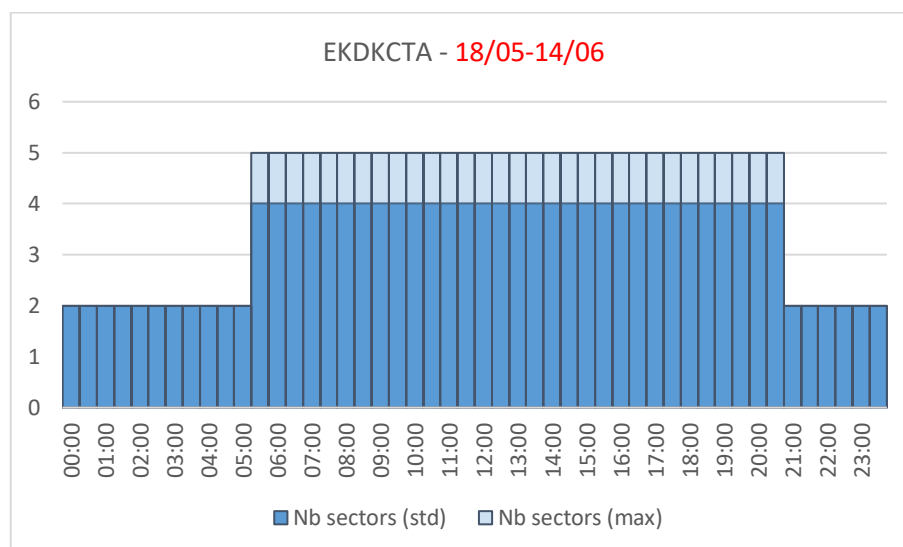
**Sector openings – Planned and maximum**

EKCH APP:

21.00 – 05.30 : 1 sector

05.30 – 21.00: 2 sectors

Additional sectors can be planned pending the predicted traffic increases.

**Sector capacities**

No reduction in sector capacities

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

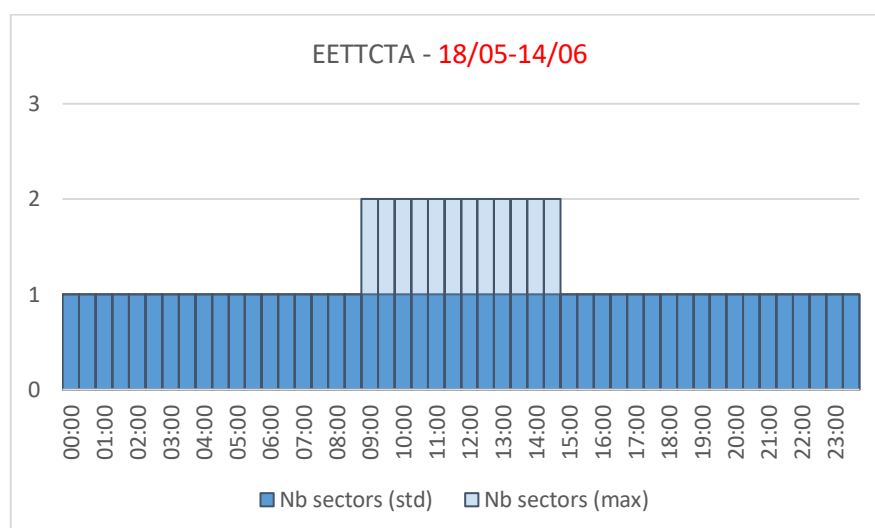
N/A

**NM Assessment**

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

**ESTONIA****TALLINN ACC****Expected traffic**

Tallinn						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	190	200	190	200	160	180
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	200	210	190	190	160	170
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	210	180	190	160	170
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	180	200	180	190	160	170

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

As of 18/05/2020 until 31/05/2020:

CF1C 00:00-08:59 MV 23/60

CF1 09:00-14:59 MV 36/60

CF1C 15:00-23:59 MV 23/60

As of 01/06/2020

CF1 00:00-23:59 MV 36/60

**Availability of support to operations staff**

No limitations.

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

NIL

**Special events and major projects**

NIL

**NM Assessment**

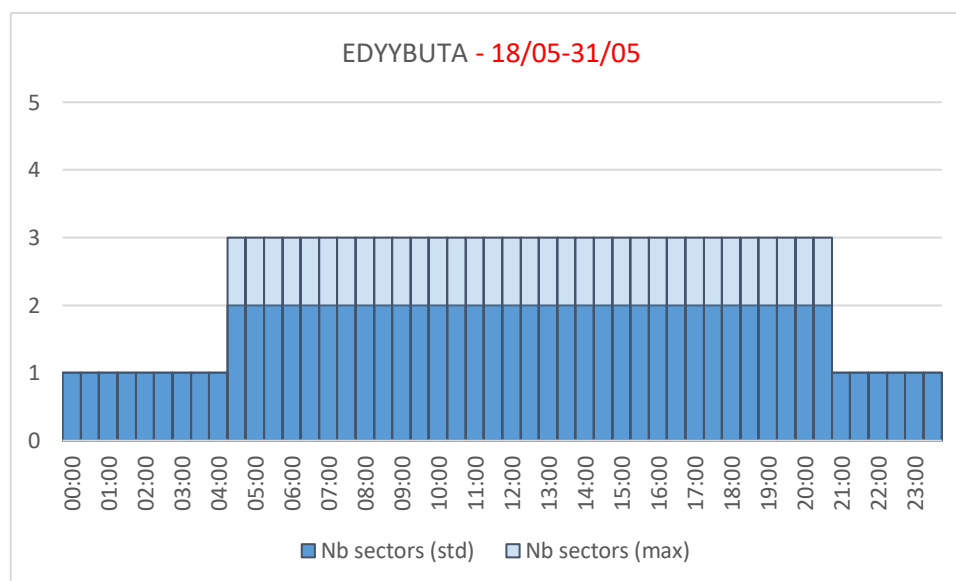
No capacity issues expected with planned numbers of sectors during the period.

**EUROCONTROL****MAASTRICHT UAC****Expected traffic**

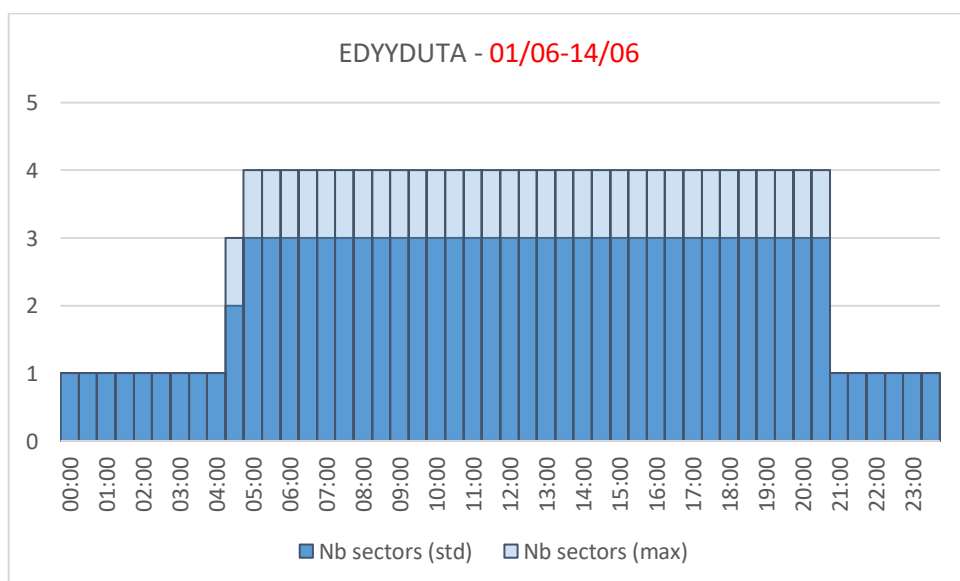
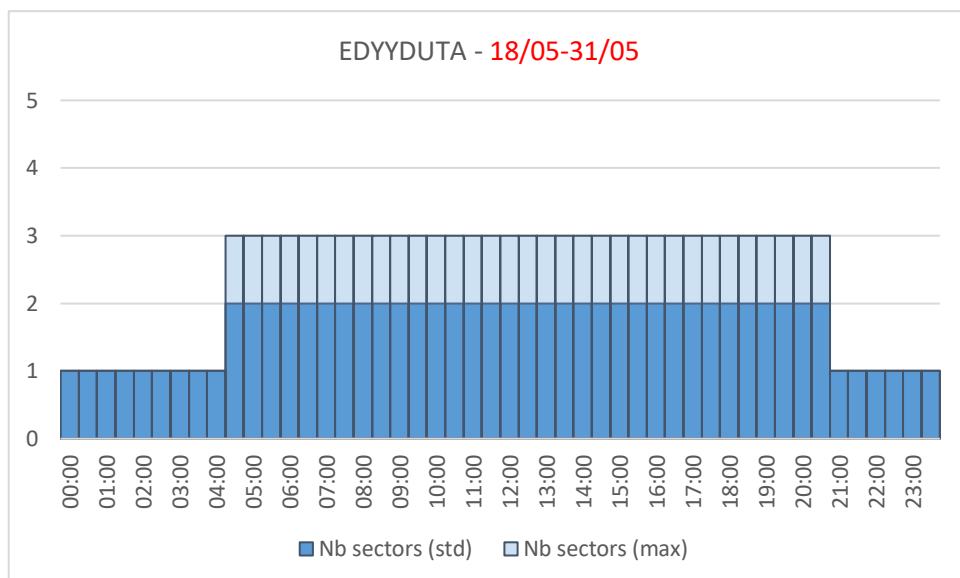
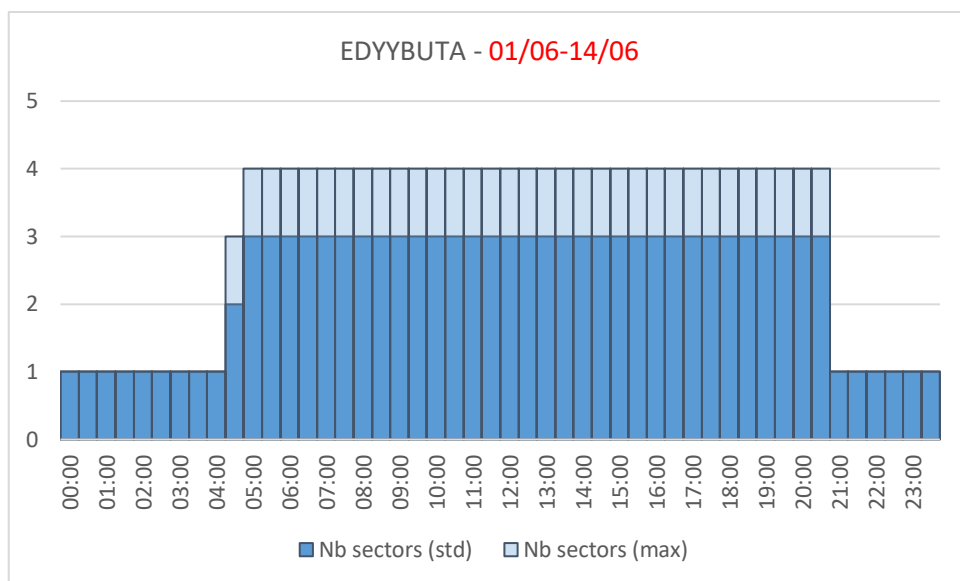
Maastricht						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	800	890	850	830	690	730
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
740	830	880	860	860	710	760
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	970	1040	1030	980	870	910
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
900	980	1060	1070	1030	920	960

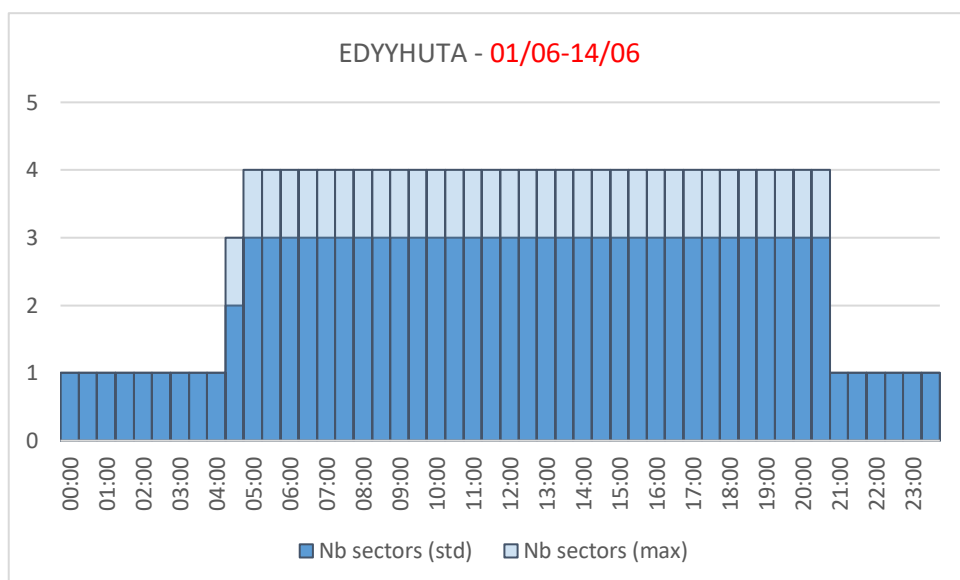
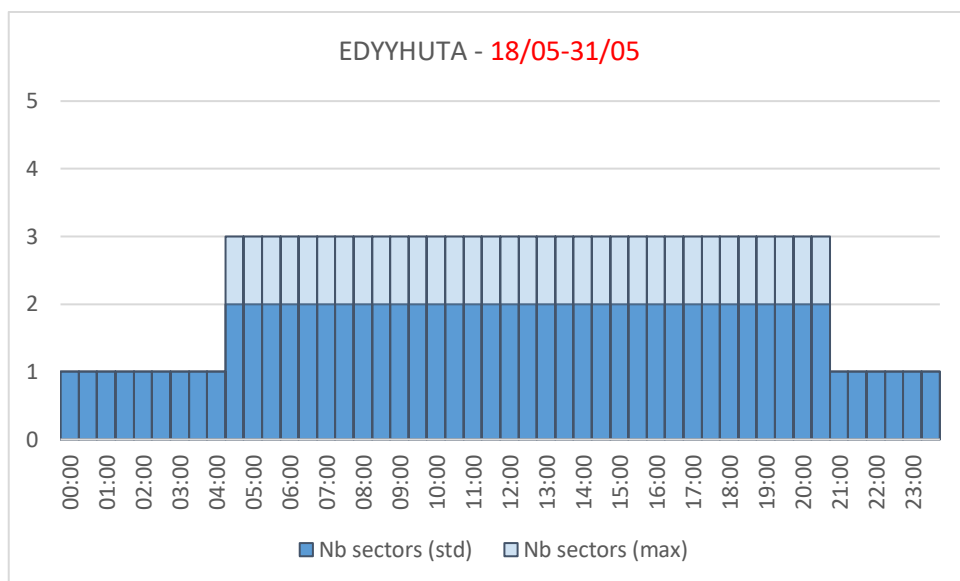
**Sector openings – Planned and maximum**

MUAC is continuously monitoring traffic and traffic predictions, and adapting its planning to meet the expected demand. Given the uncertainty in the traffic evolution, MUAC is applying an additional buffer when planning ATCO staff. Given the latest traffic outlook, the buffer for June has been somewhat decreased so that these shifts may be saved for later in the year. There is still a comfortable planning margin and on top of this, ATCOs are on standby with 90 min response time.









### **Sector capacities**

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

However, this decrease will be compensated with increased sector opening where the demand so requires. Pre-tactical planning is above the traffic outlook to allow for mitigations in case of staff sickness or unforeseen traffic increase.

RAD relaxation will be closely monitored against the traffic situation.

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

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

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

The FMP position will be manned daily from 06:30 – 21:00 LT (i.e. one hour later start and one hour earlier finish); outside these times the FMP functions are delegated to the DSUP as usual (and as per the ATFCM Operations Manual requirement). Similar adaptations have been made for Flight Data staffing (but presence is at all times assured).

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

Operations Management is present at MUAC during office hours.

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

Console allocation in the OPS Room has been adapted to maintain social distancing between the ATCOs on the position. This can be maintained up to a 4-sector configuration per sector group. However, from 3 sectors per sector group onwards it limits the amount of available training positions and would thus have an impact on the ongoing Ab Initio training.

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

**Special events and major projects**

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

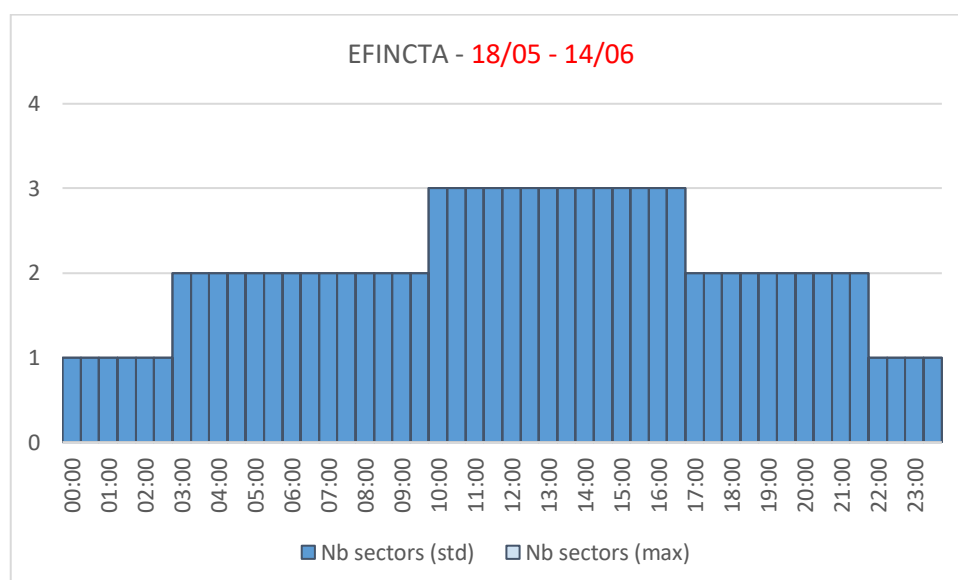
Major projects are continuing, and MUAC is making assessments whether additional availability of ATCO staff during the traffic downturn is allowing accelerated advancements in some project areas. ATCO staffing for operational shifts however will take precedence over any additional project planning.

**NM Assessment**

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

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

Helsinki						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	110	130	120	130	70	90
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	110	130	120	130	70	90
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	110	130	120	130	80	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	110	130	120	130	90	90

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

For the next period, the following MIL exercises have been cancelled

ETELÄ 1.-5 June 2020

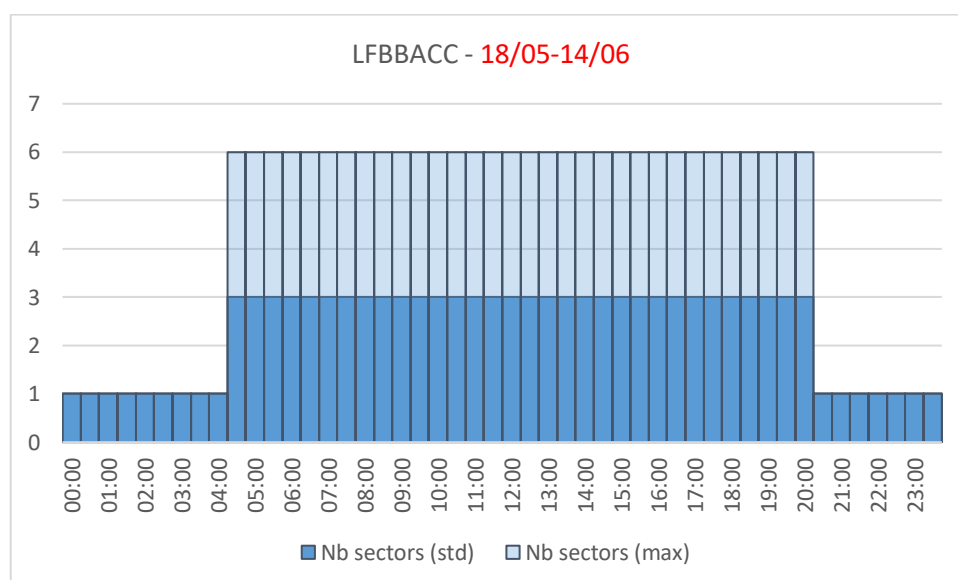
PIHTI 8.-12. June 2020

**NM Assessment**

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

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

Bordeaux						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	230	250	260	240	170	150
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	240	250	280	300	220	180
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	430	400	450	460	370	330
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	460	450	490	480	400	360

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

No reduction in sector capacities.

**Availability of support to operations staff**

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

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

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

Only one person from each division so “non essential” technical operations can not be realised.

**Special events and major projects**

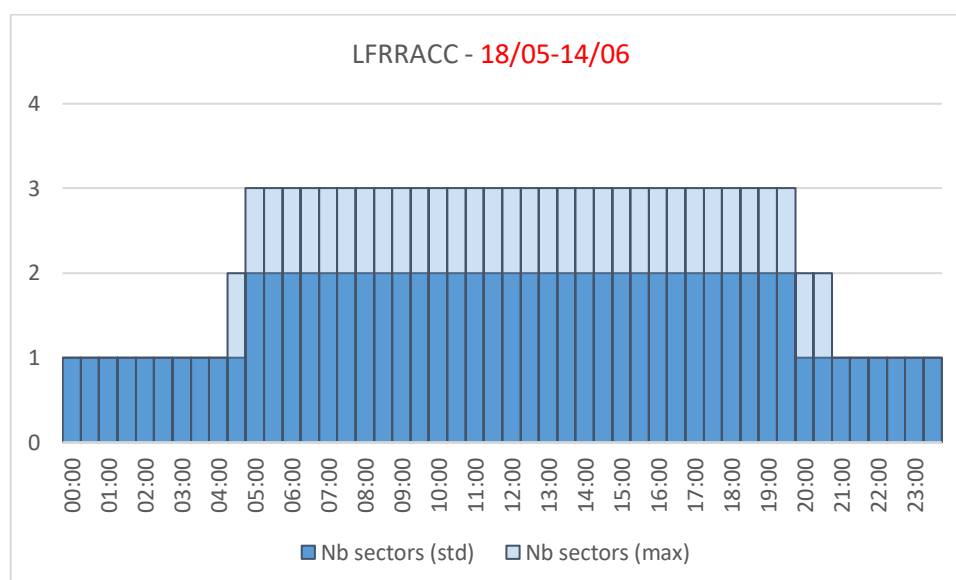
N/A

**NM Assessment**

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

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

Brest						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	200	220	230	260	220	210
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	230	240	250	290	250	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	420	410	430	420	370	350
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	430	430	450	450	440	400

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

No reduction in sector capacities.

**Availability of support to operations staff**

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

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

N/A

**Special events and major projects**

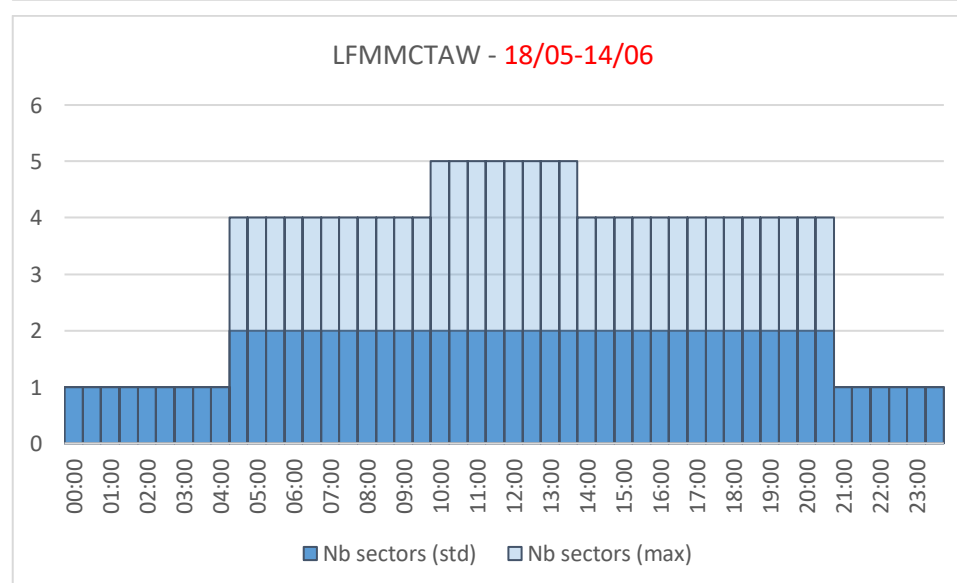
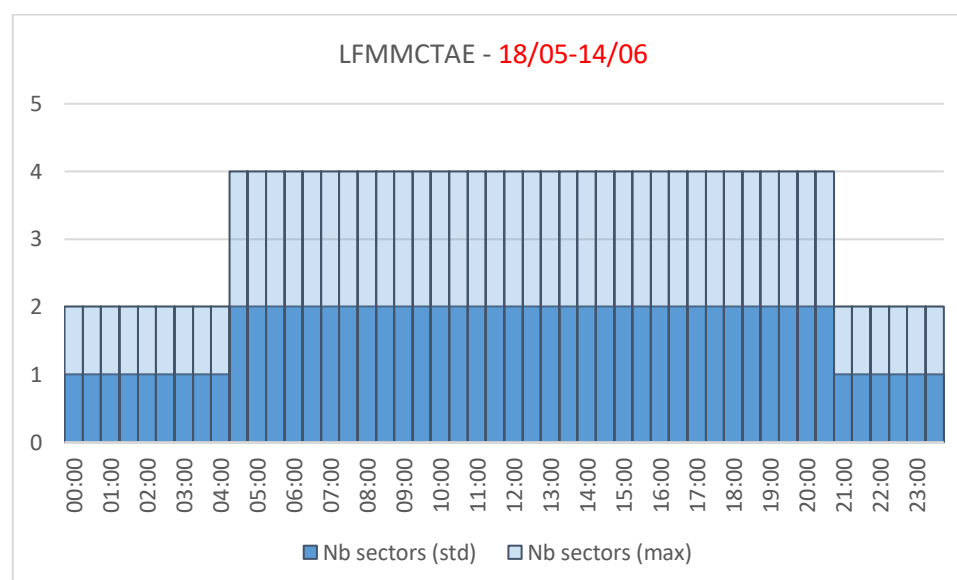
N/A

**NM Assessment**

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

**FRANCE****MARSEILLE ACC****Expected traffic**

Marseille						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	300	320	340	300	210	220
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	330	310	350	390	310	280
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	610	580	610	620	580	520
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600	620	630	640	640	600	560

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP staff on the premises the morning.

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

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

N/A

**Special events and major projects**

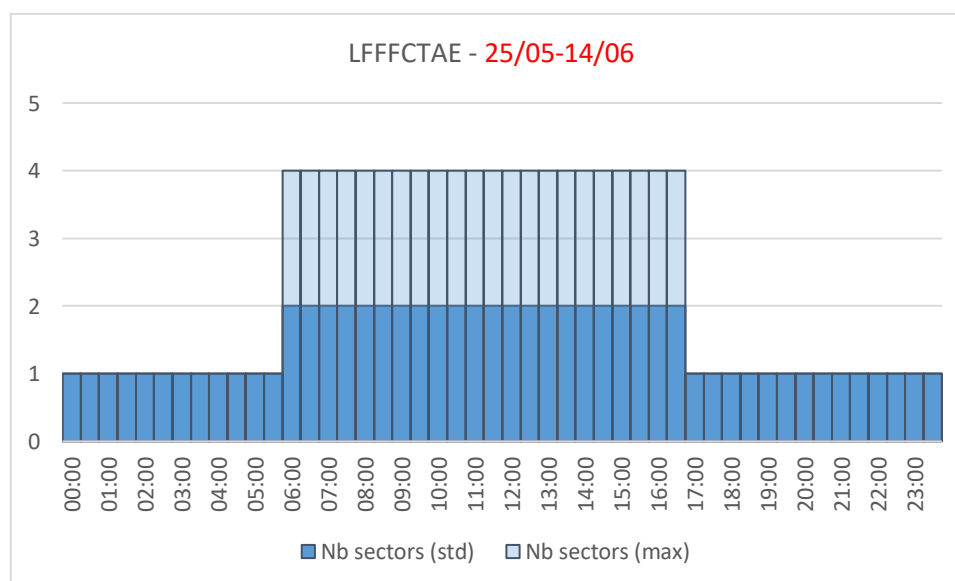
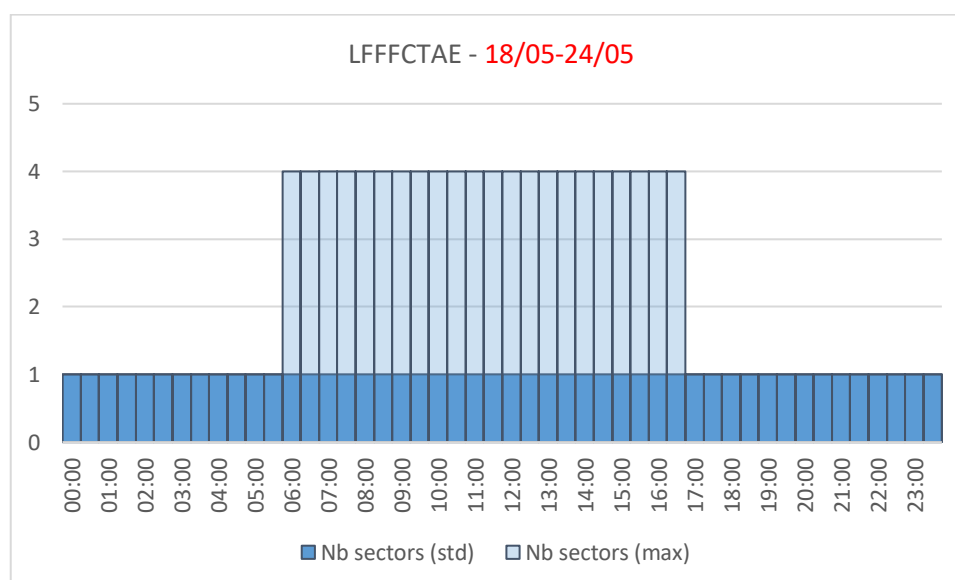
N/A

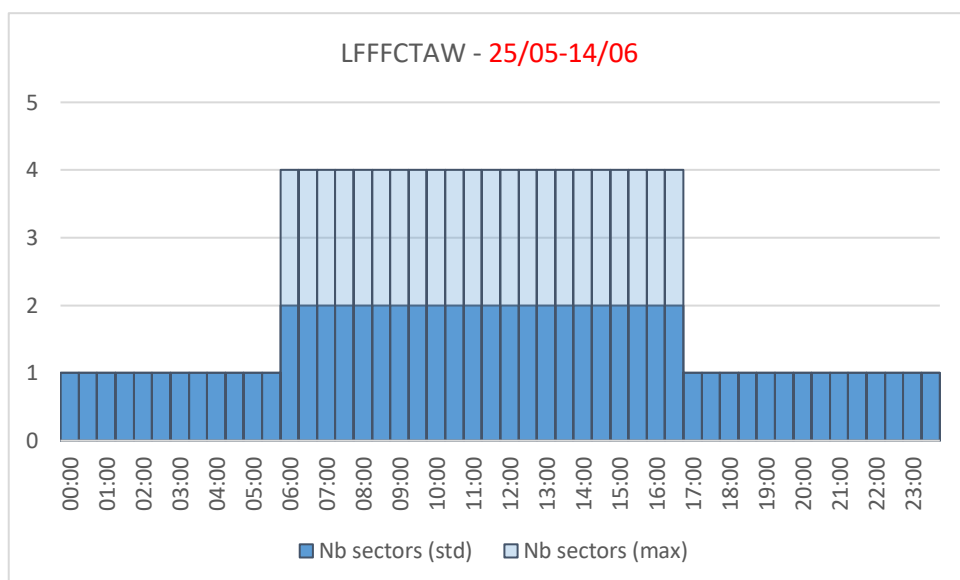
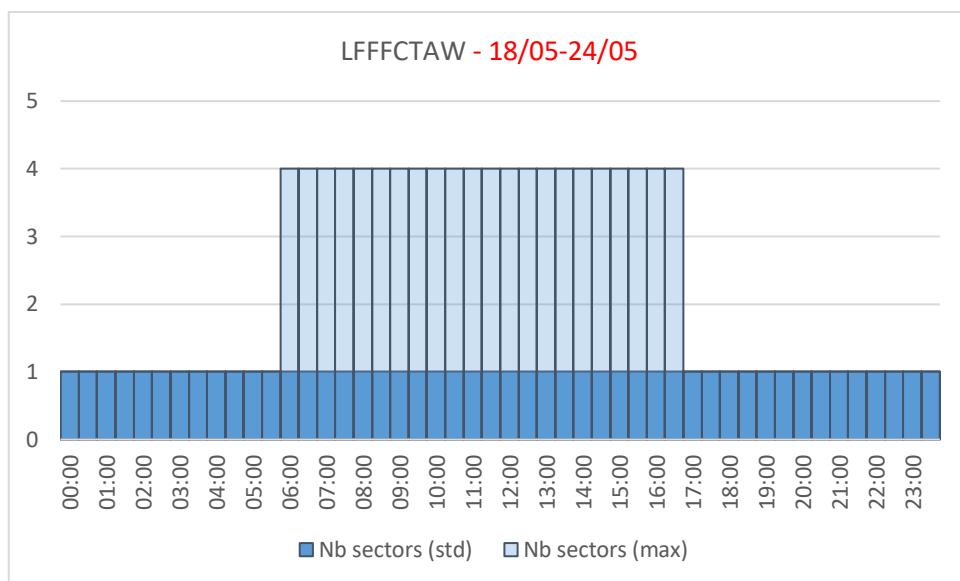
**NM Assessment**

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

**FRANCE****PARIS ACC****Expected traffic**

Paris						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	430	490	500	380	320	300
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	440	480	500	420	330	280
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	550	570	630	540	460	400
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530	570	620	660	570	480	450

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction in sector capacities.

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

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

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

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

N/A

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

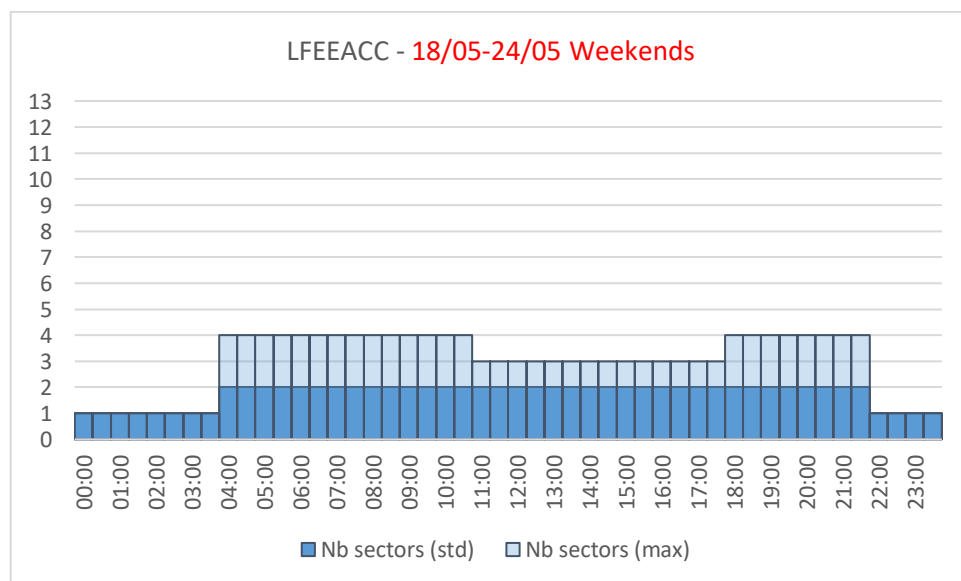
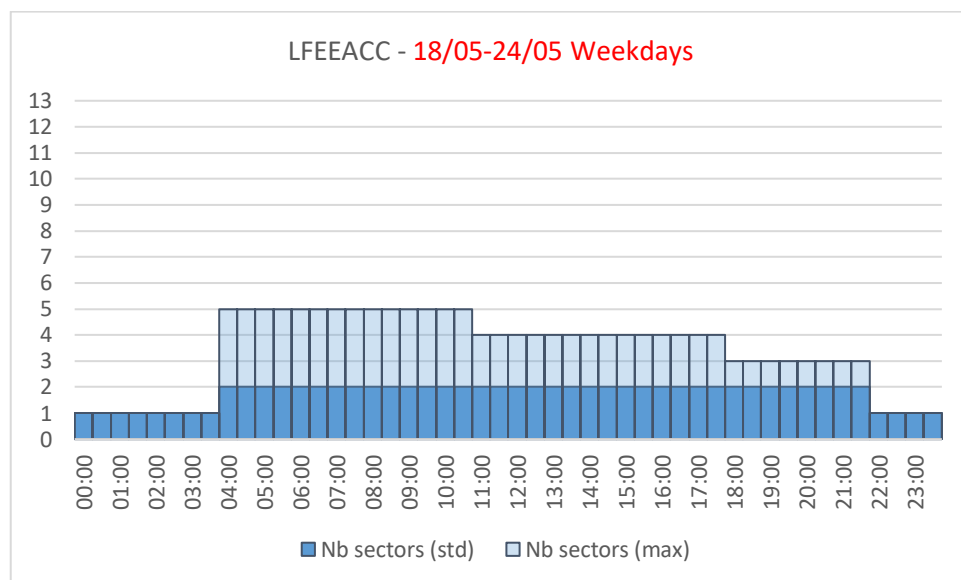
N/A

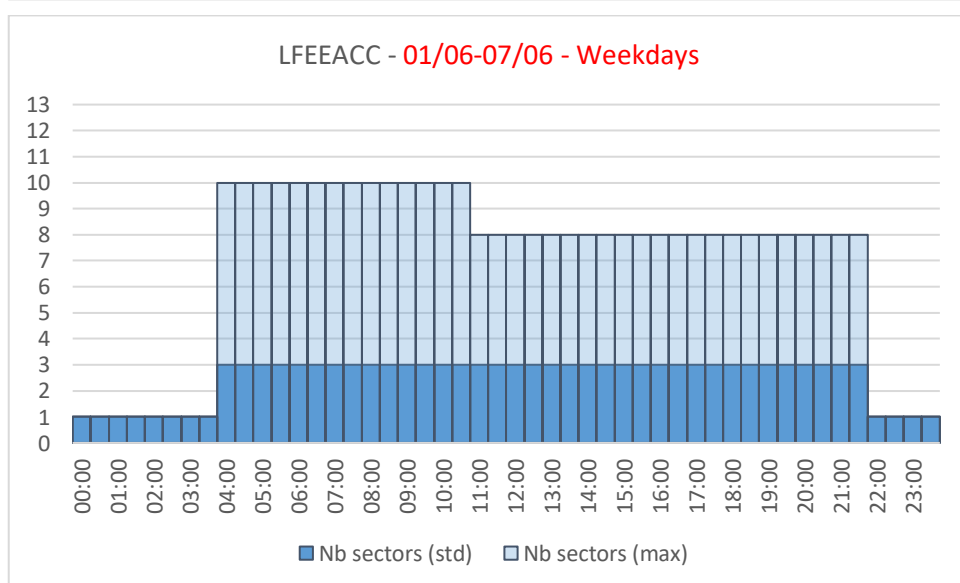
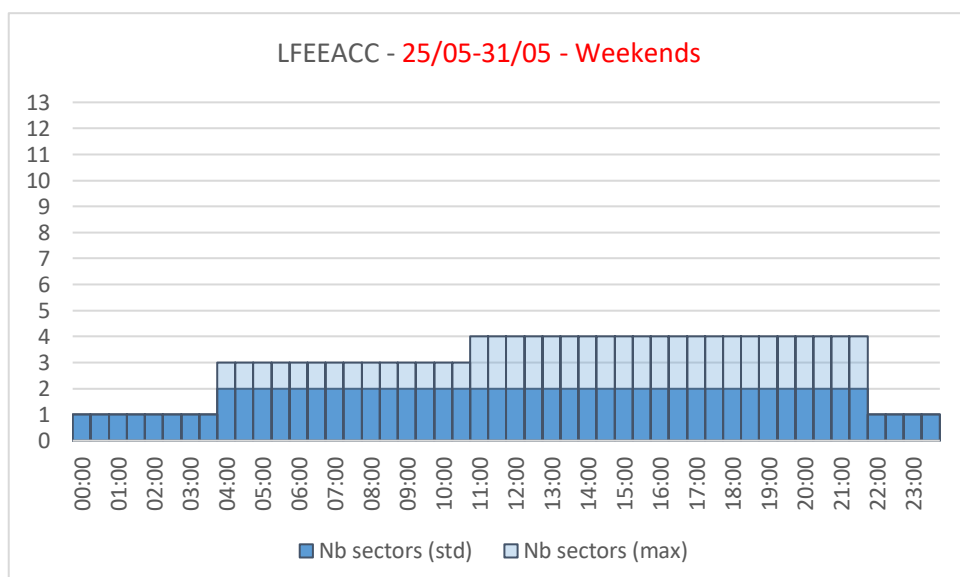
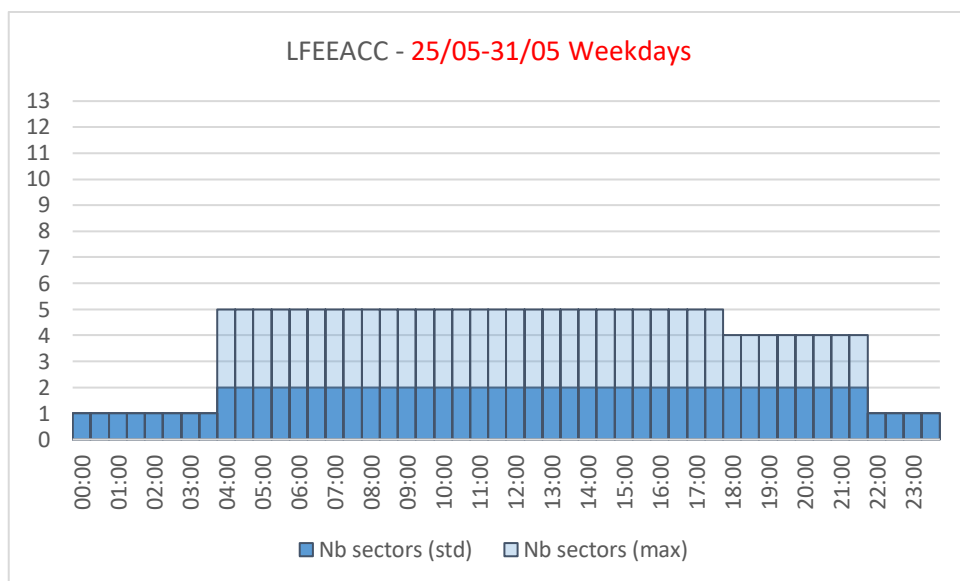
### **NM Assessment**

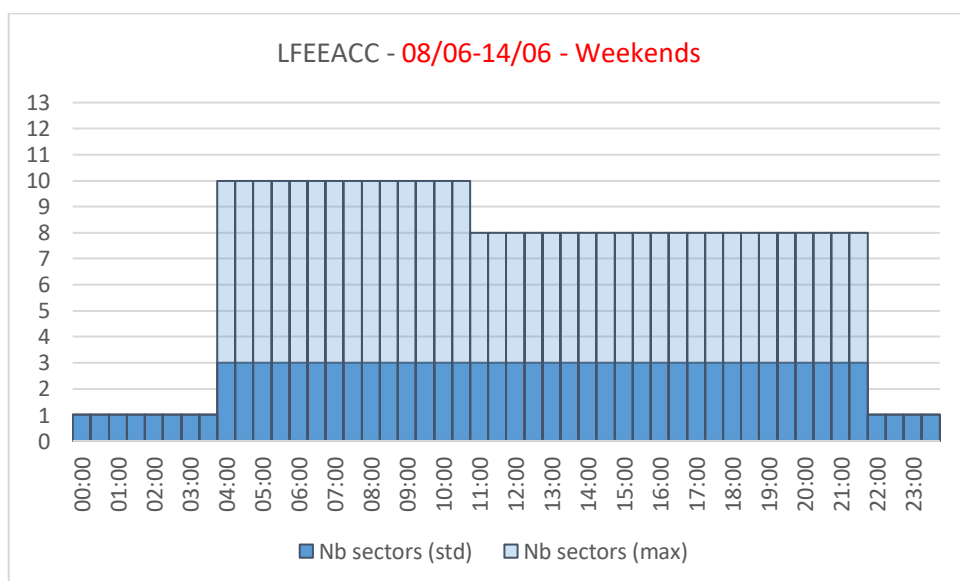
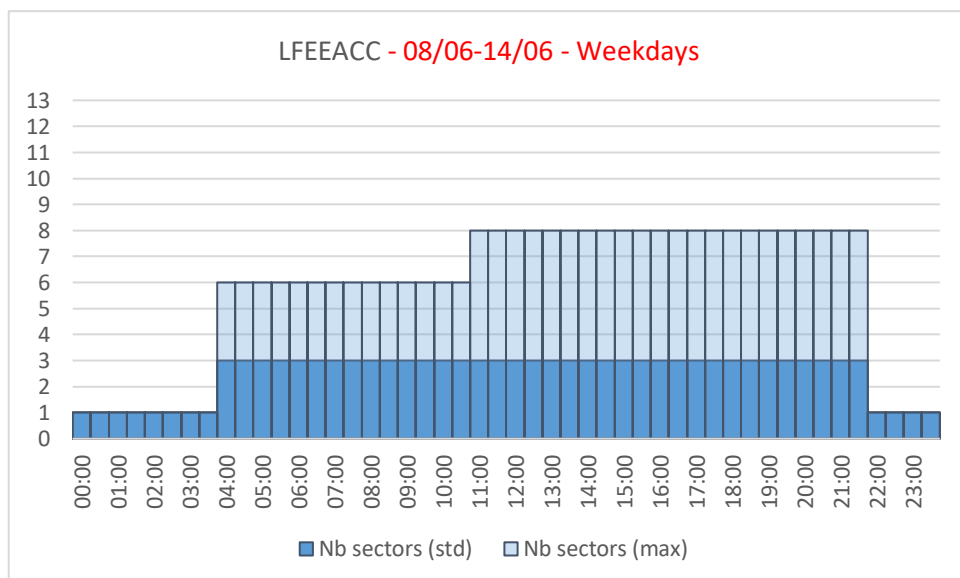
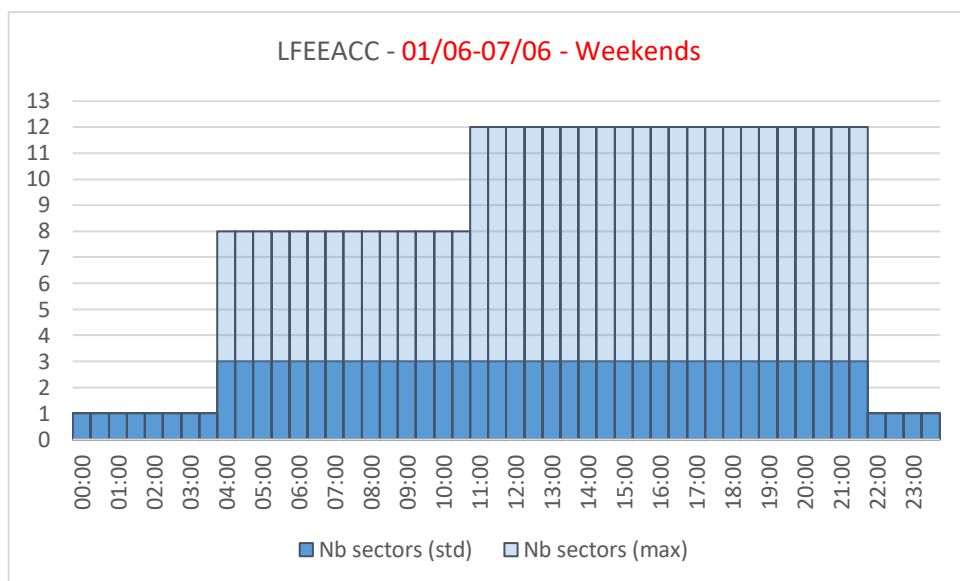
No capacity issues expected with planned numbers of sectors during the period.

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

Reims						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	300	290	290	280	260	230
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	320	290	310	290	270	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	420	410	430	400	380	340
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	430	430	470	430	410	390

**Sector openings – Planned and maximum**





**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

FMP on duty from 04:00 to 11:00 UTC , FMP on call from 11:00 to 18:00 UTC, rest of the day Ops supervisor is having FMP duties.

50% of Ops division staff on premises (inc. FMP manager and HR manager), others working from home.

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

N/A

**Special events and major projects**

4FLIGHT Training to be restarted from 2nd June 2020.

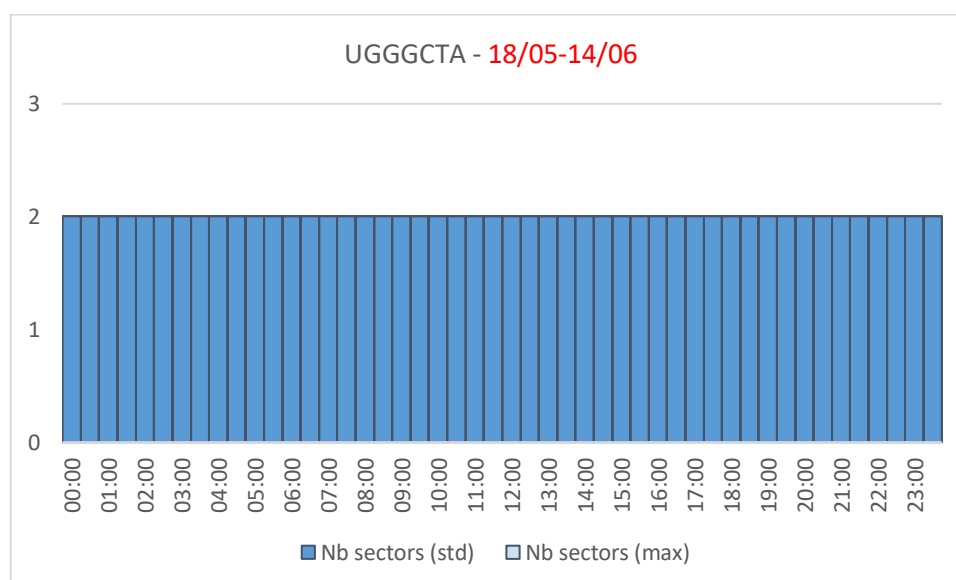
**NM Assessment**

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



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

Tbilisi						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	110	110	120	120	120	120
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	110	120	120	120	110
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	110	130	130	120	120
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	120	120	130	120	120

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

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

**Special events and major projects**

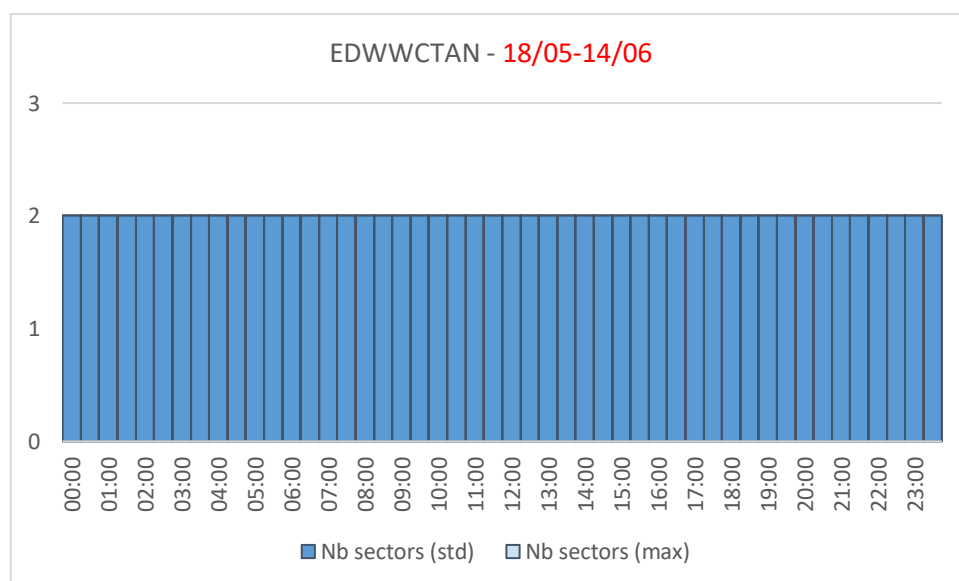
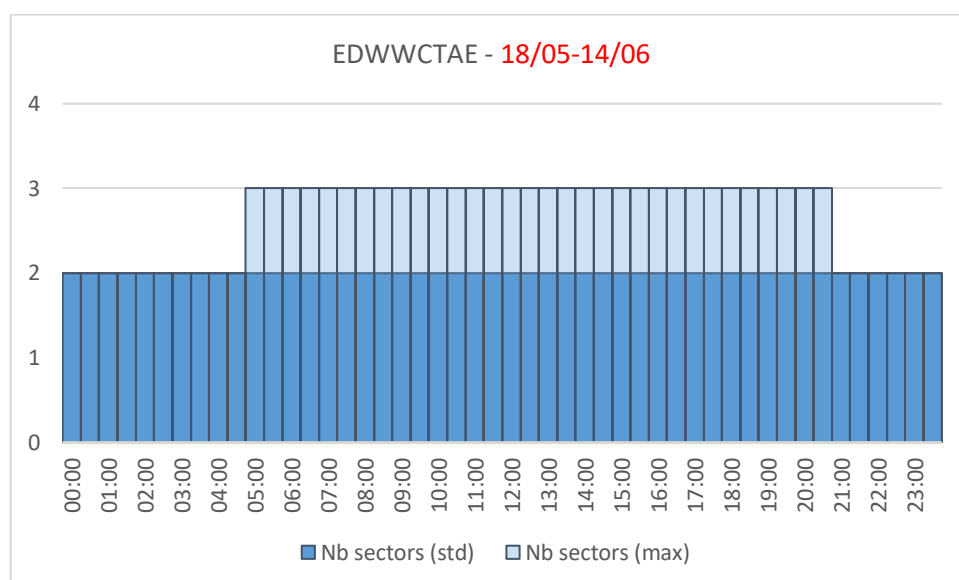
N/A

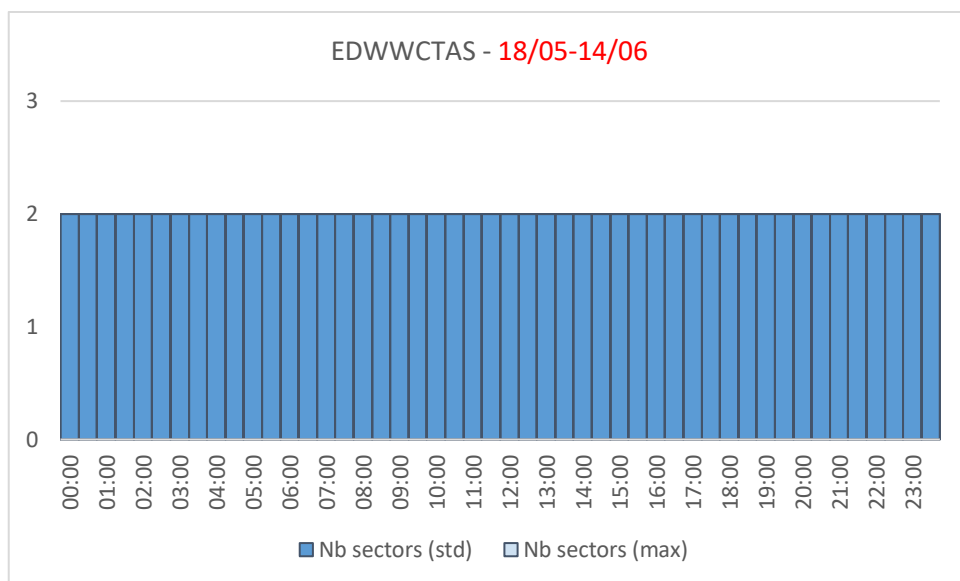
**NM Assessment**

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

**GERMANY****BREMEN ACC****Expected traffic**

Bremen						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	310	360	340	310	110	220
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	320	360	370	330	150	230
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	340	380	370	320	160	230
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	340	390	380	330	180	240

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction in sector capacities.

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

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

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

N/A

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

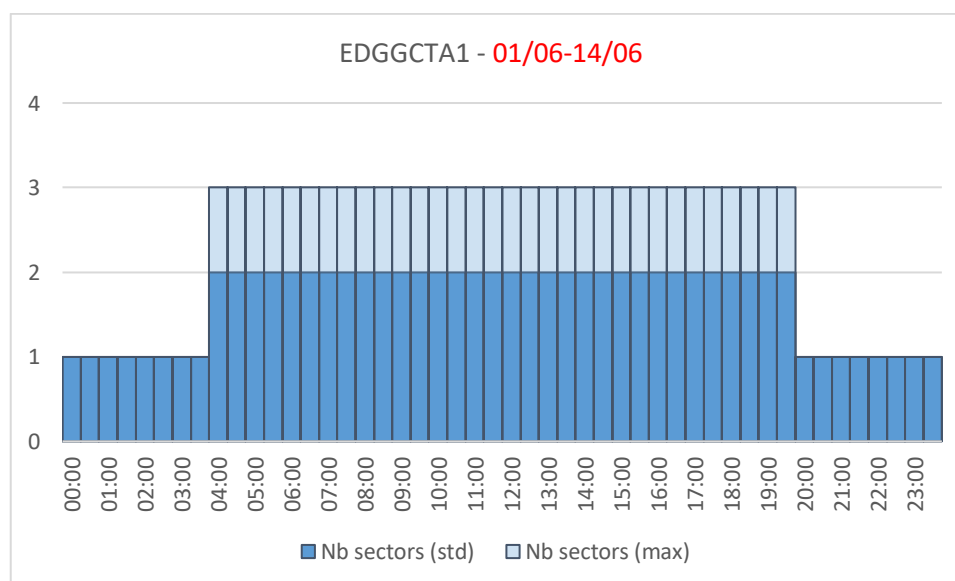
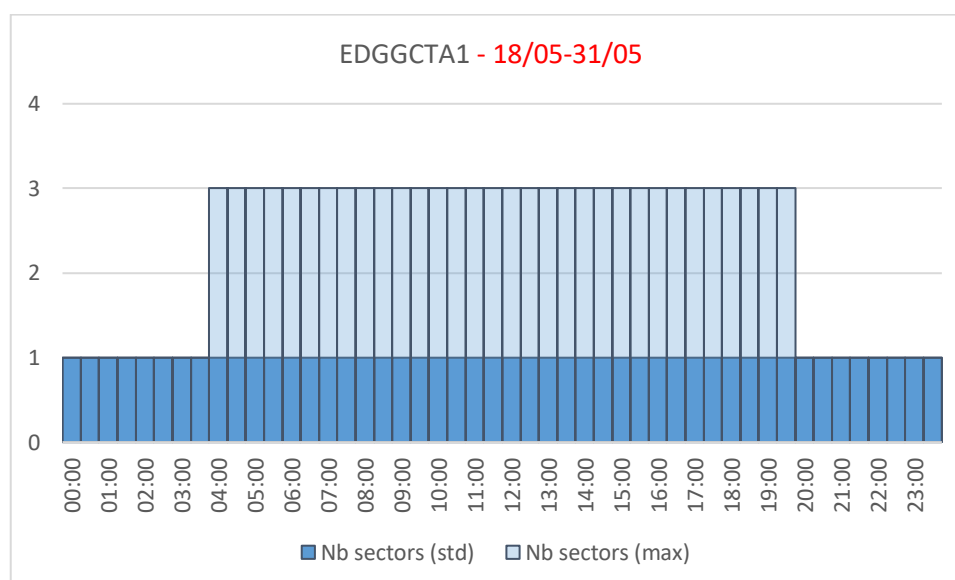
02/03/2020 – 31/10/2020 Training for Berlin airport opening

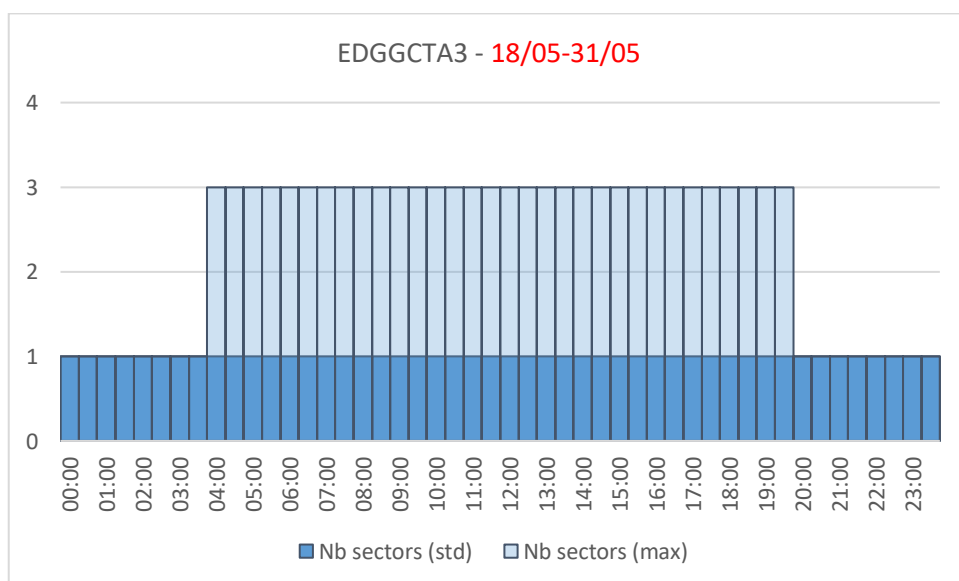
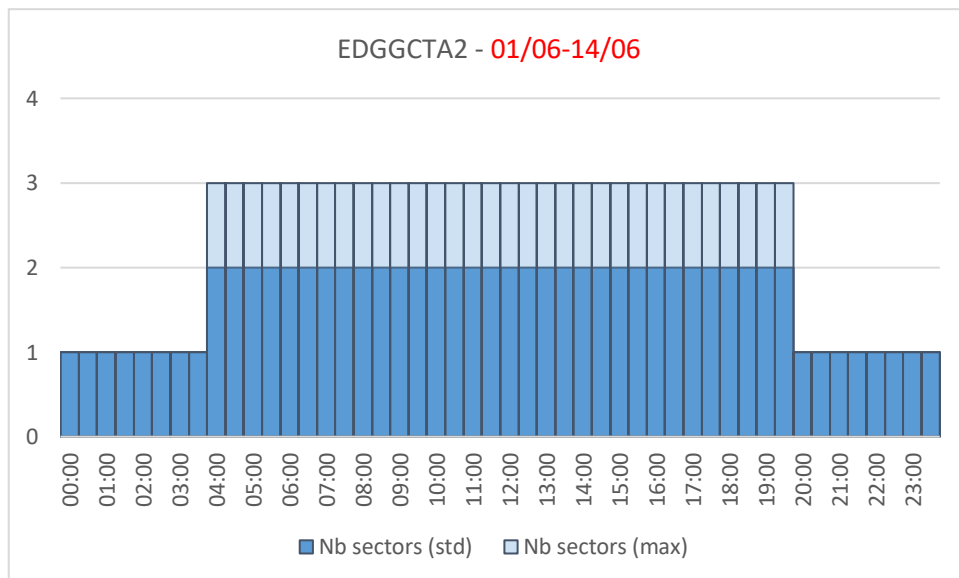
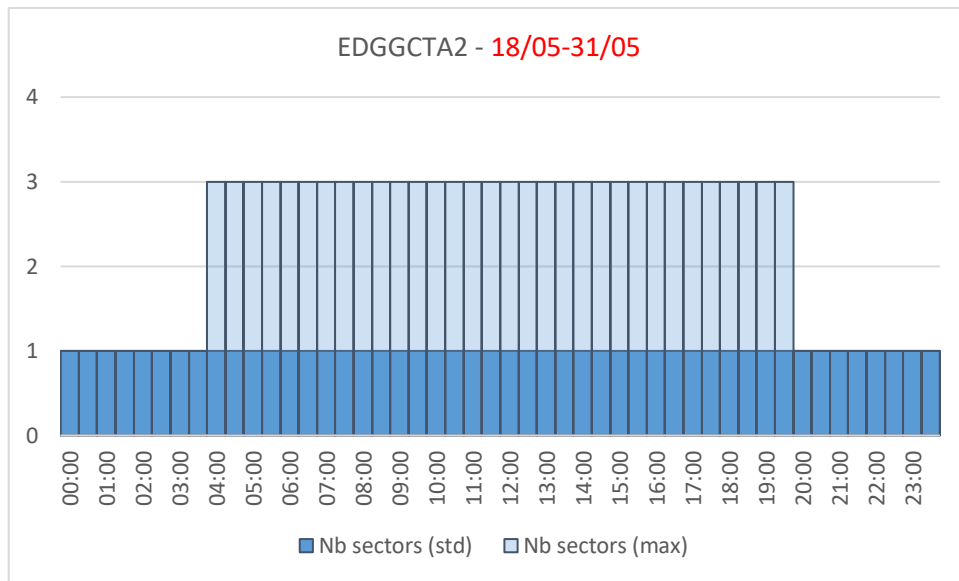
### **NM Assessment**

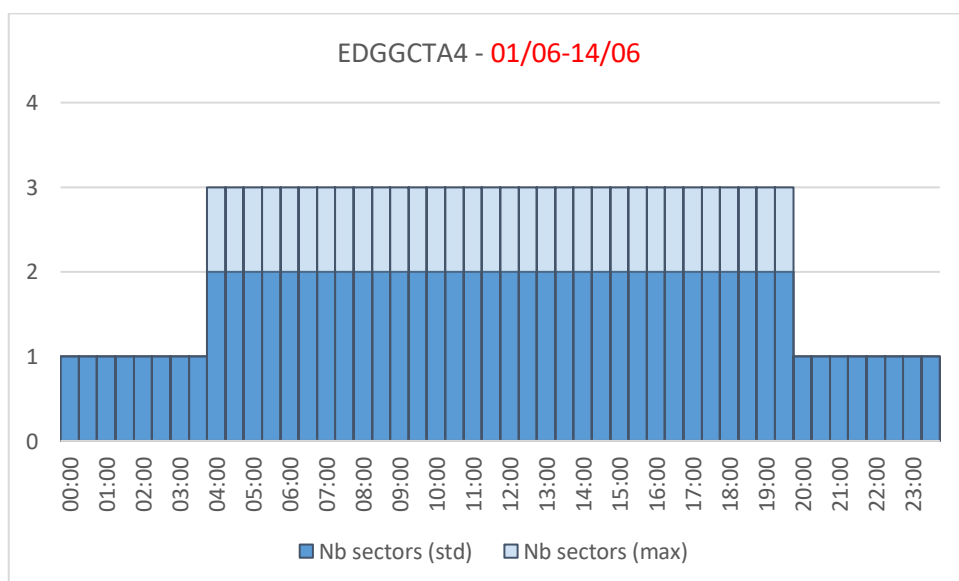
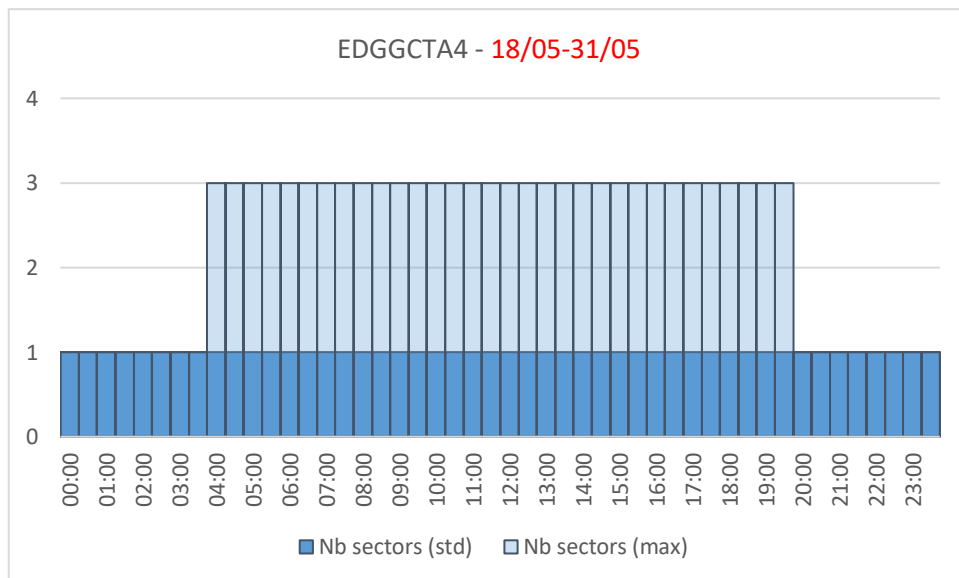
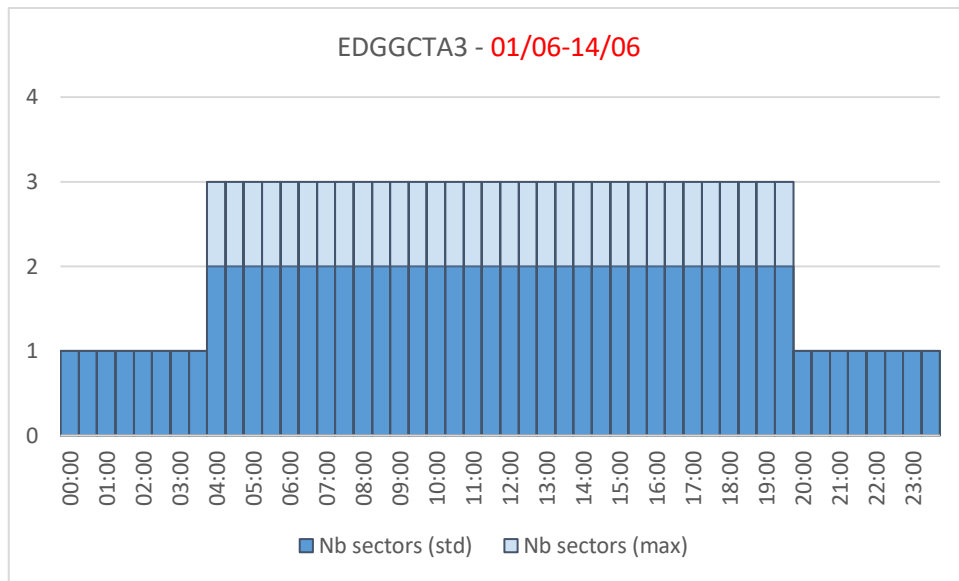
No capacity issues expected with planned numbers of sectors during the period.

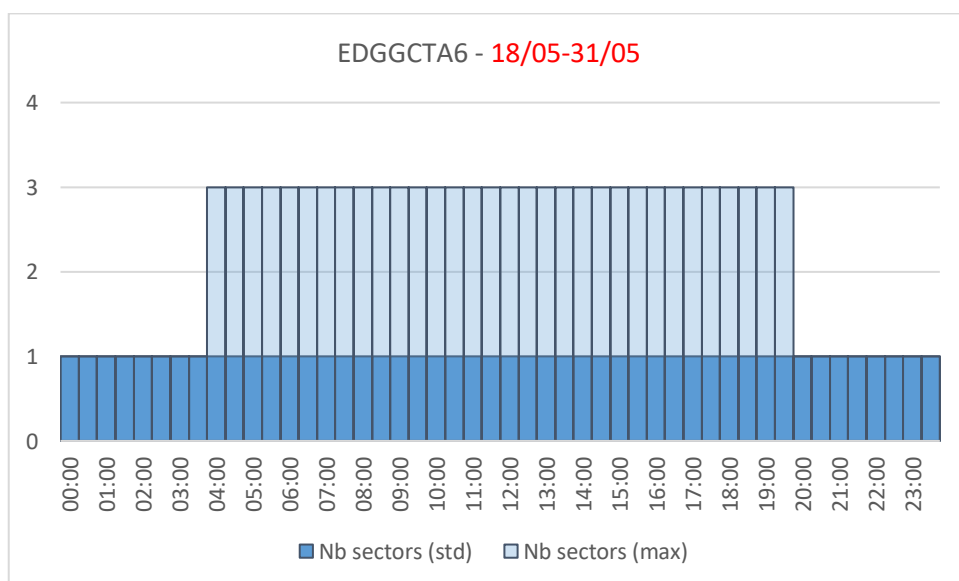
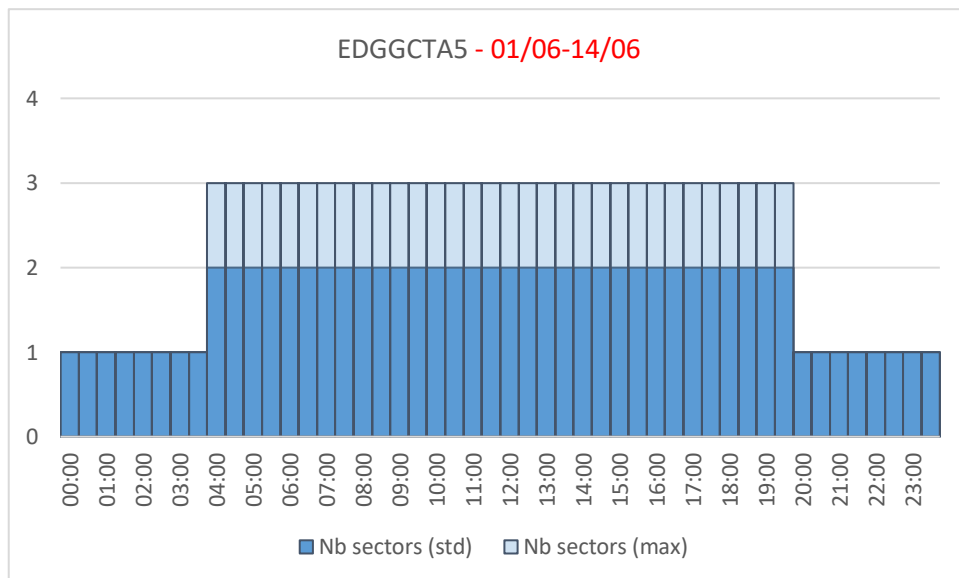
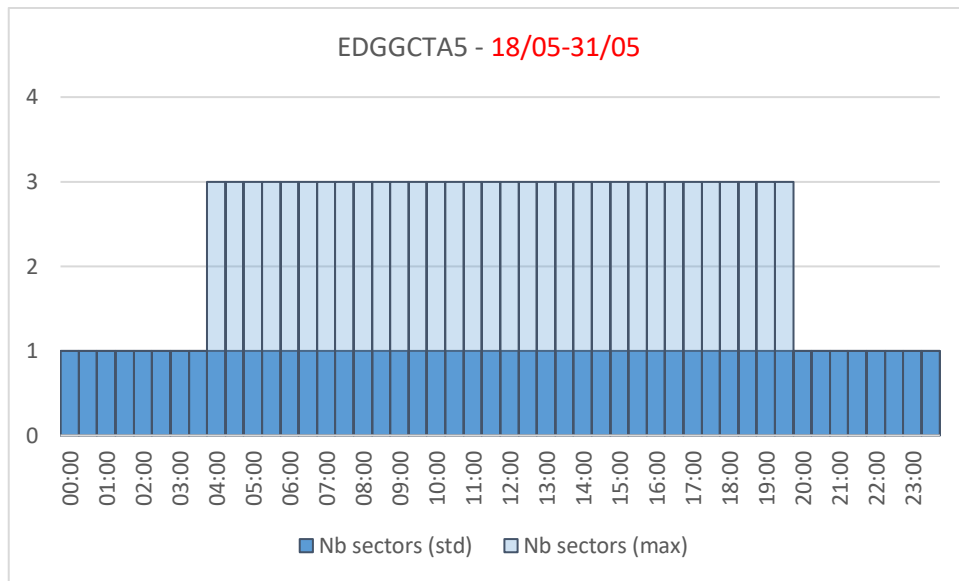
**GERMANY****LANGEN ACC****Expected traffic**

Langen						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
770	810	910	960	840	510	630
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
760	840	890	990	900	590	690
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	970	1010	1080	940	690	790
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	1000	1020	1110	950	710	790

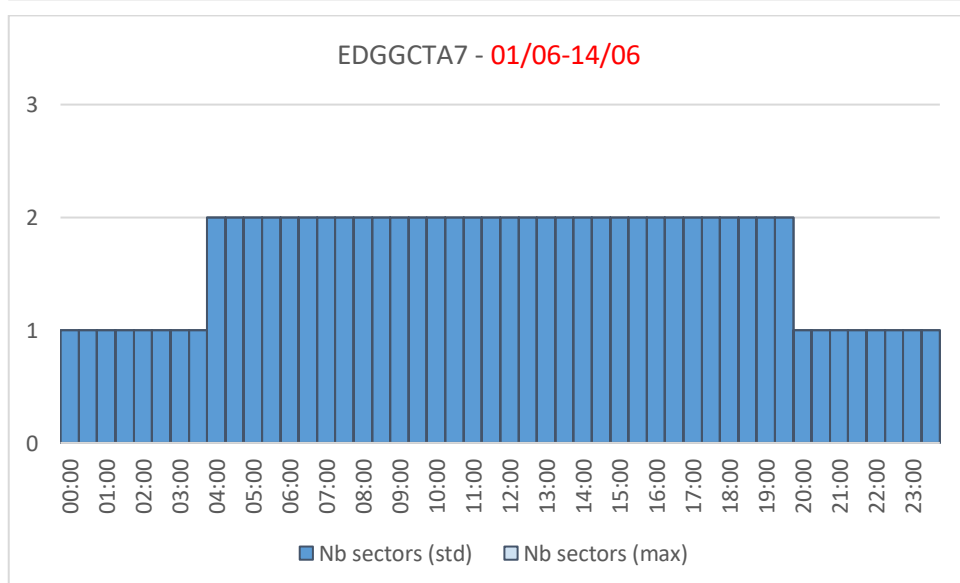
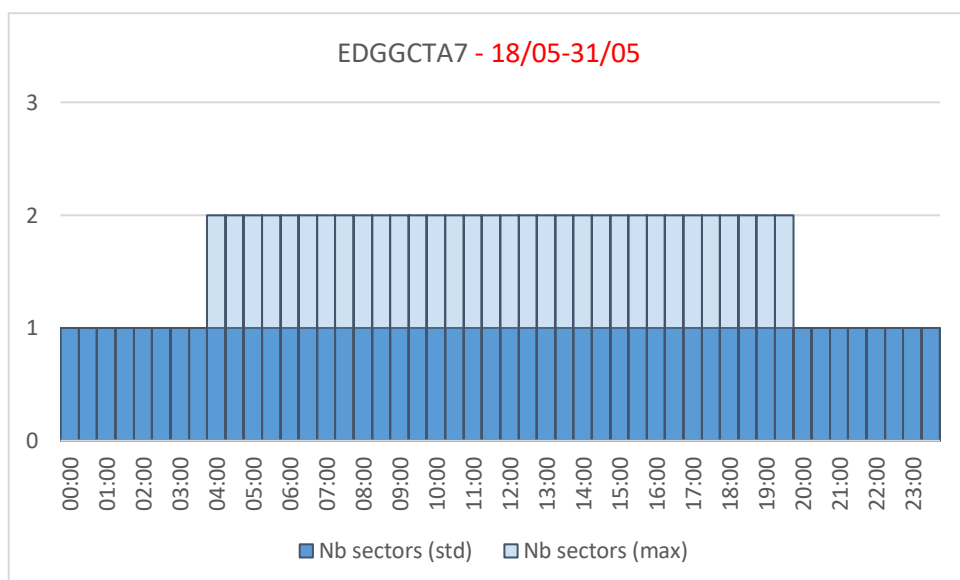
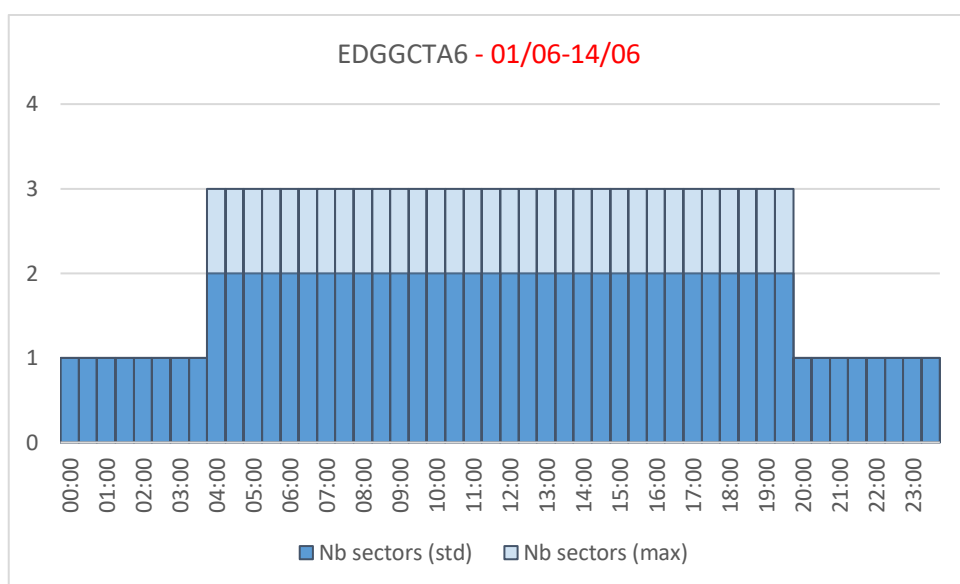
**Sector openings – Planned and maximum**

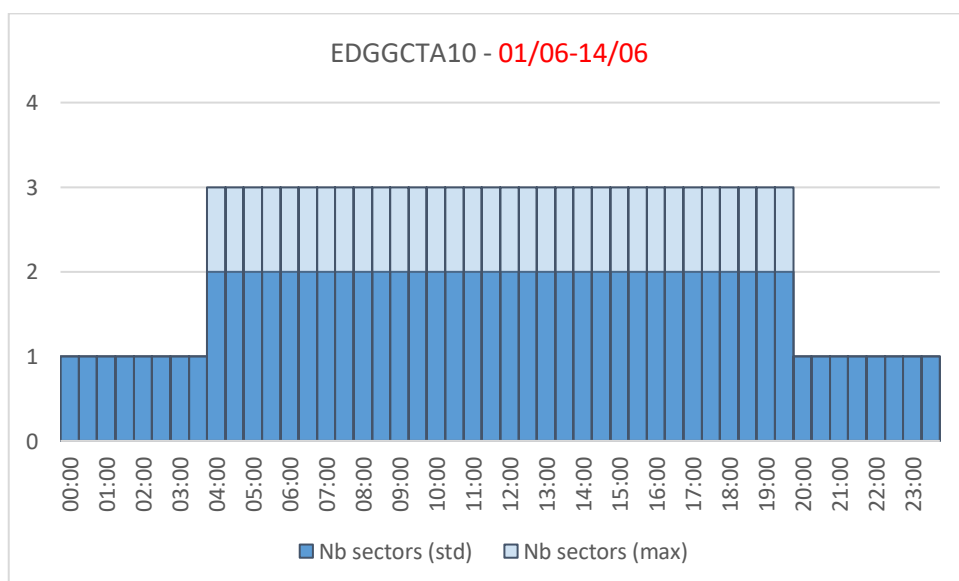
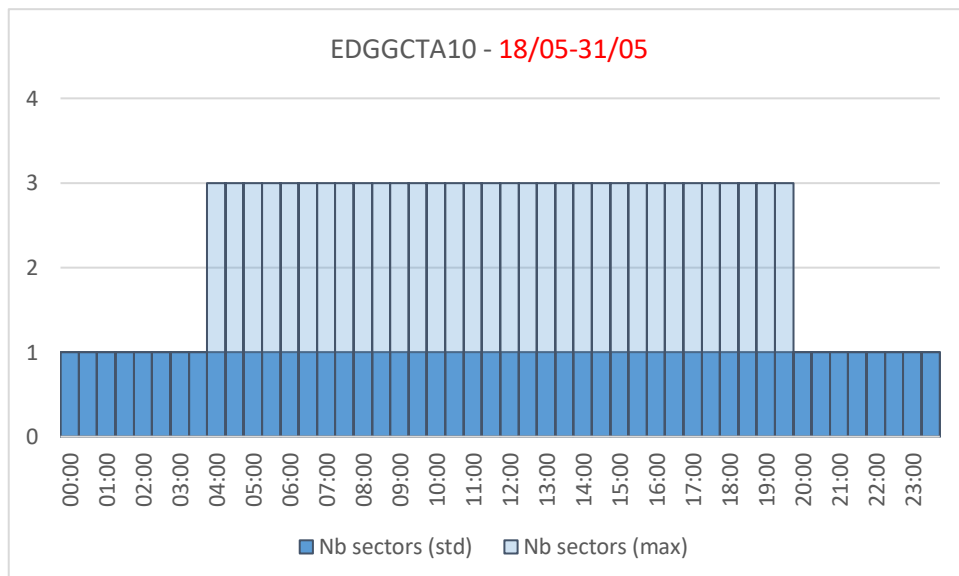
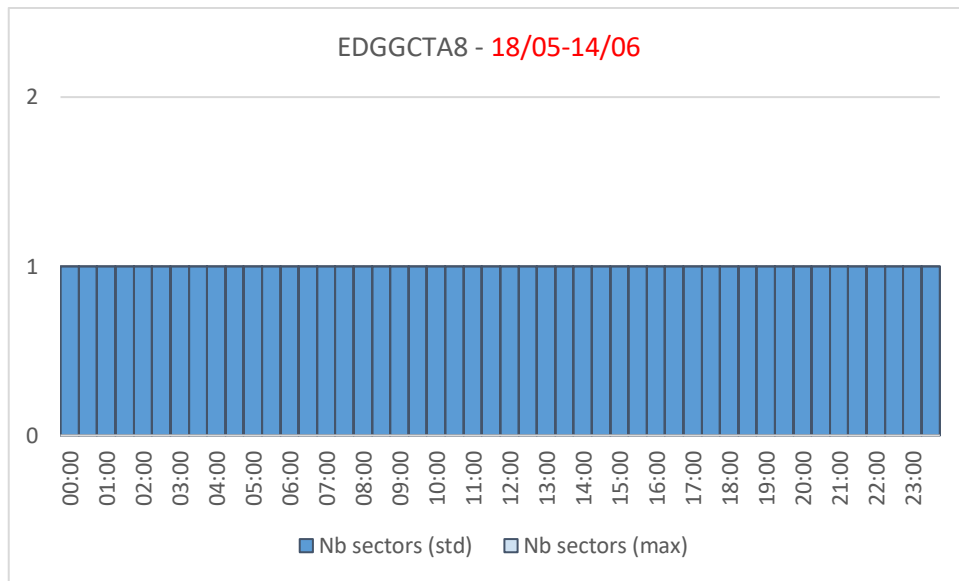












**Sector capacities**

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

**Availability of support to operations staff**

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

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

N/A

**Special events and major projects**

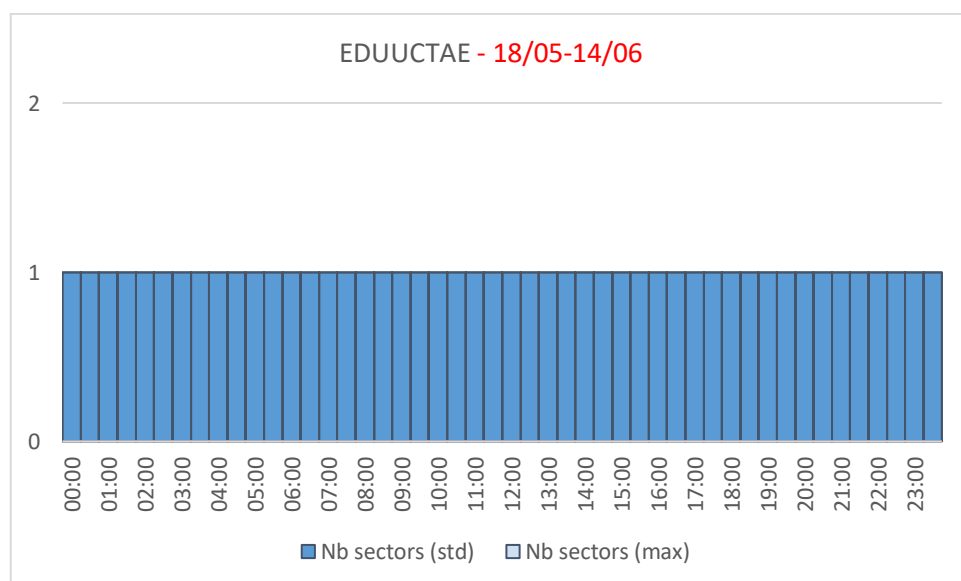
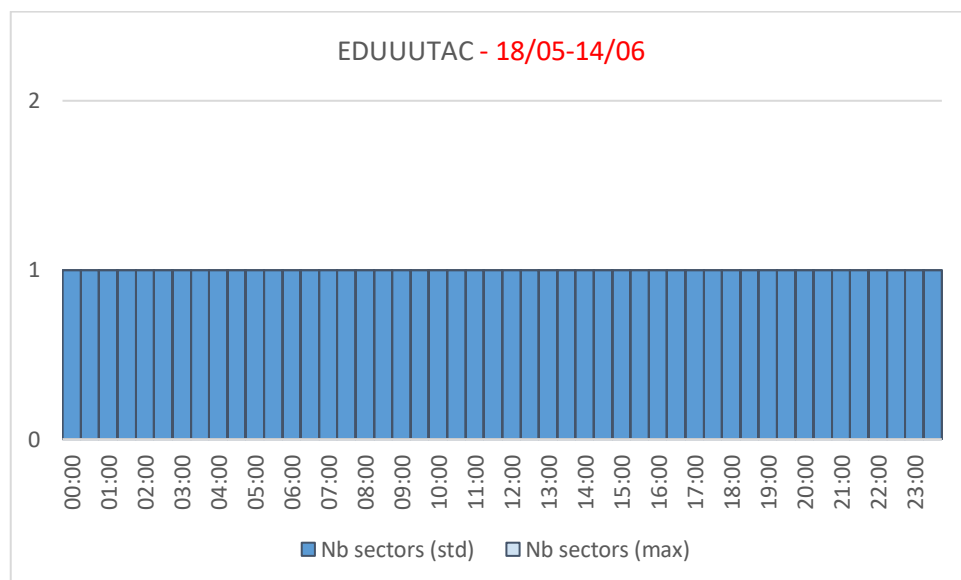
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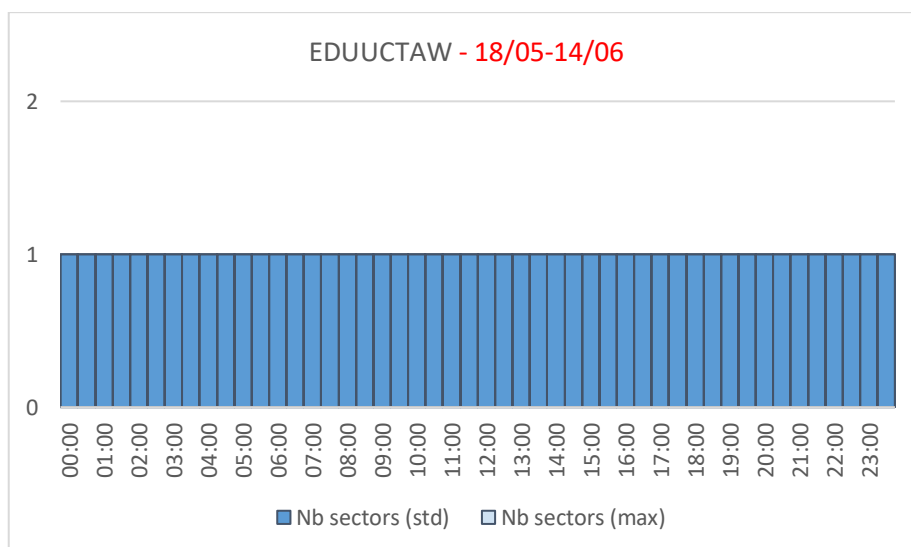
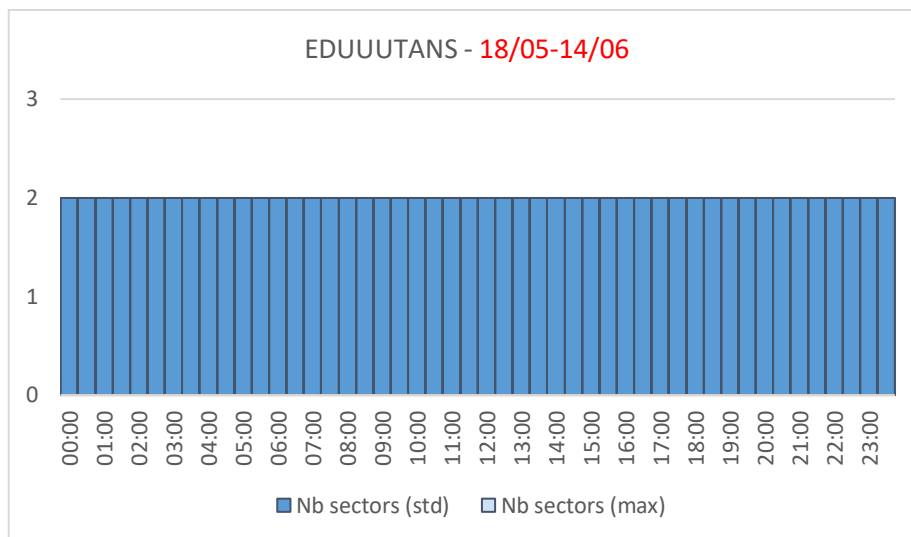
**NM Assessment**

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

**GERMANY****KARLSRUHE UAC****Expected traffic**

Karlsruhe						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	770	900	840	870	650	710
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
760	800	870	860	980	760	810
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1030	1050	1120	1110	1110	1000	1020
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1060	1110	1160	1150	1180	1070	1070

**Sector openings – Planned and maximum**



### **Sector capacities**

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

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

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

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

Lead time for increasing numbers of sectors as follows:

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

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

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

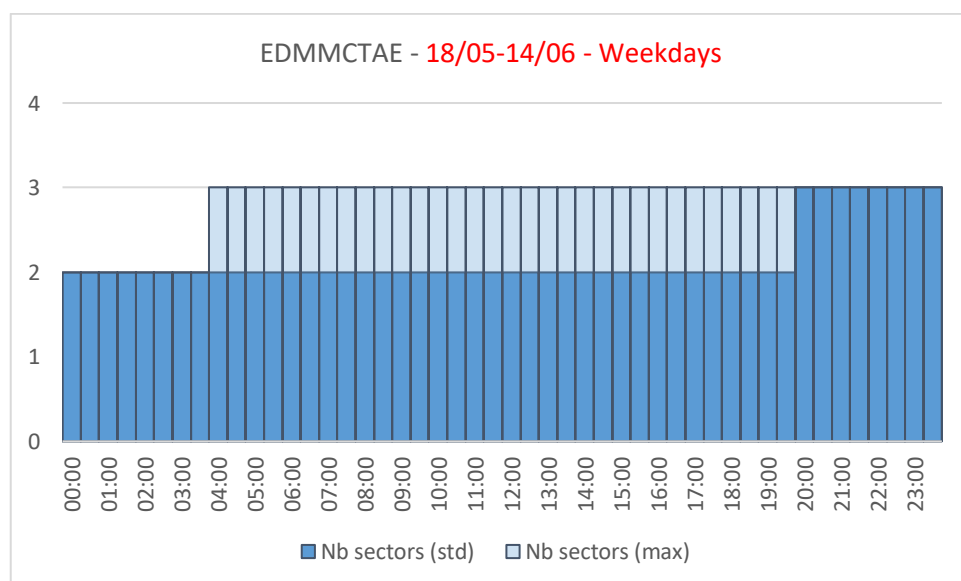
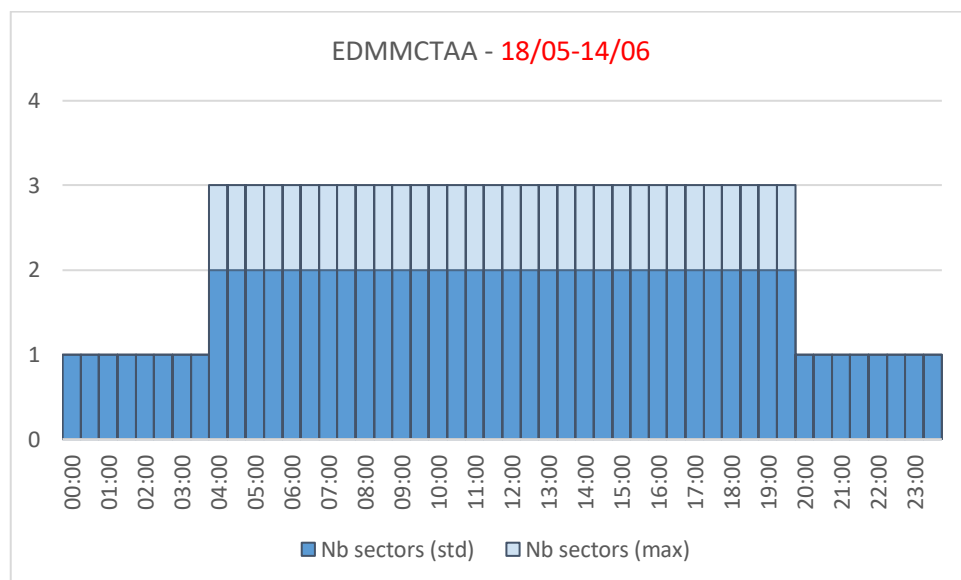
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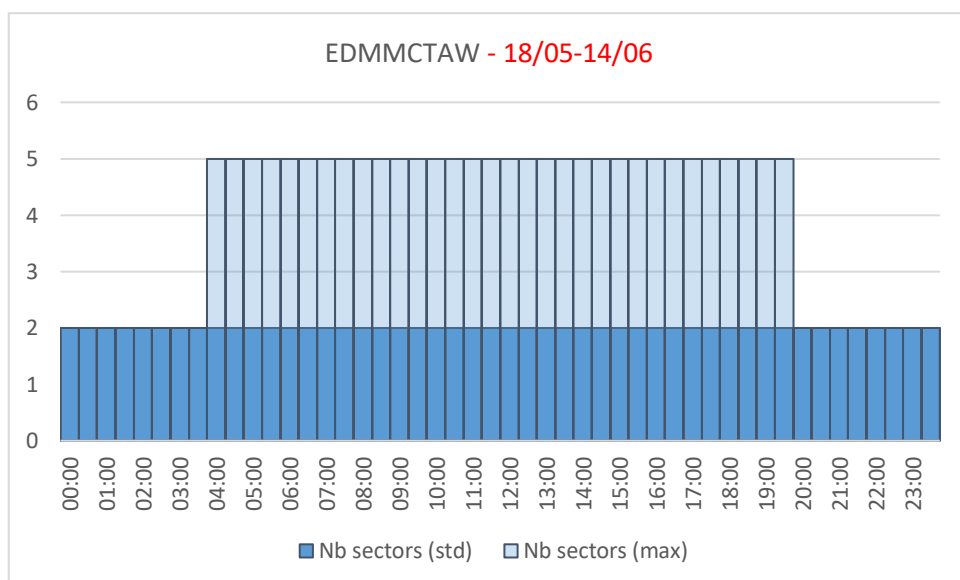
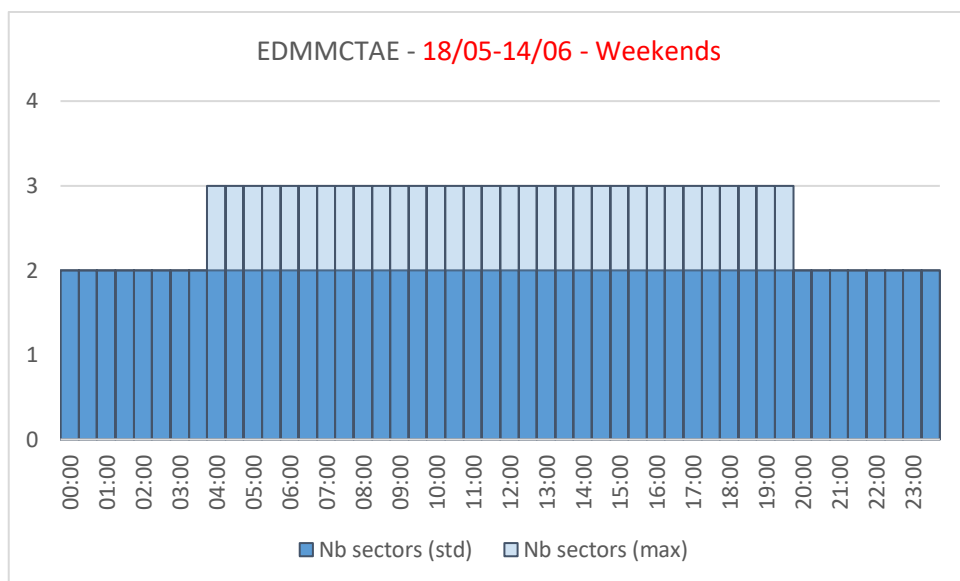
### **NM Assessment**

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

**GERMANY****MÜNCHEN ACC****Expected traffic**

München						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	590	620	620	620	330	440
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	590	610	660	700	420	500
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	710	740	750	770	550	590
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
640	720	770	770	780	580	610

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction in sector capacities.

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

No limitations.

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

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

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

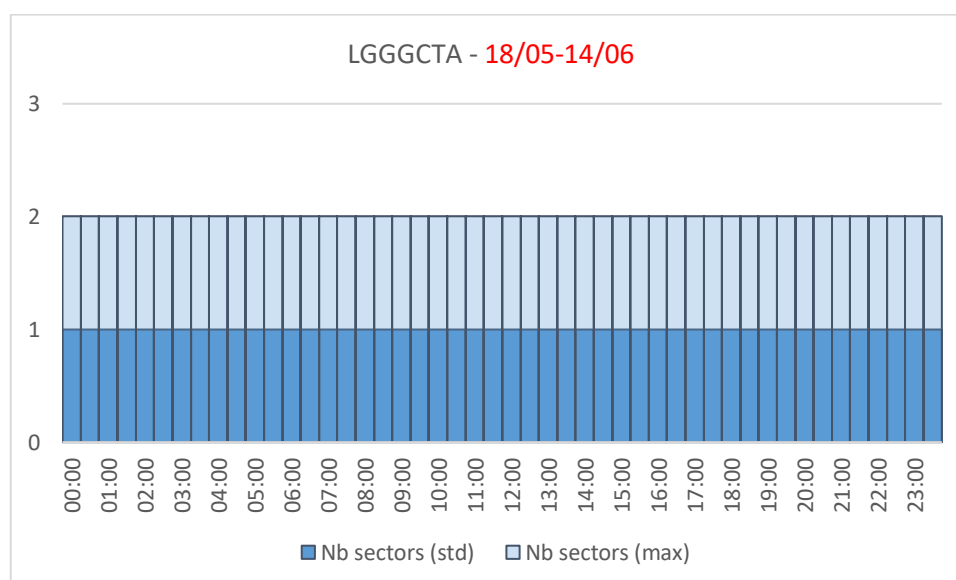
N/A

### **NM Assessment**

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

**GREECE****ATHINAI ACC****Expected traffic**

Athinai						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	260	310	300	270	250	270
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	270	330	320	320	320	330
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530	610	650	600	570	570	600
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	670	690	640	620	630	660

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

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

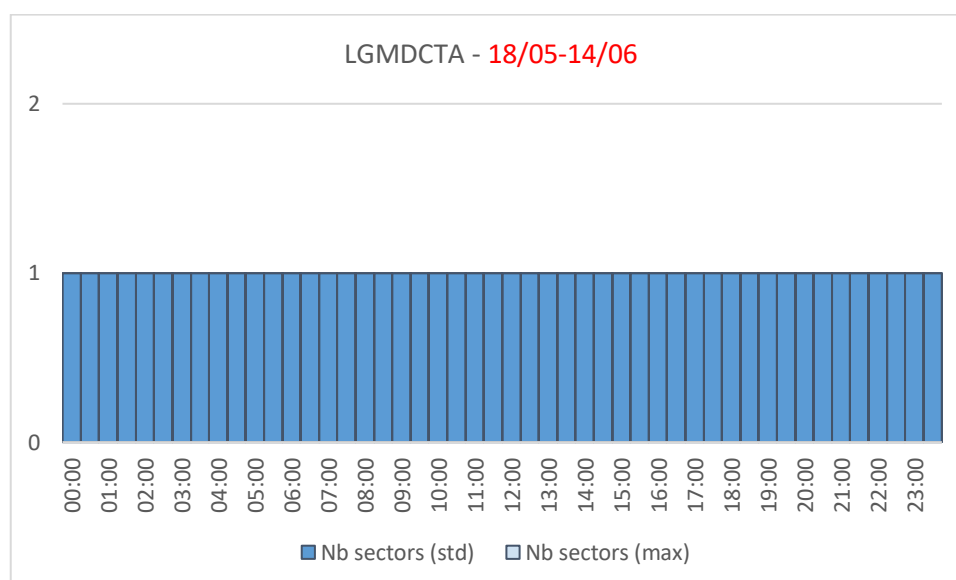


**NM Assessment**

According to the traffic outlook, the opening of a second sector might be needed during large periods of the day from the 1st of June. Maximum sector plan should be sufficient to deal with the demand.

**GREECE****MAKEDONIA ACC****Expected traffic**

Makedonia						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	180	230	210	160	190	170
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	200	240	230	210	280	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	430	450	410	380	450	420
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420	480	470	460	410	510	470

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

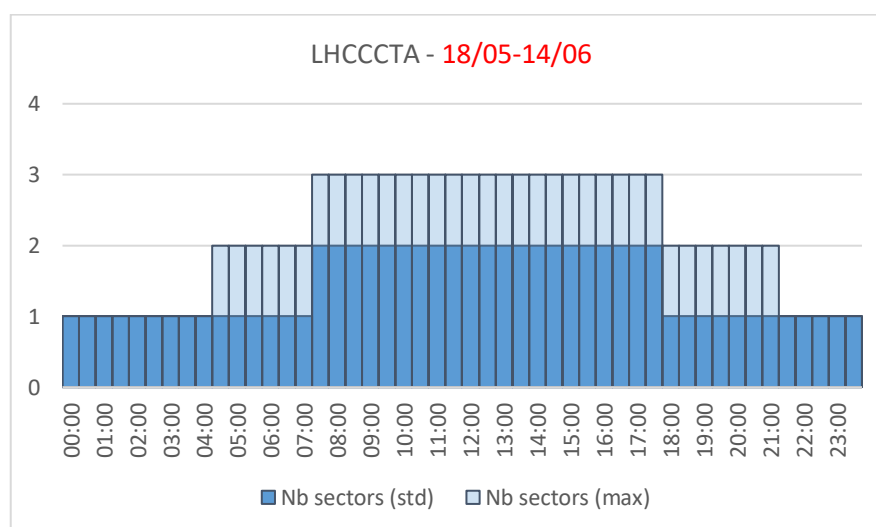
A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching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

**NM Assessment**

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

**HUNGARY****BUDAPEST ACC****Expected traffic**

Budapest						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420	370	450	410	460	370	360
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420	390	440	430	520	430	420
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
650	680	700	670	710	670	640
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700	730	740	710	760	720	700

**Sector openings – Planned and maximum**

In addition, HungaroControl will ensure one sector in the KFOR airspace.

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

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

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

N/A

**Special events and major projects**

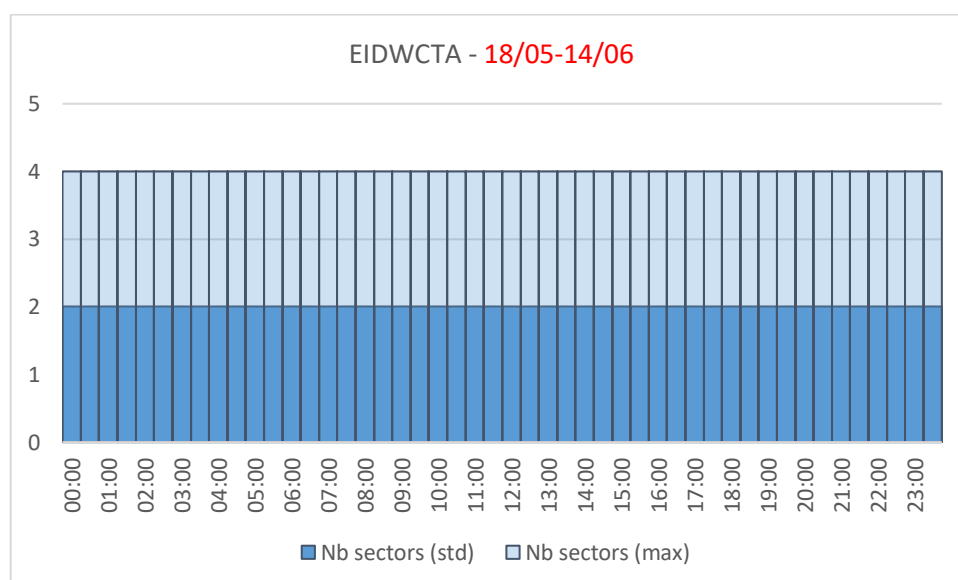
New sectorisation project is postponed due to cancellation of simulation for ACC staff. If the situation due to COVID-19 will not improve and travelling restrictions will remain in force by the end of June the planned hardware upgrade of ATM system and move from OPS to Contingency room from 12/10/2020-30/04/21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

**NM Assessment**

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

**IRELAND****DUBLIN ACC****Expected traffic**

Dublin						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	70	80	80	100	80	80
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	70	80	80	90	80	70
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	110	100	110	90	100
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	110	110	110	110	100

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

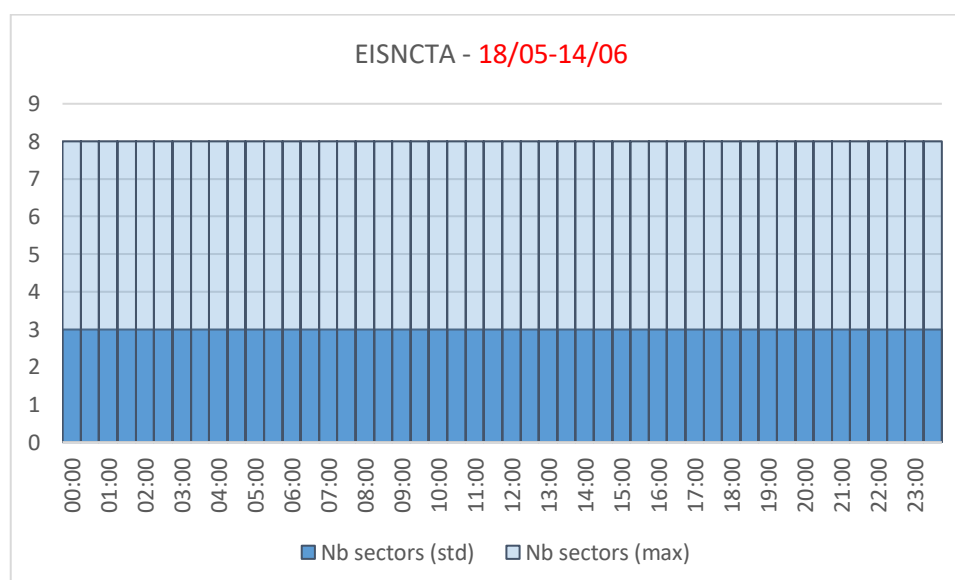
N/A

**NM Assessment**

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

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

Shannon						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	220	240	270	260	230	250
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	220	240	270	260	230	250
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	270	280	300	310	270	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	280	290	310	320	290	320

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

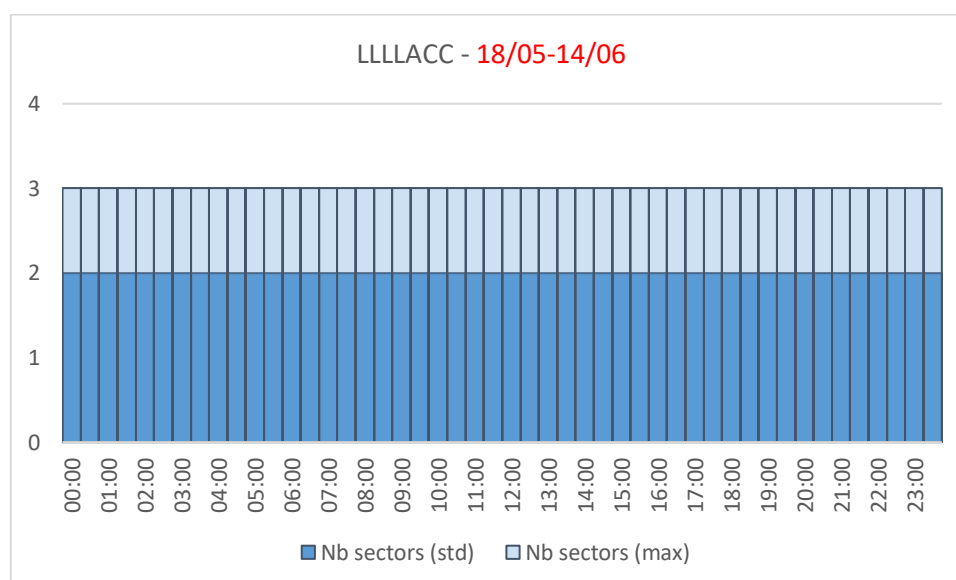
N/A

**NM Assessment**

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

**ISRAEL****TEL AVIV ACC****Expected traffic**

Tel Aviv						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	120	110	70	60	100
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	110	120	120	70	60	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	130	130	140	80	70	120
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	130	130	140	80	70	120

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No limitations.

**Special events and major projects**

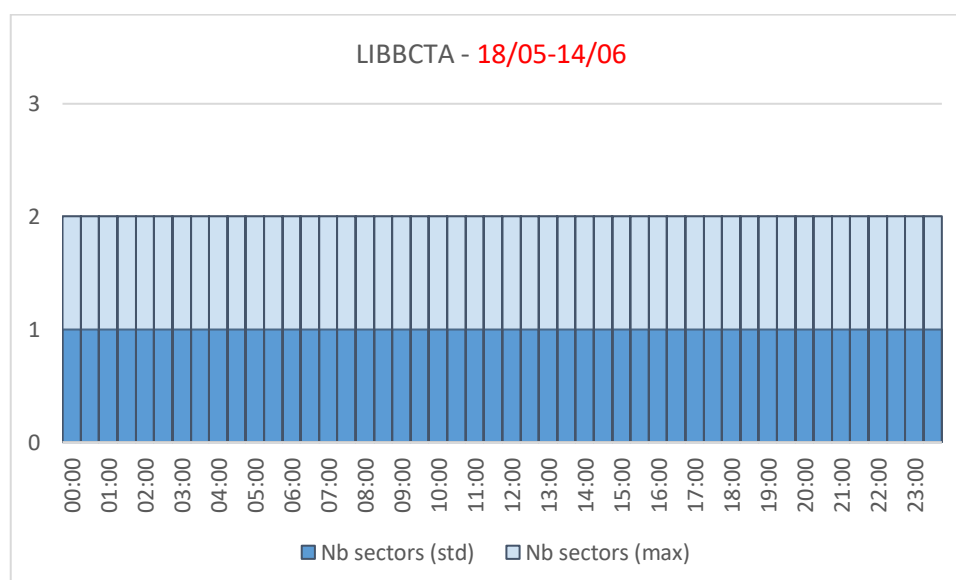
All sub-projects of the major project "New ATM Facility" (e.g. building, radars, automation system etc.) are temporarily delayed.

**NM Assessment**

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

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

Brindisi						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	110	120	110	110	100
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	110	120	130	150	130
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	240	240	240	220	240	250
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	250	250	250	250	270	280

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

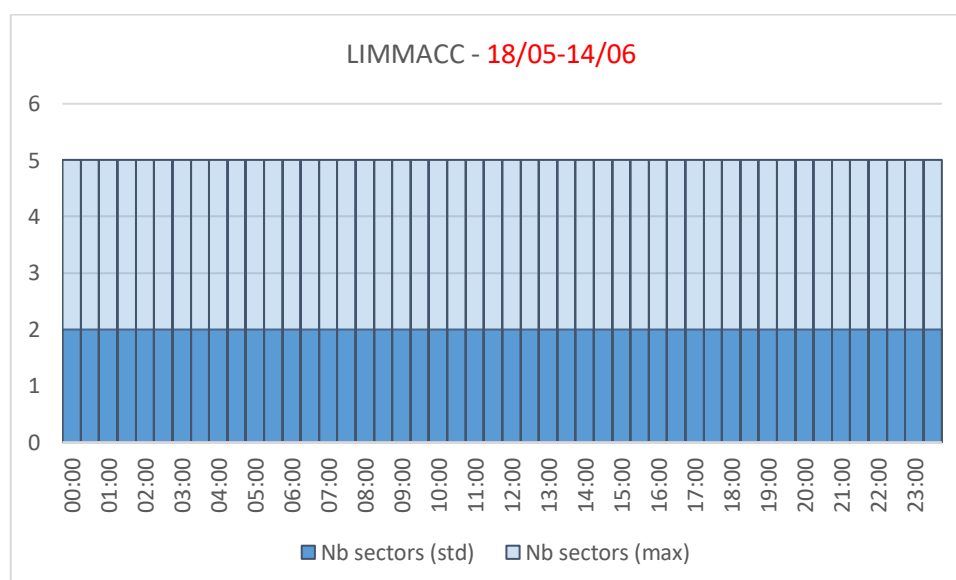
N/A

**NM Assessment**

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

**ITALY****MILANO ACC****Expected traffic**

Milano						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	210	240	240	240	190	180
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	230	240	240	300	250	250
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	440	450	440	460	470	450
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	430	460	450	490	500	480

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

N/A

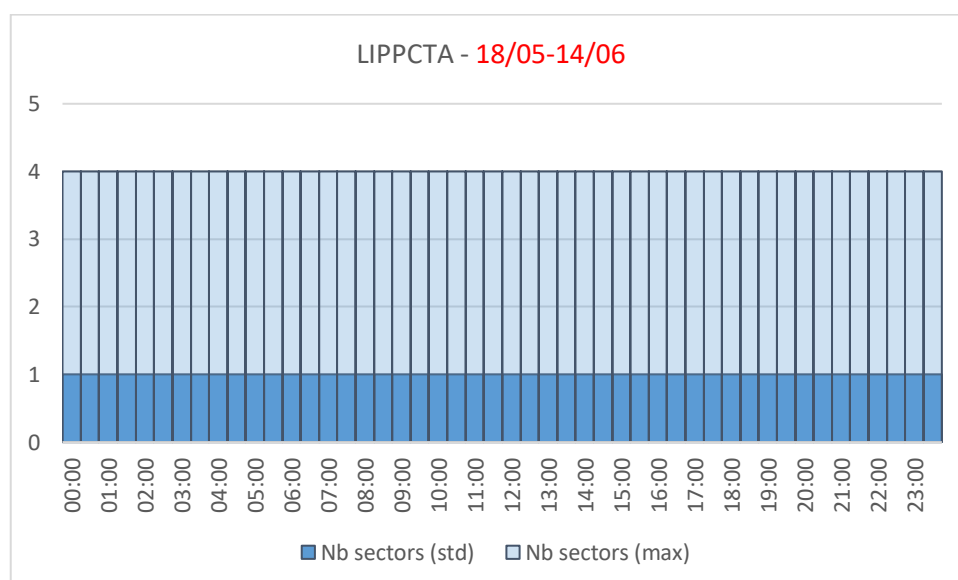
**NM Assessment**

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



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

Padova						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	170	190	200	200	150	140
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	180	190	200	270	240	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	410	430	420	420	470	410
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
410	420	450	440	460	490	450

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

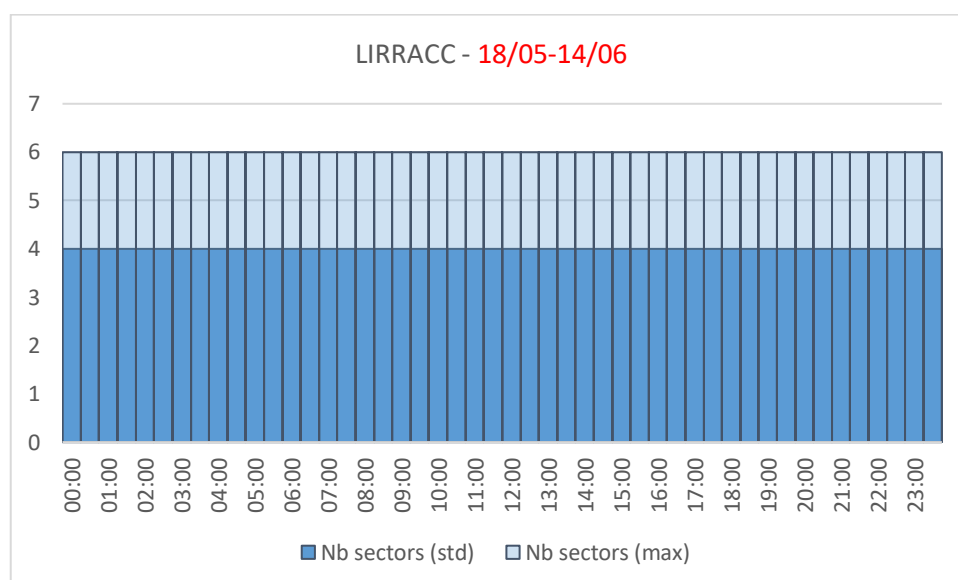
N/A

**NM Assessment**

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

**ITALY****ROMA ACC****Expected traffic**

Roma						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	280	300	310	310	200	220
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	290	310	330	410	330	350
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	590	550	580	590	550	550
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590	590	570	600	620	600	580

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

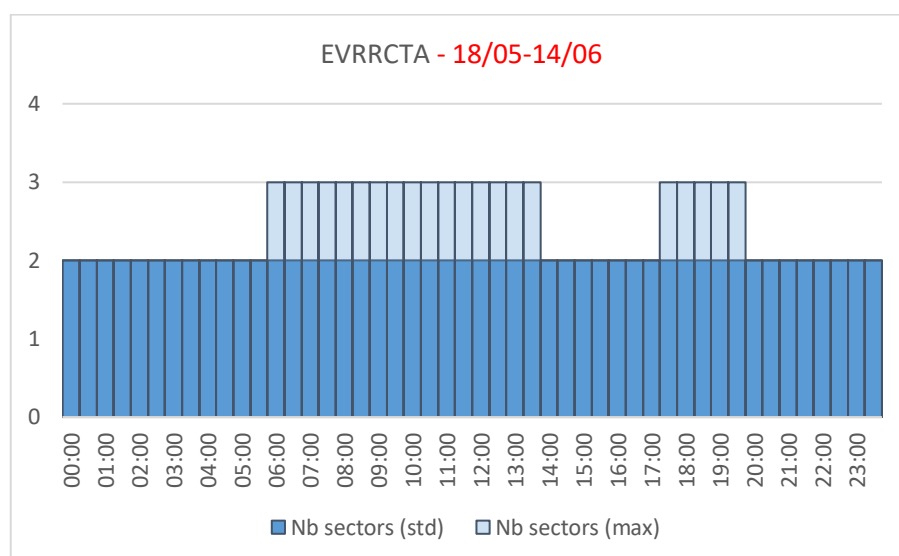
N/A

**NM Assessment**

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

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

Riga						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	240	260	220	230	200	210
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	250	260	230	220	210	210
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	250	270	230	220	210	220
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	240	270	230	230	220	230

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

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

CONF 3	
EVRRWS	31
EVRRRES	29
EVRRAPP	18

CONF 2	
EVRRWS	31
EVRRREA	15

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

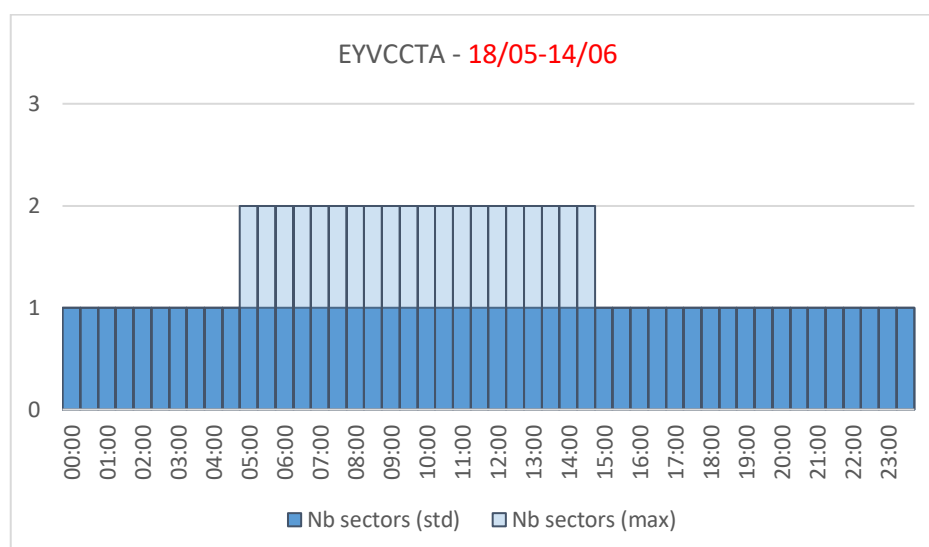
11-12JUN2020 MIL EX BALTOPS 2020.

**NM Assessment**

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

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

Vilnius						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	170	190	180	180	160	150
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	170	190	190	190	170	160
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	200	220	200	210	200	180
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	190	220	200	220	200	190

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

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

03/06-21/06: BALTOPS

14/09-25/09: TOBRUQ LEGACY – Standby

01/10-09/10: BRILLIANT JUMP II

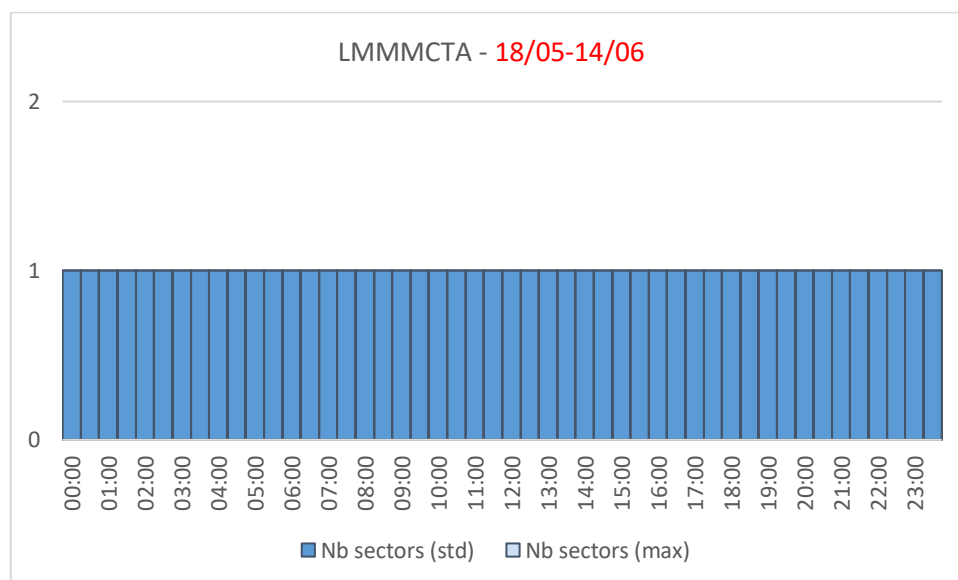
09/11-22/11: IRON WOLF II

**NM Assessment**

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

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

Malta						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	80	90	90	70	50	50
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	80	90	90	70	60	60
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	110	120	110	90	90	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	110	120	110	90	90	90

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

No reduction in sector capacities.

**Availability of support to operations staff**

No planned restrictions.

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

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

**Special events and major projects**

No special events or major projects in this time period.

**NM Assessment**

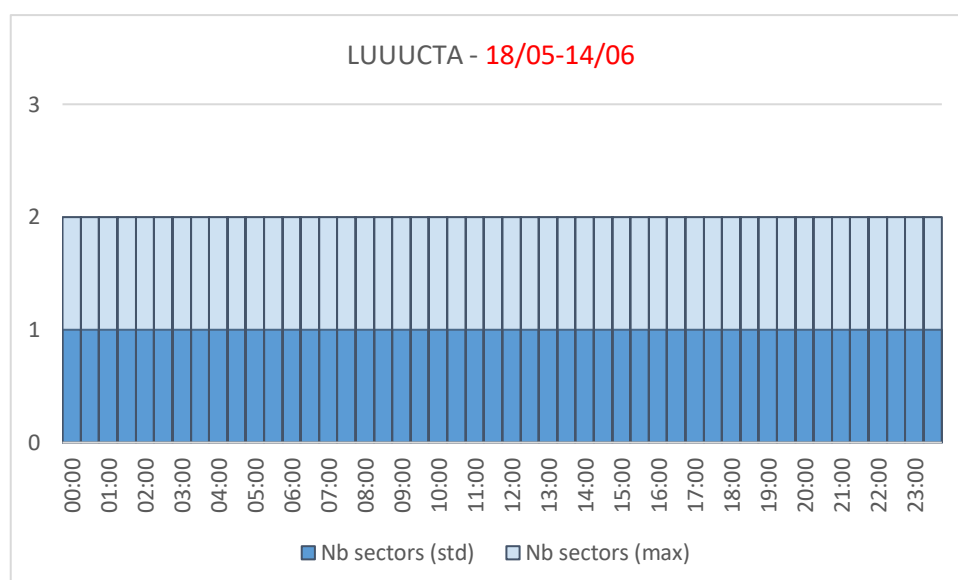
No capacity issues expected with planned numbers of sectors during the period.

**MOLDOVA****CHISINAU ACC****Expected traffic**

Chisinau						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	10	10	20	20	20	20
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	10	20	20	20	20	30
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	30	40	40	40	50	60
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	30	40	40	50	50	60

**Sector openings – Planned and maximum**

Standard working procedures with one sector open, ready to open the second sector anytime, depending on the traffic demand.

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

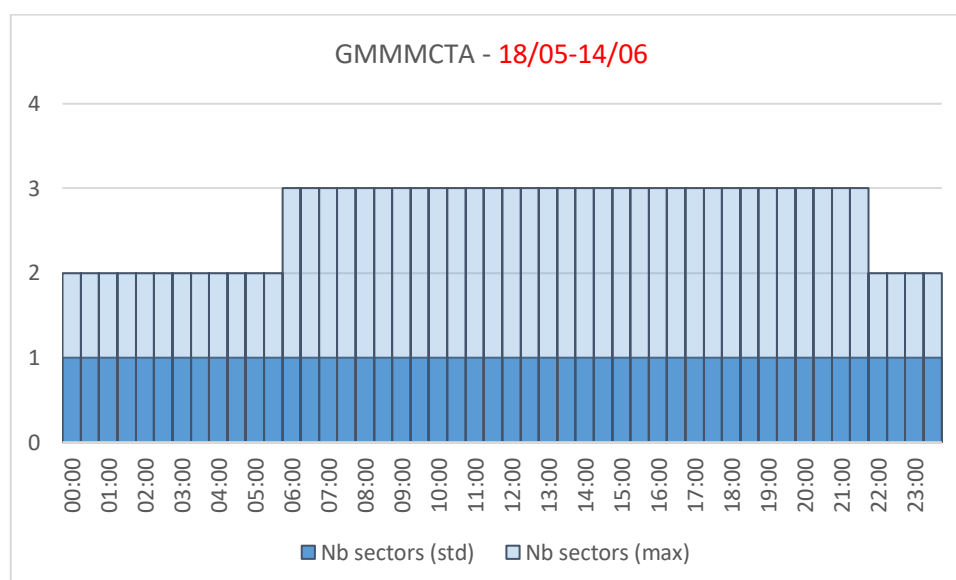
N/A

**NM Assessment**

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

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

Casablanca						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	60	40	50	60	40	40
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	60	50	60	70	50	40
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	130	110	110	130	110	100
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	140	130	110	140	110	110

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

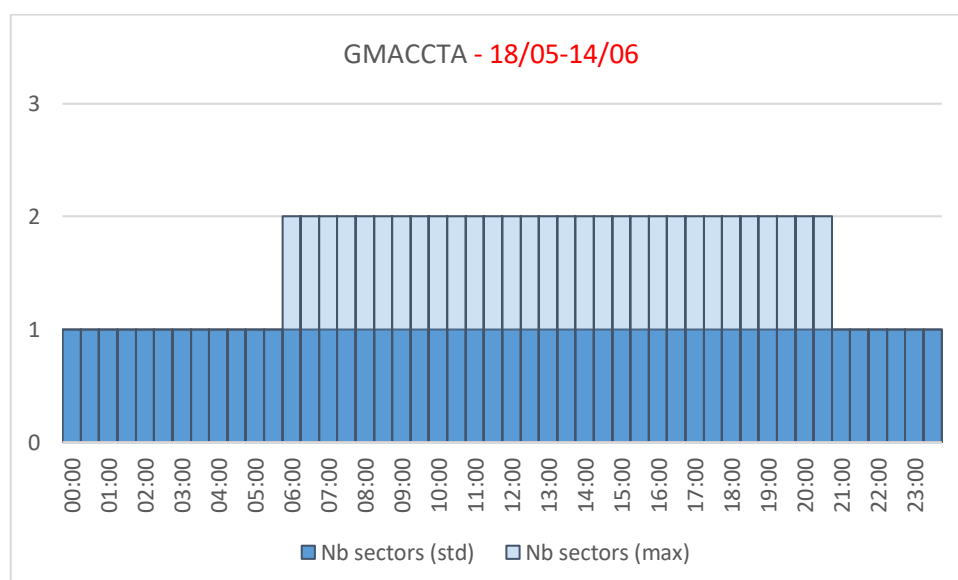
- RNP APCH & RNAV procedure design for GMFI & GMFF airports.
- FRA night in Casablanca CTA.

**NM Assessment**

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

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

Agadir						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	30	30	40	60	40	50
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	30	30	40	60	70	60
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	80	70	80	100	100	110
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	80	90	110	120	130

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

- October 2020 Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c - create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA
- FRA H24 in Agadir CTA.

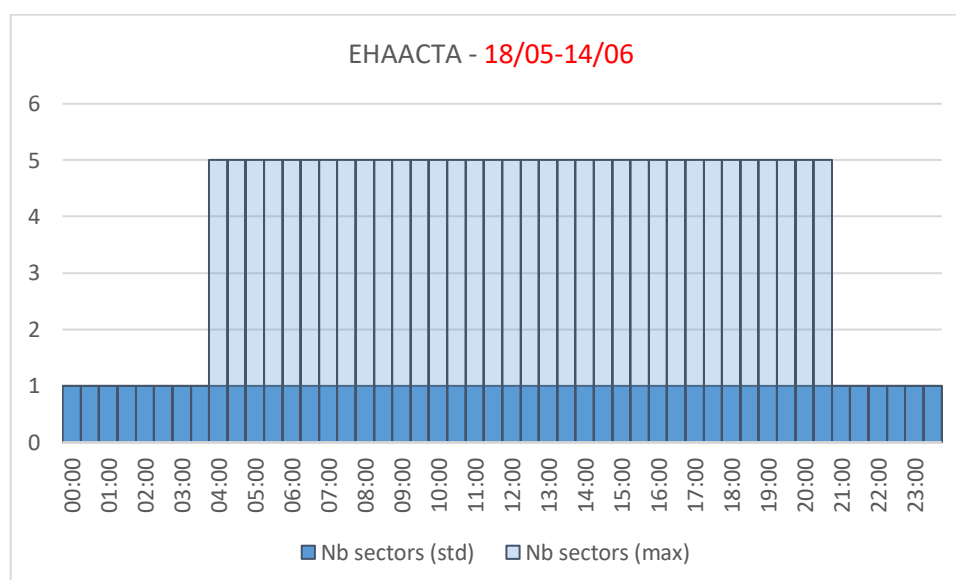
**NM Assessment**

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



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

Amsterdam						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	260	300	310	270	240	240
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	270	300	300	280	250	250
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	320	370	360	340	290	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	320	360	380	330	310	310

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations, staffing available for maximum sector configuration.

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

N/A

**Special events and major projects**

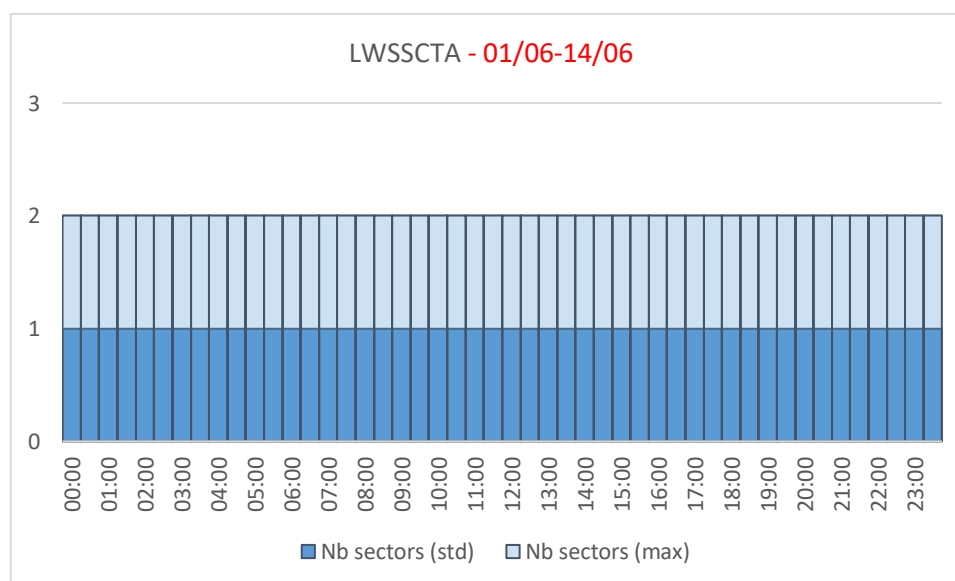
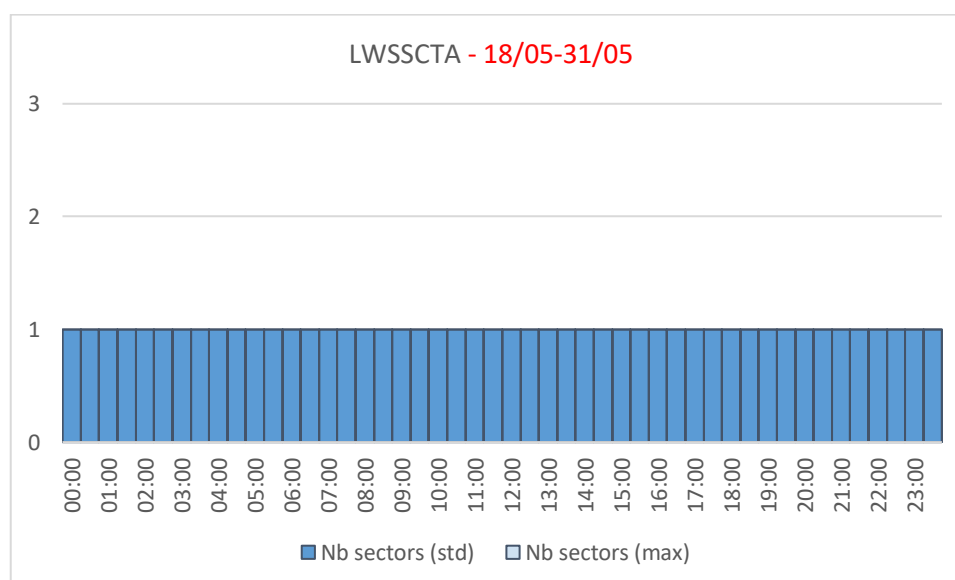
No significant events foreseen for the period of 18 May- 14 June.

**NM Assessment**

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

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

Skopje						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70	70	80	90	90	80	80
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	80	90	100	100	130	110
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	200	230	180	180	220	210
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	220	240	210	210	250	230

**Sector openings – Planned and maximum**

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

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

16 May onwards, FMP position manned 24H.

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

No other constraints

**Special events and major projects**

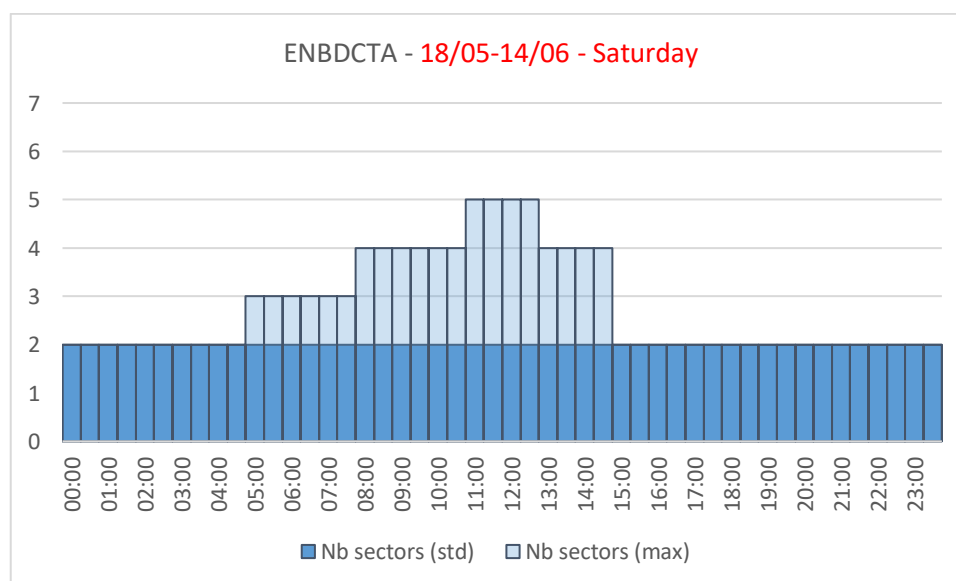
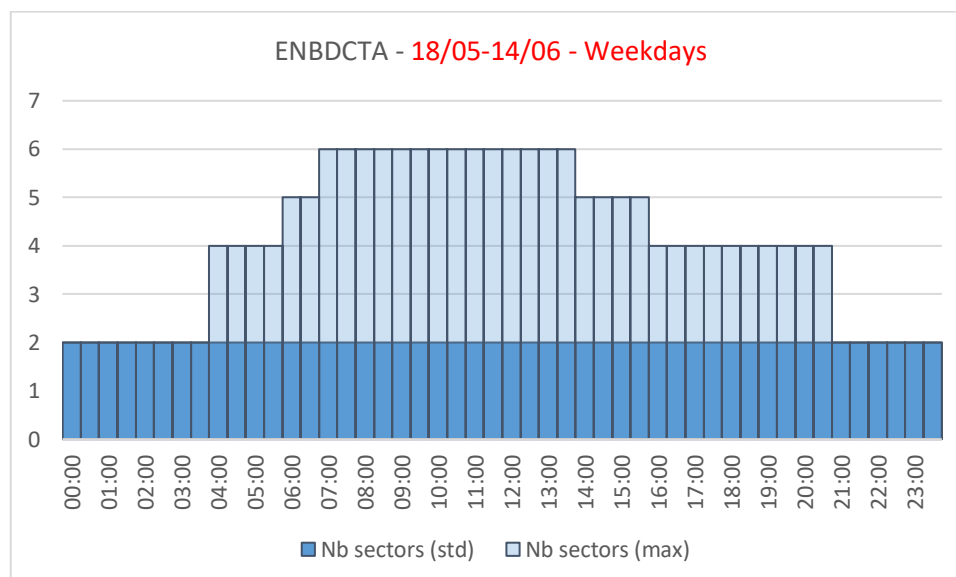
N/A

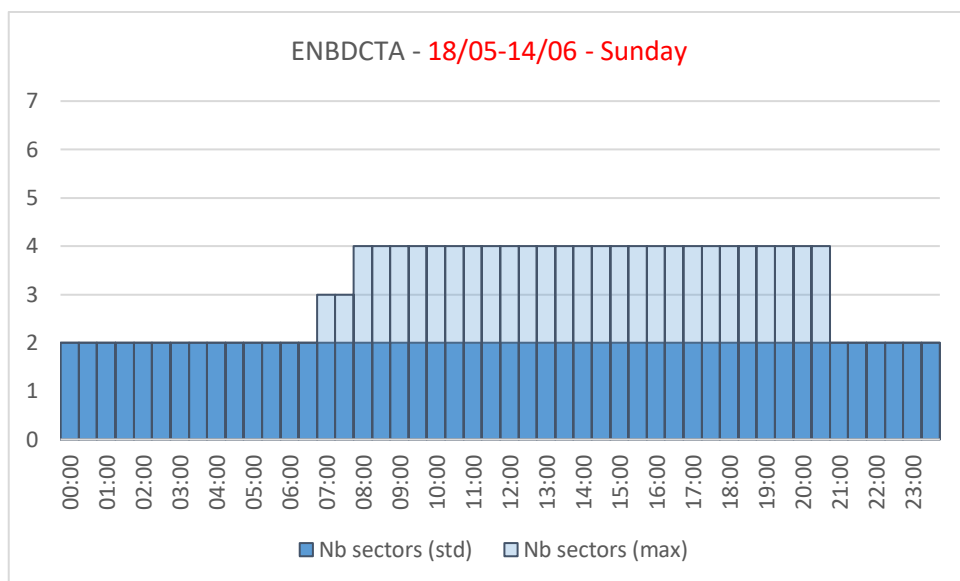
**NM Assessment**

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

**NORWAY****BODO ACC****Expected traffic**

Bodo						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	320	360	290	280	80	230
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	320	350	320	310	80	220
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	340	370	340	320	90	220
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	340	370	350	330	90	230

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction in sector capacities.

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

No limitations.

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

N/A

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

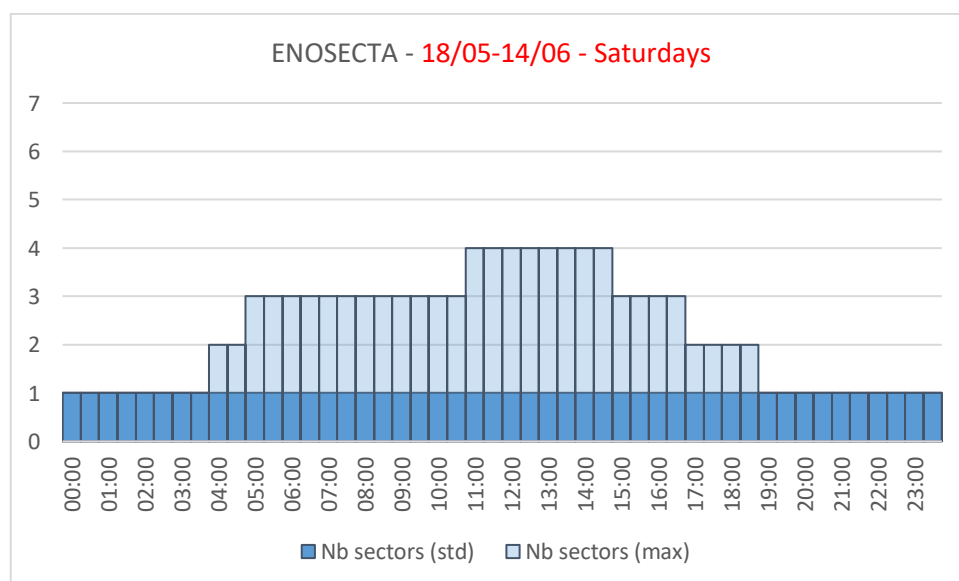
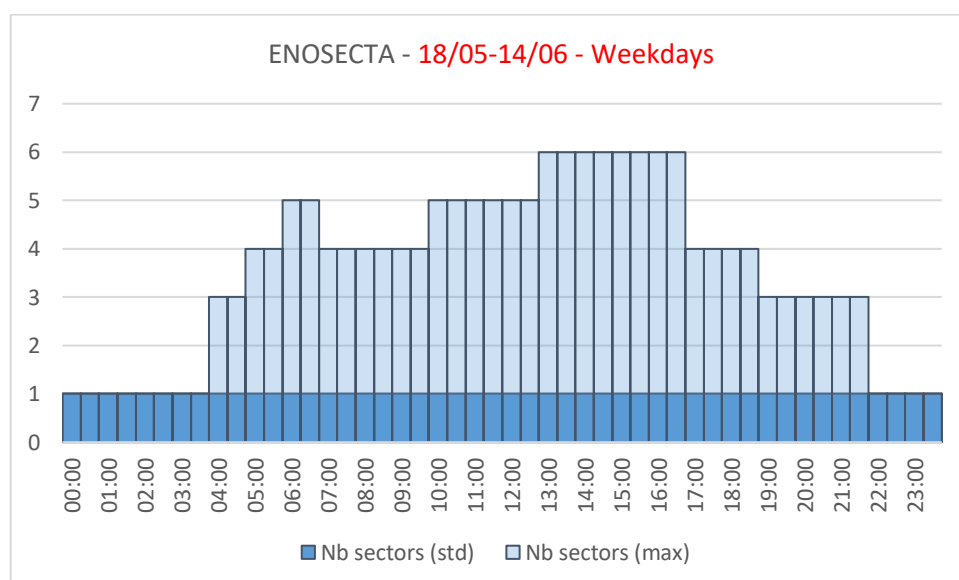
N/A

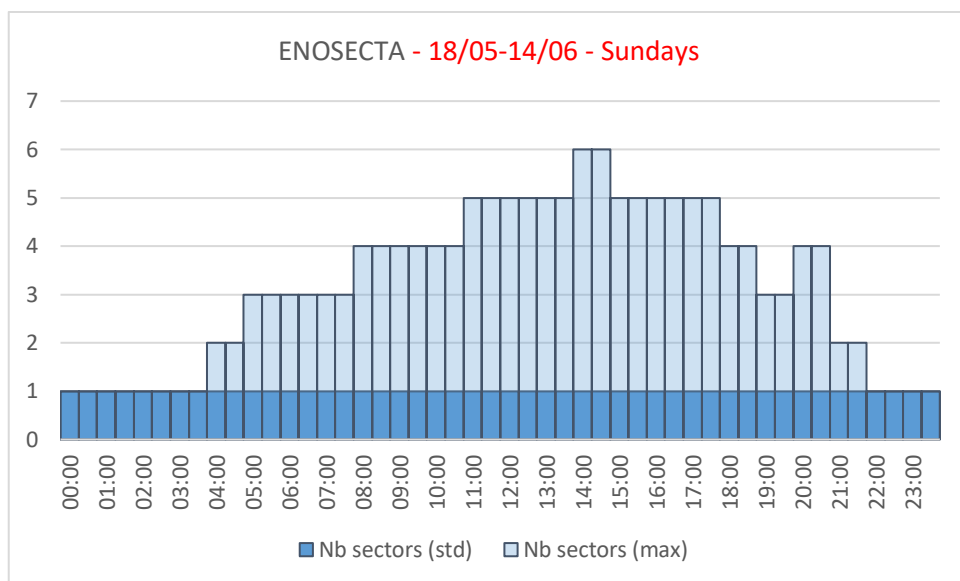
### **NM Assessment**

According to the traffic outlook, demand is expected to be slightly above declared capacity. As this traffic is expected to be a mix between commercial traffic and helicopters to oil installations, it should not create capacity issues.

**NORWAY****OSLO ACC****Expected traffic**

Oslo						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	280	260	240	240	130	190
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	290	260	260	260	130	190
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	290	280	280	270	150	230
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	300	280	280	280	160	230

**Sector openings – Planned and maximum**

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

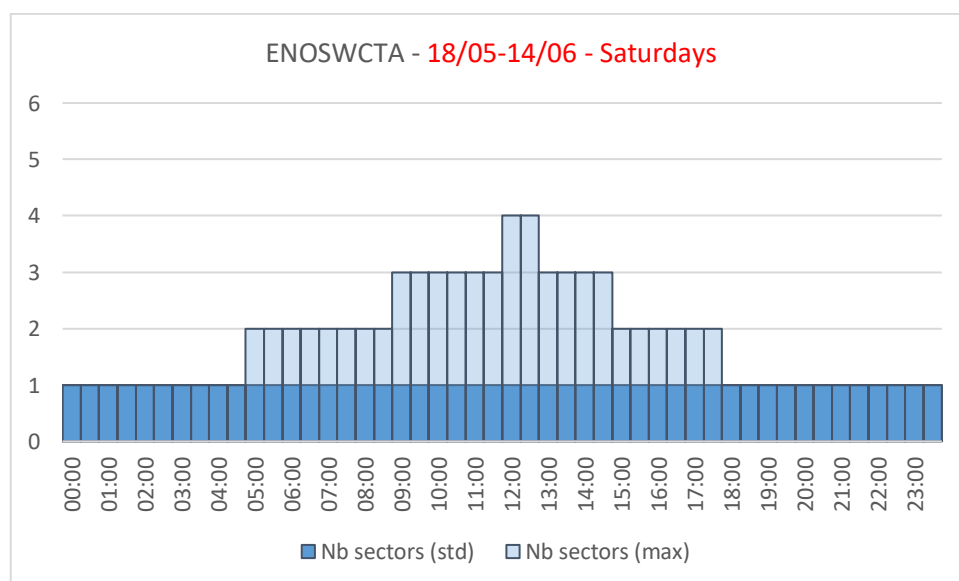
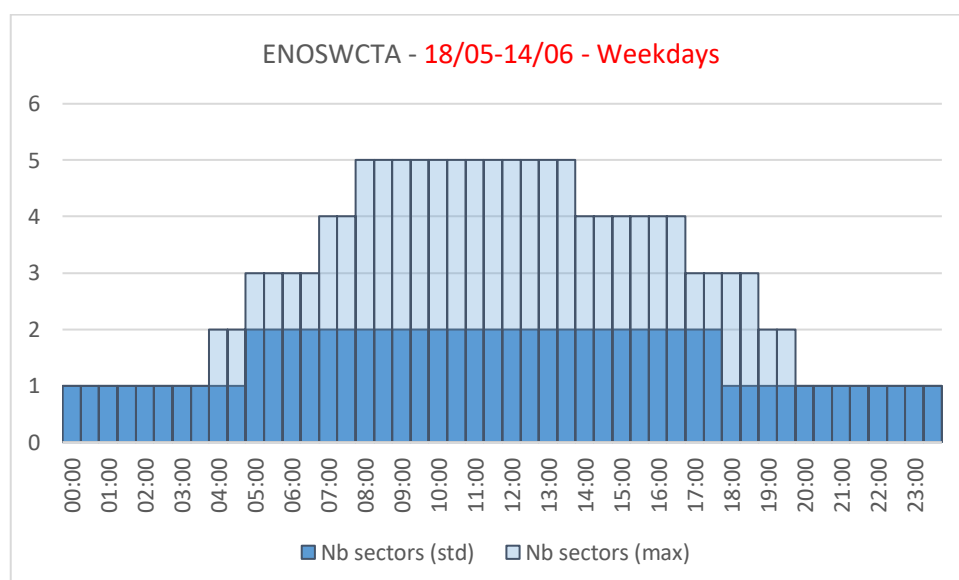
N/A

**NM Assessment**

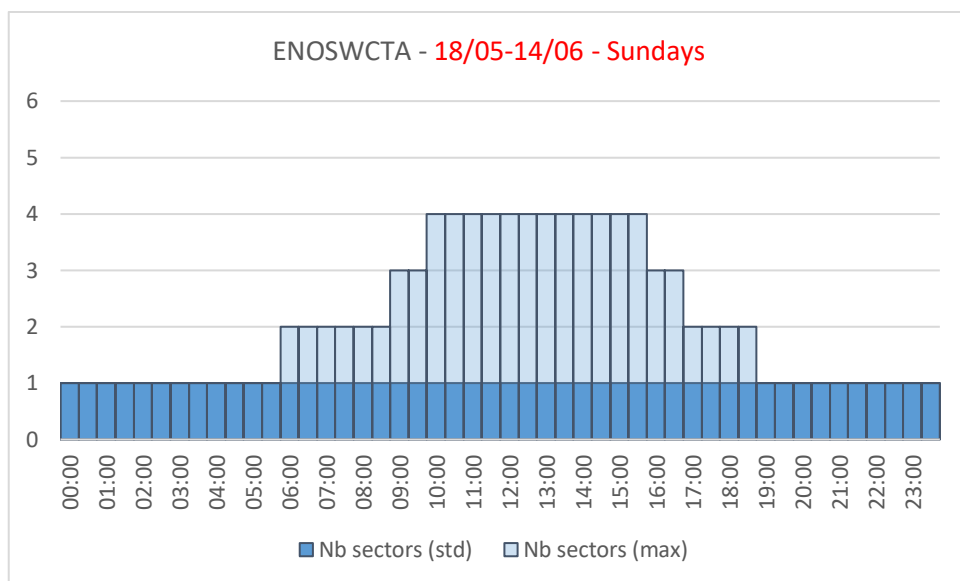
No capacity issues expected with planned numbers of sectors during the period.

**NORWAY****STAVANGER ACC****Expected traffic**

Stavanger						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	310	310	320	300	100	150
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	310	310	320	300	110	150
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	330	320	340	330	130	180
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	330	330	340	330	130	180

**Sector openings – Planned and maximum**





### **Sector capacities**

No reduction in sector capacities.

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

No limitations.

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

N/A

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

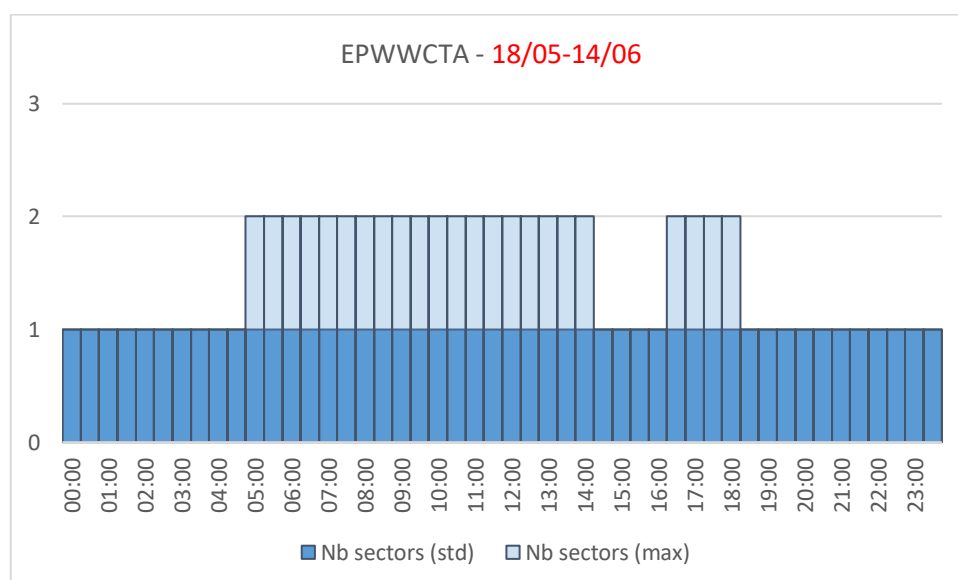
N/A

### **NM Assessment**

According to the traffic outlook, demand is expected to be slightly above declared capacity on Sundays. Given the mix of traffic, no capacity issues expected.

**POLAND****WARSZAWA ACC****Expected traffic**

Warszawa						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	380	380	360	390	310	320
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	400	380	380	410	320	330
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	540	540	510	540	490	500
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
520	560	550	520	560	510	520

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

No reduction in ACC sector capacities.

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

**Availability of support to operations staff**

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

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

N/A

**Special events and major projects**

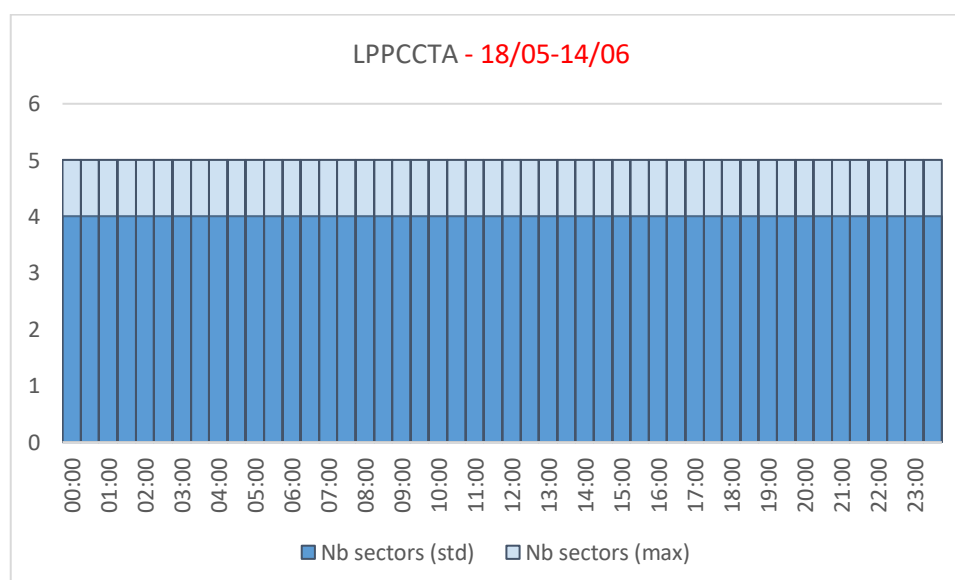
Military exercises ANAKONDA from 01.06.2020 to 10.06.2020.

**NM Assessment**

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

**PORTUGAL****LISBOA ACC****Expected traffic**

Lisboa						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	120	100	100	130	110	110
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	100	100	140	130	120
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	320	280	280	290	280	290
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	350	300	280	290	310	320

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No limitations.

**Special events and major projects**

Point Merge System project (Lisbon TMA) due on April 23 suspended UFN.

**NM Assessment**

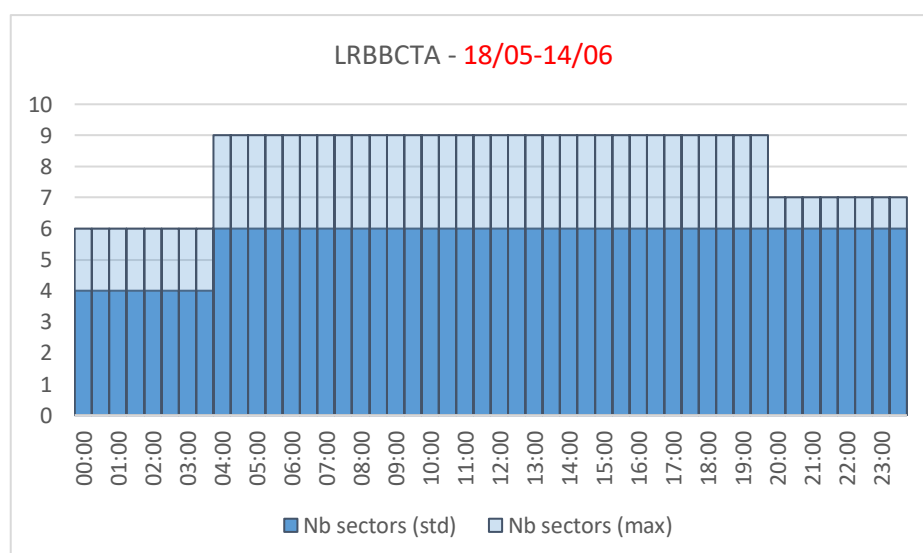
No capacity issues expected with planned numbers of sectors during the period.

**ROMANIA****BUCUREȘTI ACC****Expected traffic**

București						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	330	380	340	410	340	330
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	350	380	370	440	370	370
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	510	550	520	560	530	520
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	560	580	530	590	580	550

**Sector openings – Planned and maximum**

Sectors number and configurations will be adapted according to traffic demand, available updated traffic outlook and the Capacity Plan for summer 2020.

**Sector capacities**

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

**Availability of support to operations staff**

No limitations, all support staff available.

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

No constraints. All technical infrastructure working to full extent.

**Special events and major projects**

CPDLC on operational trial starting from May 2020.

CPDLC fully operational by July 2020.

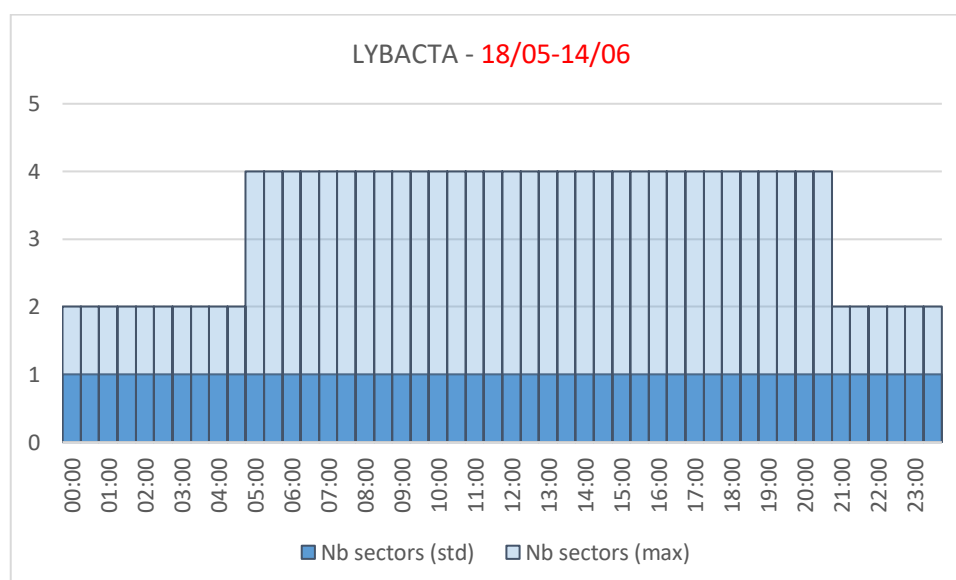
No impact in capacity.

**NM Assessment**

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

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

Beograd						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	200	250	240	230	230	210
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	220	250	260	300	340	290
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	510	540	490	490	570	510
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	560	570	560	550	650	580

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No constraints, all systems and technical infrastructure are available.

**Special events and major projects**

In accordance with LARA PMP: LARA Ph1 implementation in RS and MNE was planned for June 2020. Training activities for technical and operational staff planned to be carried out by Eurocontrol LARA Team are postponed due to COVID-19 measures and ban of international travel. **No impact of the operations.**

ATM system SW/HW Upgrade Step 1-Phase 2 – Improved OLDI : Project execution is planned in three phases. The first phase which encompasses HW and software upgrade of the main ATM data processing system was successfully finished in May

2019. The second and third phase which are planned to be finished by the end of this year are related to HW upgrade of the Test system, ATS simulator HW upgrade and new Belgrade TWR console. They have **no impact on the operations** and both phases are postponed while measures due to COVID-19 are in force.

#### **NM Assessment**

According to the traffic outlook, from the 6th of June, peaks start appearing in the morning specially at weekends. The opening of a second sector might be needed. No capacity issues expected.

**SLOVAKIA****BRATISLAVA ACC****Expected traffic****Sector openings – Planned and maximum**

Bratislava						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	220	260	220	260	210	200
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	230	260	230	270	230	210
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	370	400	350	370	340	340
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	390	420	360	390	360	370

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

Availability of technical support is sufficient enough. No constraints.

**Special events and major projects**

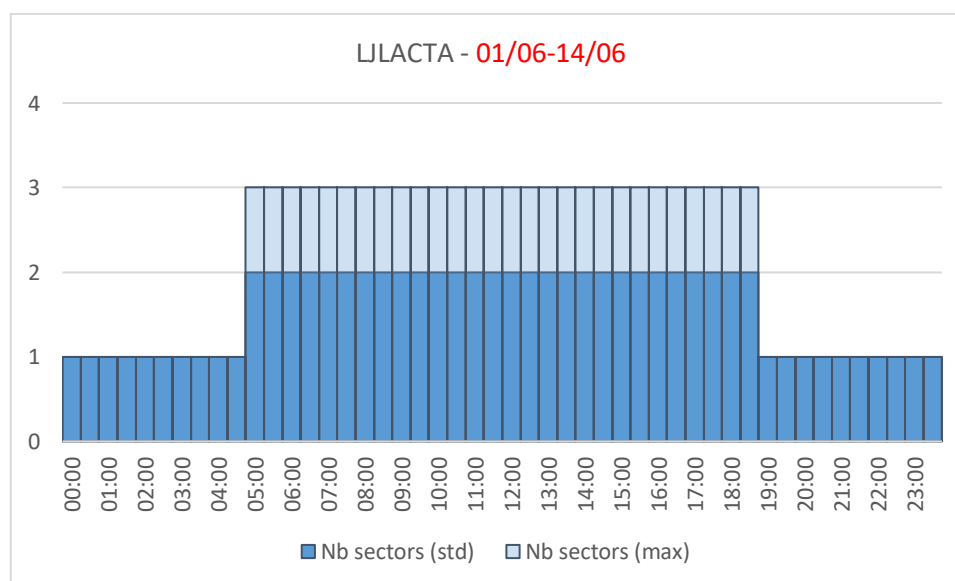
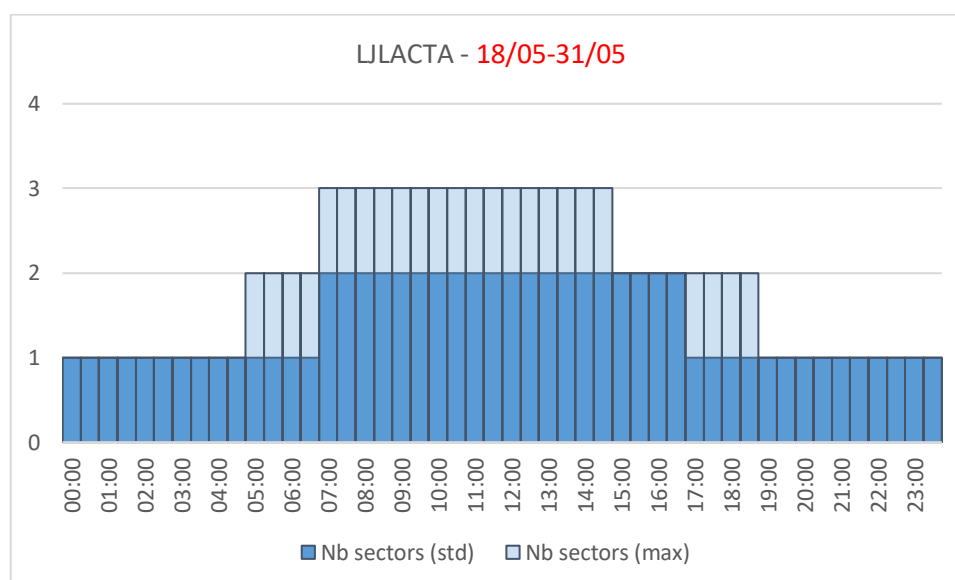
None.

**NM Assessment**

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

**SLOVENIA****LJUBLJANA ACC****Expected traffic**

Ljubljana						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	100	120	130	130	100	100
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	120	120	130	150	140	120
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	230	240	240	230	250	220
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	250	240	270	260	280	230

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No technical or other constraints.

**Special events and major projects**

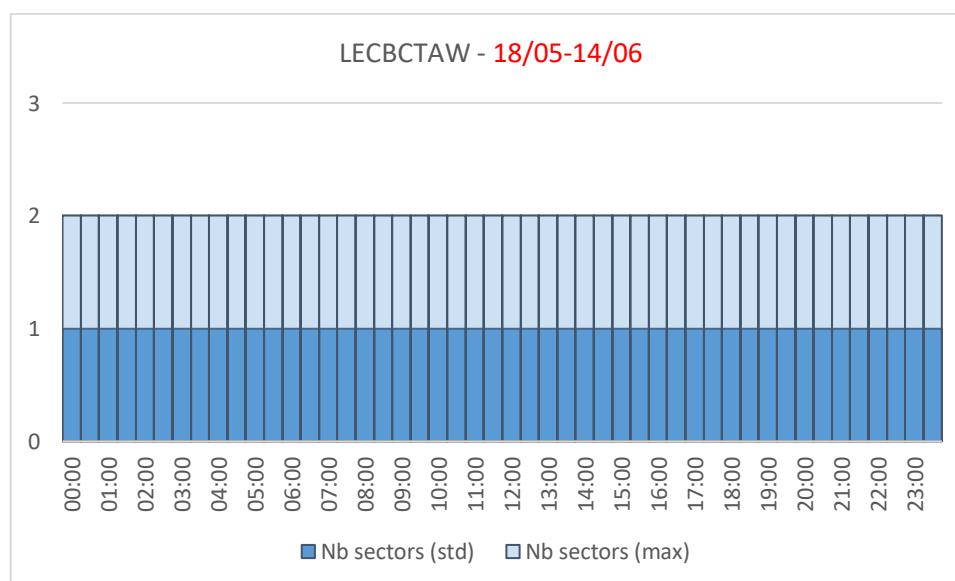
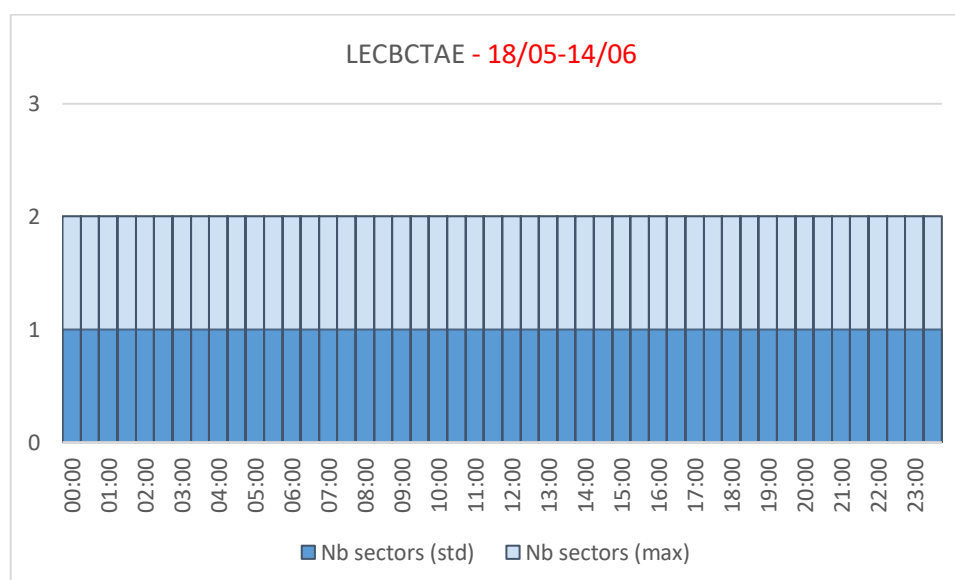
No special events and no projects influencing traffic flows.

**NM Assessment**

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

**SPAIN****BARCELONA ACC****Expected traffic**

Barcelona						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	100	120	130	120	130
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	120	110	140	170	180	160
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	310	270	330	300	350	320
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	330	320	340	330	400	380

**Sector openings – Planned and maximum**

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No issues.

**Special events and major projects**

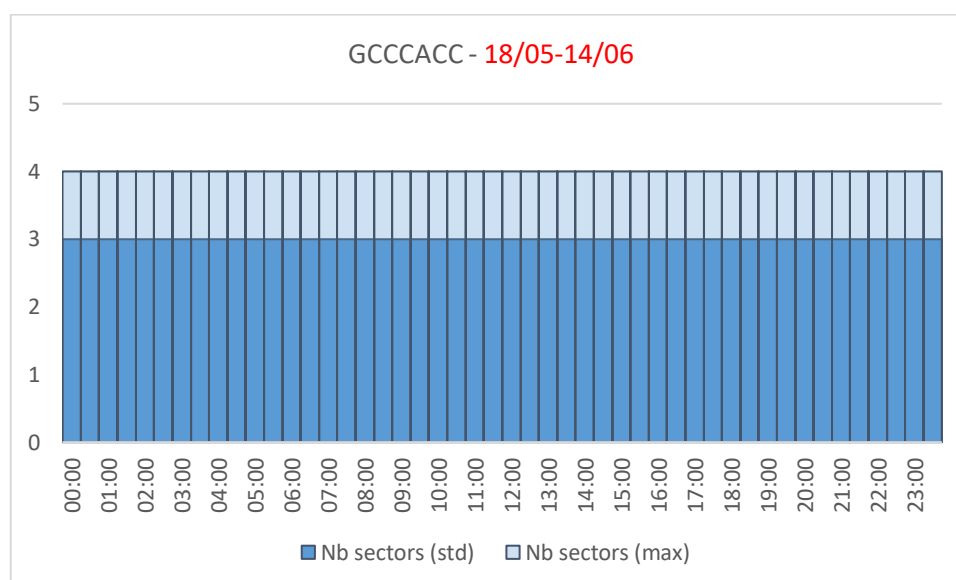
21-MAY-2020: Implementation of new NATPI departures to replace current MOPAS SID with MOPAS DCT NATPI, as agreed between LECB and LFBB.

**NM Assessment**

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

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

Canarias						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	50	40	50	80	50	70
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	50	40	50	90	70	80
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	90	100	120	110	130
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	110	100	110	140	130	150

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No issues.

**Special events and major projects**

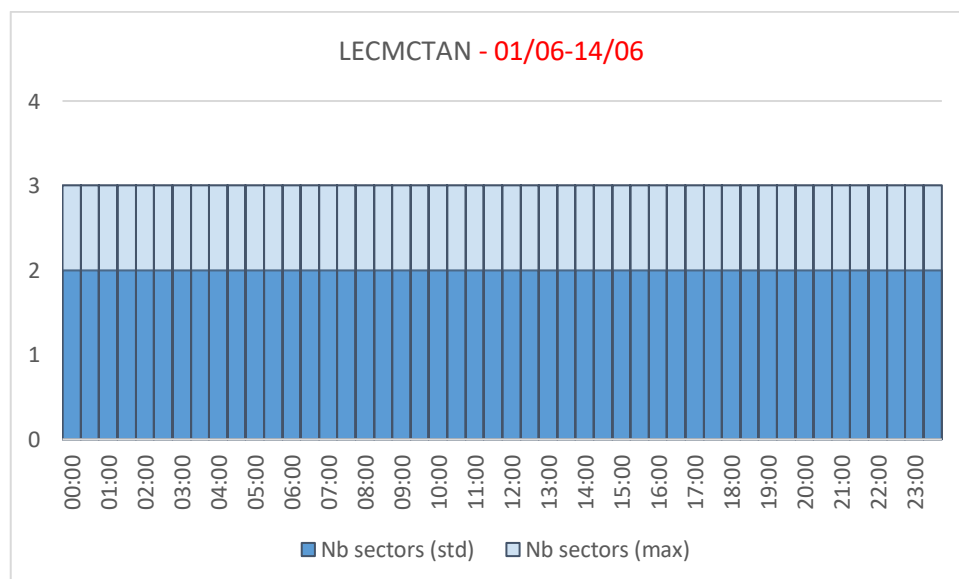
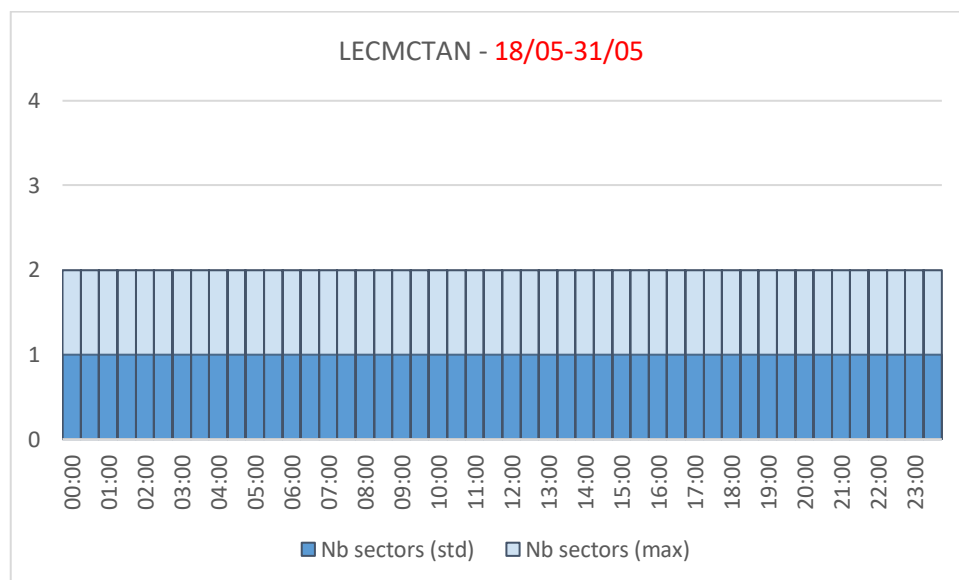
October 2020: Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c and d – create DESUM point / create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA

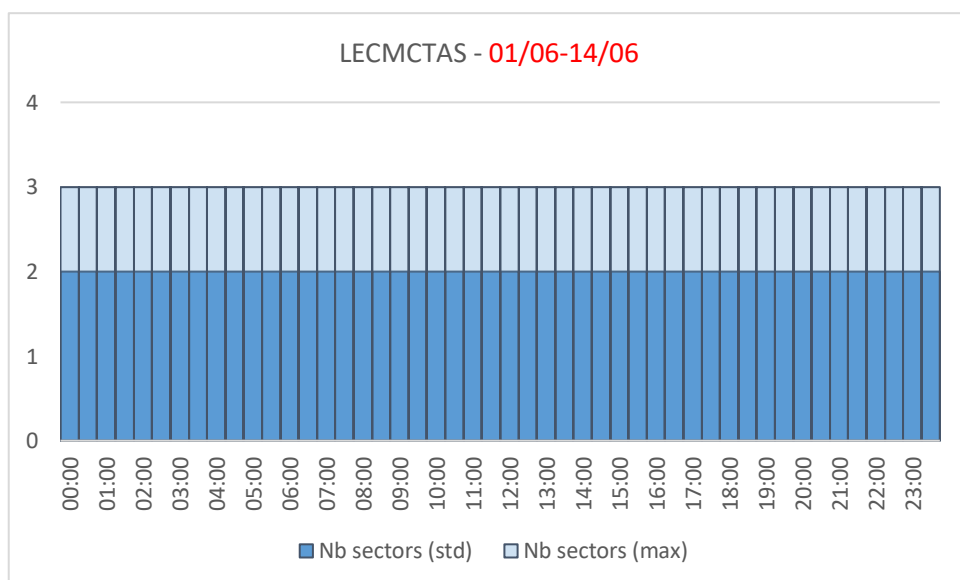
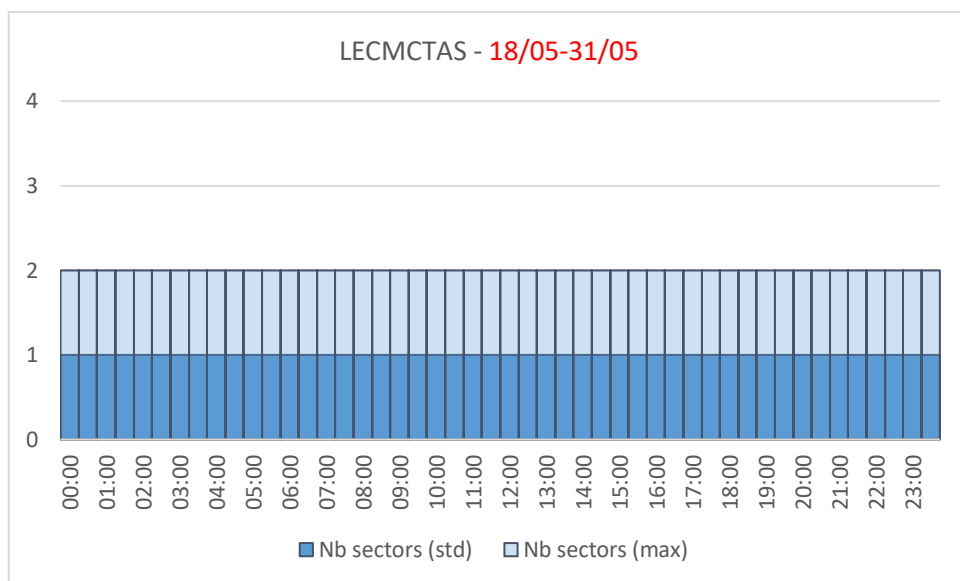
**NM Assessment**

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

**SPAIN****MADRID ACC****Expected traffic**

Madrid						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	250	230	250	280	230	210
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	260	240	270	320	270	250
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	530	460	520	530	450	450
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	570	490	540	560	510	500

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction in sector capacities.

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

No limitations.

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

No issues.

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

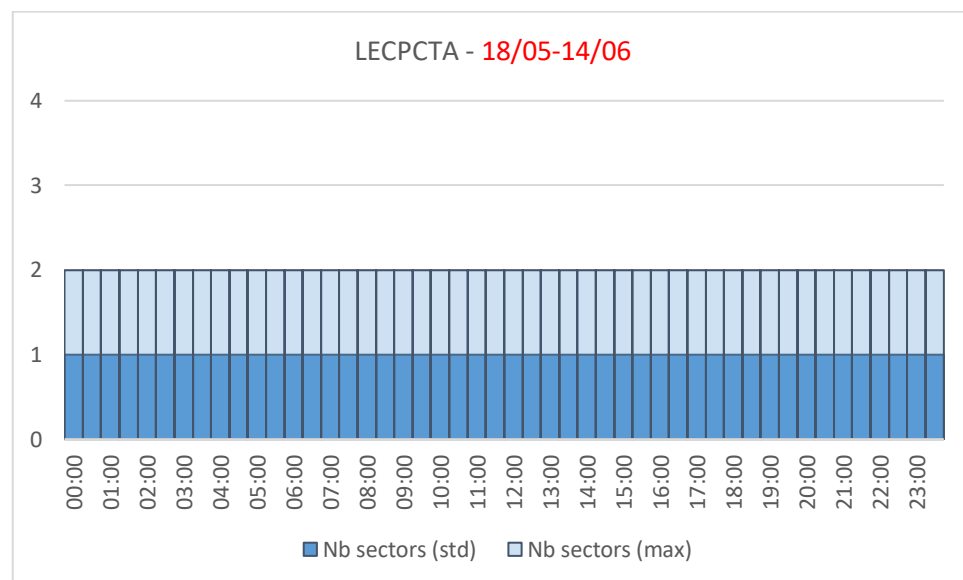
Not planned

### **NM Assessment**

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

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

Palma						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	40	60	60	70	70	70
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	70	60	80	90	120	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130	180	170	180	170	230	220
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
140	190	190	200	200	260	260

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No issues.

**Special events and major projects**

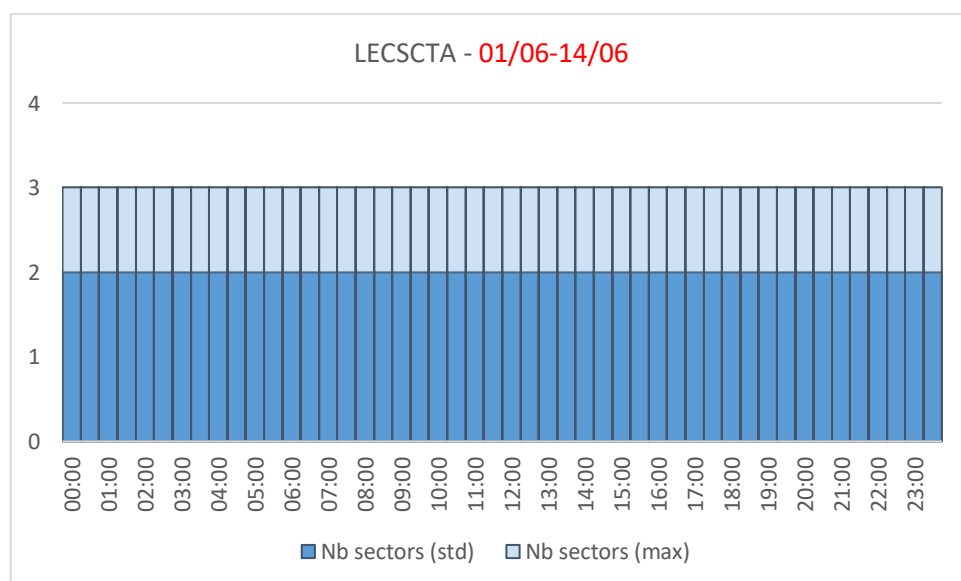
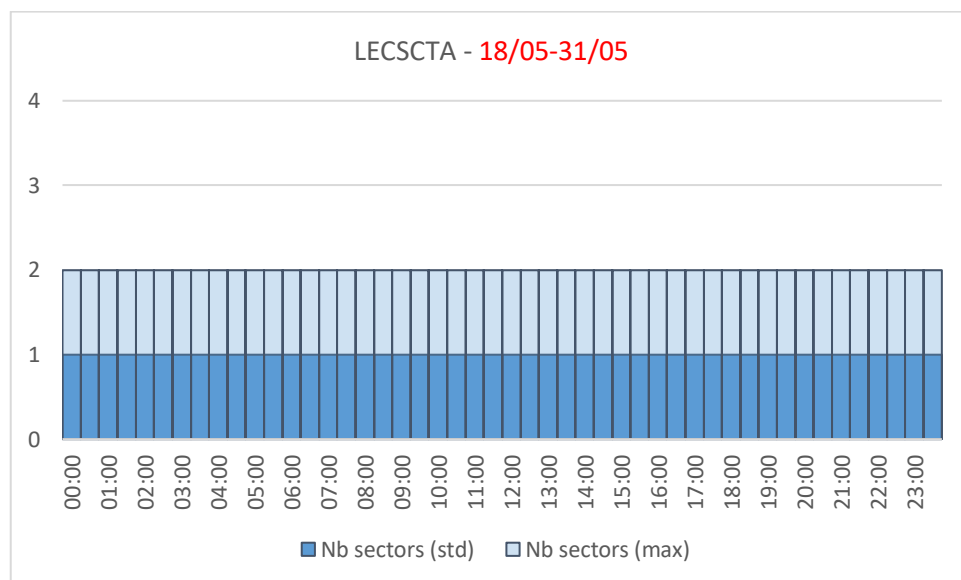
Not planned.

**NM Assessment**

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

**SPAIN****SEVILLA ACC****Expected traffic**

Sevilla						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	100	110	140	100	100
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	110	120	150	120	130
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	220	200	230	230	210	210
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	240	230	240	250	240	240

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

No issues.

**Special events and major projects**

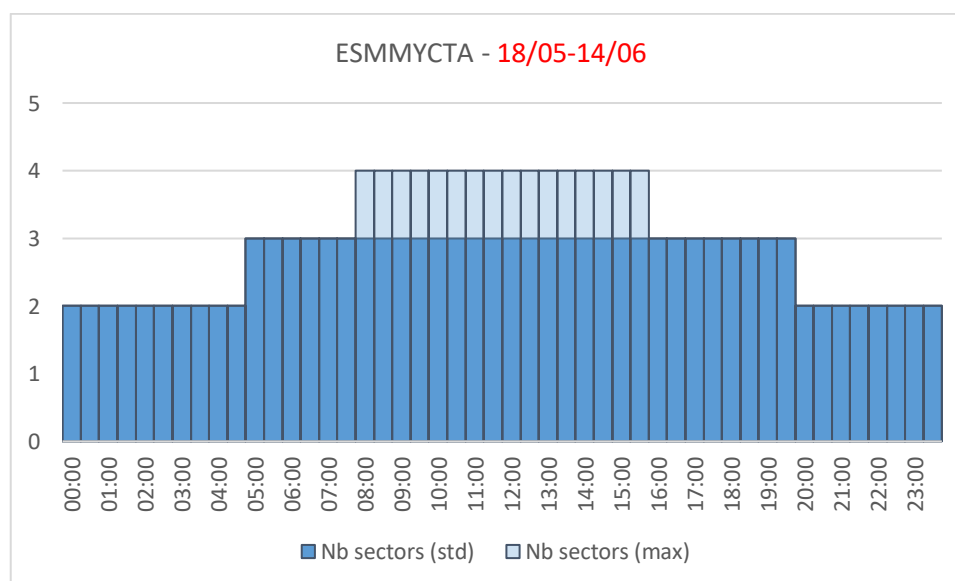
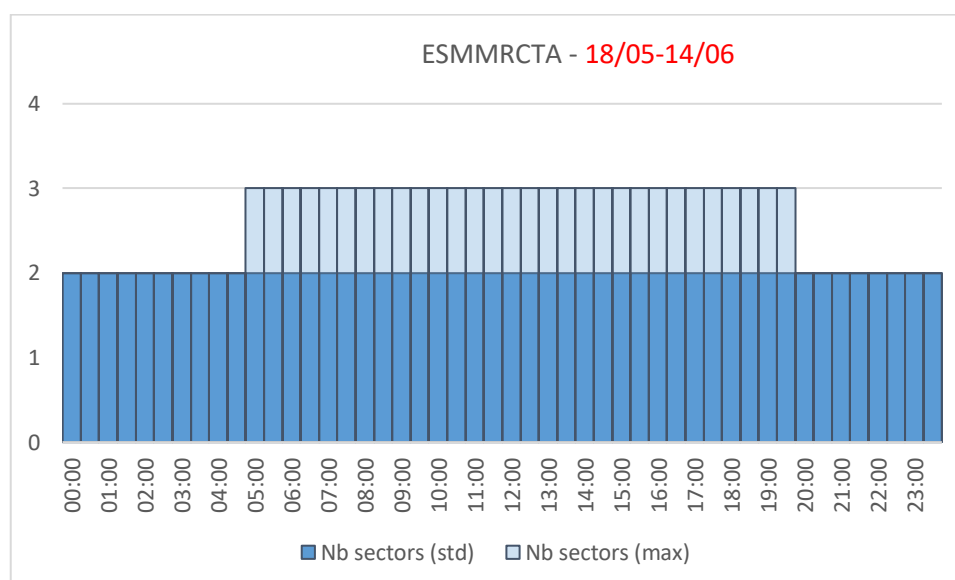
Not planned.

**NM Assessment**

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

**SWEDEN****MALMÖ ACC****Expected traffic**

Malmö						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	380	390	360	340	290	260
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	390	390	380	350	280	260
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	410	410	400	370	310	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	400	430	450	410	360	330

**Sector openings – Planned and maximum**

**Sector capacities**

No reductions, apart from:

TF ESGGTMA; reduced to 10/60

TF ESGGARR; reduced to 6/60

**Availability of support to operations staff**

No limitations.

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

Business as usual.

**Special events and major projects**

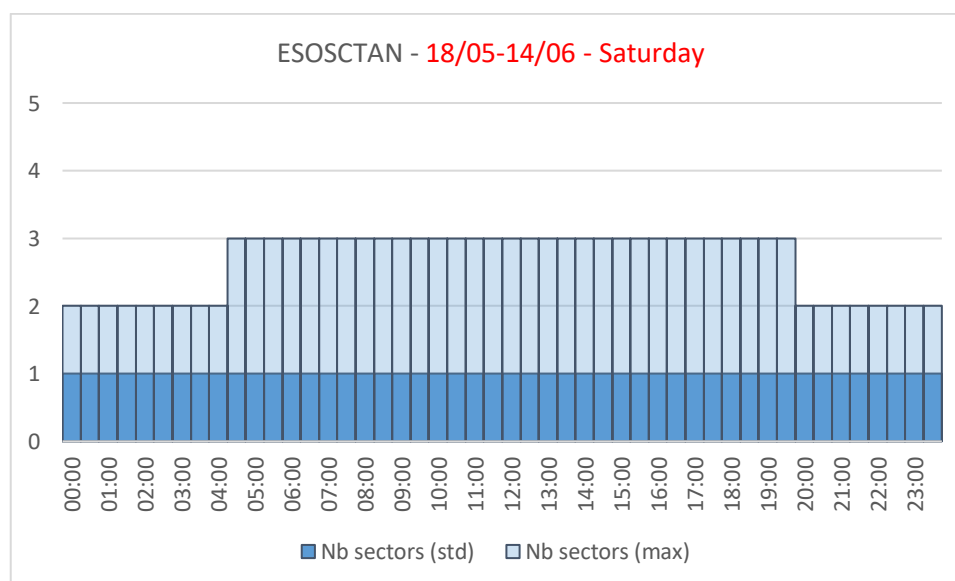
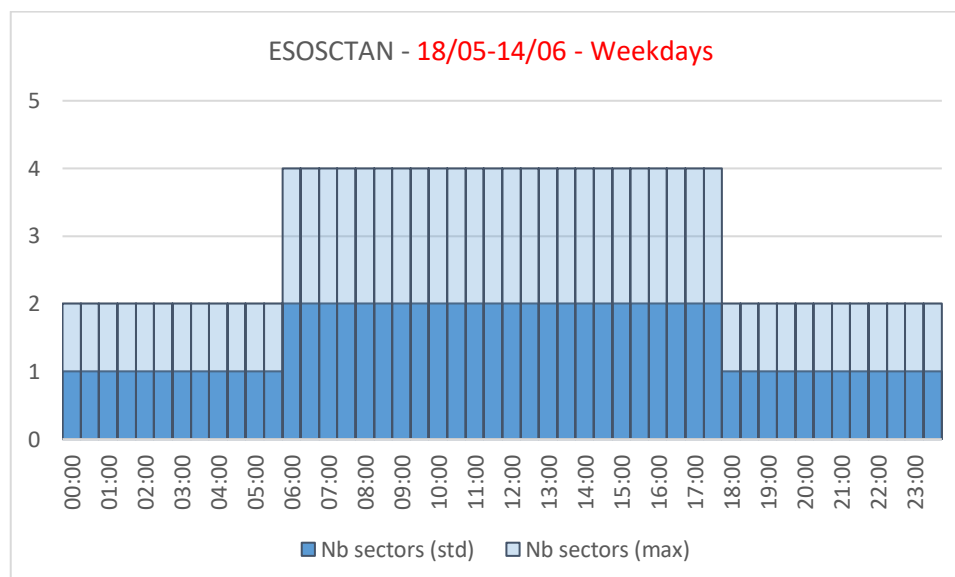
June AIRAC: Redesign of ESMM4, ESMM5 and ESMMC.

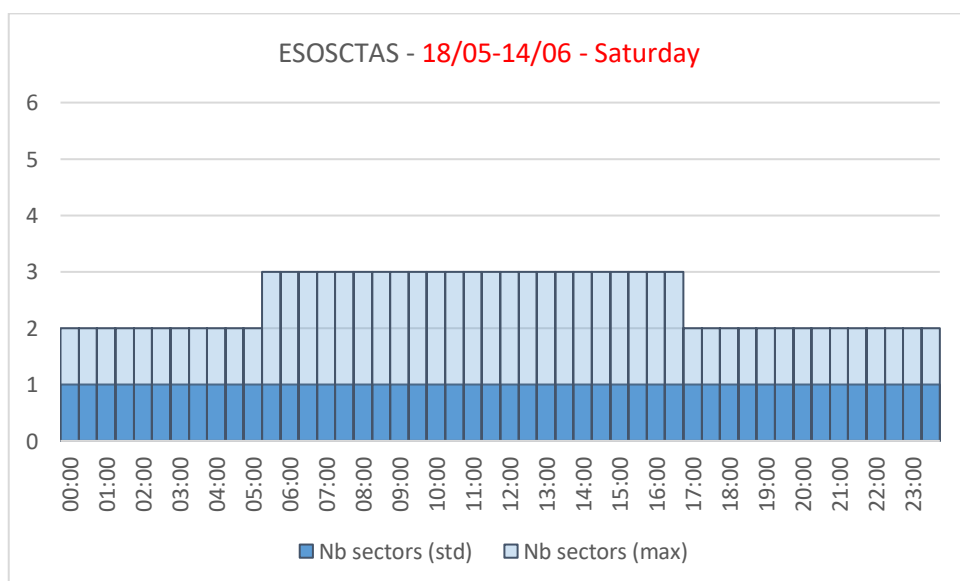
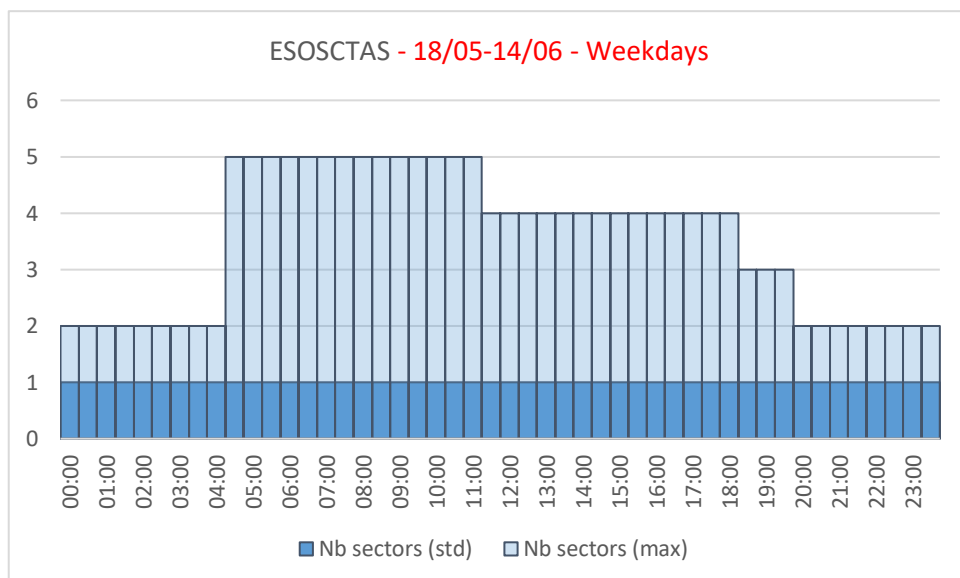
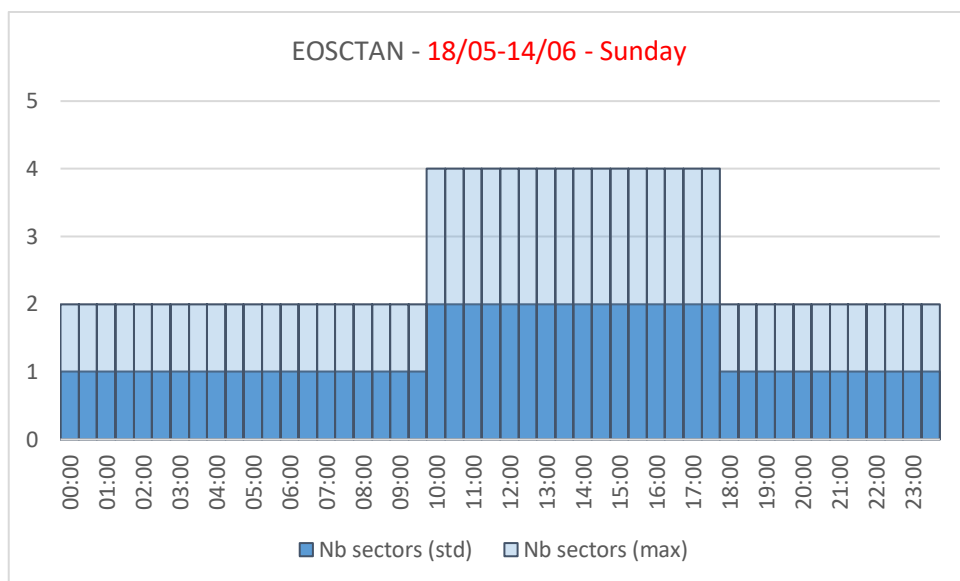
**NM Assessment**

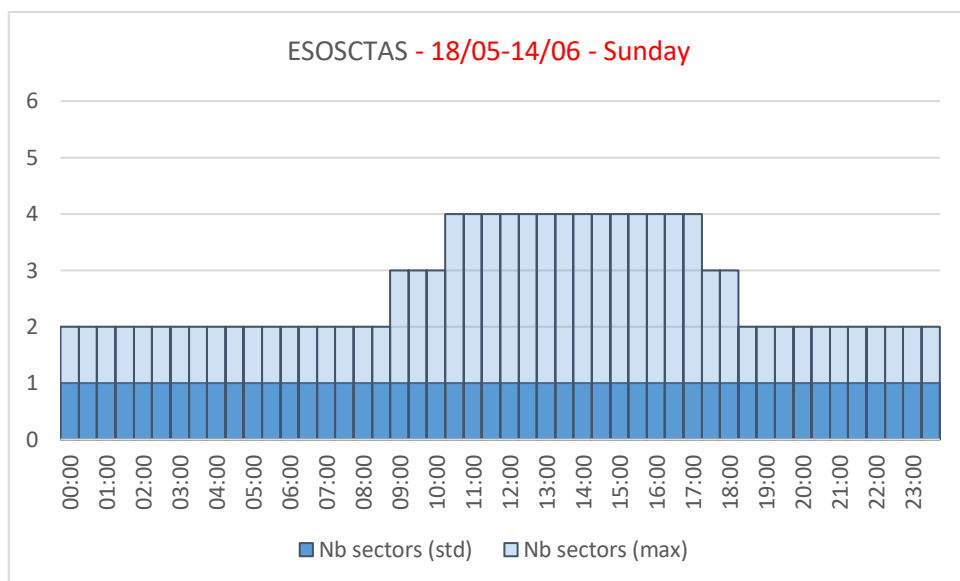
No capacity issues expected with planned numbers of sectors during the period.

**SWEDEN****STOCKHOLM ACC****Expected traffic**

Stockholm						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	230	250	240	230	90	170
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	240	260	280	260	90	170
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	250	270	300	270	100	180
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	250	270	300	280	100	180

**Sector openings – Planned and maximum**



**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations

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

Business as usual

**Special events and major projects**

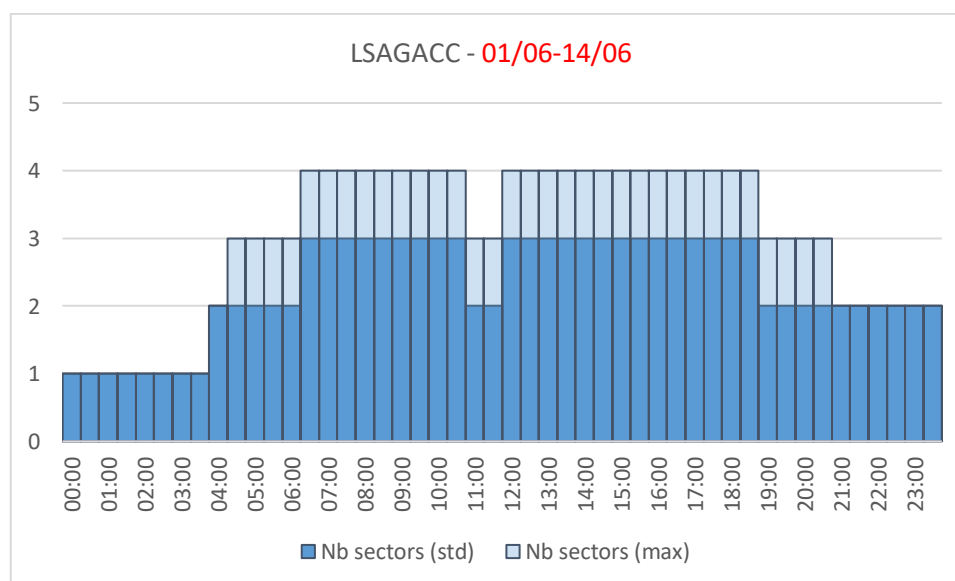
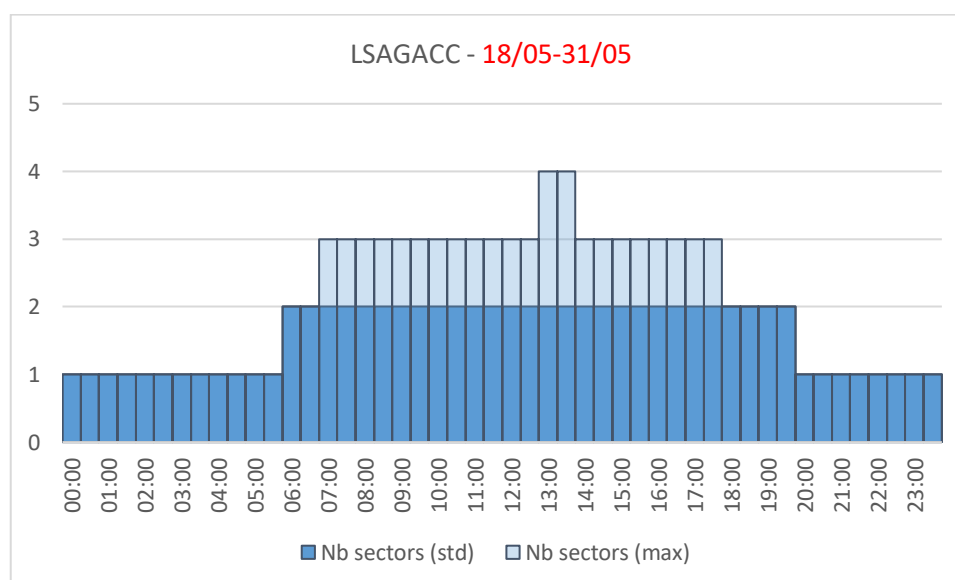
N/A

**NM Assessment**

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

**SWITZERLAND****GENEVA ACC****Expected traffic**

Geneva						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	180	210	200	170	140	140
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	190	200	190	200	170	150
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	290	290	280	260	230	230
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	290	290	300	270	250	250

**Sector openings – Planned and maximum**

**Sector capacities**

No reduction of sector capacities applied.

**Availability of support to operations staff**

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

Special sectors for example dealing with Special Use of Airspace as Paras or dedicated approaches have been closed until at least end of May.

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

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

Nothing special to mention.

**Special events and major projects**

Nothing special to mention.

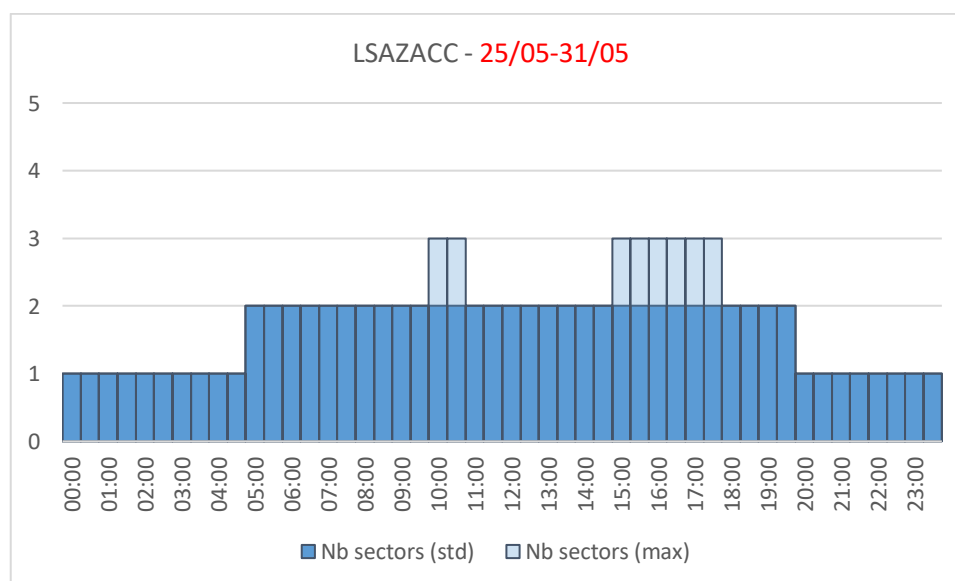
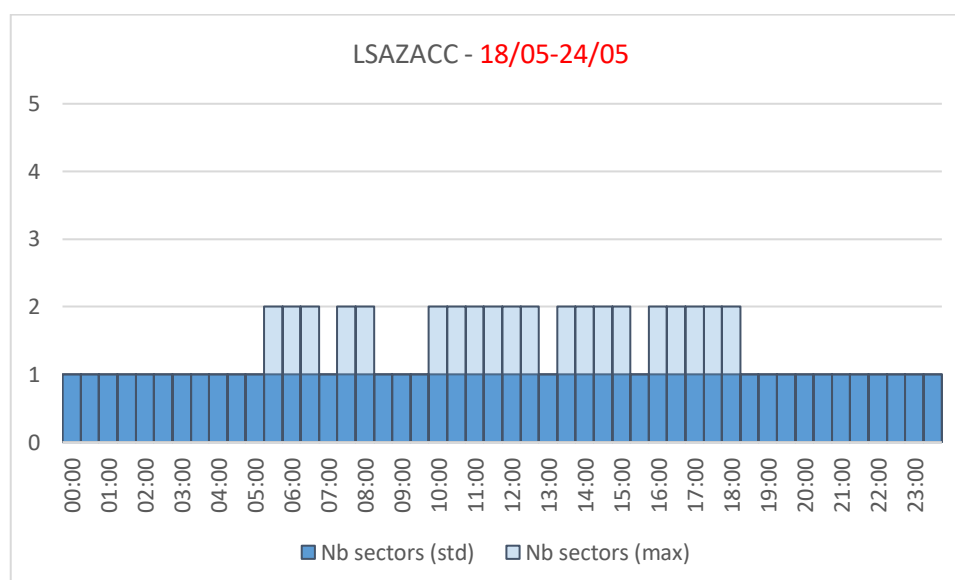
**NM Assessment**

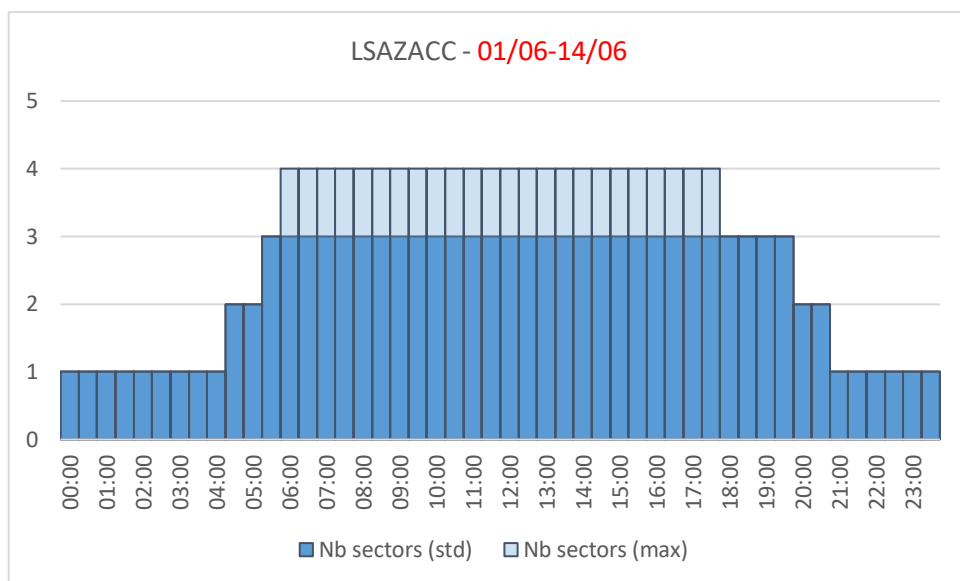
No capacity issues expected with planned numbers of sectors during the period.



**SWITZERLAND****ZURICH ACC****Expected traffic**

Zurich						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	230	280	260	290	210	210
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	250	270	260	310	240	230
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	330	370	360	410	370	370
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	340	390	380	430	400	400

**Sector openings – Planned and maximum**



### **Sector capacities**

No reduction of sector capacities applied.

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

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

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

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

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

Nothing special to mention.

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

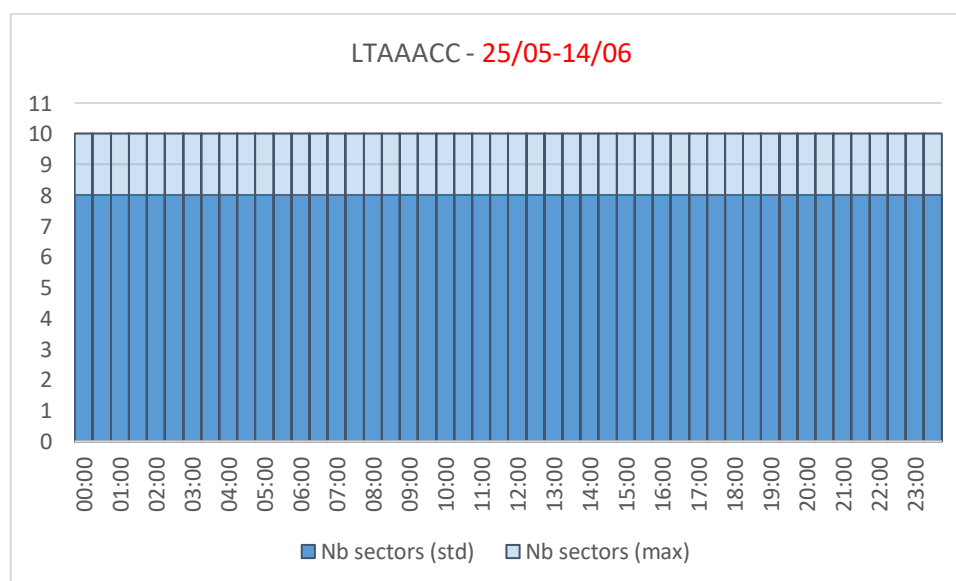
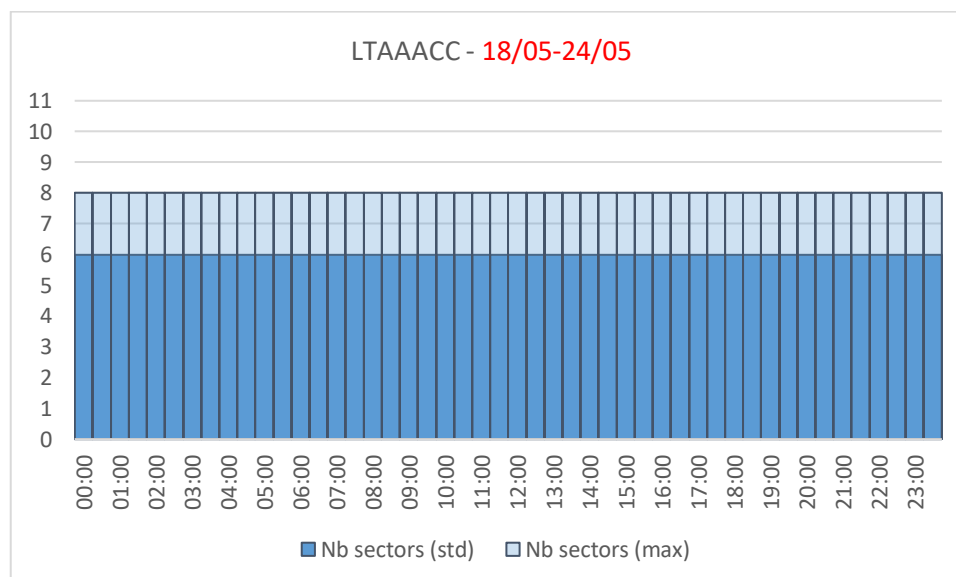
Nothing special to mention.

### **NM Assessment**

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

**TURKEY****ANKARA ACC****Expected traffic**

Ankara						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	500	530	540	510	500	460
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
520	500	530	570	580	570	530
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	650	690	690	660	670	630
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	710	730	740	690	710	680

**Sector openings – Planned and maximum**

**Sector capacities**

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations

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

N/A

**Special events and major projects**

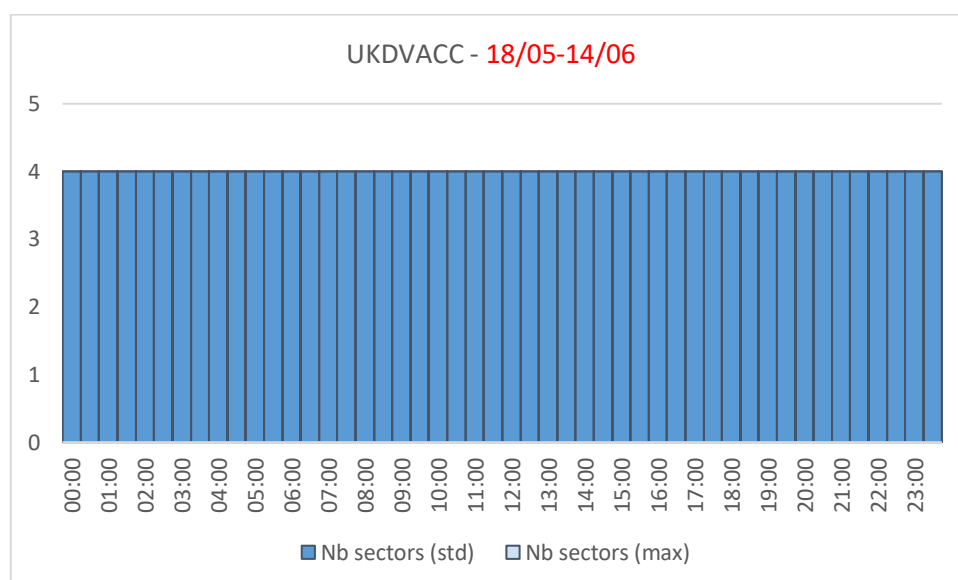
N/A

**NM Assessment**

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

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

Dnipro						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10	10	10	10	10	10	10
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10	10	10	10	10	10	10
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	10	10	10	10	10	10
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	10	10	10	10	10	10

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

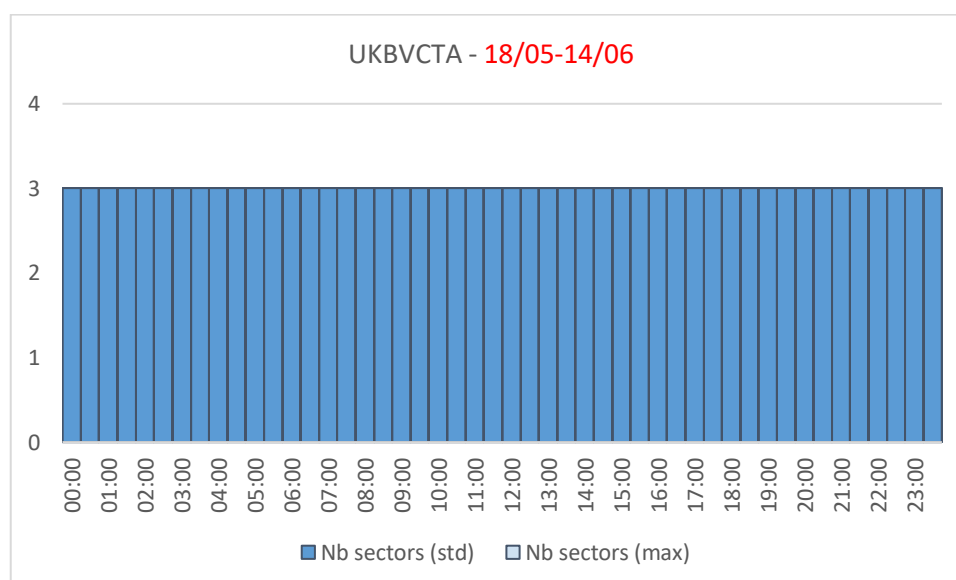
N/A

**NM Assessment**

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

**UKRAINE****KYIV ACC****Expected traffic**

Kyiv						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	50	50	60	50	30	50
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70	60	60	60	50	40	50
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	90	100	90	90	90	110
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	110	100	90	90	100	120

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

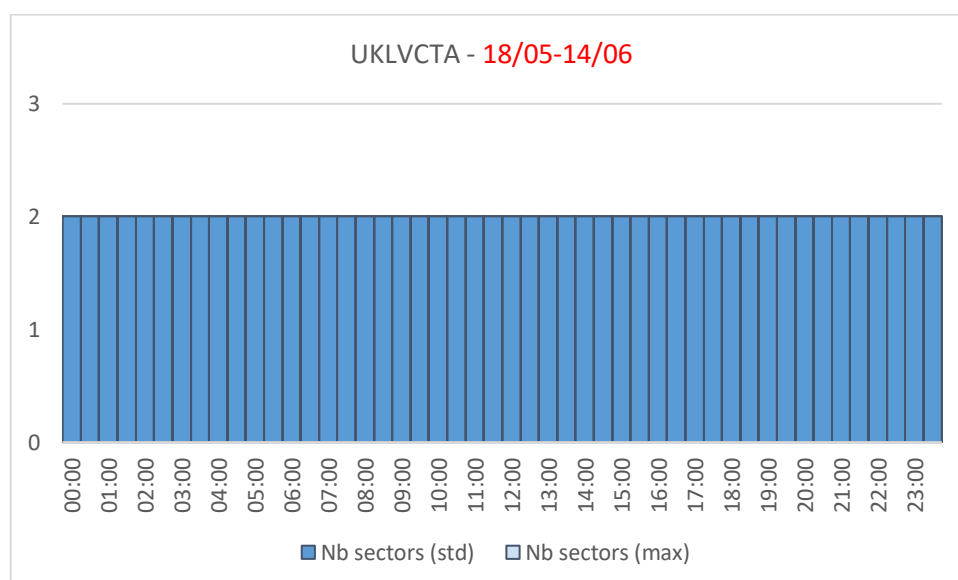
N/A

**NM Assessment**

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

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

L'viv						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	50	40	60	60	50	40
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70	70	50	60	70	50	50
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	90	90	100	90	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	90	90	110	100	100

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

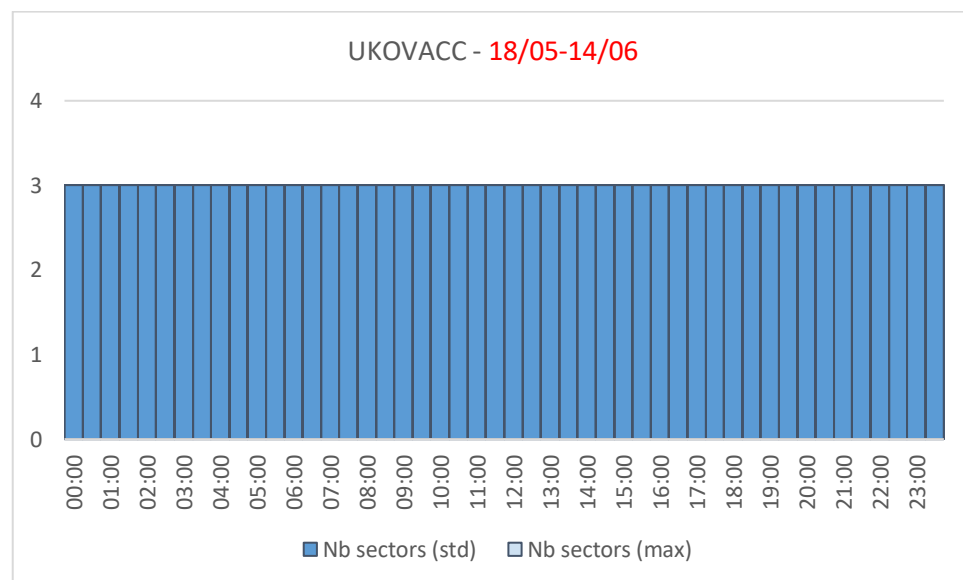
11/05 – 15/05 Certificate tests of backup ATC System for Lviv RB by Indra Sistemas S.A. (Spain)

**NM Assessment**

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

**UKRAINE****ODESA ACC****Expected traffic**

Odesa						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	40	40	30	40	40	50
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	40	40	40	40	40	50
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	60	60	60	50	60	70
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	60	70	60	60	60	80

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

No reduction in sector capacities.

**Availability of support to operations staff**

No limitations.

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

N/A

**Special events and major projects**

N/A

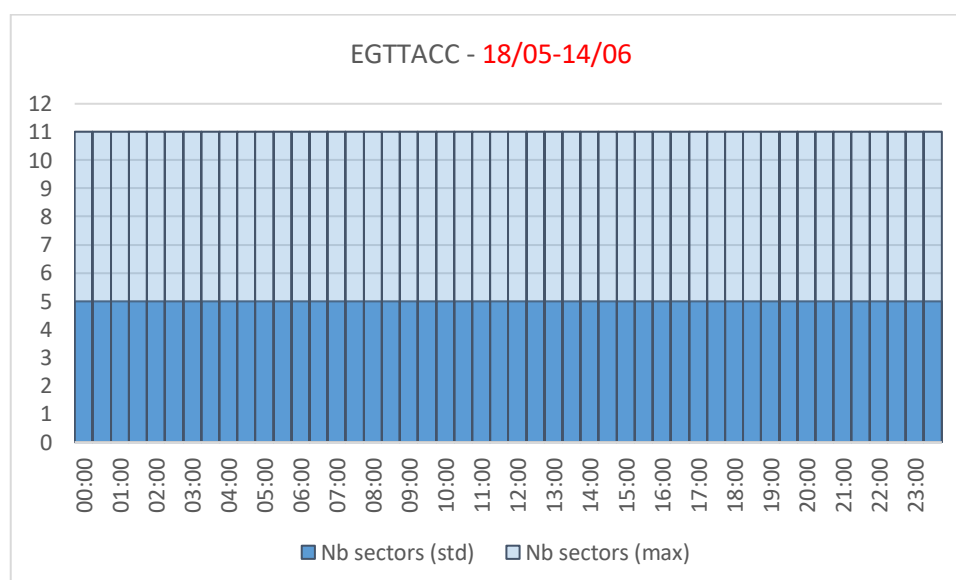
**NM Assessment**

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



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

London ACC						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
650	630	780	730	770	620	680
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	660	770	740	780	620	680
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
820	850	920	910	910	760	820
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
830	840	950	940	980	860	910

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

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

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

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

No constraints

**Special events and major projects**

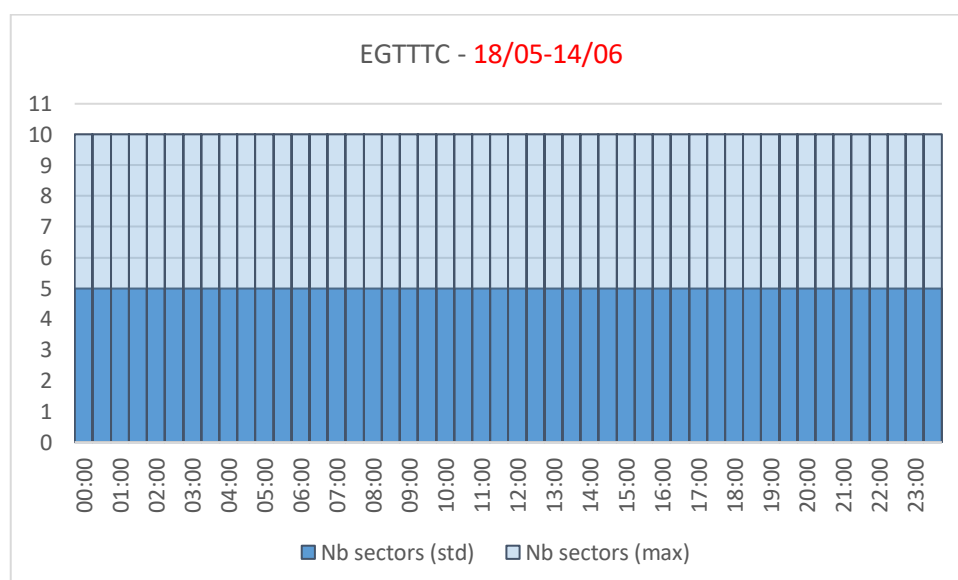
N/A in 2020

**NM Assessment**

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

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

London TC						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	460	570	500	540	410	460
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	460	550	500	550	400	470
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	580	630	590	610	470	540
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
560	560	640	600	650	510	590

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

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

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

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

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

**Special events and major projects**

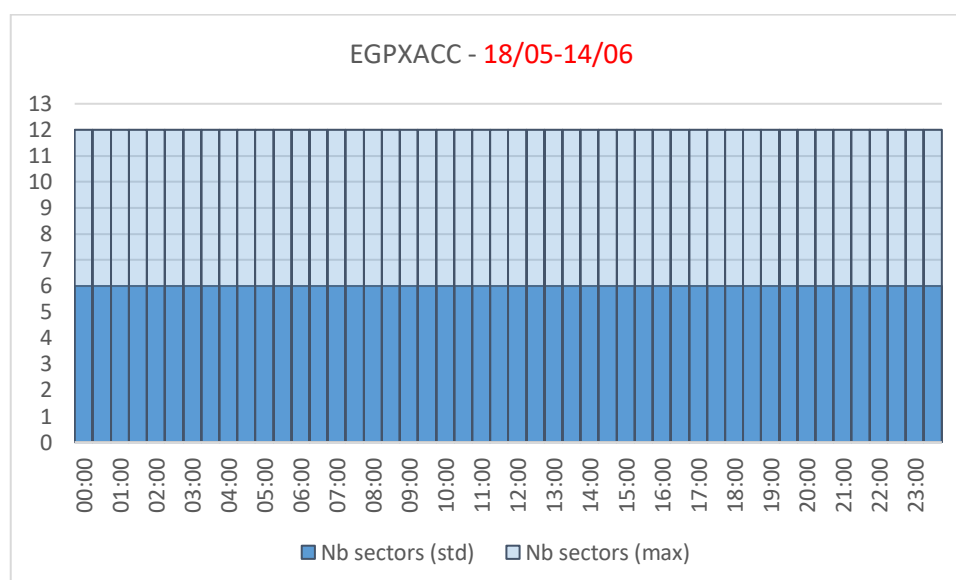
N/A in 2020

**NM Assessment**

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

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

Prestwick						
Week 18/05/2020-24/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	380	400	380	390	280	290
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	400	410	400	400	290	290
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	490	480	490	470	360	370
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	500	510	500	510	410	400

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

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

**Availability of support to operations staff**

No limitations on support to Operations Staff.

UK FMP operating normally.

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

No constraints

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

**Special events and major projects**

N/A in 2020

**NM Assessment**

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

## ANNEX 2 – AIRPORTS

This Annex presents detailed COVID 19 information about individual airports that reported via the Airport Corner until Monday 11 May included.

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

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

Evolution of reporting

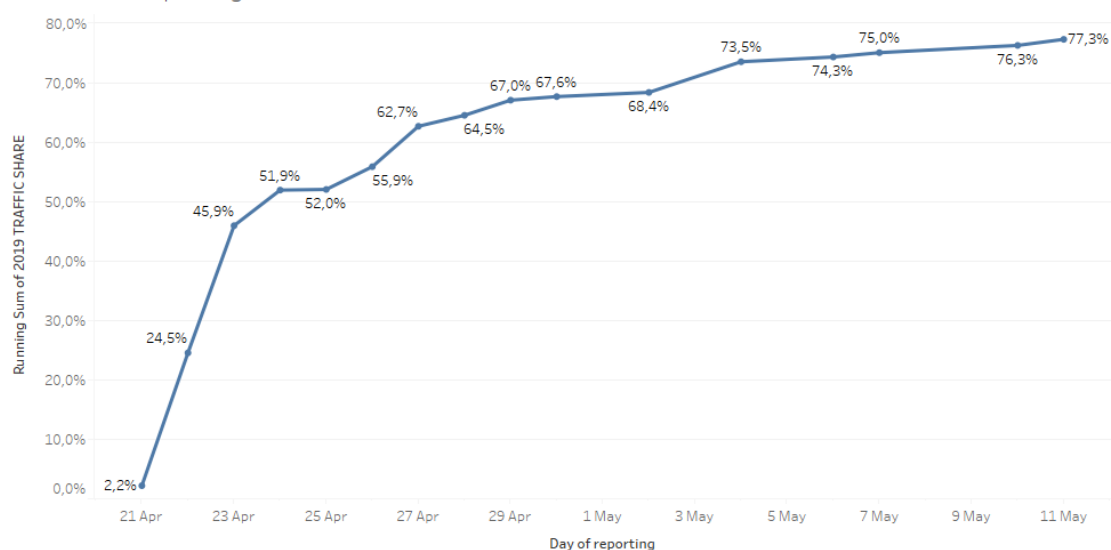


Figure 1: Evolution of the reporting information via the Airport Corner since 21 April 2020, expressed in percentage of 2019 ECAC movements covered by reporting airports.

# 1. Qualitative information about COVID 19 constraints

The following provides a summary of the airport situation in Europe. Only questions that were answered by airports representing at least 50% of ECAC movements in 2019 are summarised below.

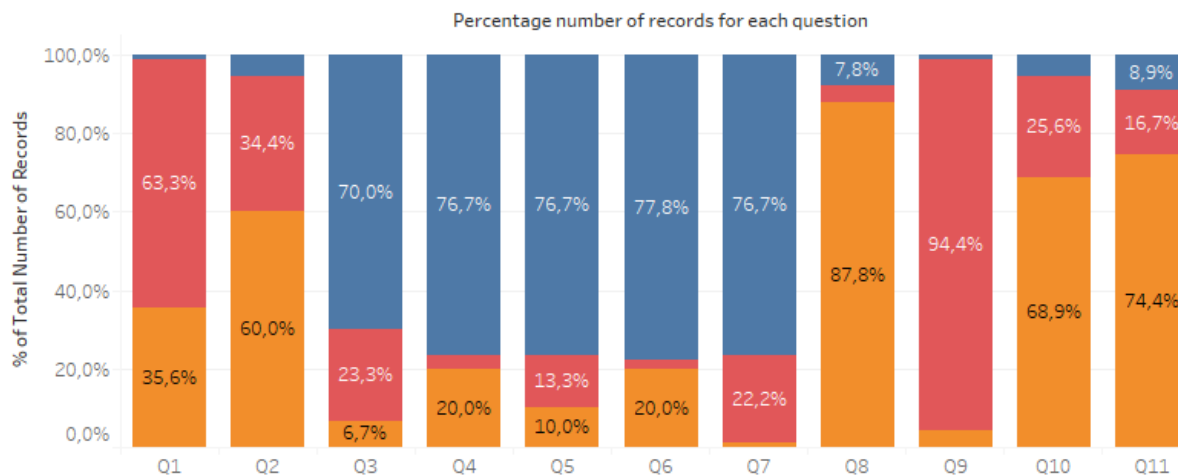
- 95% (-4%) of reporting airports (91% if expressed in number of movements), declare to be open to cargo traffic.
- 53% (-4%) of reporting airports (64% if expressed in number of movements), declare applying restrictions for commercial traffic.
- 41% (-7%) of reporting airports (36% if expressed in number of movements), declare applying parking restrictions.
- Only 16% (-2%) of reporting airports (19% if expressed in number of movements), declare to foresee impact on operations due to ground services.
- Only 14% (-1%) of reporting airports (26% if expressed in number of movements), declare having degraded their ARFF Category.
- Only 5% (+0%) of reporting airports (5% if expressed in number of movements), applying a maximum ground time (turnaround) via NOTAM.

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

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

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

### Percentage total number of records per question



Q1 = Do you have flight restrictions for commercial traffic?

Q2 = Do you have aircraft parking restrictions at your airport?

Q3 = Have you applied contingency measures to increase parking availability?

Q4 = Are you using runways to park aircraft?

Q5 = Are you using taxi ways / taxi lanes to park aircraft?

Q6 = Are you using unpaved areas to park aircraft?

Q7 = Are you using normal terminal parking stands for long term parking?

Q8 = Are you applying a maximum ground time (turnaround restrictions) via NOTAM?

Q9 = Are you open for cargo traffic?

Q10 = Is your ARFF (Aircraft Rescue and Firefighting) category downgraded?

Q11 = Do you foresee any impact on operations due to ground services?

#### Legend - Answer to questions

■ No answer

■ Yes

■ No

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

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

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

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

Histogram of reporting airports

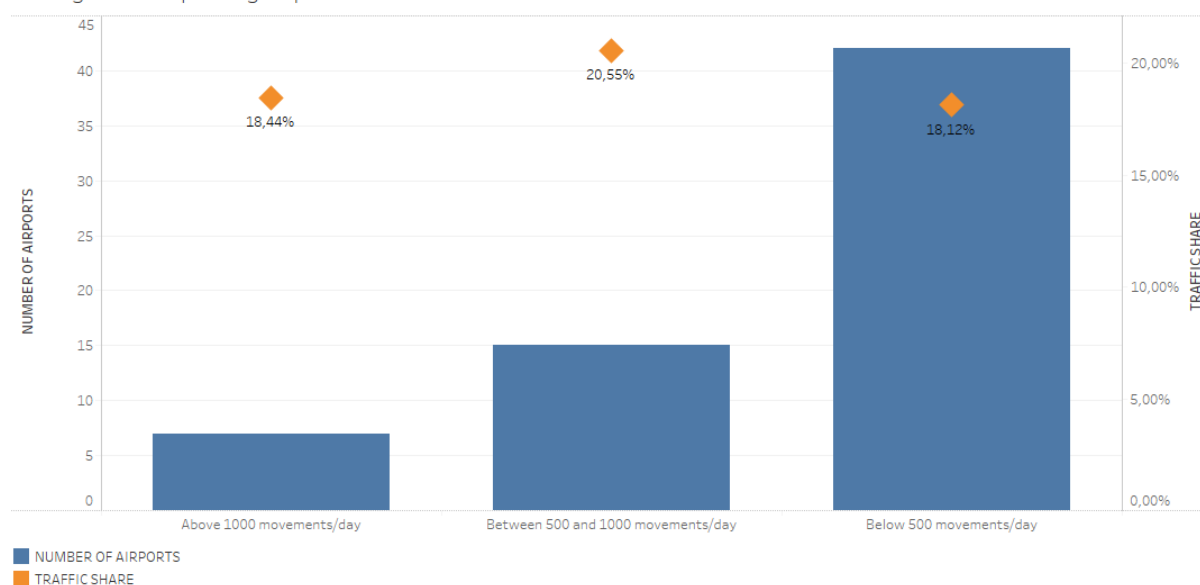


Figure 3: Number of airports and relative traffic share reporting capacity information



## 2.2 Capacity overview – 15 days

Table 2 illustrates a summary of capacities reported by airports for 15 days (11 May – 25 May). The capacities are provided as a percentage of the airport nominal capacity. The nominal capacity as provided by airports is available via the [https://ext.eurocontrol.int/airport\\_corner\\_public](https://ext.eurocontrol.int/airport_corner_public), section Capacity – Normal Conditions.

These figures are likely to change as airport capacity prediction become more mature.

COUNTRY	AIRPORT NAME	IATA	ICAO	Capacity in % and the respective days														
				11 May	12 May	13 May	14 May	15 May	16 May	17 May	18 May	19 May	20 May	21 May	22 May	23 May	24 May	25 May
Albania	Tirana	TIA	LATI	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Austria	Vienna International	VIE	LOWW	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Belgium	Brussels National	BRU	EBBR	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bulgaria	Sofia	SOF	LBSF	100%	100%	100%												
Cyprus	Larnaca	LCA	LCLK	30%	30%	30%	30%	30%	30%	30%								
Czech Republic	Prague	PRG	LKPR	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Denmark	Copenhagen/Kastrup	CPH	EKCH	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Estonia	Tallinn/Ulemiste	TLL	EETN	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Finland	Helsinki/Vantaa	HEL	EFHK	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
France	Nice	NCE	LFMN	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
France	Paris Charles De Gaulle	CDG	LFPG	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Germany	Dusseldorf	DUS	EDDL	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Germany	Frankfurt	FRA	EDDF	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Germany	Koln/Bonn	CGN	EDDK	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Germany	Munich	MUC	EDMM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Germany	Stuttgart	STR	EDDS	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Greece	Athens International	ATH	LGAV	20%	20%	20%	20%	20%	20%	20%								
Greece	Iraklion	HER	LGIR	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Greece	Thessaloniki	SKG	LGTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Hungary	Budapest	BUD	LHBP	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Italy	Bergamo Orio Alserio	BGY	LIME	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Italy	Bologna	BLO	LIPE	100%	100%	100%	100%	100%										
Italy	Cagliari Elmas	CAG	LIEE	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Italy	Catania Fontanarossa	CTA	LICC	100%	100%	100%	100%	100%	100%	100%								
Italy	Napoli Capodichino	NAP	LIRN	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Italy	Rome Fiumicino	FCO	LIRF	30%	30%	30%	30%	30%	30%	30%								
Italy	Torino Caselle	TRN	LIMF	10%	10%	10%	10%	10%										
Italy	Venice	VCE	LIPZ	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Latvia	Riga Intl	RIX	EVRA	5%	5%													
Luxembourg	Luxembourg	LUX	ELLX	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Netherlands	Amsterdam Schiphol	AMS	EHAM	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Norway	Oslo Gardermoen	OSL	ENGM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Poland	Gdansk/Lech Walesa	GDN	EPGD	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Poland	Katowice Pyrzowice	KTW	EPKT	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Poland	Krakow Balice	KRK	EPKK	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%
Poland	Modlin	WMI	EPWO	50%	50%	50%	50%	50%	0%	0%	50%	50%	50%	50%	50%	0%	0%	50%
Poland	Poznan/Lawica	POZ	EPPO	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Poland	Warsaw Chopin	WAW	EPWA	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Poland	Wroclaw/Strachowice	WRO	EPWR	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Portugal	Porto	OPO	LPPR	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Serbia	Belgrade Nikola Tesla	BEG	LYBE	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
Spain	Alicante	ALC	LEAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Spain	Arrecife Lanzarote	ACE	GCCR	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Barcelona	BCN	LEBL	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%
Spain	Bilbao	BIO	LEBB	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Fuerteventura	FUE	GCFV	100%	100%	100%	100%	100%	100%	100%								
Spain	Gran Canaria	LPA	GCLP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Ibiza	IBZ	LEIB	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Madrid Barajas	MAD	LEMD	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%	78%
Spain	Malaga	AGP	LEMG	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%
Spain	Palma De Mallorca	PMI	LEPA	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Spain	Sevilla	SVQ	LEZL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Tenerife Norte	TFN	GCXO	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Valencia	VLC	LEVC	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Spain	Valladolid	VLL	LEVD	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Spain	Vitoria	VIT	LEVT	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sweden	Stockholm Arlanda	ARN	ESSA	50%	50%	50%	50%	50%	50%	50%								
Switzerland	Geneve	GVA	LSGG	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%
Switzerland	Zurich	ZRH	LSZH	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Turkey	Istanbul Sabiha Gokcen	SAW	LTJF	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turkey	Mugla Dalaman	DLM	LTBS	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
United Kingdom	London Heathrow	LHR	EGLL	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%	65%
United Kingdom	London Stansted	STN	EGSS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
United Kingdom	London/City	LCY	EGLC	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
United Kingdom	Manchester	MAN	EGCC	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%

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

Figure 4 contains the information of all airports reporting their capacity in the Airport Corner. The vertical line corresponds to the date at which the report was extracted (11th May).

## Predicted capacity per airport

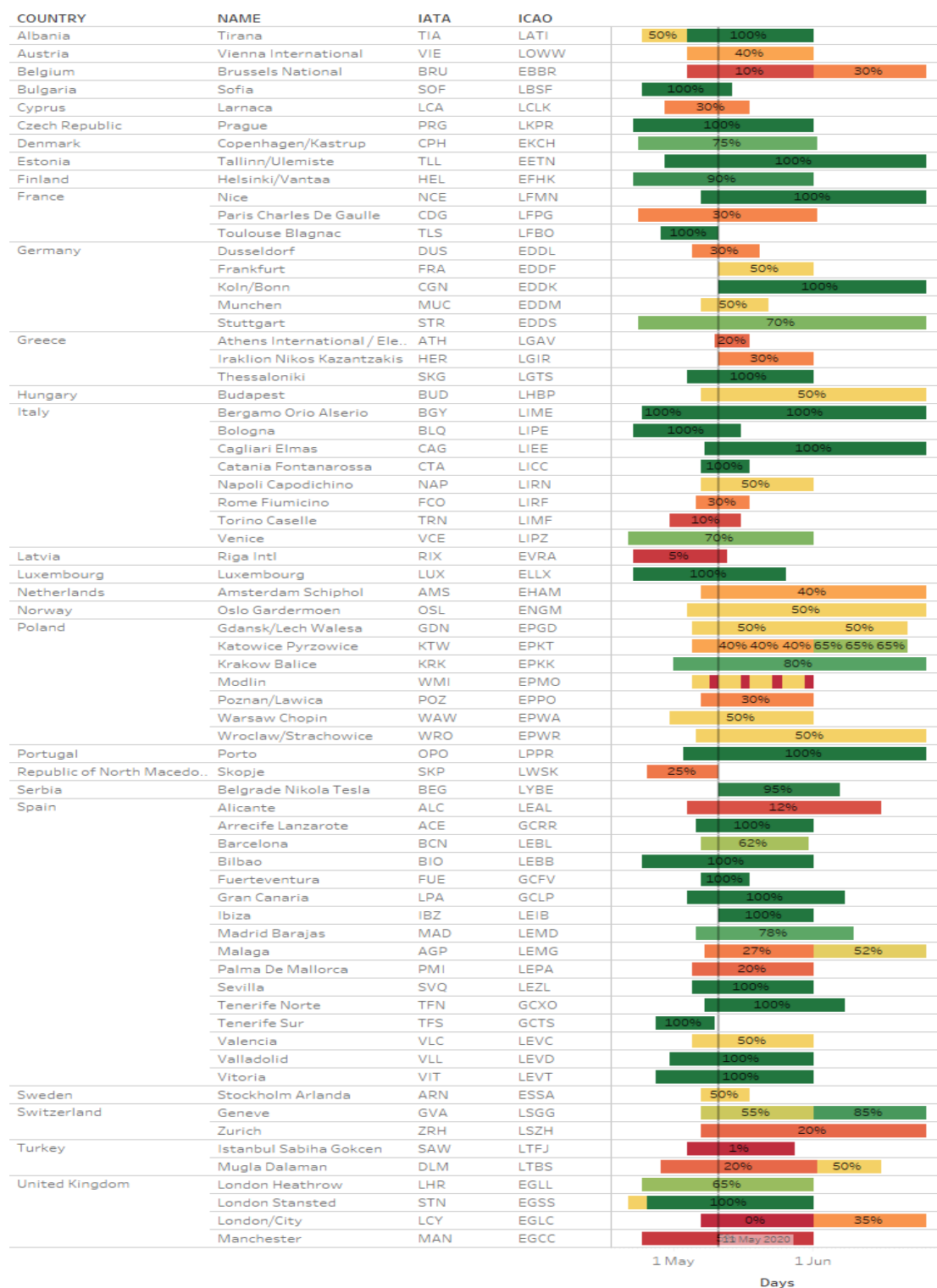


Figure 4: Declared airport capacity based on airport corner reporting and expressed in percentage of nominal airport capacity.

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

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

### ALBANIA - TIRANA - TIA / LATI

Last update: 23/04/2020

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

### AUSTRIA - VIENNA INTERNATIONAL - VIE / LOWW

Last update: 23/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	31/05/2020	40	long-term acft parking, 2 of 3 piers (and gates) closed

### BELGIUM - BRUSSELS NATIONAL - BRU / EBBR

Last update: 29/04/2020

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	31/05/2020	10	We expect until end of May to operate at 10% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights has been increased to follow increase in demand. Night ops restrictions have been lifted by the government.
01/06/2020	31/08/2020	30	Between 1st of June and 1st of September, we expect to be able to increase capacity again to 30% for pax flights in terms of aircraft parking capacity, handling capacity and all required airport facilities to follow increasing demand. All partners are ready to increase capacity as soon as demand resumes. Capacity for cargo flights will remain increased to follow the increase in demand.
01/09/2020	31/12/2020	60	As of 1st of September we expect to operate at 60% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity to follow increasing demand. All partners will remain ready to increase capacity as soon as demand resumes.

**BULGARIA - SOFIA - SOF / LBSF****Last update: 24/04/2020**

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

**CYPRUS - LARNACA - LCA / LCLK****Last update: 29/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
29/04/2020	30/04/2020	30	Ground Handling services are reduced. Only Cypriot Citizens and permanent Residents of the Republic of Cyprus are allowed to enter in accordance to the Governmental Decree. All incoming Pax undergo a COVID-19 test upon arrival and are placed in 14 days Quarantine.
01/05/2020	17/05/2020	30	Ground Handling services are reduced. Only Cypriot Citizens and permanent Residents of the Republic of Cyprus are allowed to enter in accordance to the Governmental Decree. All incoming Pax undergo a COVID-19 test upon arrival and are placed in 14 days Quarantine.

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

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

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

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

**ESTONIA - TALLINN/ULEMISTE - TLL / EETN****Last update: 29/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
29/04/2020	31/12/2020	100	No change is expected.

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

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

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	26/06/2020	100	

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

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

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

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

**FRANCE - TOULOUSE BLAGNAC - TLS / LFBO****Last update: 28/04/2020**

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

**GERMANY - DUSSELDORF - DUS / EDDL****Last update: 29/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	19/05/2020	30	REDUCED TERMINAL AND GROUNDHANDLING REOURCES. CAPACITY CAN BE INCREASED ACCORDING TO TRAFFIC DEMAND.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
11/05/2020	31/05/2020	50	2 of 4 runways operational

**GERMANY - KOLN/BONN - CGN / EDDK****Last update: 11/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
11/05/2020	31/10/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	21/05/2020	50	

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

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

**GREECE - ATHENS INTERNATIONAL - ATH / LGAV****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
10/05/2020	17/05/2020	20	LOCAL ATC CAPACITY ADAPTED TO SINGLE RUNWAY OPERATIONS (DUE TO WIP) & 32MVTs/HOUR. OPERATIONS AT SATELLITE TERMINAL SUSPENDED. MAIN TERMINAL RESOURCES AND GROUND HANDLING CAPACITY ADAPTED TO CURRENT LEVEL OF DEMAND, BEING REDUCED BY 95%. OVERALL CAPACITY BY ALL AIRPORT STAKEHOLDERS CAN BE INCREASED ACCORDING TO TRAFFIC DEMAND.

**GREECE - IRAKLION - HER / LGIR****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
11/05/2020	31/05/2020	30	ground handling, landside issues

**GREECE - THESSALONIKI - SKG / LGTS****Last update: 04/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	31/05/2020	100	No influencing factor applicable

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	30/06/2020	50	ATC staff

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
24/04/2020	03/05/2020	100	EXPECTED TRAFFIC UNTIL 21.59 GMT/03 MAY IS 10% COMPARED TO TRAFFIC IN NORMAL SITUATIONS/PERIOD (BEFORE NCOV-19 OUTBREAK). ATC CAPACITY REMAINS THE SAME (26 MOVEMENTS/HOUR WITH MAX 16 ARRIVAL/HOUR).

			ALL FLIGHTS FORBIDDEN EXCEPT FOR CARGO, STATE, MILITARY, MEDICAL, EMERGENCY, MAINTENANCE, POSITIONING AND FERRY FLT IN COMPLIANCE WITH MINISTRY OF INFRASTRUCTURE AND TRANSPORTATION DECREE 153/2020 AND TO ITALIAN CAA (ENAC) PROVISIONS UNTIL 21.59 GMT/03MAY AS PER NO.T.A.M. A2262/20
04/05/2020	30/06/2020	100	No constraints communicated at the moment.

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

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

**ITALY - CAGLIARI ELMAS - CAG / LIEE****Last update: 08/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
08/05/2020	31/12/2020	100	

**ITALY - CATANIA FONTANAROSSA - CTA / LICC****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	17/05/2020	100	AD closed to all passengers flights except for authorized airline carrier in according to decree 194/2020 issued by Minister of Infrastructures and Transport. AOs have adapted their schedules accordingly. Airport infrastructure capable of aligning with any change in scenario

**ITALY - NAPOLI CAPODICHINO - NAP / LIRN****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	31/05/2020	50	passenger terminals partially closed; physical distancing



**ITALY - ROME FIUMICINO - FCO / LIRF****Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
06/05/2020	17/05/2020	30	Runway 16L/34R closed to all ops due to wip. Landside contingency measures: Terminal 1 closed and 44% of gates available for ops. Due to social distancing procedures in the terminal and on aircraft, with the open infrastructures, estimated capacity is 30%. Capacity can be increased according to traffic demand and changes in social distancing procedures.

**ITALY - TORINO CASELLE - TRN / LIMF****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
30/04/2020	30/04/2020	10	SUPPLEMENTARY STAFF AVAILABLE ON DEMAND
01/05/2020	15/05/2020	10	SUPPLEMENTARY STAFF AVAILABLE ON DEMAND

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

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

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

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

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

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

**NETHERLANDS - AMSTERDAM SCHIPHOL - AMS / EHAM****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	30/06/2020	40	Closure of pier and stand capacity to "core Schiphol" and need for long term aircraft parking. Stand capacity for cargo flights has been increased to follow demand. Social distance protocol might result in lower capacity than the mentioned 40%. The information will be updated as soon as more information reveals. All partners are ready to increase capacity as soon as demand recovers.

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

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

**NORWAY - OSLO GARDERMOEN - OSL / ENGM****Last update: 04/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	31/12/2020	50	Operating on Single Runway. Capacity 40 movements pr.hour

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	31/05/2020	50	reduced staff at security and ground handling agents. ready to extend capacity within 2 days.
01/06/2020	21/06/2020	50	reduced staff at security and ground handling agents. ready to extend capacity within 2 days.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	10/05/2020	40	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
11/05/2020	17/05/2020	40	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
18/05/2020	24/05/2020	40	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
25/05/2020	31/05/2020	40	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
01/06/2020	07/06/2020	65	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
08/06/2020	14/06/2020	65	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION
15/06/2020	21/06/2020	65	AIRPORT STAFF (GROUND HANDLING, MAINTENANCE, OPERATIONAL, etc.), AIRCRAFT PARKING ISSUES, PASSENGER TERMINAL EXTENSION

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

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

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	08/05/2020	50	Reduced working hours
09/05/2020	10/05/2020	0	Airport closed
11/05/2020	15/05/2020	50	Reduced working hours
16/05/2020	17/05/2020	0	Airport closed
18/05/2020	22/05/2020	50	Reduced working hours
23/05/2020	24/05/2020	0	Airport closed
25/05/2020	29/05/2020	50	Reduced working hours
30/05/2020	31/05/2020	0	Airport closed

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	31/05/2020	30	1. reduced ground handling staff 2. FM 13:00 to 17:30 AND FM 20:00 TO 04:00 RWY 10/28 CLSD and TWR/CTR EPPO not available: RWY and ATC available PPR 24h in advance after consultation with airport administration 3. category for fire-fighting downgraded to CAT 5 ICAO; in case of planning operation requiring higher fire fighting category request must be submitted at least 24 hr prior to a planned operation

**POLAND - WARSAW CHOPIN - WAW / EPWA****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
30/04/2020	31/05/2020	50	Passengers Termial,

**POLAND - WROCLAW/STRACHOWICE - WRO / EPWR****Last update: 24/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
06/05/2020	31/07/2020	50	handling staff and airport staff reduced. ready to extend capacity within 1 day

**PORTUGAL - PORTO - OPO / LPPR****Last update: 23/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
03/05/2020	31/12/2020	100	

**SERBIA - BELGRADE NIKOLA TESLA - BEG / LYBE****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
11/05/2020	06/06/2020	95	Due working in progress on BCIR (base case inserted runway) and due to existing runway maintenance.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	15/06/2020	12	only special flights allowed (cargo, repatriation, ambulance..)

**SPAIN - ARRECIFE LANZAROTE - ACE / GCRR****Last update: 06/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
06/05/2020	31/05/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	30/05/2020	62	Cross runway configuration applied instead of parallel runway configuration.

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

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

**SPAIN - FUERTEVENTURA - FUE / GCFV****Last update: 07/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	17/05/2020	100	ATC Capacity will fulfil airport capacity.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	07/06/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
11/05/2020	31/05/2020	100	NORMAL OPERATING CONDITIONS

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
06/05/2020	09/06/2020	78	2 RWYs closed due to demand reduction

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
08/05/2020	31/05/2020	27	Only RWY 13 / 31 in operation
01/06/2020	30/06/2020	52	Only RWY 13 / 31 in operation

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	31/05/2020	20	

**SPAIN - SEVILLA - SVQ / LEZL****Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
05/05/2020	31/05/2020	100	Normal operating conditions.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
08/05/2020	07/06/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
12/05/2020	23/05/2020	100	No capacity changes expected

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

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

**SPAIN - VALLADOLID - VLL / LEVD****Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
30/04/2020	30/04/2020	100	Normal operating conditions
01/05/2020	31/05/2020	100	Military Air Base, ATC staff is military

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

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

**SPAIN - ZARAGOZA - ZAZ / LEZG****Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
28/04/2020	10/05/2020	100	Airport Terminal services under prior request (3 hours passenger flights) Cargo operations 24h without restrictions

**SWEDEN - STOCKHOLM ARLANDA - ARN / ESSA****Last update: 29/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	17/05/2020	50	ATC and RWY - 100%, but Ground Handling capacity at 50%.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	31/05/2020	55	Reduced ATC capacities as approach services are operated from the TWR with limited staffing. Actual capacities are 10/22 but for some times of the day as well 17/34-
01/06/2020	30/06/2020	85	Still reduced ATC capacities due to limited staffing. Actual capacities are A17/G34 throughout the majority of the day and can offer A22/G40 during some hours.

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	30/06/2020	20	ATC Arrival Capacity of 8 per hour. No limitations on the departures. Driven by the fact that APP services are executed from the TWR. Staff can be rescheduled if required with some days lead time.

**TURKEY - ISTANBUL SABIHA GOKCEN - SAW / LTFJ****Last update: 31/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
04/05/2020	27/05/2020	1	nCOV19

**TURKEY - MUGLA DALAMAN - DLM / LTBS****Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
28/04/2020	01/06/2020	20	ATC staff, Ground Handling
02/06/2020	15/06/2020	50	ATC staff, Ground Handling



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

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

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

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

**UNITED KINGDOM - LONDON/CITY - LCY / EGLC****Last update: 07/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
07/05/2020	31/05/2020	0	Airport closure
01/06/2020	31/08/2020	35	Terminal Capacity

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

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

# ANNEX 3 – SAFETY

## 1 ATCO currency of licences and endorsements

### Summary Information

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

## Analysis Chart

Extension for 4 months <i>Requested to State CAAs</i>	Extension for 4 months or similar <i>Approved by the State CAAs</i>	Extension for 8 months <i>Approved by the State CAAs</i>	Extension for 2&3 months / No actions has been taken yet
<ul style="list-style-type: none"> <li>• <b>ALBCONTROL</b> (Validation of certificates extension is granted. ASS Endorsement, OJTI and refresher trainings postponed.)</li> <li>• <b>SKYES – Belgium</b> (OJTI/STDI and assessor endorsement extension was requested for initially 8 weeks.)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>ANA - Luxembourg</b> (Licences, ratings and endorsements.)</li> <li>• <b>ARMATS</b> (Licences, ratings, certificates, trainings, endorsements and language proficiency.)</li> <li>• <b>AustroControl</b> (Medical checks will be <u>extended for 4 months</u> which expire within 4 months after the date of the exemption – 23.03.2020.)</li> <li>• <b>AVINOR – Norway</b> (Licences, ratings, certificates trainings, endorsements, aircraft maintenance licenses.)</li> <li>• <b>BHANSa</b> (ATCO Licenses.)</li> <li>• <b>DHMI Turkey</b> (Medical Certificates.)</li> <li>• <b>LPS SR – Slovak ANSP</b> (All licences.)</li> <li>• <b>DFS - Deutsche Flugsicherung GmbH</b> (<u>6 months extension</u> for all licences.)</li> <li>• <b>ENAV – ITALY</b> (All ATCO licenses.)</li> <li>• <b>Ferro NATS – Spain</b> (ATCO, OJTI and examiner licenses, medical and language certificates.)</li> <li>• <b>French DSNA</b> (Only for medical certificates.)</li> <li>• <b>MATS - Malta Air Traffic Service</b> (Licences, ratings and certificates.)</li> <li>• <b>MUAC – Maastricht Upper Area Control</b> (Licences, ratings and certificates.)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Bulatsa – Bulgarian Air Traffic Control Service</b> (Competency of all licensed personnel)</li> <li>• <b>French DSNA</b> (For unit ratings, language proofs, competency and theoretical checks)</li> <li>• <b>NATS – UK</b> ( All licenses, certificates and ratings)</li> <li>• <b>ANSL – UK</b> ( All licenses, certificates and ratings)</li> <li>• <b>Sweden – LFV</b> ((An extension can be carried out on valid permits of 4 months and some permissions 8 months.)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>ANS CR - Czech Republic</b> (Parameters of the hours for unit endorsements have been changed and maximum period when privileges are not exercised is <u>extended to maximum 90 days.</u>)</li> <li>• <b>ANS – Finland</b> (no limit for the minimum operations hours and the maximum absence period is set at 90 days for all units concerned.)</li> <li>• <b>CROCONTROL - Croatia</b> (have managed to meet minimum hours requirement without changing their UCS.)</li> <li>• <b>CYATS - Cyprus Air Traffic Services</b> (Medical certificates have been extended for 3 months.)</li> <li>• <b>EANS - Estonian Air Navigation Services</b></li> </ul>

	<ul style="list-style-type: none"> <li>• <b>M-NAV - North Macedonia</b> (ATCO licenses, certificates and ratings.)</li> <li>• <b>NAVIAIR – Denmark</b> (All unit endorsements.)</li> <li>• <b>NAV Portugal</b> (ATCO and medical certificates.)</li> <li>• <b>Oro Navigacija – Lithuania</b> (Licences, ratings, endorsements, certificates and attestations of air traffic controllers.)</li> <li>• <b>PNA_ONDA Morocco</b> (All ATCOs aeronautical titles (license, instructor cards and trainee cards) are extended until the end of June.)</li> <li>• <b>ROMATSA</b> (Qualifications/ authorizations / certificates associated, and medical reports issued to aeronautical personnel will be extended in maximum 90 days from the date when the state of emergency ends.)</li> <li>• <b>SKYGUIDE - Swiss Air Navigation Services Ltd.</b> (Language, Medical Certificate, Unit Endorsement Certificates.)</li> <li>• <b>SMATSA – Serbia and Montenegro Air Traffic Services</b> (<u>Serbian CAA: 4 months extension</u> for ATCO ratings, endorsements and medical certificates. <u>Montenegro CAA:</u> exemption until 31/05/2020 ATCO ratings, endorsements and medical certificates.)</li> <li>• <b>UkSATSE – Ukrainian State Air Traffic Services Enterprise</b> (All endorsements/ratings and medical certificates of ATCOs are extended for the period of quarantine plus 90 days.)</li> </ul>		<p>(Medical Certificates have been <u>extended for 3 months</u>.)</p> <ul style="list-style-type: none"> <li>• <b>IAA – Israel Airports Authority</b> (<u>2 months extension</u> has been given to every type of certified personal including ATCOs, Pilots ect.)</li> <li>• <b>PNA_ONDA Morocco</b> (Medical Certificates, will have an <u>extension of validity of 60 days</u>.)</li> <li>• <b>Sakaeronavigatsia - Georgian ANSP</b> (No exemptions/extensions will be applied – no requirement for extension needed.)</li> <li>• <b>MOLDATSA – Moldova</b> (<u>Extension for 2 months</u> - Air operator, aerodrome operator, ground handling, maintenance, airworthiness, ANSP authorization and air crew and non-air crew certificates; including medical certificates and ATCO licences).</li> </ul>
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	<ul style="list-style-type: none"><li>• <b>SLOVENIACONTROL</b> (Class 3 medical certificates, unit endorsements, OJT/STDI endorsements, language and assessor endorsements)</li><li>• <b>Sweden – LFV</b> (An extension can be carried out on valid permits of 4 months and some permissions 8 months.)</li><li>• <b>LGS – LATVIA</b> (Theoretical examination sessions, validity period of ratings or licences, Language and Medical Certificates, Unit Endorsements)</li></ul>		
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**Detailed Actions List of ANSPs****Questions:**

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

**ALBCONTROL - Air Navigation Services of ALBANIA**

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

**ANA Luxembourg**

- Licences, ratings and endorsements which would have expired before 31.07.2020 have been extended by 4 months. An extension is possible. Following mitigation measures have been put in place:
- Part-ATCO Class 3 medical certificate holders benefitting from this exemption shall hold a valid Class 3 medical certificate without restrictions, except visual ones.
- In the case of ATCO unit endorsements in ATCO licenses, ANA should ensure that the interruption of competence training and assessments is rescheduled as soon as possible.
- In the case of Instructor and Assessor endorsements the training organisations should ensure that refresher trainings are rescheduled as soon as possible.

In the case of ATCO language proficiency endorsements, ANA should ensure that expiring endorsements of operational level (4) are given priority in rescheduling the assessments. If travel restrictions allow, other than the usually contracted LABs should be evaluated to provide the assessments.

**ANS CR - Czech Republic**

Parameters of the hours in position are changed;

- For unit endorsements, ANS CR has set the following minimum number of hours per 12 months:
  - ✓ Unit endorsement with ACS qualification – 120 hours,
  - ✓ Unit endorsement with ADI and APS – 60 hours.
- Maximum period when privileges are not exercised is extended to maximum 90 days.
- To maintain ATCO competency, refresher training on SIMU is prepared for period until OCT 20.
- ANS CR is waiting for UCS approval from competent authority.

### ANS – Finland

- Exemptions have been sought for ATCOs in general. At the moment there's no limit for the minimum operations hours and the maximum absence period is set at 90 days for all units concerned.

### ANSL - Air Navigation Solutions UK

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

### ARMATS

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

### Austro Control

Following rules applied:

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

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

- Medical checks will be extended for 4 months which will expire within 4 months after the date of the exemption – 23.03.2020.

### AVINOR – Norwegian ANSP

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

**BHANSA - Bosnia and Herzegovina Air Navigation Services Agency**

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

**BULATSA – Bulgarian Air Traffic Control Service**

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

**CROCONTROL - Croatia**

- Regarding OPS, CROCONTROL have managed to meet minimum hours requirement without changing their UCS.

**CYATS - Cyprus Air Traffic Services**

- Medical Certificates that are expiring within the months of May, June and July 2020 have been extended until the 31th of July 2020. If COVID-19 measures are not lifted, a new arrangement will be sought.
- For the purpose of re-instating the license ratings and ratings endorsements which might be suspended due to extended absence, air traffic controllers shall undergo on-the-job training under supervision as per the ANSP UTCPS.

**DHMI – ANSP Turkey**

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

**DFS - Deutsche Flugsicherung GmbH**

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

**DSNA - French Air Navigation Service Provider**

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



**EANS - Estonian Air Navigation Services**

- Only theoretical assessment and operational checks are being done.
- Estonian CAA is doing electronic extension to the licenses based on the reports received by EANS.
- Medical certificates are extended by 3 months automatically.

**ENAV – Italy**

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

**ENAIRE – Spain**

- Spanish NSA has authorized, on ENAIRE request, some flexibility regarding the maximum period without exercising the privileges of the unit endorsement (45d/60d/90d) always under the 90 days limit established in Regulation 2015/340.

**Ferro NATS – Spain**

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

**HUNGAROCONTROL**

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

**IAA – Israel Airports Authority**

- No irregularities with the ATC licenses, and IAA is waiting for the precise contingency plan from their ANSP how to overcome the crisis period.
- In regards to medical certificates, IAA gave two month extensions to every type of certified personal (including ATCOs, Pilots ect.).

### **LGS – Latvia**

4 months extension is approved by CAA Latvia;

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

### **LPS SR – Slovak ANSP**

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

### **LFV – Swedish ANSP**

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

### **LVNL – Air Traffic Control the Netherlands**

- Medical certificates extended for a period of 4 months by Dutch NSA
- Licensing renewal still possible due to the medical extension
- Monitoring minimum of one shift in 90 days for certain unit endorsements due to loss of traffic
- Several measures to keep proficiency up
- Refresher training programs will be given online where possible
- LPE will be held online.

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

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

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

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

**MOLDATSA – Moldavian Air Traffic Services Authority**

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

**MUAC – Maastricht Upper Area Control**

- The Belgian and Dutch NSA have granted MUAC an extension of 4 months on all licences, ratings and certificates.
- Situation is followed up on a day-to-day basis and if required discussed with the Belgian and/or Dutch Authorities.

**NATS – UK**

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

**NAVIAIR - Denmark**

- All unit endorsements have been extended by 4 months.
- Only some operations and technical staff are in offices now, but NAVIAIR plans to open offices in a couple of weeks.

**NAV Portugal**

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

**Oro Navigacija - Lithuania**

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

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

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

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

**Polish Air Navigation Services Agency**

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

**ROMATSA**

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

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

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

**Sakaeronavigatsia – Georgian ANSP**

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

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

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

**SKEYES – Belgium**

- BSA-ANS has been informed that due to the Belgium Governmental COVID-19 measures issues could arise with the medical certificate and a close follow up was needed.
- The unit endorsement revalidation, which is for most of their ATCOs on 06/05/2020, was handled in due time. The OJTI/STDI and assessor refresher training for revalidation on 06/05/2020 was postponed for some of the ATCOs. An initial temporary authorisation of 8 weeks was granted by the BSA.
- Skeyes has temporary authorisation from BSA to deviate from their own UCS where the requirements are outside the EU CR 2015/340 but in such a way that Skeyes is still in line with the European Requirements.
- A temporary ELP validity extension of four months has been received from BSA-ANS.
- The temporary alternative ELPAC testing method (paper 2 online) has not been approved by BSA-ANS.
- Training on human factors (including detection procedure psychoactive substances) in regard with EU CR 373 has been postponed.

**SLOVENIACONTROL - Slovenian Air Navigation Services Limited**

- CAA issues each exemption on a case-by-case
- ATCO Class 3 medical certificates validity for those expiring before July 31 2020 can be extended for a 4 months; second extension is possible until 23.11.2020
- As the CAA does not provide ELPAC tests, therefore ATCO Language Endorsement validity for those expiring before July 31 2020 are extended for a 4 months if ANSP/SCL provided on-line refresher language course to the ATCO in question; second extension is possible until 23.11.2020 (no feedback form CAA when they will resume ELPAC testing)
- ATCO Unit Endorsements for those expiring before July 31 2020 can be extended for a 4 months; second extension is possible until 23.11.2020, provided that unchanged UCS requirements cannot be meet
- OJTI/STDI Endorsements for those expiring before July 31 2020 can be extended for a 4 months; second extension is possible until 23.11.2020, provided that unchanged UCS requirements cannot be meet (no such exemption needed until July 31 2020)
- Assessor Endorsements for those expiring before July 31 2020 can be extended for a 4 months; second extension is possible until 23.11.2020, provided that unchanged UCS requirements cannot be meet (no such exemption needed until July 31 2020)

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

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

## 2. Safety argument

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



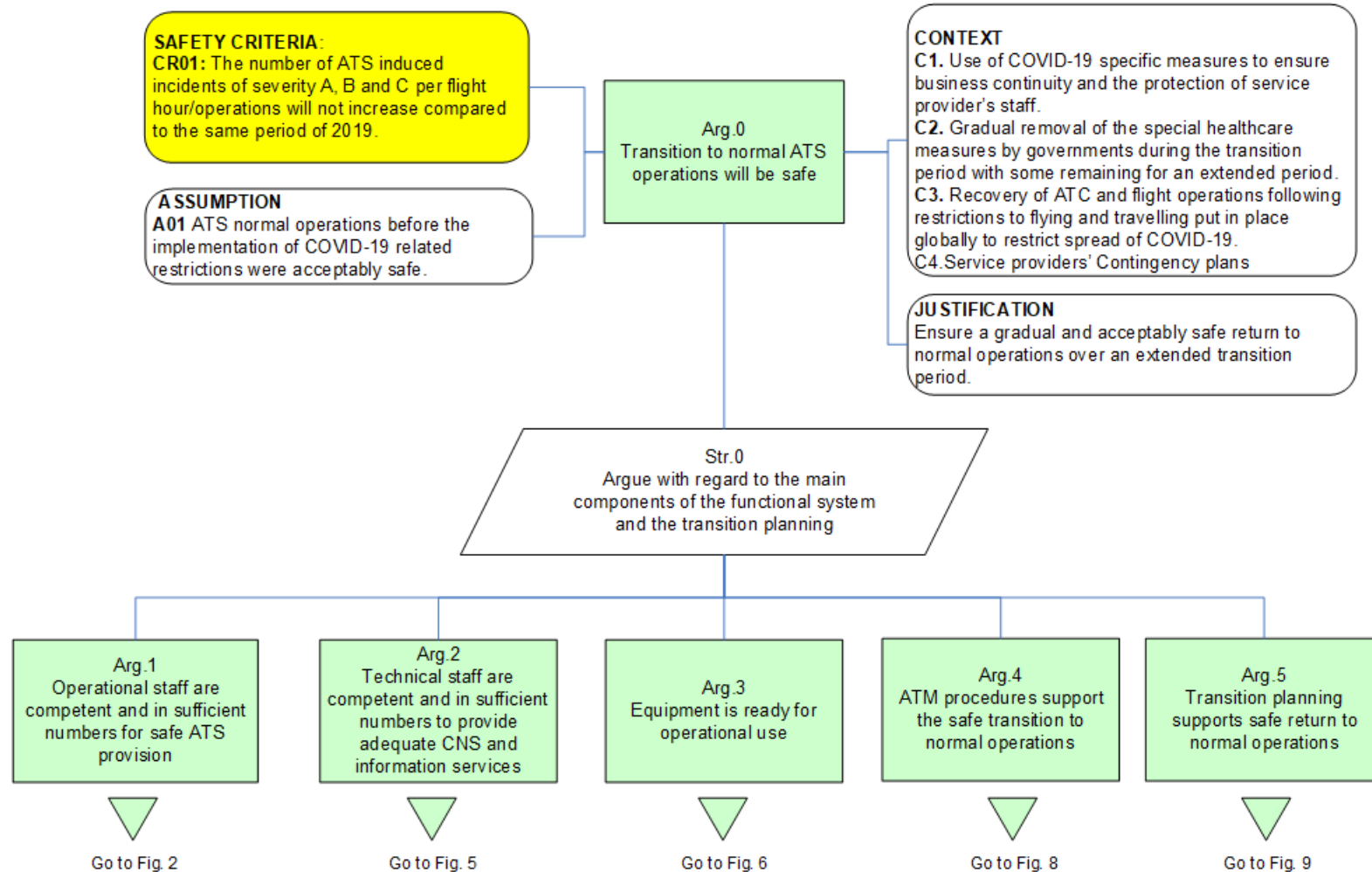


Figure 1

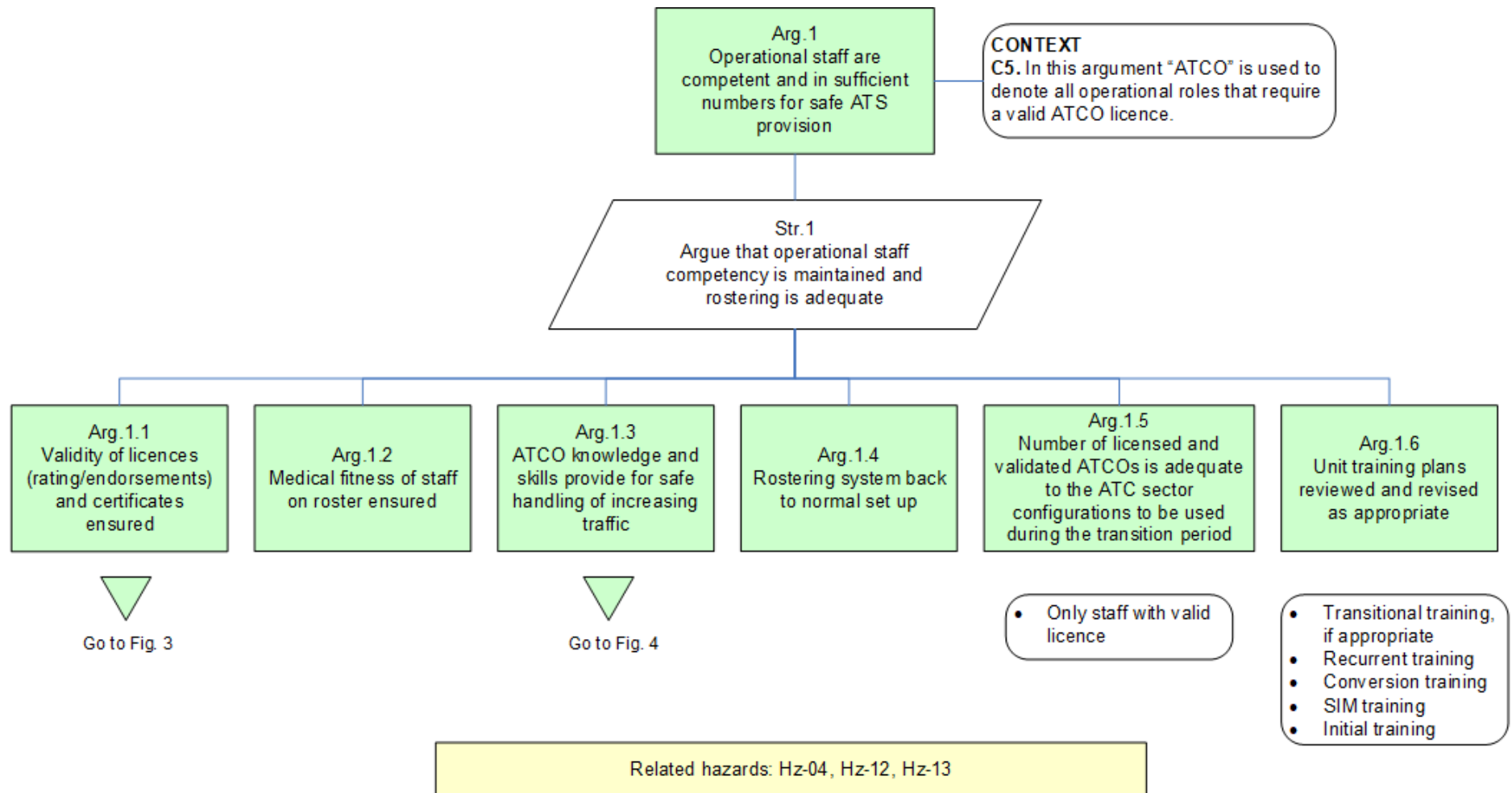
The basic claim of Argument 0 “Transition to normal ATS operations (following the COVID-19 lock down period) will be safe” is supported by:

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

The 5 argument pillars are:

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

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

**Figure 2**

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

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

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

- Hz-04: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it
- Hz-12: Inadequate ATCO on-the-job training.
- Hz-13: Increased stress for operational and technical staff.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

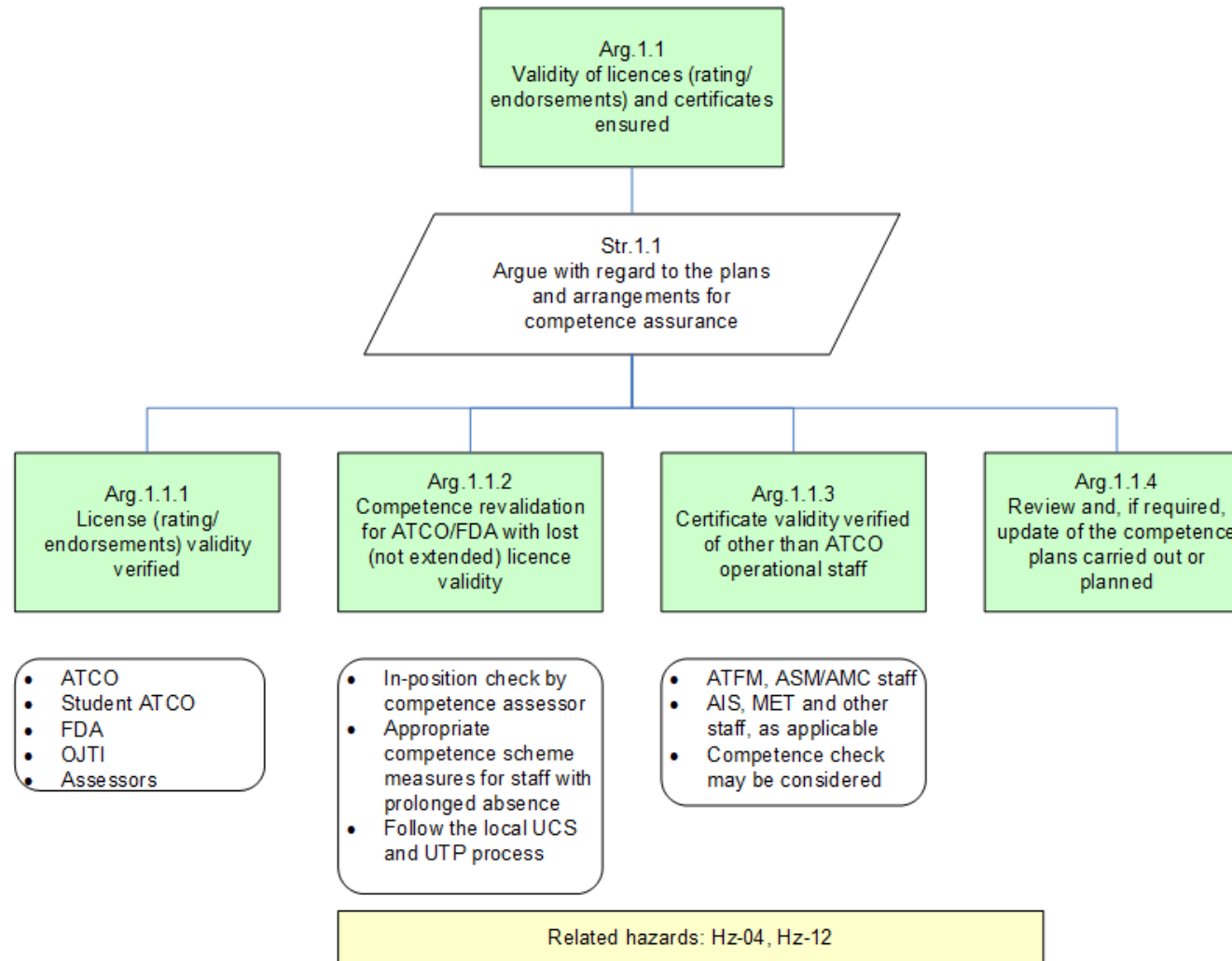


Figure 3

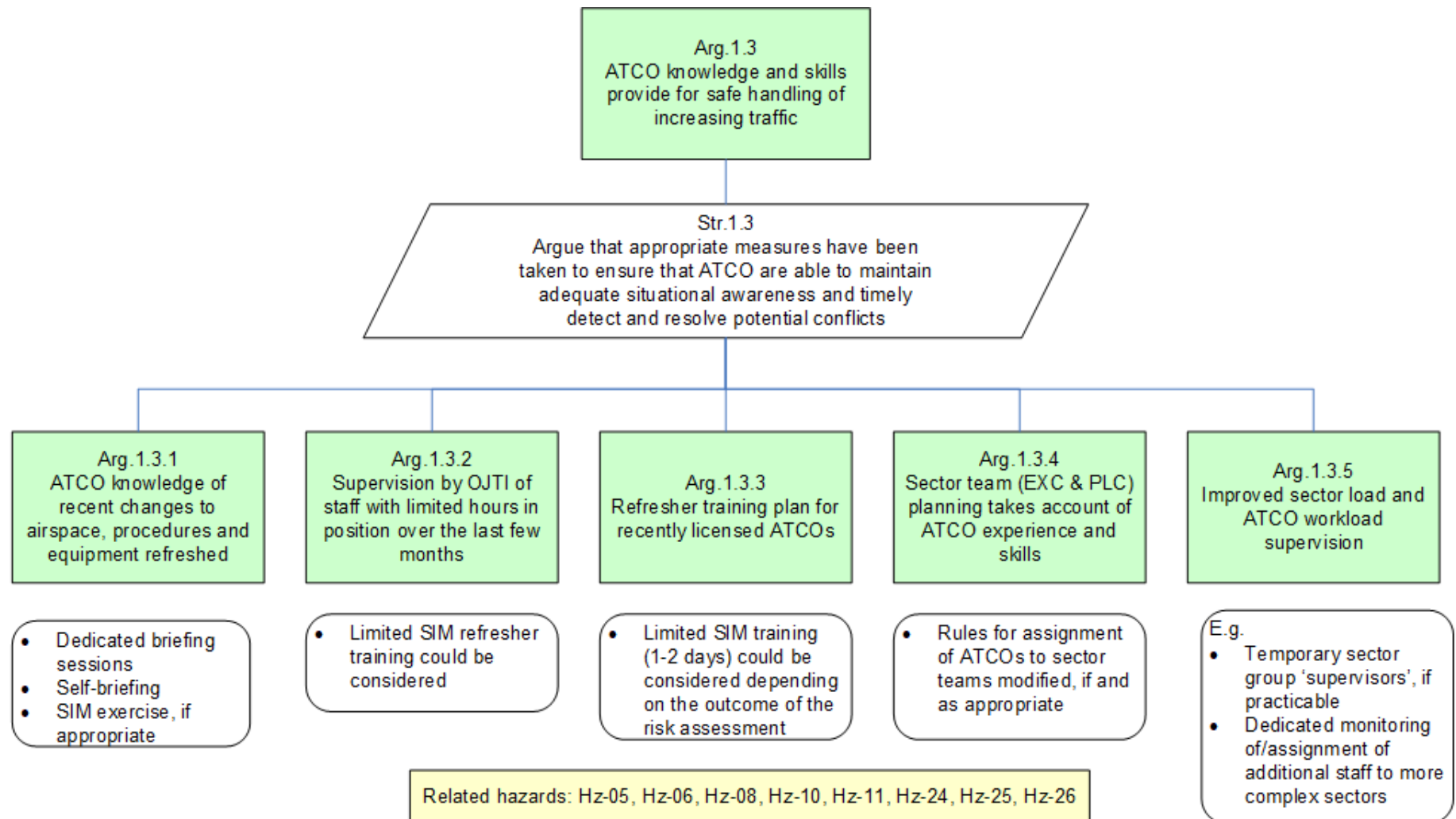
To prove that the compliance Argument 1.1 “The validity of licences (rating/endorsements) and certificates of the operational staff is ensured” it true and valid, it has been decomposed into 4 sub-arguments:

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

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

- Hz-04: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it
- Hz-12: Inadequate ATCO on-the-job training.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

**Figure 4**

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

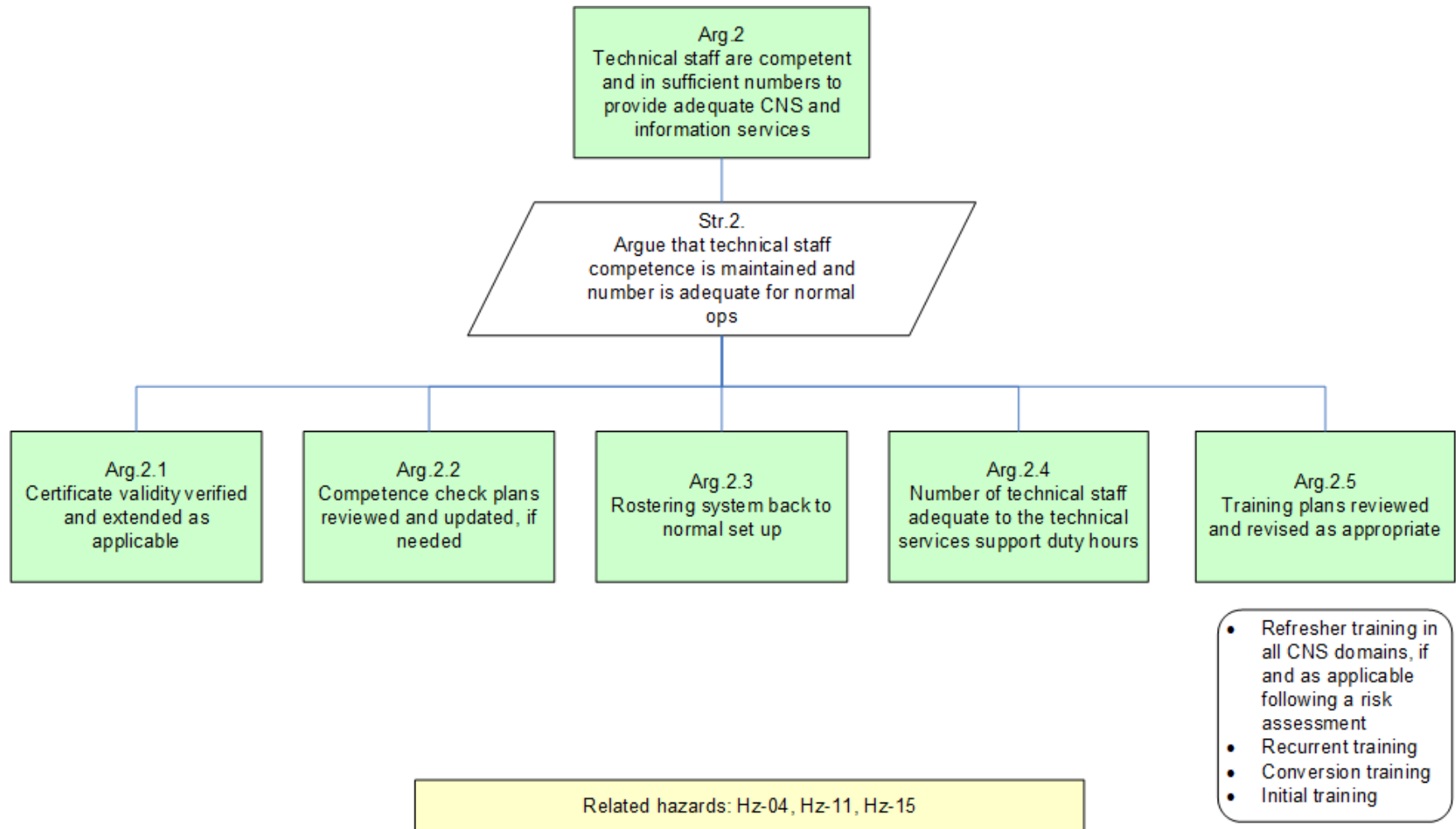
- The ATCO knowledge of recent changes to airspace, procedures and equipment is refreshed. This can be supported by: organising dedicated briefing sessions, creating online self-briefing modules, dedicated simulator exercises for more complex changes.
- Supervision by OJTI of staff with limited hours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

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

- Hz-05: ATCO unable to maintain full situational awareness for timely conflict detection and resolution in the entire area of responsibility, in particular in traffic spike periods.
- Hz-06: ATCO overload and fatigue.
- Hz-08: Inadequate inter-sector and inter-unit operational coordination.
- Hz-10: ATCO/OPS supervisors’ confusion about applicable airspace organisation and/or rules/procedures during the transition period.
- Hz-11: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-24: Reduced terrain and obstacle clearance limits.
- Hz-25: Improper handling of emergencies by all involved parties.
- Hz-26: Inadequate alerting service.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.



**Figure 5**

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

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

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

- Hz-04: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it
- Hz-11: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-15: Increased equipment failure rates and compromised equipment maintenance.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

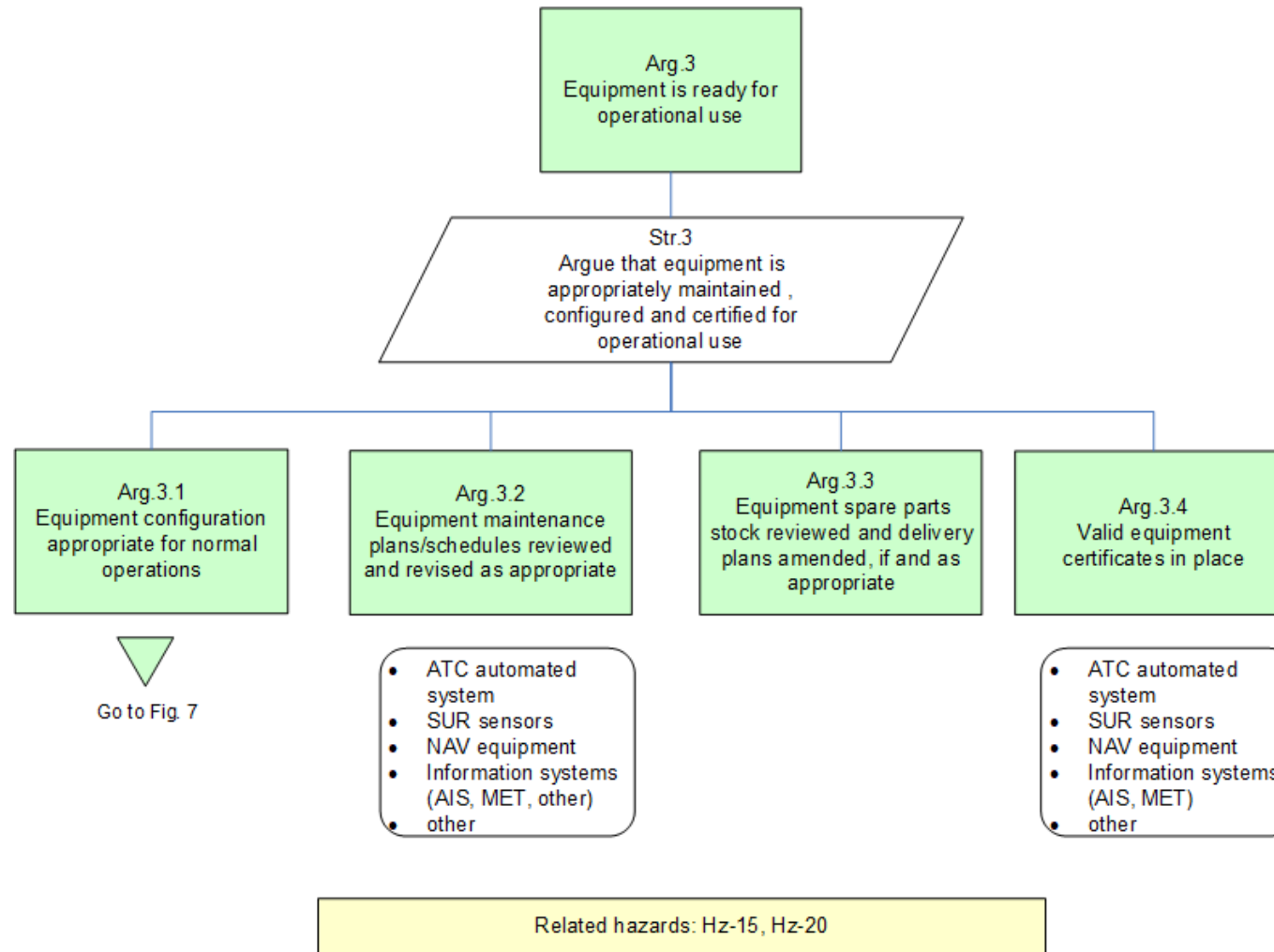


Figure 6

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

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

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

- Hz-15: Increased equipment failure rates and compromised equipment maintenance.
- Hz-20: Delayed certification of particular services or equipment and delayed implementation of changes that need prior CA approval

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

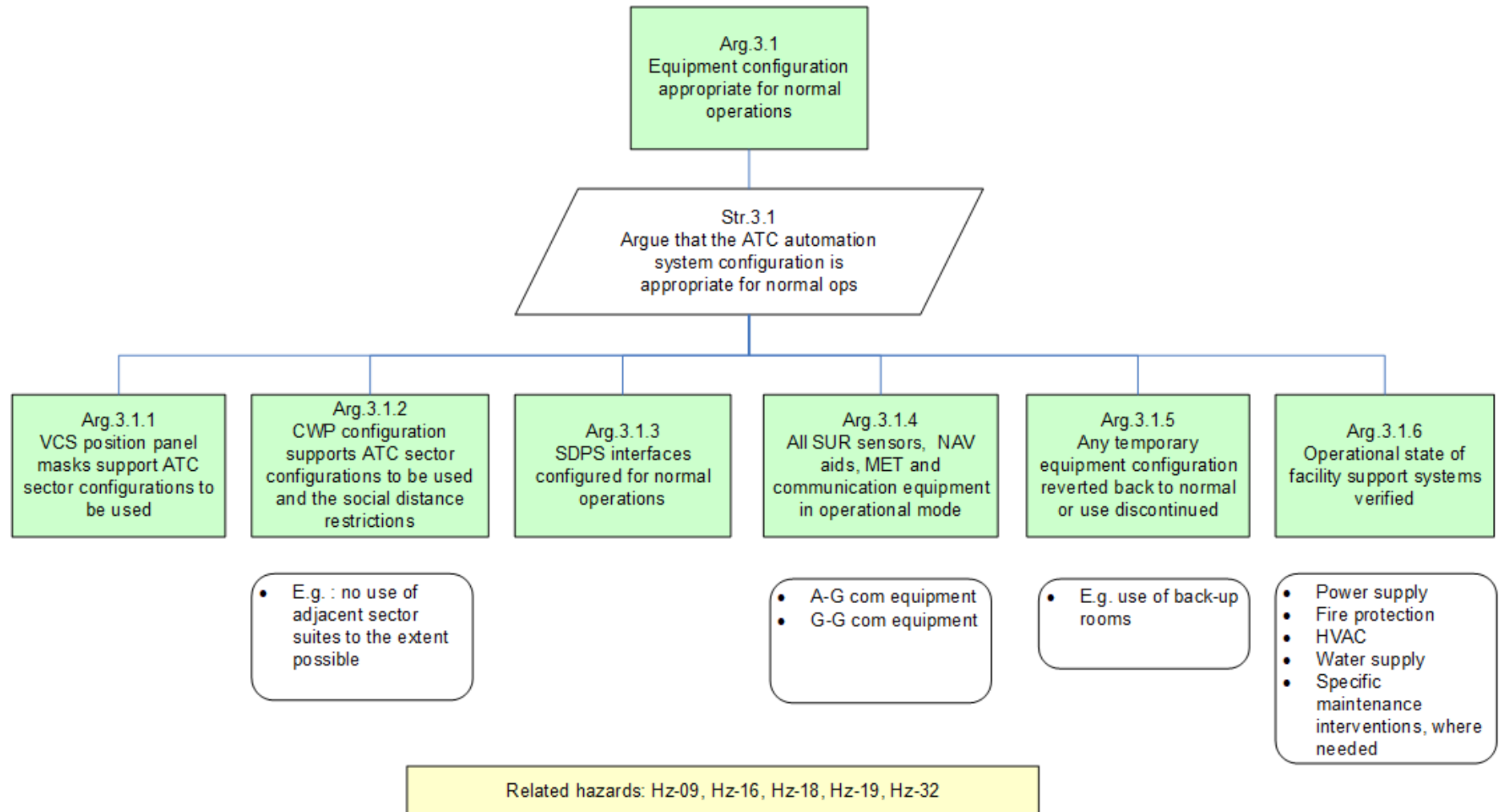


Figure 7

To prove that Argument 3.1 “The equipment configuration is appropriate for normal operations” is true and valid, it has been decomposed into 6 sub-arguments:

- The VCS position panel masks at CWP's support ATC sector configurations to be used. The ATC sector configuration that have been planned for use by a particular ATSU during the traffic recovery period may be different from the 'standard' ones used before the crises and during the COVID-19 lock down period.
- CWP configuration in the OPS room supports ATC sector configurations to be used and the social distance requirements. The argument could be supported by avoiding the use adjacent sector suites/positions, where feasible.
- Surveillance data processing system (SDPS) interfaces are configured for normal operations. This means that the SDPS interfaces to all surveillance sensors are in operational mode. (Some sensors may have been disconnected and taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace.)
- All surveillance sensors, navigation aids, air-ground and ground-ground communication equipment is in operational mode. (Some surveillance sensors and/or other ATM/CNS equipment may have been taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace and the maintenance issues related to staff health protection.)
- Any temporary equipment configuration reverted back to normal or its operational use discontinued. Some ANSP may have used back up facilities (e.g. technical or operational rooms and/or equipment) during the COVID-19 lock down period.
- Operational state of facility support systems verified. This includes verification of the operational state and, where necessary, specific maintenance interventions on the main ATSU facility support systems such as: power supply system, building management system, HVAC, fire protection system, water supply, etc.

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

- Hz-09: Impeded ATC sector team (EXC-PLC) collaboration.
- Hz-16: Insufficient operational equipment resources (e.g. CWP's) at the ATS unit.
- Hz-18: Lack of or reduced contracted services and maintenance/supplier support.
- Hz-19: Operational performance/parameters of NAVAIDS (e.g. ILS) not to the required standard.
- Hz-32: Partial loss or misunderstanding of air-ground communication.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

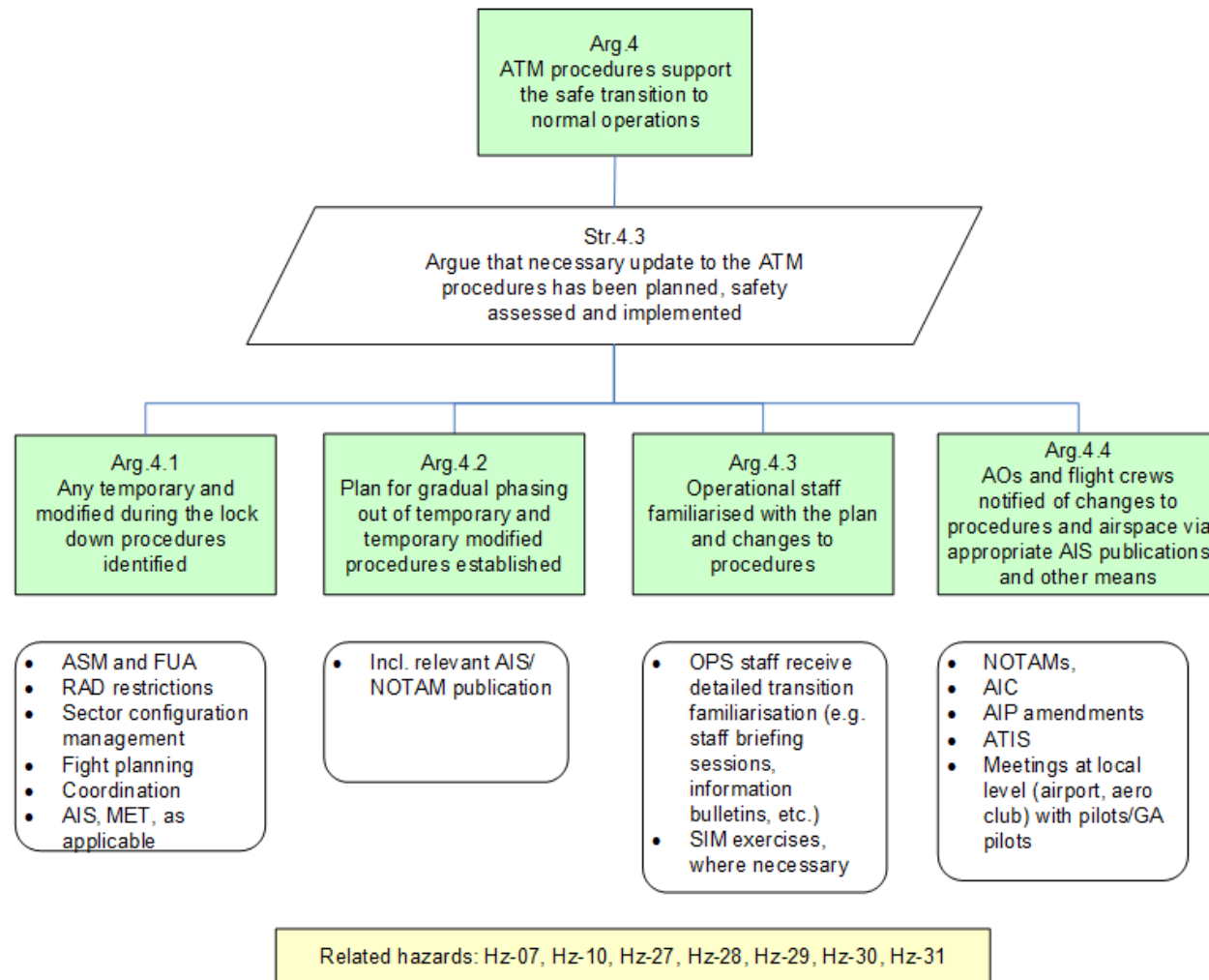


Figure 8

To prove that Argument 4 “ATM procedures support the safe transition to normal operations” is true and valid, it has been decomposed into 4 sub-arguments:

- Any temporary and modified during the lock down procedures have been identified. Such procedures, implemented to ensure the business continuity during the COVID-19 lockdown may concern the following domains: airspace design - RAD restrictions, airspace management and FUA, ATC sector configuration management, flight planning, ATC coordination, AIS MET provision.
- A plan for gradual phasing out of temporary and temporary modified procedures has been established. Beside the list of procedures and the phase-out schedule, the plan should include the communication to the ANSP operational staff and the concerned aviation undertakings (e.g. AOs, CFSPs).
- Operational staff familiarised with the plan and changes to procedures. Operational staff should receive detailed familiarisation with changes planned during the period of transition to normal operations. Possible means include dedicated staff briefing sessions, information bulletins, online self-briefing modules, dedicated simulator exercises for more complex changes.
- Aircraft operators and flight crews notified of the planned changes to procedures and airspace via appropriate AIS publications. Different means may be used, as appropriate, for notification: NOTAMs, AICs, AIP amendments, ATIS, meetings at local level (airport, aero club) with aircraft operators, commercial pilots and GA pilots.

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

- Hz-07: Significant increase in ATC workload to handle flights suffering technical or medical issues, VFR and training flights.
- Hz-10: ATCO/OPS supervisors' confusion about applicable airspace organisation and/or rules/procedures during the transition period.
- Hz-27: Confusing aeronautical information regarding availability of network and airport resources.
- Hz-28: Inadequate aeronautical information regarding usual airspace design evolution.
- Hz-29: Flight plan inconsistent with applicable airspace, route or airport availability and conditions
- Hz-30: Increased number of airspace infringements by GA pilots
- Hz-31: Incorrect aircraft navigation.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.



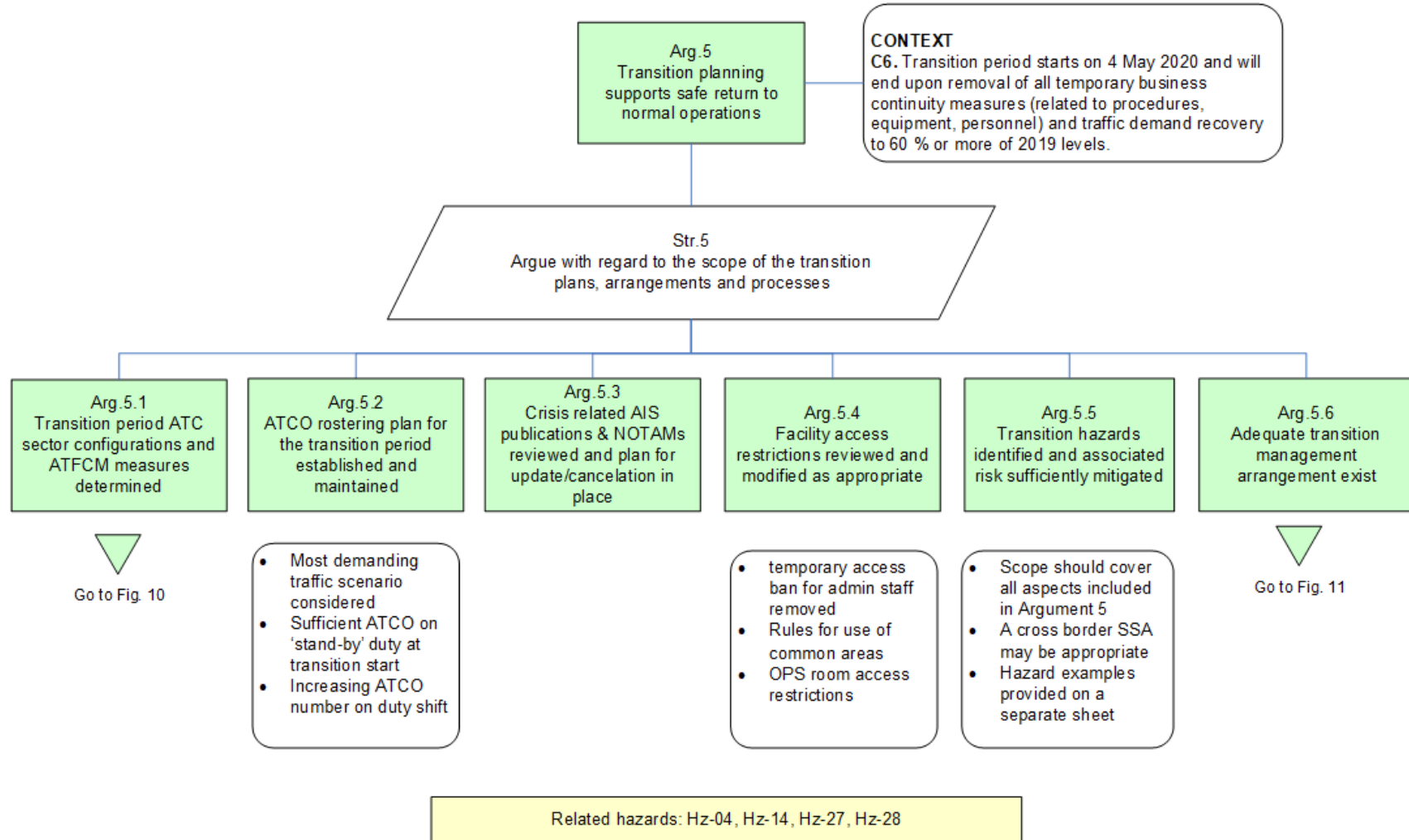


Figure 9

To prove that Argument 5 “Transition planning supports safe return to normal operations” is true and valid, it has been decomposed into 6 sub-arguments:

- Transition period ATC sector configurations and ATFCM measures determined. To prove that this argument is true it has been decomposed further.
- ATCO rostering plan for the transition period established and maintained (updated as necessary). The following aspects should be considered when establishing the rostering plan: most demanding traffic outlook scenario, planning for sufficient ATCO on ‘stand-by’ duty at transition start, increasing the number ATCOs on duty shift in line with growth in traffic demand.
- Crisis related AIS publications & NOTAMs reviewed and plan for update/cancelation in place. Similarly to the notification of the changes to the ATM procedures, most appropriate combination of notification means (NOTAMs, AICs, AIP amendments, ATIS, meetings at local level (airport, aero club)) should be used to ensure airspace users and other concerned aviation undertakings are aware of the changes to the aeronautical publications related to the COVID-19 lock down.
- Facility access restrictions reviewed and modified as appropriate. This should include, as appropriate, removing the temporary access ban for non-essential (e.g. administrative) staff, establishing rules for use of common areas (e.g. recreation rooms), which should prevent spread of COVID-19 infection, modification to the OPS room access restrictions, if appropriate.
- Transition hazards identified and associated risk sufficiently mitigated. The scope of the safety assessment should cover all aspects included in this argument. A cross border safety assessment (safety support assessment) may be Appropriate to identify hazards at ATSU interfaces to adjacent ATSUs. Transition hazard examples related to the scope of the safety arguments have been included in this safety argument checklist.
- Adequate transition management arrangement exist. To prove that this argument is true it has been decomposed further.

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

- Hz-04: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it.
- Hz-14: Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports).
- Hz-27: Confusing aeronautical information regarding availability of network and airport resources.
- Hz-28: Inadequate aeronautical information regarding usual airspace design evolution

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

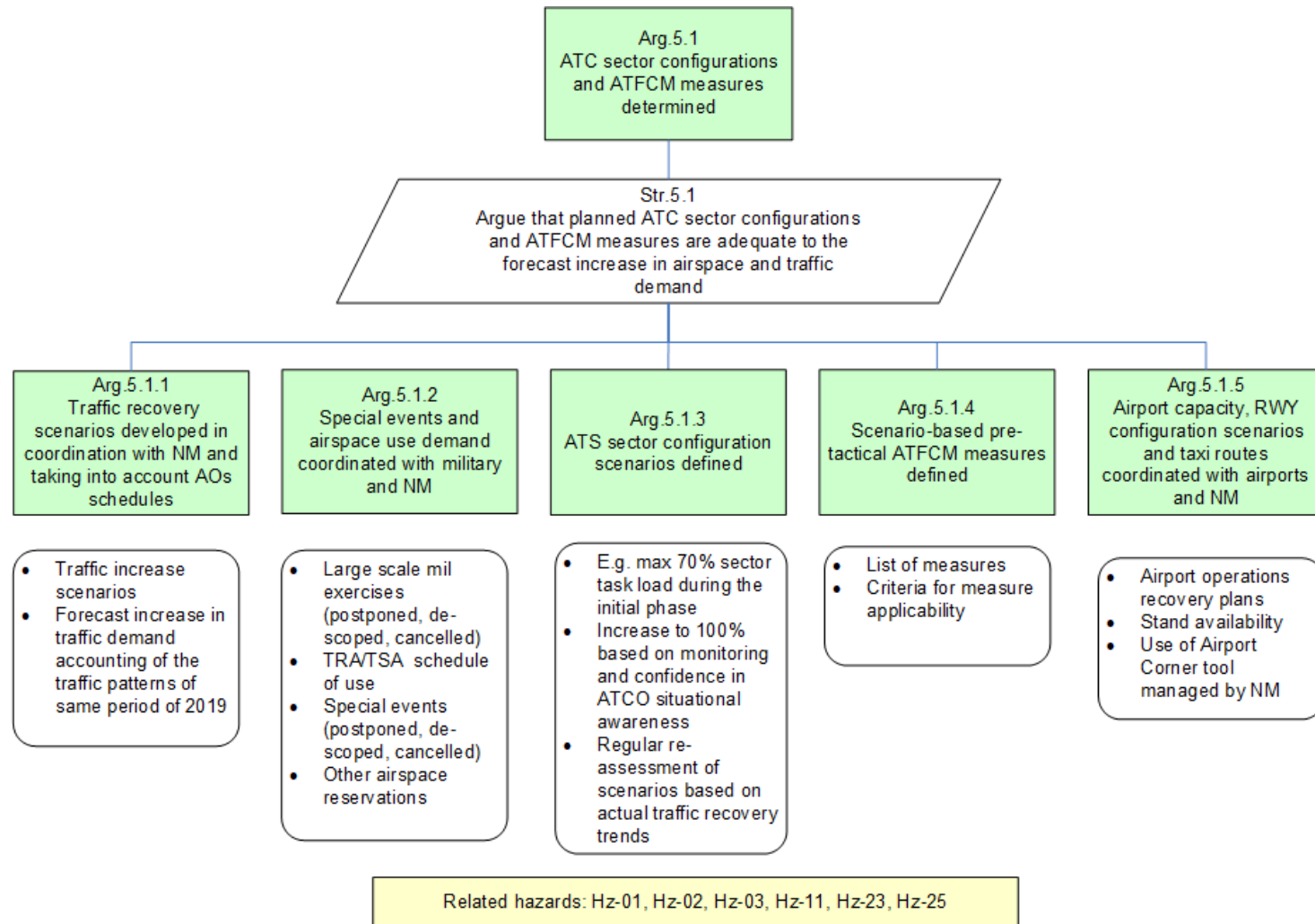


Figure 10

To prove that Argument 5.1 “ATC sector configurations and ATFCM measures (to be used during the recovery period) determined” is true and valid, it has been decomposed into 5 sub-arguments:

- Traffic recovery scenarios developed in coordination with the NM and taking into account AOs schedules. The increase in traffic demand should be based on similar traffic patterns of the same period of 2019. Consistency with the European NOP 2020 recovery plan should be ensured.
- Special events and airspace use demand coordinated with military and the NM. The scope of the coordination activities should include large scale military exercises, TRA/TSA schedule of use, special events or other airspace reservations. To alleviate impact on the commercial flights and ATCO workload during the initial recovery period such special events and military exercises could be postponed, de-scoped or even cancelled.
- ATS sector configuration scenarios defined. It is assumed that when defining the sector configurations based on traffic outlook demand, the maximum thresholds of the sector monitoring values (e.g. occupancy counts) will be reduced (e.g. by 30%) during the initial recovery phase. Increase to 100% should be gradual and based on monitoring and confidence in the recovery of ATCO skills to handle traffic peaks. Regular re-assessment of the sector configuration scenarios should be carried out based on actual traffic recovery trends.
- Scenario-based pre-tactical ATFCM measures defined. The ATFCM measure scenarios should account of different traffic recovery trends, expected traffic complexity, planned and feasible ATC sector configurations depending on availability of ATCOs with valid licences, potential staff shortage due to sickness or COVID-19 infections, estimated period of recovery of diminished ATCO skills.
- Airport capacity and RWY configuration scenarios coordinated with airports and NM. This includes airport operations recovery plans, aircraft stand availability, possible runway configurations to be used (some runways may not be available due to parked aircraft) and use of Airport Corner tool managed by NM for coordination of static and dynamic airport operations related information.

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

- Hz-01: Capacity imbalances and unusual traffic patterns at regional and/or network level.
- Hz-02: Planned ATC sector configuration inadequate to actual traffic demand.
- Hz-03: Pre-tactical ATFCM measure(s) inadequate to actual traffic demand
- Hz-11: Supervisors (ATCO and ATSEP) with reduced competence in handling situations due to the long lean traffic periods.
- Hz-23: Confusion due to unusual ground movements and taxi routes on the airport movement area.
- Hz-25: Improper handling of emergencies by all involved parties.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

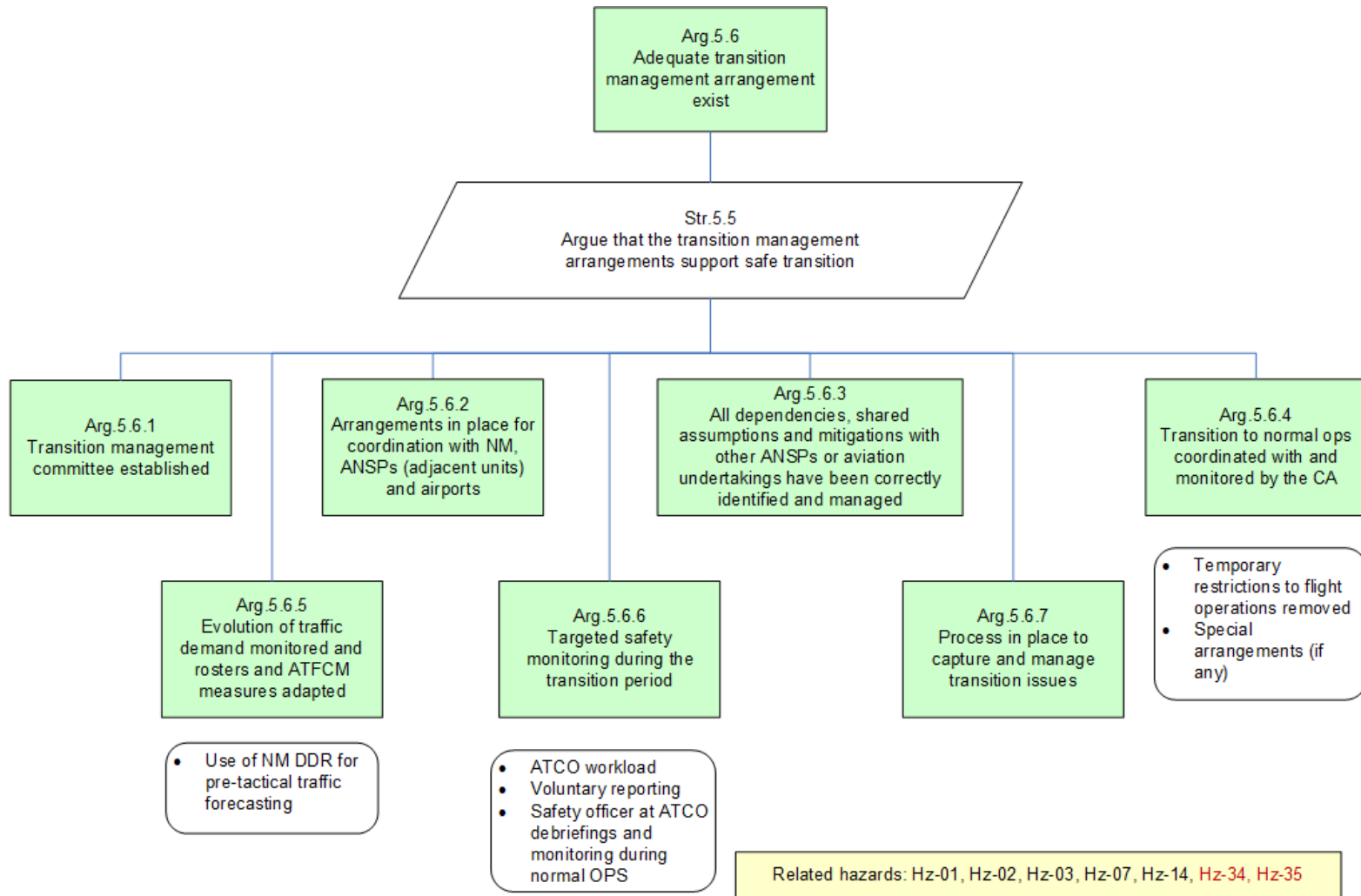


Figure 11

To prove that Argument 5.6 “Adequate transition management arrangement exist” is true and valid, it has been decomposed into 7 sub-arguments:

- Transition management committee established. A dedicated or an existing management body should take responsibility for the management of the transition to normal operations.
- Arrangements in place for coordination with NM, ANSPs (adjacent units) and airports. This should be implemented by participation in the arrangements for collaborative maintenance and update of the European NOP – 2020 Recovery Plan .
- All dependencies, shared assumptions and mitigations with other ANSPs or aviation undertakings have been correctly identified and managed. Specifics should be addressed on a bilateral basis, however on a wider scale the arrangements for collaborative maintenance and update of the European NOP – 2020 Recovery Plan and the pre-tactical NM briefings should be used.
- Transition to normal operations coordinated with and monitored by the CA. This should include coordination of: recovery plan (e.g. schedule for return to 100% capacity), plan for removal of any temporary restrictions to flight operations, special arrangements and/or procedures for the recovery period (e.g. licences and certificate validity/extension, reduced oversight burden, etc.)
- Evolution of traffic demand monitored and rosters and ATFCM measures adapted. This includes daily review and analysis of traffic demand evolution and regular re-assessment of planned sector configuration scenarios to match them to the demand. If necessary, implementation of changes to the ATCO roster plan.
- Targeted safety monitoring during the transition period. The safety monitoring process established within the scope of the organisational SMS should be reviewed and focused on the recovery related potential safety issues. This could include specific monitoring criteria, resource reassignment, prioritising planned activities and/or frequency of monitoring and analysis cycles updated. Targeted measures could include: ATCO workload monitoring, dedicated voluntary reporting, presence of a safety officer at ATCO debriefings, monitoring during normal operations.
- Process in place to capture and manage transition issues. The process should be based on and consistent with the SMS process for identification and rectification of safety issues. Some adaptation may be needed to include additional organisational units, roles and dedicated transition period arrangements and processes.

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

- Hz-01: Capacity imbalances and unusual traffic patterns at regional and/or network level.
- Hz-02: Planned ATC sector configuration inadequate to actual traffic demand.
- Hz-03: Pre-tactical ATFM measure(s) inadequate to actual traffic demand
- Hz-07: Significant increase in ATC workload to handle flights suffering technical or medical issues, VFR and training flights.
- Hz-14: Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports).
- Hz-34: Unexpected by ATC flight performance and/or deviation from the expected/cleared trajectory.
- Hz-35: Call-sign confusion

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

### 3. List of potential hazards associated with the recovery after COVID 19 restrictions

EUROCONTROL NM Safety Team developed a generic safety argument for the recovery of normal operations following COVID-19 restrictions.

Transition planning supporting safe return to normal operations includes identification of the transition hazards and management of the associated risk.

Some of the transition hazards will be specific to the particular operational environment but there will be hazards that are similar across national borders.

It is a SAFOPS task, as defined in its ToR, to support a collaborative process for identification of operational safety hazards. There is a benefit of scale for SAFOPS members to share their views on potential transition hazards examples. The resulting, collaborative example list will aggregate the collective knowledge on the subject.

The list of example hazards provided in the table overleaf is not restricted at one particular level or boundary of the ATM system. The example hazards are potential safety issues that are not necessarily independent of each other. Some of the items in the list can also be considered as disruptors that could affect higher level operational hazards/ risk.

Backward traceability to the safety arguments supporting the mitigation of the hazards is provided in the last table column. The safety argument scope is limited to ATM/CNS; hence, the action delivering the safety arguments provide partial mitigation to some of the hazards that include contributions from the airport and flight operation domains.

## Transition to normal operations following COVID-19 lock down – potential hazards

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>HZ-01</b>	Capacity imbalances and unusual traffic patterns at regional and/or network level.	Different pace of capacity recovery by ANSPs. Insufficient coordination with NM, other ANSPs, AOs, military and airport operators.	European NOP - 2020 Recovery Plan and related coordination and planning arrangements.	Arg.5.1.1 Arg.5.1.1 Arg.5.1.1
<b>HZ-02</b>	Planned ATC sector configuration inadequate to actual traffic demand.	Airports had to accept many grounded aircraft, so the capacity on ground is temporarily reduced. Inflexible planning of ATC sector configurations.	Re-evaluate airport capacity and notify concerned parties.	Arg.5.1
<b>HZ-03</b>	Pre-tactical ATFM measure(s) inadequate to actual traffic demand.	Insufficient and/or inefficient simulated scenarios/exercises for the changing traffic density and pattern. Low predictability of traffic evolution. The high volatility of predictions implies that any adjustments to system capacity are very difficult to be made reasonably in advance.	Structural meeting platform to discuss weekly (or more often, if needed) the different aspects, coordinating and planning the capacity increase; also the CFSPs should participate. Consider holding the network flow planning meeting twice a day: one in the morning for post-ops analysis and the normal one in the afternoon for the day after. Reinforce and expand Collaborative Decision Making (CDM) cells including a wide range of stakeholders at different level: <ul style="list-style-type: none"> <li>• Airport CDM</li> <li>• En-Route CDM</li> <li>• Overall Network CDM</li> </ul> Co-ordinated adjoining ACC-ACC and local ATS/CNS Common Transition Plan by phases, dependant on agreed airspace and ATM capability. Tactical update to the planned sector configurations and ATFM measures.	Arg.5.1



	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>H2-04</b>	Insufficient number of operational and technical staff to meet the increasing demand in the transition period and beyond it.	<p>Disproportionate demand due to cancelation of lockdown measures/country-based/region-based and significant number of staff locally still under quarantine.</p> <p>Number of staff reduced (e.g. retired, furloughed) to alleviate financial impact.</p> <p>Some operational staff are unable to return to work physically due to lockdown/quarantine restrictions in their respective countries.</p> <p>COVID-19 infection, which cannot be prevented due to impossibility to ensure physical separation at the sector positions.</p> <p>Underlying ATCO medical condition goes unchecked/ unnoticed for extended period.</p> <p>ATCO medical checks by AME postponed or delayed and medical certificate expires</p> <p>No physical separation possible during position handover/takeover at the same CWP.</p> <p>Increased risk of affecting others could provoke sick-out behaviour (observed with some medical staff in hospitals).</p> <p>Pending validation of ATCO skills (language proficiency, simulator emergency training, OJT refresher).</p> <p>Staff training postponed or delayed.</p> <p>Prolonged OJT because, for a long time, the traffic will be too low and not easy to train/assess the trainee's skills.</p>	<p>ATFCM measures (capacity decrease).</p> <p>Regular health checks.</p> <p>General hygienic measures constantly promoted.</p> <p>Availability of cleaning hands points in the buildings and staff rooms.</p> <p>If feasible, set up roster for ATCOs to work in small teams; if one team member gets infected, only this team is affected.</p> <p>If feasible, plan for 4-person ATCO crew available for a 2-person sector to limit the contacts as far as possible.</p> <p>If feasible, separate the EXC and PLC positions and sector suites by transparent Plexiglas.</p> <p>If feasible, ensure physical separation in the recreation rooms. Consider cleaning and how often/when.</p> <p>Use of Contingency capacities and sector configuration.</p> <p>Set clear priorities for training ramp-up to fulfil training demand according to operational priority needs.</p> <p>Assess feasibility of remote training alternatives.</p> <p>In coordination with the CA reduce the number of hours required per endorsement over 180 days (e.g. to 30 hours until 1st September) and/or extend medical certificate validity.</p>	<p>Arg.1</p> <p>Arg.2</p> <p>Arg.5.2</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		Training becomes extremely difficult to plan in the simulator and in the operations rooms.	Request CA to permit option for "Renewal assessment" in simulator. Temporarily reduce or eliminate facilities where staff might regularly congregate, in order to minimise danger of infection. If possible, increase ventilation and air filtering in ops room or other facilities where staff spends longer periods of times and air tends to be stagnant or recirculated (major factor for virus spread and infection).	
Hz-05	ATCO unable to maintain full situational awareness for timely conflict detection and resolution in the entire area of responsibility, in particular in traffic spike periods.	<p>ATCOs unable to maintain their operational skills during COVID-19 lockdown period due to lean traffic.</p> <p>ATCOs exposed to different traffic patterns, unusual conflicts and methods of operation.</p> <p>Limited number of ATCO duty shifts and hours in position during the COVID-19 lock down period.</p> <p>Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment.</p> <p>Big difference in accumulated ATCO hours on duty due to rostering more often ATCOs with more endorsements (e.g. TWR supervisors) that can cover more than one position during the COVID-19 lockdown period.</p> <p>ATCOs providing services to aircraft with different performance dynamics / requirements, e.g. military or medical flights.</p>	<p>Special training (e.g. simulator training), which can emulate the medium-high traffic levels.</p> <p>Dedicated measures for ATCOs that may have rather fragile skills – for example for very recently qualified ATCOs, ATCO approaching retirement age or staff having recently returned from illness.</p> <p>Maintain theoretical competence by designing simulator exercises where theoretical competences are required.</p> <p>Refresh ATCO knowledge and skills that are not used during the low traffic period by alternative means, such as quizzes, presentations with recorded video / audio on different topics.</p> <p>Enhance non-technical skills, such as Confidence and Resilience to counteract technical skill-fade.</p> <p>Balance ATCO age and experience in shift and sector rostering schemes.</p>	Arg.1.3 Arg.1.1.2

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Change in the nominal aircraft performance because of shifting airline priorities, cost of fuel etc.</p> <p>Situation may be aggravated by implementation of changes to the controller tools or of new tools and system functions that ATCOs are not yet sufficiently skilled to use due to the lack of operational experience caused by limited number of flights during the lockdown period.</p> <p>Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of the traffic.</p> <p>ATCO unable to concentrate during traffic peaks or rise of workload, or when confronted with unexpected situation.</p>	<p>Lower the maximum thresholds of sector monitoring values until skills' recovery. (Contemplated on The Common Transition Plan)</p> <p>Make sure flights are and remain established on conventional patterns within the AoR and at interfaces as far as practicable;</p> <p>Do not leave any implicit part in air traffic management as new behaviour and habits might have emerged and taken place during the low traffic period.</p> <p>Open more sectors than the normal operation time would require in order to maintain a minimum and continuous practice level to avoid the loss of operational skills.</p> <p>Apply ATFM measures, if necessary.</p> <p>No single person operation at ACC/APP sector or in ATC TWR.</p> <p>Extend operational evaluation and acceptance period for new equipment.</p>	
<b>HZ-06</b>	ATCO overload and fatigue.	<p>Extended interval of working at sector position, less breaks.</p> <p>Not enough standby personnel to cover a temporary lack of staff.</p> <p>Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment.</p>	<p>Design flexibility into the rostering systems to afford sufficient breaks for those operating, whilst at the same time providing the ability to adapt ATC sector configuration to potentially unpredictable and varying levels of demand.</p> <p>Lower the maximum thresholds of sector monitoring values until skills' recovery. (Contemplated on The Common Transition Plan)</p>	<p>Arg.1.2</p> <p>Arg.1.4</p> <p>Arg.1.5</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Increased operational pressures to generate minimum delays in order to avoid negative economic impact on airlines.</p> <p>Briefing time may overrun as crew reacquaint themselves with NOTAM packs resulting in departure delays, which may overload some sectors when demand is already high and ATCO skills are reduced.</p> <p>Social distancing measures impact availability and efficiency of the rest facilities.</p>	<p>Apply ATFM measures, as necessary.</p> <p>Consider setting up outdoor resting facilities, where fresh air and open spaces have a much-reduced infection spreading potential, if weather permits.</p>	
<b>Hz-07</b>	Significant increase in ATC workload to handle flights suffering technical or medical issues, VFR and training flights.	<p>After a period of long stay on the ground and with only a brief aircraft technical check an increase of technical issues inflight may be seen.</p> <p>Lack of experience or knowledge of aircraft maintenance personnel or lack of aircraft maintenance personnel.</p> <p>Increased number of VFR flights (e.g. GA pilots willing to accumulate their necessary flight hours).</p> <p>Increased number of training flights for commercial pilots.</p> <p>Medical urgency /health problems reporting by flight crews via ATC may become more frequent and may become more COVID specific in the content.</p> <p>Increased number of aircraft diversions due to medical reasons.</p>	<p>Coordinate restrictions for VFR and training flights (e.g. time zones, airspace/sectors with less demand).</p> <p>ATFM measures.</p> <p>Use of AOs company frequencies / datalink channels to report medical urgency /health problems to the ground.</p>	Arg.5.6.5
<b>Hz-08</b>	Inadequate inter-sector and inter-unit operational coordination.	Different ATCO skill levels across sector groups and ATSUs.	Simulation sessions with busy traffic and multi-layer/-sector coordination.	Arg.1.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Diminished ATCO skills to work/coordinate in multi-sector environment with several division levels of superimposed sectors.</p> <p>Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of inter-sector and inter-unit coordination.</p> <p>Limited civil-military coordination due to limited military flights during the confinement period.</p>	Gradual opening up of elementary sectors and sector suites in accordance with the Common Transition Plan (TP).	
<b>Hz-09</b>	Impeded ATC sector team (EXC-PLC) collaboration.	Implementation of social distancing rules and potential re-escalation.	<p>Trialling and safety assessment of the measures to identify potential issues and appropriate mitigations.</p> <p>Provide targeted TRM sessions.</p> <p>Separate ops room sector positions (EXC and PLC) and TWR positions (TWR, Ground, Delivery) by transparent screens, if feasible.</p>	Arg.3.1
<b>Hz-10</b>	ATCO/OPS supervisors' confusion about applicable airspace organisation and/or rules and procedures during the transition period.	<p>Changes implemented during the lock down are not settled in the ATCOs' minds, because they had no opportunity to get used to them.</p> <p>Incomplete briefing on ATCO return to work after extended period of absence (operational and personal).</p> <p>Rules regarding drones updated in some countries to face the emergency situation.</p> <p>Most probably there will be 2-3 AIRACs implemented and 'normal' software baselines while the COVID-19 measures last.</p>	<p>Find ways to communicate with ATCO while they are at home - the briefing overload can be overwhelming.</p> <p>If time and effort permits, create online briefing modules.</p> <p>Mandatory pre-shift briefing to absorb any recent and on-going changes.</p> <p>Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).</p>	Arg.4
<b>Hz-11</b>	Supervisors (ATCO, ATSEP and Flight data) with reduced	Interference during bad weather, CB avoidance.	ATFM measures (capacity decrease).	Arg.1.3 Arg.2

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
	competence in handling less-than-standard situations due to the long lean traffic periods.	Training postponement.		
<b>HZ-12</b>	Inadequate ATCO on-the-job training.	<p>Ineffective OJT because, for a long time, the traffic will be too low and not easy to train/assess the trainee's skills.</p> <p>OJT competence/skills reduced due to long period of training interruption.</p> <p>Reduced capacity to provide OJT due to low number of valid OJT endorsements.</p> <p>Inefficient training process due to COVID-19 social distancing measures.</p> <p>Postponed ATCO training due to lack of resources.</p>	<p>Agree with CA extension of OJT endorsements.</p> <p>Plan for the trainee ATCOs, whose qualification has been postponed or training suspended.</p>	Arg.1.1
<b>HZ-13</b>	Increased stress for operational and technical staff.	<p>Cash flow problem impact on salaries and social security – dissatisfaction, uncertainty, pessimism, etc.</p> <p>Fear and/or anxiety about the uncertainty of the future ... for the profession, way of life, and for the world to come after de-confinement.</p> <p>Potential changes to social agreements in place.</p> <p>Fear of infection following reports of new positive cases of COVID-19 in local community.</p> <p>Confinement, bringing mental overload because of the necessity to work, educate children, and ensure the management of the household.</p> <p>Mental affection caused by isolation and concern for the family members that one cannot visit.</p>	<p>Provide psychological help.</p> <p>Promote wellbeing type of materials and information.</p> <p>Stress management programme.</p> <p>Peer-to-peer platforms.</p> <p>Mentoring</p> <p>Promote awareness of S &amp; F precursors and notification of S &amp; F related conditions or safety events as soon as possible.</p> <p>Position handovers made on different CWP at least one metre apart.</p> <p>Regular decontamination of the operations room, including of the CWPs before next operational use.</p>	<p>Arg.5.5</p> <p>Arg.5.6.6</p> <p>Arg.5.6.7</p>

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Dramatic individual perception and anxiety about COVID risk</p> <p>Loss of colleague, relative or friend.</p> <p>Fear of a second wave of the pandemic.</p> <p>Changes in rapid succession without having time to adjust before the next one.</p> <p>Weary of seeing the expected and hoped-for changes behind schedule.</p> <p>Severe depression (feeling of uselessness)).</p> <p>Over-enthusiasm (being exhilarated by the return to work and not taking sufficient margins).</p> <p>Subconscious concerns that erode mental capacity and when accumulated unanswered could lead to increased absenteeism.</p> <p>Enforced sanitary measures not considered sufficient.</p> <p>Imbalance in the safety/efficiency ratio putting priority on efficiency due to political and economic considerations.</p> <p>Delayed or partial maintenance of equipment due to lack of technical staff, spare parts or financial constraints.</p>		
<b>HZ-14</b>	Lower quality or delay of safety deliverables (investigation reports, safety assessments, safety analysis, safety reports, etc.).	<p>Significant reduction in safety investigators' activity and decrease in their investigation skills.</p> <p>Insufficient number of specialist staff.</p> <p>Flaws in safety deliverables due to the remote working method (e.g. FHA by teleconference).</p>	<p>Implement group investigations for all significant occurrences irrespective of the investigators' allocation to ATSUs.</p> <p>Agree with the regulator on possible relaxation of notification/document submission deadlines.</p>	Arg.5.6

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		With fewer operations, occurrences captured in databases may cause some aggregate occurrence rates to spike upwards.	Independent review of the safety deliverables by increased number of specialists from all the relevant domains: ATS, OPS, CNS, IT systems, HF, etc. Postpone implementation of planned changes to the functional system. Prioritise change implementation according to the risk to operations, if non-implemented. Be aware of possible false conclusions resulting from safety statistics based on lower traffic.	
<b>HZ-15</b>	Increased equipment failure rates and compromised equipment maintenance.	Lack of preventive maintenance during the lockdown period. Postponement of corrective maintenance for some equipment (e.g. due to financial constraints). Spare parts for equipment maintenance not available (due to delivery issue or financial constraints). Current maintenance contract may expire and may not be extended or new contracts put in place due to suspension of all public procurements. No possibility for on the site technical assistance and equipment health check by a third party. Potential damage to operational equipment when carrying out cleaning protocols to restrict virus transmission. Planned system changes/improvements not implemented.	Verify the requirements for cleaning materials for sensitive equipment and other surfaces. Coordination of system maintenance activities (back to lower traffic demand periods - night-time). Deploy safe and efficient cleaning methods and ensure cleaning material availability. Properly instruct cleaning staff (in-house/external). Postpone planned changes to the equipment and implementation of new equipment, where feasible. Ensure proper availability of technical experts with the needed competence.	Arg.3



	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Changes implemented during lockdown, to take advantage of reduced traffic, reveal undetected bugs when load increases leading to equipment failure or suboptimal configurations.</p> <p>Insufficient number of technical and support staff.</p> <p>Diminished ATSEP system knowledge and maintenance skills.</p> <p>Return to "normal" loads of some sensitive equipment can lead to defect, due to long time of operation in underload conditions.</p> <p>Increase in the number of interventions on the network by suppliers (as we already observe before/after holidays) after cancellation of the lockdown could cause network failures.</p> <p>Compromised operational tests of new equipment/system features during the lockdown period due to the lean traffic. A significant rise in the traffic level could help reveal issues not identified before.</p>		
<b>HZ-16</b>	Insufficient operational equipment resources (e.g. CWP's) at the ATS unit.	<p>When room size and layout cannot support application of the new rules for physical separation/social distancing of staff, opening of needed ATC sectors could be prevented.</p> <p>Potential conflict between new cleaning policies and the need to access to the operational resources. (Flight strips could be considered as a transmission vector.)</p>	<p>Move operations to the back-up ATC facility during main ATC facility disinfection works.</p> <p>Simulator room/training centre configured as a contingency operations room.</p> <p>Accurate study in new CWP ergonomics/requirements.</p> <p>Deploy safe and efficient cleaning methods for cleaning of working positions and tools.</p> <p>ATFM measures.</p>	Arg.3.1

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		Cleaning materials run out or cleaning cannot 'keep up' with operational use, such that the resources have to be temporarily 'quarantined'. Need to maintain the ATC back-up facility in operational readiness.	Update company Contingency plan with regard to pandemic conditions to ensure sufficient operational equipment and human resources.	
<b>HZ-17</b>	Unexpected behaviour of ATC decision-support tools and of other software functions.	Unusual routes, flight profiles or trajectories may not be treated appropriately by the existing rules for usual traffic flows established in FDPS or decision support tools. Under-tested changes to the ATS system/tools software implemented during the lockdown period.	Prior simulation/replay of unusual trajectories expected/experienced could help identify unexpected tool behaviour and provide proper guidance to ATCOs on how to cope. Optimise system/tool parameters, if practicable.	-
<b>HZ-18</b>	Lack of or reduced contracted services and maintenance/supplier support.	E.g. MET services, facility maintenance services, network services, communication services, system support arrangements. The contractor may not return to the same operational levels as needed, e.g. not providing 24/7 hour service or providing partial or lower quality service. In the extreme case, service provision may be interrupted.	Consider delay on project deliveries in case of a supply contract.	Arg.3
<b>HZ-19</b>	Operational performance/parameters of navigation aids (e.g. ILS) and MET equipment not to the required standard (undetected).	Postponement of flight inspection checks may lead to unserviceability of navigation aids. Improper maintenance of air navigation aids (e.g. due to reduced numbers or 'rusty' skills of aerodrome personnel). Calibration of MET sensors and other instruments for measuring and analysing not possible.	Prioritisation of flight inspection checks to selected primary navigation aids (ILS, VOR, DME). Establish a health safety protocol to protect concerned ground and on-board staff. Extension of the inspection interval based on engineering evaluation of navigation aid/equipment performance records.	Arg.3.1.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
			<p>Reinforce ground testing and maintenance; use of/ask for pilot reports on current performance.</p> <p>Downgrading of the ILS facility from Category III to Category II or Category I.</p> <p>Temporary removal from service of the navigation aid/equipment (last resort).</p>	
<b>Hz-20</b>	Delayed certification of particular services or equipment and delayed implementation of changes that need prior CA approval.	Increased workload of the Competent Authorities that due to the COVID-19 had to limit their operations and postpone some work.	Timely communication to CA's about planned changes, including equipment and new services.	Arg.3.4 Arg.5.6.4
<b>Hz-21</b>	Increased wildlife presence on/near some runways or taxiways that are seldom used or not used at all during the COVID-19 lock down period.	<p>Wildlife prevention programme not followed in full during the confinement period.</p> <p>Bird Control Unit plan and effort might not be adequate for present wildlife risk.</p>	<p>Detailed visual inspection of the manoeuvring area before resuming operations.</p> <p>Notification to ATC for warning to flight crews of possible increased presence of birds (e.g. in ATIS).</p>	Arg.5.5 Arg.5.6.2 Arg.5.6.6 Arg.5.6.7
<b>Hz-22</b>	Increased number of runway incursions.	<p>Lack of training or 'rusty' skills of aerodrome personnel returning to work after unemployment.</p> <p>Pressure on ATCOs and traffic participants on the manoeuvring area due to the reduced runway throughput by closed taxiways (used for aircraft parking) and increased aircraft turn-around time.</p> <p>Parked aircraft infringing the ILS critical/sensitive area and/or the line of sight of air traffic control.</p> <p>Flight crew's lack of familiarity with an airport caused by conduct of non-routine operations or destination being served by different fleet types.</p>	<p>Refresher training for aerodrome personnel working airside on the prevention of runway incursions.</p> <p>Inspection of ILS critical/sensitive areas before use of the respective runway.</p>	Arg.5.5 Arg.5.6.2 Arg.5.6.6 Arg.5.6.7

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
<b>Hz-23</b>	Confusion due to unusual ground movements and taxi routes on the airport movement area.	Large number of parked aircraft on apron or even on taxiways, runways or other surfaces. Signage and markings visibility may be obstructed (by vegetation and/or parked aircraft). Reduced availability of airports services, in particular 'follow-me' service. Unexpected by pilots and vehicle drivers movement restrictions.	Information on closed parts of the manoeuvring area is made available through a NOTAM.	Arg.5.1.5
<b>Hz-24</b>	Reduced terrain and obstacle clearance limits.	ATCO less proficient in providing the required terrain clearance when instructing a flight on a radar heading or on a direct route due to low demand during the COVID-lock down period. Obstacle clearance limits at the airport obstructed by parked aircraft.	Refresher briefing for ATCOs. Inspection and assessment by specialists (procedure designers) of the compliance with obstacle clearance requirements before commencement of the runway operations.	Arg1.3
<b>Hz-25</b>	Improper handling of emergencies by all involved parties.	Lack of full scale or partial emergency response plan exercises. Obstructed (e.g. by parked aircraft) emergency access roads of rescue and firefighting vehicles to the active runway(s). Reduced availability of firefighting brigades at airports due to reduction of airport personnel or material supply caused by the financial impact of COVID-19 lockdown (could result in airport de-categorisation).	Coordinate plan for emergency response plan exercises.	Arg.1.3
<b>Hz-26</b>	Inadequate alerting service.	Reduced capability and skills during the crisis period.	Review the capabilities, processes, procedures and skills to provide alerting service.	Arg.1.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		The use on rare occasions of the service may influence that it drops out of focus and priority during return to normal operations.		
<b>Hz-27</b>	Confusing aeronautical information regarding availability of network and airport resources.	Continuous changes related to COVID19 - state borders opening/closing, airports opening/closing, changing RFFS category, etc.		Arg.4.4 Arg.5.3
<b>Hz-28</b>	Inadequate aeronautical information regarding usual airspace design evolution	Aeronautical information management might have suffered from a lack of staff to accomplish AIS data publication in a timely manner to fit aeronautical information update needs and to reflect actual updates within publications.  It might induce discrepancies within FMS database as well as within ATM systems, including those of the NM.	Cross check data from different sources (AIP, commercial data providers, EAD)  Increase coordination and collaboration between ATS Unit for AIRAC Cycle Test sessions.	Arg.1 Arg.4.4
<b>Hz-29</b>	Flight plan inconsistent with applicable airspace, route or airport availability and conditions.	Multiple AIRAC changes since COVID-19 restrictions to flying began result in loss of restriction (e.g. RAD restriction) awareness by AOs and IFPS operators.  AO/CFSP flight planning tools not updated to the latest AIP amendments and COVID-19 related NOTAMS about airspace, route and airport availability.  Lack of experience/knowledge of flight dispatchers (e.g. new role, from other AO location, non-standard operations, recency issue).  Reduced AOs familiarisation of restrictions associated with operations into and out of airports classified as class B or C airfields.	Close co-ordination between FMS data providers, AOs, ANSPs and NM during the transition period and risk assessments of AIRAC changes.  Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).	Arg.4.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		NM automated Help Desk limitations to process timely the increased number of requests for help from AO Dispatchers in the changing environment.		
<b>HZ-30</b>	Increased number of airspace infringements by GA pilots.	<p>Piloting and navigation skills diminished due to the GA flight ban during the crisis in some states. Situation could be aggravated by a quick return of GA activity during summer period.</p> <p>GA pilots will have to “unlearn” behaviour that was accepted during the lockdown period - GA flights have been allowed into airspace where normally they would not due to too much IFR traffic.</p>	<p>Set guidelines for accommodation of GA operations within controlled airspaces to manage safely the heterogeneity of operations.</p> <p>Establish local thresholds up to which VFR traffic is allowed for practice within normally busy airspaces taking into account that VFR traffic could help maintain ATCO skills during the period of low IFR traffic demand.</p> <p>Strong communication with and information to all the GA organisations before implementing any restrictions to GA flights.</p> <p>Ensure CA support for preventive campaign.</p>	Arg.4.4
<b>HZ-31</b>	Incorrect aircraft navigation.	<p>Aircraft FMS DB / electronic flight bag not updated according to the last AIP amendment (missing, incorrect NAV points, missing RNAV arrivals and departures, etc.).</p> <p>Multiple AIRAC changes since COVID-19 restrictions to flying began result in loss of restriction awareness by FOOs and pilots.</p> <p>Similarly to ATC, diminished pilot skills after a period of no flying, or due to recruitment of new pilots from overseas with lower familiarity of airspace, etc.</p>	<p>Close co-ordination between FMS data providers, AOs and ANSPs during the transition period and risk assessments of AIRAC changes.</p> <p>Only limited use of RNAV approach procedures during the initial phase of the transition period.</p> <p>Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).</p>	Arg.4.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
Hz-32	Partial loss or misunderstanding of ground communication.	<p>Diminished English language skills and phraseology discipline.</p> <p>Use of face masks on the flight deck and at ATC sector positions.</p> <p>Reduced pilot familiarity with radio frequency Change-over-Points (CoP) in the operational environment due to low hours of flying.</p> <p>Due to low hours of flying pilot familiarity with CPDLC Log on procedures may be reduced. In addition, handling of Logon failures and disconnections not as efficient.</p> <p>Reduced capability/serviceability of ground and satellite based CPDLC service providers due to COVID-19 restrictions on operational and maintenance personnel.</p>	<p>Online English language courses for non-native speakers.</p> <p>Assess face masks' impact on the R/T exchange readability and quality.</p>	Arg.3.1.4
Hz-33	Ineffective aircraft safety nets.	Aircraft Safety System Serviceability such as TCAS/ACAS low due to prolonged ground layover periods.		-
Hz-34	Unexpected by ATC flight performance and/or deviation from the planned/cleared trajectory.	<p>Changed aircraft manoeuvring characteristics (e.g. higher climb/descent rates and speed) due to lighter aircraft gross weight.</p> <p>Increased likelihood of high-energy approaches due to less constrained descent phase, including very late aircraft descent (caused by fuel burn considerations).</p> <p>Fewer speed restrictions applied to flights on approach and reduced piloting skills could contribute to increased likelihood of localizer overshoot or high-energy approach.</p>		Arg.5.6.7

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		New SOPs in response to business model changes. COVID-19 related flight crew stress/distraction inducing factors.		
Hz-35	Call-sign confusion	Increased use of 3-4 digit commercial identifiers in ATC flight plan call-signs. (In normal operations (pre-COVID period) the majority would be converted into alpha-numeric call-signs to mitigate the possibility of call-sign confusion.)	Use of alpha-numeric call-signs in flight plans. Use of NM call-sign de-confliction tool (CSST) or of a local one by AOs.	Arg.5.6.7



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