

European Network Operations Plan 2020 Recovery Plan

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Chapter 5	15/04/2020	Chapter 11	08/05/2020
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		Annex 2	22/05/2020
		Annex 3	22/05/2020

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 25 May – 21 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;
- Serbia has lifted all the restrictions and Italy is expected to do so by 3 June 2020;
- Many States will develop the national strategy, using latest guidelines issued by EC.

Network traffic outlook - The network traffic is expected to be **above 8.000 flights** during the second half of June 2020, with a possible increase on some days to **up to 8500 flights**.

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 25 May – 21 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, and some planned/maximum sector openings will have to be reassessed and adapted to expected traffic demand as from 15 June, especially if travel restrictions are relaxed.

Airport outlook for the period 25 May – 21 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 25th meeting held on 17th March 2020 and endorsed by the Network Management Board (NMB) at its 27th meeting held on 2nd 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 27th meeting held on 2nd 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

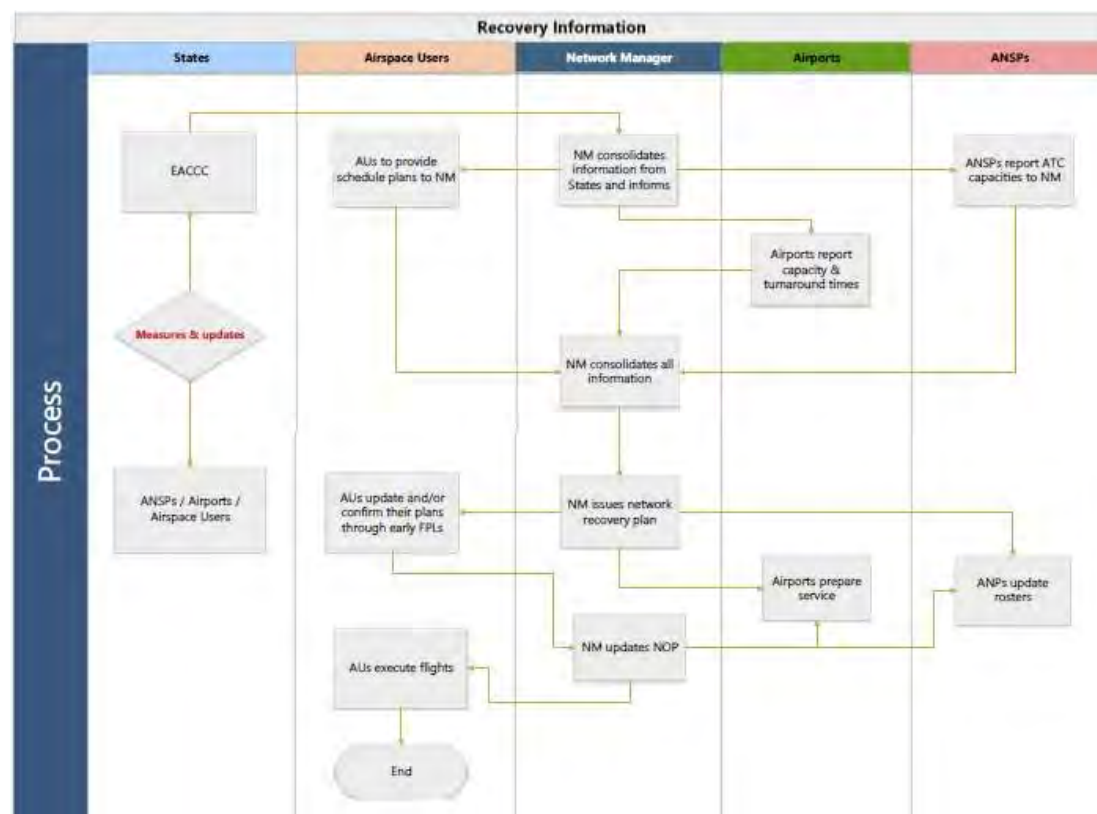
3.1 Strategic Planning Processes Description

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).

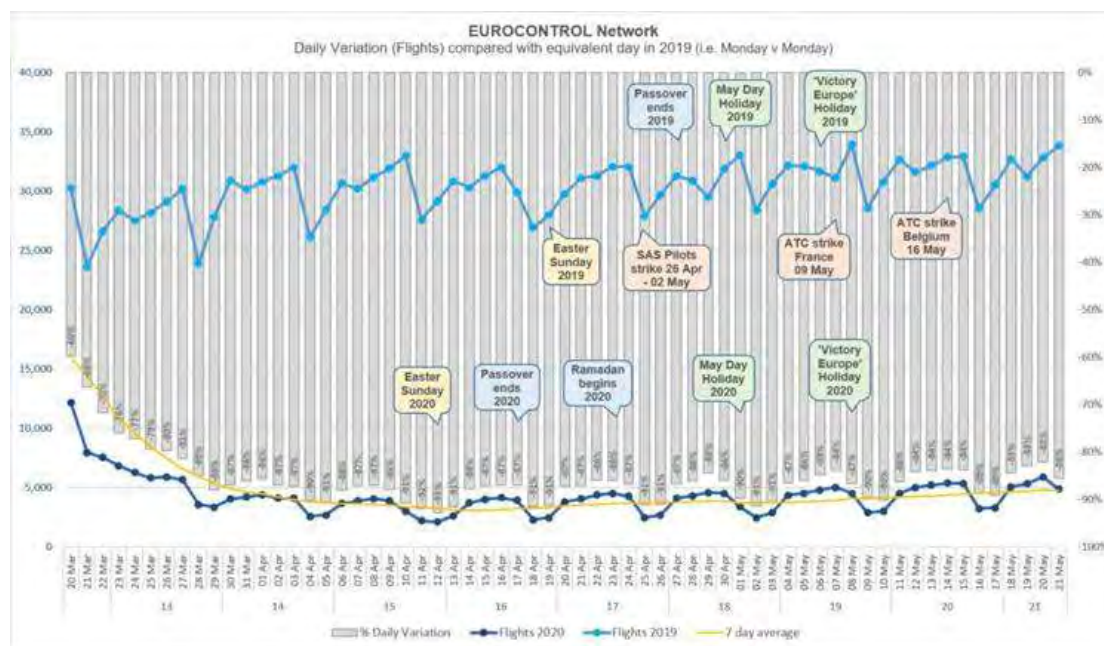
The traffic outlook is based on the airline schedule data and airport slots collected. Other additional information provided by airlines and airports is also taken into account where available.

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 **22 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	PAX - FLIGHTS - 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	PAX – 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; FLIGHTS - 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	PAX - Austrian, EEA/EU and Swiss citizens, their family, legal Austrian residents, on 14 days self-monitored home quarantine plus other requirements and exemptions; third country nationals not allowed to enter Austria from outside Schengen area with exemptions; third country citizens entering Austria from the Schengen area to provide certificate proving no infection with COVID-19; exemptions applied for crews and other categories of passengers FLIGHTS – Flights between Austria and China/Iran/Italy/France/Belarus/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 14 June 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 https://www.bmeia.gv.at/en/) 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	PAX – FLIGHTS - 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	07 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
BOSNIA HERZEGOVINA	Current situation	PAX - 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); FLIGHTS - International borders closed for all pax at international airports (LQSA, LQMO, LQBK, LQTZ) in Bosnia and Herzegovina; all	31 May 2020 31 May 2020

State		Latest input on lifting restrictions	Until
		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	
	Expected evolution	Lifting strategy to be defined	Next update
BULGARIA	Current situation	<p>PAX – 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>FLIGHTS -</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>PAX - All Croatian citizens can enter Croatia following the instructions and measures of the Croatian institute for public health; All EU, UK citizens as well as the citizens of Schengen area and Schengen associated states including the third country nationals with long term resident permit or long term visa holders and their families will be allowed to return to their domicile; exceptions granted for business trips, health care professionals, cross-border workers, diplomats and some others;</p> <p>All pax entering Croatia should follow the instructions and measures of the Croatian institute for public health;</p> <p>FLIGHTS -</p>	15 June 2020
	Expected evolution	<p>Airline restrictions - 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> <p>Limiting carry on baggage will also facilitate the boarding procedure are reduce contact between passengers and staff.</p>	Next update

State		Latest input on lifting restrictions	Until
CYPRUS	Current situation	PAX - FLIGHTS - All flights to/from Cyprus prohibited; exceptions granted for cargo, emergency, ferry; humanitarian, ambulance, repatriation flights or other urgent flights only with prior permission. Local flights prohibited exceptions for state acft, technical flts, training flts; additional restrictions applied for categories B and C.	28 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
CZECH REPUBLIC	Current situation	PAX - FLIGHTS - All civil flights, including GA, to/from Schengen area 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, NAVAIDs check	31 May 2020
	Expected evolution	<p>National travel restrictions - As of 14 April, travelling abroad for „essential activities“ is allowed. Each trip will be followed by 14 days of obligatory quarantine after arrival; Government of the Czech Republic lifted a ban on Czech citizens travelling abroad for reasons other than work following an improvement in conditions of the coronavirus outbreak. As of 24 April, it is possible to travel abroad, even for a holiday.</p> <p>Lifting strategy: From 11 May railway and bus carriers may transport passengers across the borders. Since 26 May the border regime will be lifted.</p> <p>Quarantine - Quarantine is mandatory primarily for patients with COVID-19. Upon arrival in the Czech Republic, persons are obliged to: complete the 14-days quarantine; or present a certificate of negative RT-PCR test for COVID 19 upon entry into the territory; or within 72 hours of entering the territory, submit to the regional hygienic station, according to the place of permanent residence, a confirmation of a negative PCR test passed on the territory of the Czech Republic.</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>International Travel Restrictions - 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>Czech Airlines renews flights to some destinations: from 18. 5. 2020 Amsterdam Frankfurt am Main and Paris, from 21. 5. 2020 Stockholm, from 25. 5. 2020 Bucharest. From 3 June 2020 Air France will renew flights from Prague to Paris – in June maximum two flights a week.</p>	Next update

State		Latest input on lifting restrictions	Until
DENMARK	Current situation	<p>PAX - Non-Danish citizens will not be allowed to enter the country unless they have clear reason; observe new entry requirements at: https://politi.dk/en/coronavirus-in-denmark/if-you-are-travelling-to-and-from-denmark</p> <p>FLIGHTS - Foreign training military flights prohibited in Danish military installations, exemptions granted with special request;</p>	<p>31 May 2020</p> <p>04 June 2020</p>
	Expected evolution	National strategy: No specific strategy as we do not have essential airport closures nor flight restrictions. No plans for reopening of borders for travel without worthy reason. A plan for the reopening of borders is expected before 1. June	Next update
ESTONIA	Current situation	<p>PAX - Foreign pax not allowed to enter Estonia with some exemptions; transit allowed provided no COVID-19 symptoms;</p> <p>FLIGHTS -</p>	31 May 2020
	Expected evolution	Strategy defined; revised every two weeks;	Next update
FINLAND	Current situation	<p>PAX -</p> <p>FLIGHTS - 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</p>	27 May 2020
	Expected evolution	<p>The national carrier is planning to restart operations to Asian destinations in July. The estimated amount of operations to resume is approximately 30% compared to the normal / previous year. Domestic flights are to be increased gradually. At present the restriction on connecting flights to domestic destinations from international flights has been lifted and pax may continue their travel by air on domestic flights.</p> <p>Restrictions of air traffic to/from Finland are partially lifted as of 13 May 2020.</p> <p>Lifting strategy to be defined</p>	Next update
FRANCE	Current situation	<p>PAX – 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. Travel restriction requirements to metropolitan France, within France, to overseas territories, to Corsica; all pax present to the airline the document corresponding to their case as published on the French Ministry of Internal Affairs website accompanied by supporting documents and a sworn statement that pax do not have COVID-19; failure to provide documentation required results in denied boarding; air carrier might require temperature check-failure to comply may result in denied boarding; face masks mandatory for pax older than 11 years; air carriers to inform pax of related requirements, hygienic measures and provides acces to water and soap points or hydro alcoholic gel dispensers; long stay visas, residence permits, provisional residence permits, residence permits applications with an expiry date between 15 March-15May automatically extended by 6 months</p> <p>FLIGHTS -</p>	15 June 2020
	Expected evolution	<p>Airline requirements: By decree 2020-548 of 11. May 2020, the airline shall inform passengers on board about health barrier measures. It shall give access to a water and soap point, or hydro-alcoholic gel dispenser. All persons aged 11 years or more shall wear a face mask in aircraft.</p> <p>The airline shall deny boarding to passengers unable to present the corresponding movement certificate, as well as a sworn statement relating to the absence of COVID 19 symptoms.</p>	Next update

State		Latest input on lifting restrictions	Until
		The airline may decide to implement mandatory temperature checks for passengers.	
GEORGIA	Current situation	PAX - 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; FLIGHTS - International scheduled flights to/from Georgia prohibited; exemptions granted for ferry flt, cargo, governmental flt, ambulance, emergency landings, technical stop, areal works, search and rescue operations	30 June 2020 30 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
GERMANY	Current situation	PAX - Non essential travel from third countries prohibited; return to their domicile states allowed for EU, Schengen and Schengen associated States citizens and their long term residents; other exemptions granted For EDDT and EDDB, on orders of the State Government of Berlin, all pax flying to Germany as their final destination from countries other than EU and Iceland, Liechtenstein, Norway, Switzerland and UK must stay in quarantine 14 days and must contact local authorities for their final destination; regulations do not apply to crew FLIGHTS - Flights from Iran prohibited to land in Germany;	15 June 2020 05/15 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
GREECE	Current situation	PAX - 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 FLIGHTS - 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 Athinai 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 training flights from approved ATOS.	31 May 2020 31 May 2020 14 June 2020 31 May 2020 24 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
HUNGARY	Current situation	PAX - 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 and Japan allowed for business purposes in accordance with relevant Hungarian legislation; other limited exemptions with PPR for neighbouring states citizens and humanitarian transit FLIGHTS -	30 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
ICELAND	Current situation	PAX - All pax arriving from a high-risk area are requested to quarantine for 14 days exceptions for transit pax; FLIGHTS -	15 June 2020
	Expected evolution	Website with COVID-19 related information: https://www.covid.is/english	Next update

State		Latest input on lifting restrictions	Until
		<p>The Directorate of Health and The Department of Civil Protection and Emergency Management are responsible for this website. Only few new COVID-19 cases have been diagnosed in Iceland since end of April.</p> <p>Government objectives and actions:</p> <p>The objective of the measures taken by the Icelandic authorities have from the beginning had a clear purpose, that is to ensure that the necessary infrastructure — particularly to include the healthcare system — is able to withstand the strain that the illness will cause in Iceland.</p> <p>Main measures taken:</p> <ul style="list-style-type: none"> • Early definition of high-risk areas • Quarantine requirements of all residents returning from areas abroad. • Large-scale screening for COVID-19 • High infection tracing rate • Quarantine requirements for anyone who has been in contact with infected individuals • Ban on larger gatherings • University and upper secondary school-closures. • Active communication with the general public, including regular press briefings <p>First step in lifting national restrictions was 04.05.2020. Next steps are planned 25.05.20 and 15.06.20. Further details will be announced later.</p> <p>Individuals arriving in Iceland from countries defined with high risk of infection must still undergo a 14-day quarantine from their day of arrival. Border control at the internal borders has therefore been extended according to the decision of the Ministry of Justice.</p> <p>The Government of Iceland has announced that it expects to start easing restrictions on international arrivals no later than 15 June 2020. The exact details of the revisions will be decided by the Government's multisector working group, however it is expected they will give travelers the choice between a two-week quarantine or being tested for the virus upon arrival, or otherwise proving that they are free of coronavirus infection. Final details on the easing of quarantine requirements for travellers are expected to be announced by the end of May.</p>	
IRELAND	Current situation	<p>PAX - The Irish Government is advising against all non-essential travel overseas. This includes Great Britain but does not apply to Northern Ireland;</p> <p>FLIGHTS -</p>	Next update
	Expected evolution	<p>ROADMAP FOR REOPENING SOCIETY AND BUSINESS</p> <p>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.</p> <p><u>Phase 1 (18 May)</u></p> <ul style="list-style-type: none"> • Allow outdoor meetings between people from different households • Open up childcare for healthcare workers • Phased return of outdoor workers • Open retailers which are primarily outdoor or those which were open during first level of restriction • Opening of certain outdoor public amenities 	Next update

State		Latest input on lifting restrictions	Until
		<p><u>Phase 2 (8 June)</u></p> <ul style="list-style-type: none"> Allow visits to households Develop plans and supports to open up business with consideration for safety of staff and customers Open small retail outlets and marts where social distancing can be observed Open public libraries <p><u>Phase 3 (29 June)</u></p> <ul style="list-style-type: none"> Allow small social gatherings Opening of crèches, childminders and pre-schools for children of essential workers in phased manner Return to work for those with low levels of interaction Open non-essential retail outlets with street level entrance and exit Open playgrounds <p><u>Phase 4 (20 July)</u></p> <ul style="list-style-type: none"> Opening of crèches, childminders and pre-schools for children of all other workers on a gradually increasing basis Return to work for those who cannot work from home Gradual easing of restrictions for higher risk services Opening of museums, galleries, places of worship <p><u>Phase 5 (10 August)</u></p> <ul style="list-style-type: none"> Allow larger social gatherings Return to work across all sectors On a phased basis, commencing at the beginning of the academic year 2020/2021, opening of primary and secondary schools and third level institutions Further easing of restrictions on high risk retail services <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> <p>the latest data regarding the progression of the disease the capacity of the health service the capacity of the testing and tracing system the measures in place to protect vulnerable groups an assessment of the impact of excess morbidity and mortality as a consequence of the restrictions</p> <p>For the latest information consult https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/ or www.hse.ie</p>	
ISRAEL	Current situation	<p>PAX - Pax from any other countries except Israel are prohibited to enter the country; exemptions granted; crew members restrictions;</p> <p>FLIGHTS - All international flights arriving to Israel permitted to land only at Tel Aviv Ben Gurion airport.</p>	<p>15 June 2020</p> <p>15 June 2020</p>
	Expected evolution	Lifting strategy to be defined	Next update
ITALY	Current situation	<p>PAX – Extra Schengen pax prohibited to enter Schengen area; 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>FLIGHTS -</p>	02 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
LATVIA	Current situation	<p>PAX - Mandatory isolation for arriving pax</p> <p>FLIGHTS - International pax flights to/from Latvia prohibited with exemptions requiring pre-approval</p>	<p>09 June 2020</p> <p>09 June 2020</p>

State		Latest input on lifting restrictions	Until
	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	PAX - 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 FLIGHTS - Individual permission required for pax flights	31 May 2020 31 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
LUXEMBOURG	Current situation	PAX - FLIGHTS -	
	Expected evolution	Lifting strategy to be defined	Next update
MALTA	Current situation	PAX - All pax to/from Malta to/from all countries prohibited; exemptions granted to cargo, ferry, humanitarian and repatriation flights; other exemptions granted FLIGHTS -	31 May 2020
	Expected evolution	No input received from EACCC State Focal Point	Next update
MOLDOVA	Current situation	PAX - Foreign pax not allowed, except for Moldavian citizens; other exemptions granted FLIGHTS - All scheduled and regular charter flights to/from Moldova prohibited; non-scheduled pax flts need individual authorization; exceptions granted for aircraft in state of emergency overflying FIR LUUU, HUM, medical and relief flts, technical landing with no-pax debarking, cargo flts and other safety related operations;	30 June 2020 30 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
MONACO	Current situation	PAX – FLIGHTS -	Next update
	Expected evolution	No input received from EACCC State Focal Point	Next update
MONTENEGRO	Current situation	PAX - All foreign nationals except those with temporary or permanent residence are prohibited to enter Montenegro; 14 days of quarantine + 14 days of self-isolation mandatory for all pax arriving from abroad; FLIGHTS - All international flights with the purpose of public transport of passengers prohibited to land at LYPG, exemptions granted; International business and GA flights with no more than 10 pax allowed at LYTV with 24 hrs PPR and pax allowed provided negative COVID test not older than 48 hours;	01 June 2020 01 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 is being developed.	Next update
MOROCCO	Current situation	PAX – FLIGHTS - 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	15 June 2020

State		Latest input on lifting restrictions	Until
	Expected evolution	No input received from EACCC State Focal Point	Next update
NETHERLANDS	Current situation	PAX - All pax coming from high risk areas must stay 14days in quarantine and some other restrictions and measures; 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 FLIGHTS -	1 June 2020 15 June 2020
	Expected evolution	Lifting strategy to be defined	Next update
NORTH MACEDONIA	Current situation	PAX – Foreign pax not allowed to enter North Macedonia with some exemptions; FLIGHTS –LWSK is closed except for state, military, humanitarian, cargo, ferry flts with prior notice; LWSK will provide all services for exempted flrs only with reduced operational hours	30 May 2020 30 May 2020
	Expected evolution	Lifting strategy to be defined	Next update
NORWAY	Current situation	PAX - 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 10 days with exemptions granted FLIGHTS -	15 June 2020
	Expected evolution	Airline requirements - 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	PAX - FLIGHTS - 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	PAX – All military flights, crew and pax scheduled to LPLA isolated 14 days within the confines of a Portuguese airbase; stopover time limited to crew rest. All pax and crew landing at Madeira airports will be subject to 14 days quarantine in designated hotel unit FLIGHTS - 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 ldg 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	01 June 2020 14 June 2020 14 June 2020

State		Latest input on lifting restrictions	Until
		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 purposes, cargo/mail, ferry, technical ldg where pax do not disembark;	14 June 2020
	Expected evolution	As indicated in the NOTAMS. Ordinance No. 106/2020 of May 2, "Establishes the maximum passenger limit for air transportation, at 2/3 of the maximum seating capacity available, as well as the exceptions to that limit and the respective requirements, in order to guarantee the convenient distance between passengers and to guarantee their safety, both on scheduled flights, or on flights excepted from the general rule on capacity". Humanitarian, repatriation, taxi and own-use flights with aircraft with seating capacity up to 19 seat and flights for emigrants returning to their work places abroad, are exempted. During the flight, the airline crew shall immediately act in conformity with the contingency plan, if symptomatic passengers are detected and warn the airport of arrival in order to segregate such passenger(s). Lifting strategy to be defined.	Next update
ROMANIA	Current situation	<p>PAX - All pax coming from abroad will be quarantined 14 days; crews exempted; It is forbidden the entry on the territory of Romania, through the crossing points of the state border, of foreign citizens and stateless persons, defined according to the Government Emergency Ordinance no. 194/2002 on the regime of aliens in Romania, approved with amendments and completions by Law no. 357/2003, republished, with subsequent amendments and completions, with the following exceptions:</p> <ul style="list-style-type: none"> a. Family members of Romanian citizens, b. Family members of the citizens of other member states of the European Union (EU) or of the European Economic Area (EEA) or of the Swiss Confederation (CH), residing in Romania, c. Persons who hold a long-stay visa, a residence permit or a document equivalent to the residence permit issued by the Romanian authorities or a document equivalent to them issued by the authorities of other states, according to the law of the European Union, d. persons traveling in the professional interest, evidenced by a visa, residence permit or other equivalent document, namely medical staff, medical researchers, medical staff for geriatric care, as well as carriers and other categories of staff involved in the transport of goods provide such necessary transports, e. Diplomatic or consular personnel, personnel of international organizations, military personnel or personnel who can provide humanitarian aid, f. Passengers in transit, including those repatriated as a result of granting consular protection, g. Passengers traveling on imperative grounds, h. Persons who need international protection or for other humanitarian reasons. <p>FLIGHTS - 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;</p> <p>AOs allowed to perform charter flights with seasonal workers, repatriation flights, flights carrying workers in the transportation domain, from Romania to any other states. Rules to obtain permissions for charter flights transporting seasonal workers</p>	<p>16 June 2020</p> <p>28 May 2020</p>

State		Latest input on lifting restrictions	Until
	Expected evolution	Lifting strategy to be defined	Next update
SERBIA	Current situation	PAX – restrictions lifted FLIGHTS – restrictions lifted	Not applicable as all restrictions lifted
	Expected evolution	Pick of the epidemic was finished in Serbia. The end of it is not clear yet. This is why exit strategy: - is constantly under revalorization and adaptation; - according to the Government decisions and advices of the State COVID-19 Medical Crisis Cell; - according to the international aviation bodies recommendations; - is correlated to the measures of other states strategies. Lifting strategy to be defined	Next update
SLOVAKIA	Current situation	PAX - FLIGHTS - 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;	28 May 2020
	Expected evolution	National strategy - State plan/strategy mostly concerns general de-escalations strategy. Even though the international transport (including aviation) was expected in the last phase of the strategy (4/4), there are no concrete plans yet available about this part of the lifting strategy. The first phase was launched on 22.04, the fourth on 20.05. Most of the public activities are available again in restricted regime. The international flight restriction is in place until 28th May so far. The official plan/general strategy is so far available only in the Slovak language, could be translated if needed. The plan doesn't so far contain specific transport/aviation details.	Next update
SLOVENIA	Current situation	PAX - Citizens of Slovenia or persons with permanent residence in Slovenia are not subject to quarantine; All pax of the EU and Schengen states not subject to quarantine if the following is met: the state from which they come is in the list with bilateral agreement on EU level; if arriving person was not outside EU or Schengen area for more than 14 days. If person, non-citizen and non-resident of Slovenia, is COVID-19 positive or has symptoms he/she will not be allowed to enter the country; if it's decided that the person will not be able to leave the country due to restrictions in other countries, he/she is denied to enter Slovenia; 14 days quarantine is obligatory for all pax arriving from third countries; exceptions granted for – pax involved in transport of goods from/to third countries; persons with special permit to travel; FLIGHTS - Int general aviation flts arriving to LJAJ, LJBL, LJBO, LJCE, LJCL, LJDI, LJMS, LJNM, LJPO, LJPT, LJSG, LJSK, LJSO prohibited; all int flts should land first at LJLJ, LJMB or LJPZ	01 June 2020 12 June 2020
	Expected evolution	National strategy - Government of the Republic of Slovenia declared end of coronavirus epidemic. The expected end date of validity of measures related to general aviation is 12 June 2020. Although there are no more restrictions on international passenger air traffic, quarantine measures (with exemptions) for passengers remain. Please refer to the published NOTAMs. Continuation of quarantine measures will be weekly examined by the Government.	Next update
SPAIN	Current situation	PAX - Third country nationals not allowed, except if regular residents in the EU, Schengen associated states or Andorra going directly to their place of residence, holders of long term visas issued by EU or	15 June 2020

State		Latest input on lifting restrictions	Until
		<p>Schengen associated state going to their place of residence, other exemptions granted,</p> <p>Only the following pax will be allowed to enter Spanish territory by air: Spanish citizens and residents, cross-border workers, healthcare, force majeure, urgent needs, diplomatic, transport of goods, ship crews, labour reasons, other exemptions</p> <p>Pax arriving from abroad should follow 14 days quarantine, exceptions granted for cross-border workers, carriers and crews, health personnel</p> <p>FLIGHTS - All commercial flights from Spanish territory prohibited to land in the Balearic islands (inter-island flts between Balearic islands allowed); executive aviation, air taxis or similar flights prohibited to land at any airport in the Balearics islands, regardless their origin; exemptions granted for State, cargo, ferry, HUM, medical emergency flights;</p> <p>All commercial flights from Spanish territory prohibited to land in the Canary islands (inter-island flts between Canary islands allowed); executive aviation, air taxis or similar flights prohibited to land at any airport in the Canary islands, regardless their origin; exemptions granted for State, cargo, ferry, HUM, medical emergency flights;</p> <p>Pax internal public air transport and public air transport subject to Public Service Obligations shall be reduced by at least 70% ;</p> <p>Pax flights departing from any airport outside the Spanish territory shall use only LEBL, GCLP, LEMD, LEMG, LEPA/LESJ, LEZL, LEMH, LEIB, GCRR, GCFV, GCTS, LEAL, LEVC airports; state aircraft, stopovers with no commercial purpose, cargo, ferry, HUM, medical, emergency flights exempted. Flights carrying only Spanish citizens , Spanish residents or other groups covered by Spanish legislation exempted if prior authorisation received</p>	<p>23 May 2020</p> <p>23 May 2020</p> <p>23 May 2020</p> <p>23 May 2020</p> <p>23 May 2020</p>
	Expected evolution	Lifting strategy to be defined	Next update
SWEDEN	Current situation	<p>PAX - All pax prohibited to enter Sweden, except pax from Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Switzerland, UK; exemptions granted</p> <p>FLIGHTS - Flights to/from High Risk Area airports require disinfection of aircraft according to EASA Safety Directive SD 2020-01. The Stockholm Region with airports Arlanda (ESSA) and Bromma (ESSB), has been determined by EASA to be a High Risk Area for Covid-19 transmission.</p>	<p>15 June 2020</p> <p>Next update</p>
	Expected evolution	A recovery plan is being developed within the agency. Some airlines have also started to develop recovery plans.	Next update
SWITZERLAND	Current situation	<p>PAX - Foreign Pax not allowed to enter Switzerland; exemptions granted to permanent residents, nationals or residents of Lichtenstein, transit pax travelling to a country where travel is permitted, crews, persons of importance in the health sector</p> <p>FLIGHTS - 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.</p>	<p>13 June 2020</p> <p>Next update</p>
	Expected evolution	<p>A complete opening of the borders with Germany, Austria and France should take place on 15 June 2020, if the epidemic development allows it.</p> <p>The Federal Council will discuss further relaxation of entry and residence restrictions at its meeting on 27 May.</p>	Next update

State		Latest input on lifting restrictions	Until
		Lifting strategy to be defined.	
TURKEY	Current situation	PAX – 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; FLIGHTS - 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	PAX - 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; FLIGHTS - 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;	14 June 2020 14 June 2020
	Expected evolution	Lifting strategy to be defined.	Next update
UNITED KINGDOM	Current situation	PAX - FLIGHTS -	Next update
	Expected evolution	Lifting strategy to be defined	Next update

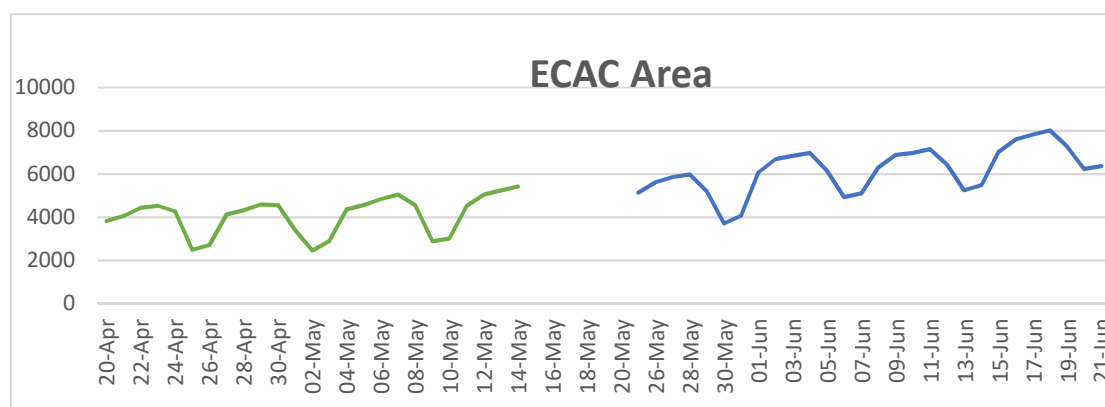
4.3 COVID-19 Related NOTAMs

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



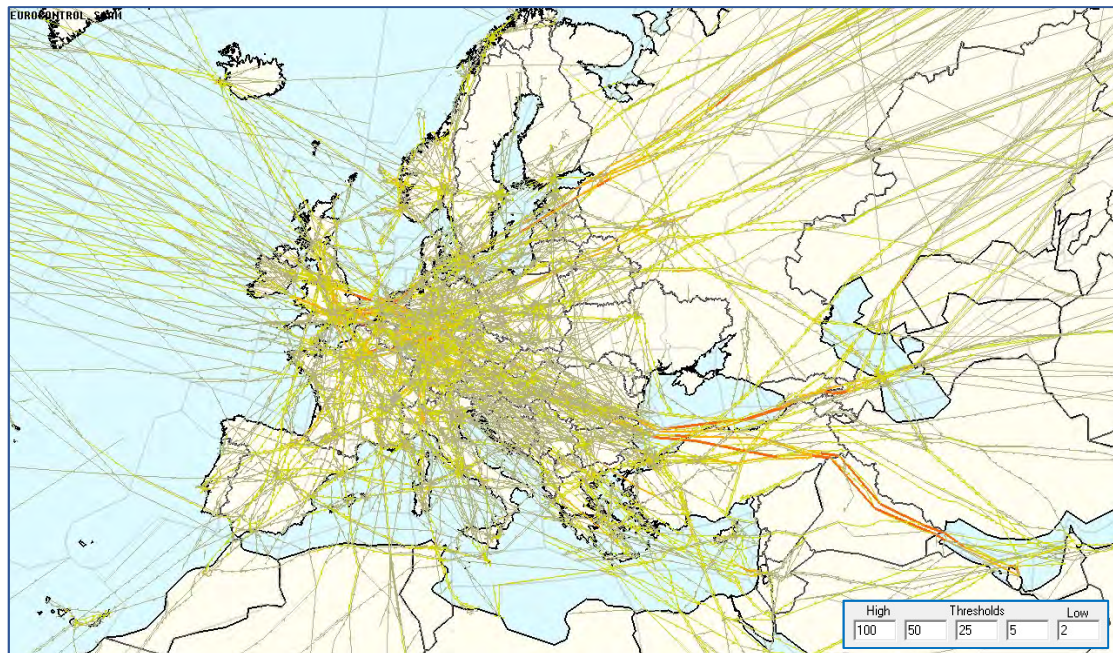
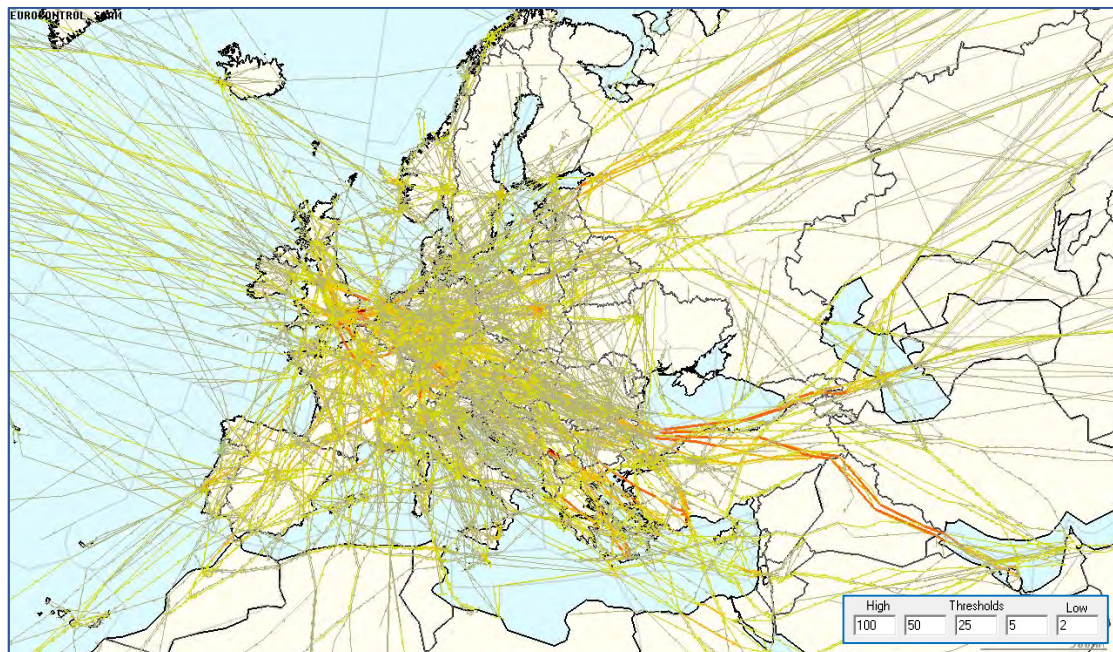
The network traffic outlook as predicted based on airport slots and airline schedules available to Eurocontrol through various databases demonstrates a traffic growth during the month of June which confirms that the airline behaviour will depend heavily on the states policies. The traffic sample used 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 above 8.000 flights during the second half of June 2020 with a possible increase on some days to up to 8500 flights.**

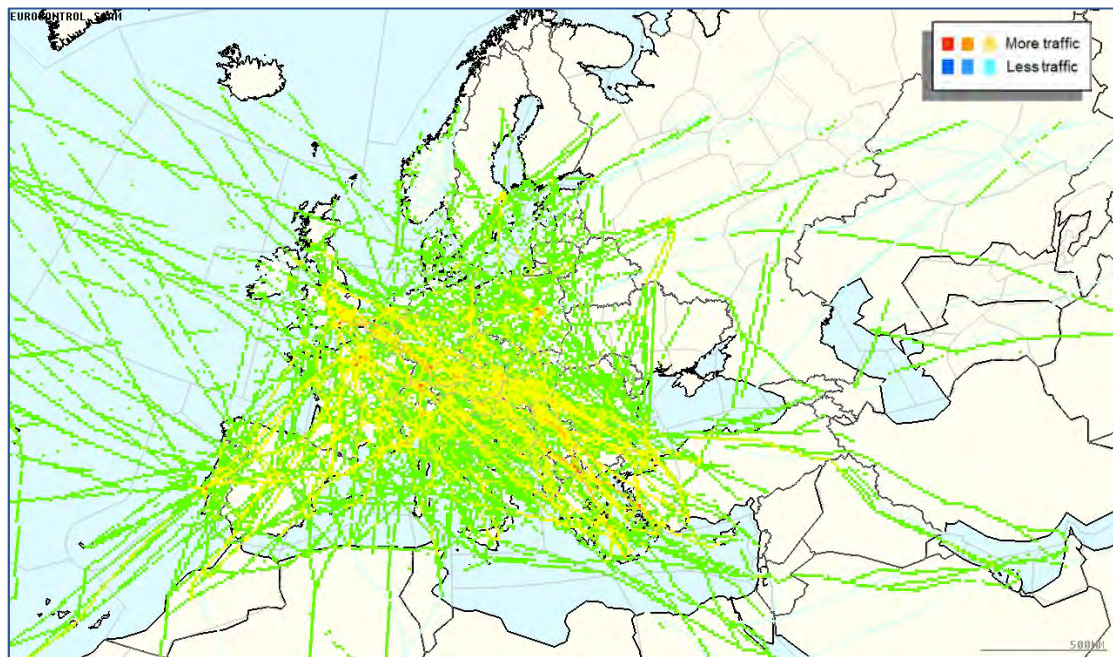
Due to the volatile environment in which airlines operate, many of them have either provisional schedules or summer schedules updated only until beginning of June. The confidence interval for the last two weeks of the traffic outlook is therefore wider than the nearer dates. Readers of this report are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

Due to schedules coverage in certain ACCs, the traffic demand may appear weaker in the last two weeks of the traffic sample period. ACCs are invited to allow for an additional 10% buffer to their current traffic in their planning.

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 17.06.2020**

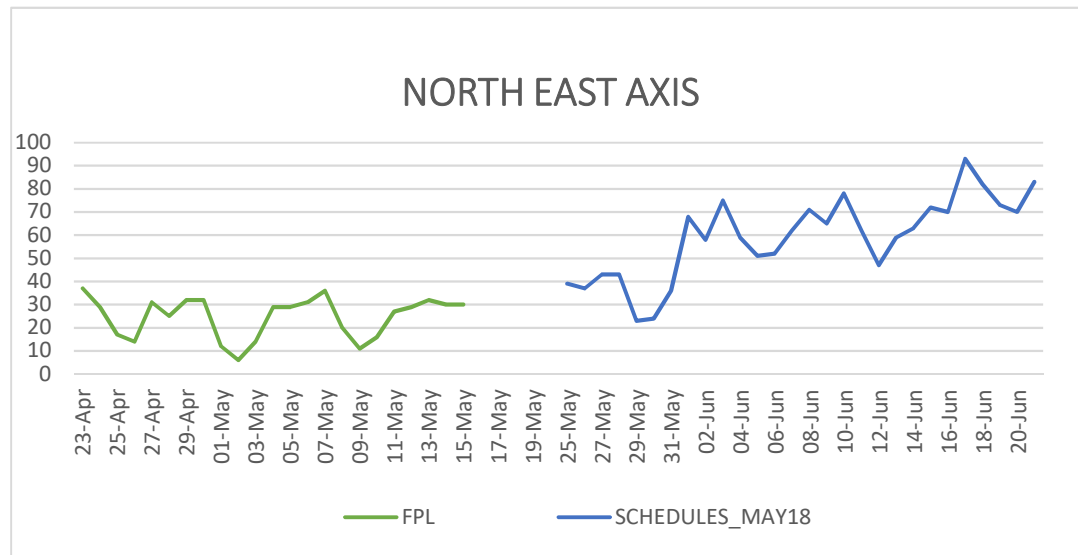
The map below presents the expected changes in traffic between 27 May and 17 June.



Major flows in NM area

NORTH EAST AXIS

NE Axis traffic is expected to increase during June mainly for holiday destinations, depending on travel restrictions. The few flights that are currently operated may increase towards the end of the traffic sample period. Several of these schedules appear to be kept provisionally.



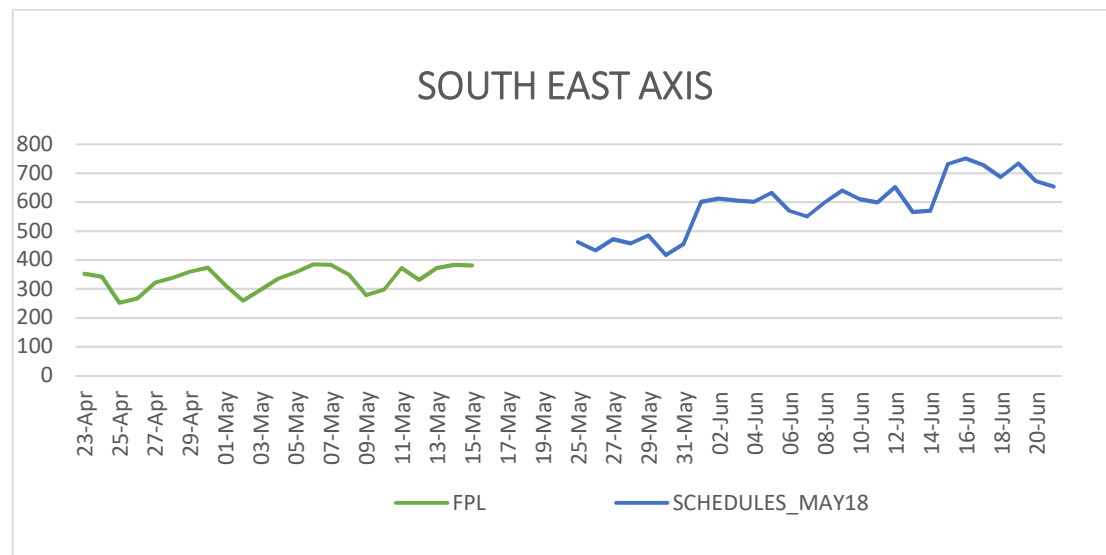
CURRENT DENSITY



3RD JUNE WEDNESDAY**17TH JUNE WEDNESDAY**

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. Additionally, several airlines seem to keep schedules for South East holiday destinations in anticipation of new announcements by states.



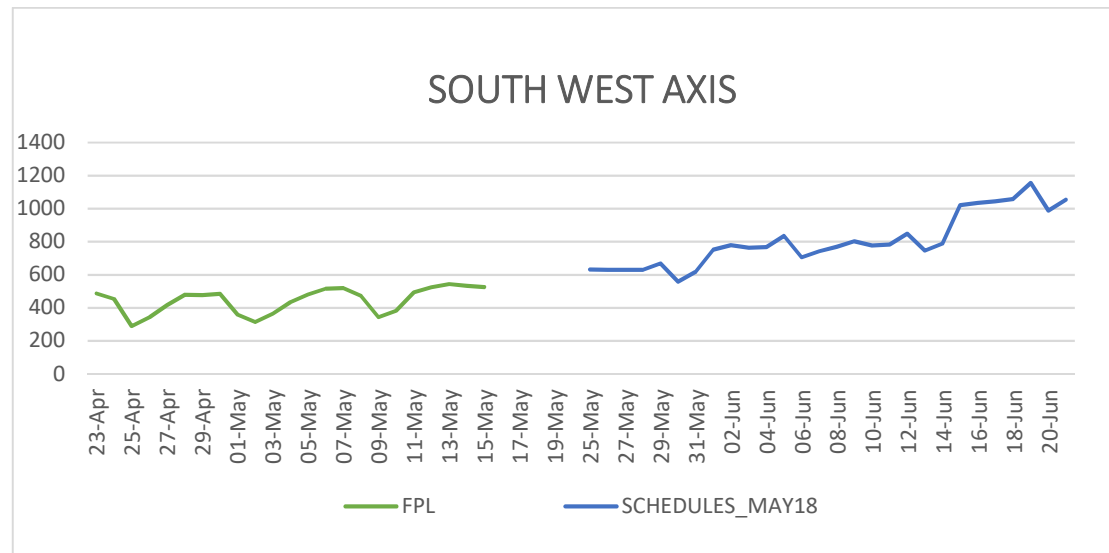
CURRENT DENSITY



3RD JUNE WEDNESDAY**17TH 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. While this traffic sample was being calculated, some states in South West axis destinations extended their travel restrictions till the end of June.



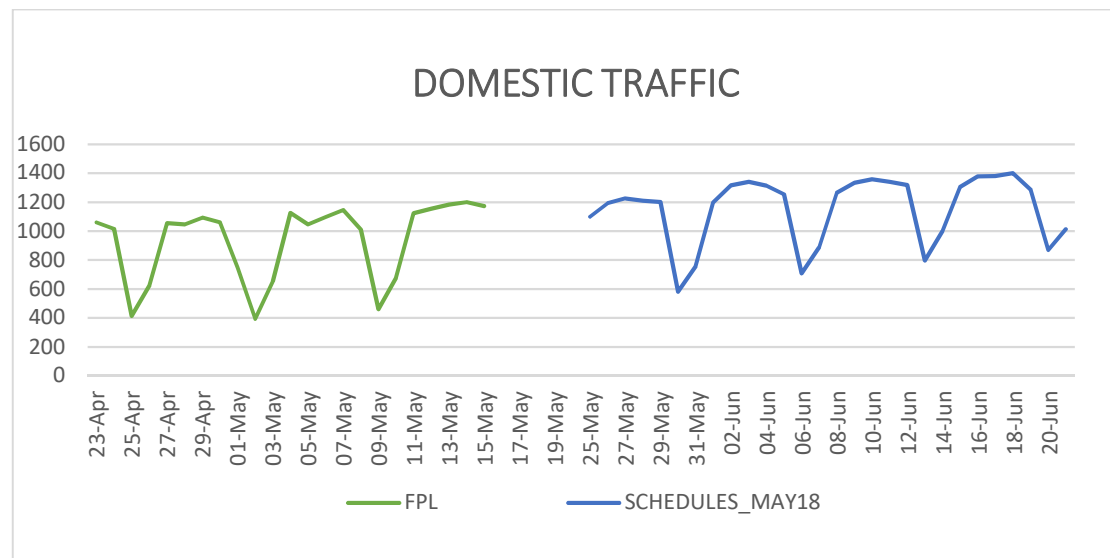
CURRENT DENSITY



3RD JUNE WEDNESDAY**17TH JUNE WEDNESDAY**

DOMESTIC TRAFFIC

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



CURRENT DENSITY

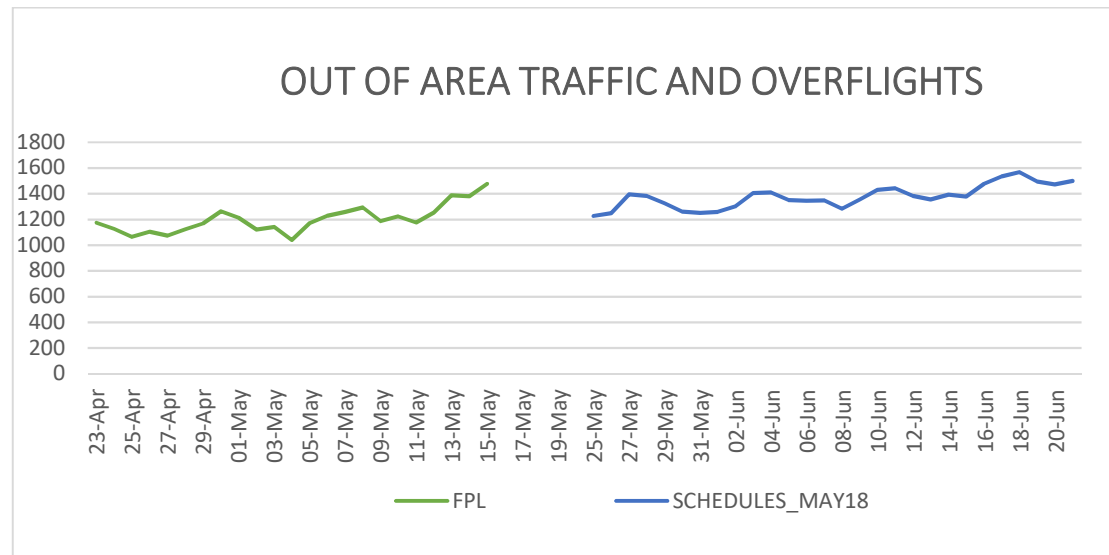


3RD JUNE WEDNESDAY**17TH JUNE WEDNESDAY**

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.

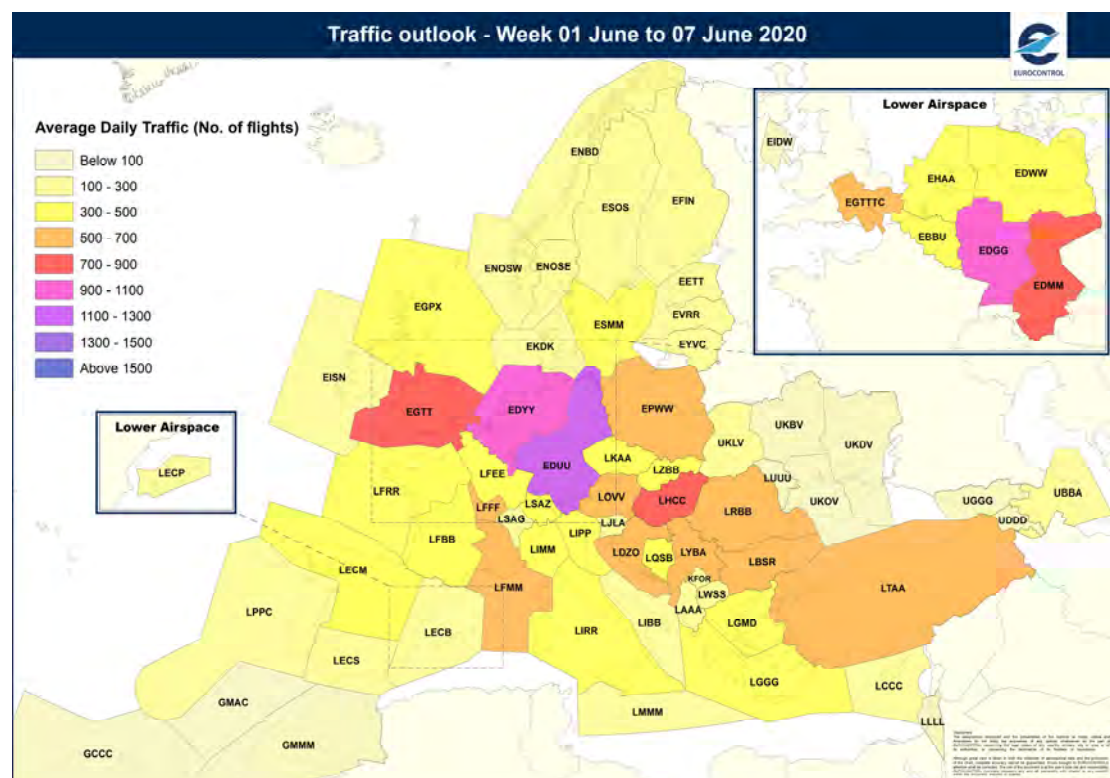
There is a moderate increase seen in the schedules for out of area traffic. Flows that are expected to grow mid-June are Asia, Russia and North-Africa flights.

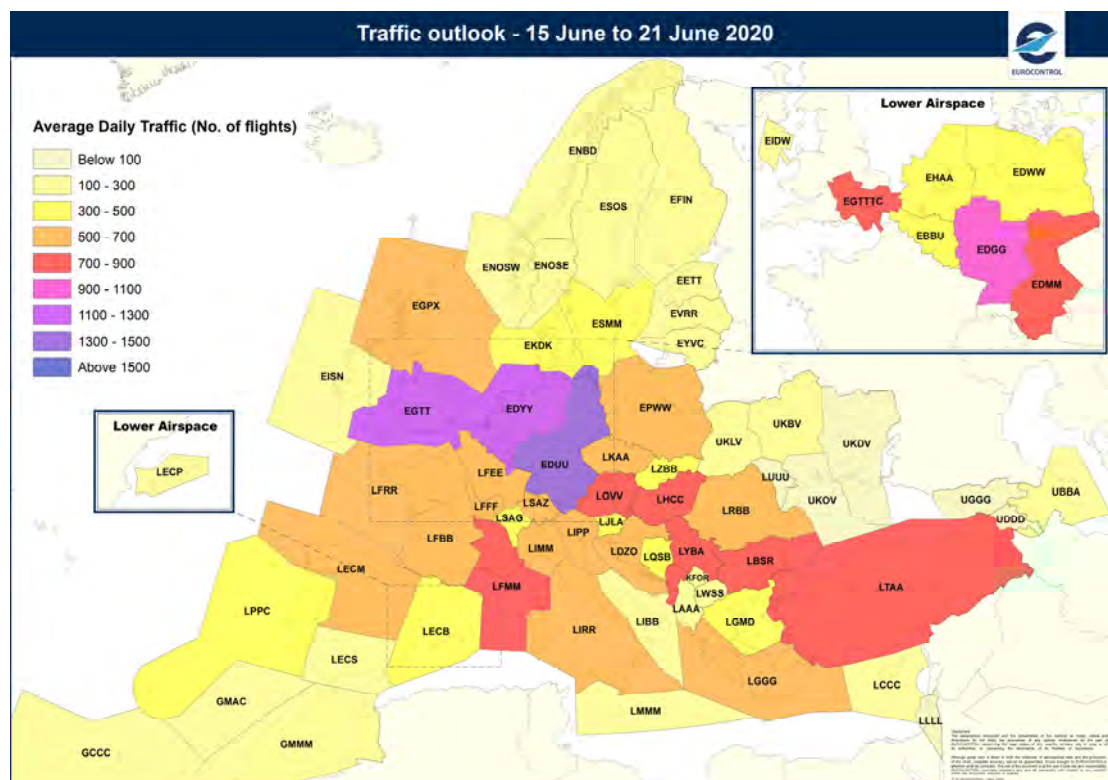


CURRENT DENSITY



3RD JUNE WEDNESDAY**17TH JUNE WEDNESDAY**





Traffic distribution by airport

Country	Airport	Airport Name	Average Daily Traffic per Week (No of flights)			
			Week 25/05/2020 - 31/05/2020	Week 01/06/2020 - 07/06/2020	Week 08/06/2020 - 14/06/2020	Week 15/06/2020 - 21/06/2020
Albania	LATI	Tirana	30	29	31	37
Austria	LOWW	Wien Schwechat	89	142	159	160
Belgium	EBBR	Brussels National	90	109	116	127
Belgium	EBCI	Charleroi/Brussels South	8	10	11	15
Bulgaria	LBSF	Sofia	53	66	66	70
Cyprus	LCLK	Larnaka/Intl	16	16	17	22
Czech Republic	LKPR	Praha Ruzyně	42	85	95	106
Denmark	EKCH	Kobenhavn/Kastrup	73	93	108	126
Finland	EFHK	Helsinki-Vantaa	72	68	69	92
France	LFBD	Bordeaux-Mérignac	15	20	24	31
France	LFBO	Toulouse Blagnac	29	36	40	63
France	LFLY	Lyon Saint-Exupéry	30	38	46	77
France	LFML	Marseille Provence	36	35	39	43
France	LFMN	Nice-Côte d'Azur	40	62	62	87
France	LFPB	Paris Le Bourget	48	44	43	52
France	LFPG	Paris Charles de Gaulle	185	206	225	253
France	LFPO	Paris Orly	26	64	76	106
France	LFRS	Nantes Atlantique	14	24	33	45
France	LFSB	Bâle-Mulhouse	45	48	47	58
Germany	EDDB	Schoenefeld-Berlin	36	38	41	77
Germany	EDDF	Frankfurt Main	234	238	238	225
Germany	EDDH	Hamburg	50	63	63	74
Germany	EDDK	Köln-Bonn	134	142	143	174
Germany	EDDL	Düsseldorf	56	90	90	96
Germany	EDDM	München	77	131	135	159
Germany	EDDP	Leipzig/Halle	134	131	132	151
Germany	EDDS	Stuttgart	33	74	76	99
Germany	EDDT	Berlin-Tegel	47	68	71	98
Germany	EDDV	Hannover Langenhagen	35	50	54	54
Greece	LGAV	Athens	98	106	110	119
Greece	LGIR	Iraklion/Nikos Kazantzakis	36	76	80	95
Greece	LGTS	Thessaloniki/Macedonia	24	58	59	71
Hungary	LHBP	Budapest Liszt Ferenc Int.	87	117	124	137
Ireland	EIDW	Dublin	71	88	90	88
Israel	LLBG	Tel Aviv/Ben Gurion	52	45	47	55
Italy	LICC	Catania Fontanarossa	22	35	42	58
Italy	LICJ	Palermo Punta Raisi	16	30	35	42
Italy	LIMC	Milano Malpensa	107	126	126	158
Italy	LIME	Bergamo/Orio Alserio	32	42	44	41
Italy	LIMF	Torino Caselle	14	14	17	17
Italy	LIML	Milano Linate	14	18	19	26
Italy	LIPE	Bologna/Borgo Panigale	24	35	37	39
Italy	LIPZ	Venezia Tessera	28	43	50	92
Italy	LIRA	Roma Ciampino	21	25	25	29
Italy	LIRF	Roma/Fiumicino	106	119	127	136
Italy	LIRN	Napoli Capodichino	27	49	51	58
Italy	LIRP	Pisa San Giusto	13	19	21	27
Latvia	EVRA	Riga Intl	33	34	37	44
Lithuania	EYVI	Vilnius Intl	32	36	37	41
Luxembourg	ELLX	Luxembourg	49	50	49	45
Malta	LMML	Luqa Airport	53	57	55	52
Morocco	GMMN	Casablanca/Mohammed	15	37	39	46
Netherlands	EHAM	Amsterdam/Schiphol	221	252	260	260
North Macedonia	LWSK	Skopje	14	15	15	19

Country	Airport	Airport Name	Average Daily Traffic per Week (No of flights)			
			Week 25/05/2020 - 31/05/2020	Week 01/06/2020 - 07/06/2020	Week 08/06/2020 - 14/06/2020	Week 15/06/2020 - 21/06/2020
Norway	ENBR	Bergen/Flesland	120	116	116	153
Norway	ENGM	Oslo/Gardermoen	164	164	166	165
Norway	ENVA	Trondheim/Vaernes	51	49	51	58
Norway	ENZV	Stavanger/Sola	80	83	83	103
Poland	EPGD	Gdansk/Lech Walesa	32	42	42	49
Poland	EPKK	Krakow/Balice	21	29	30	35
Poland	EPKT	Katowice Pyrzowice	20	33	35	43
Poland	EPMO	Modlin	3	3	3	4
Poland	EPPO	Poznan/Lawica	12	21	24	24
Poland	EPWA	Chopina W Warszawie	63	176	185	198
Portugal	LPFR	Faro	10	20	22	36
Portugal	LPPR	Porto	20	31	34	41
Portugal	LPPT	Lisboa	40	153	156	176
Romania	LROP	Bucuresti/Henri Coanda	88	99	100	105
Serbia	LYBE	Beograd/Nikola Tesla	25	36	41	55
Spain	GCLP	Gran Canaria	36	43	47	51
Spain	GCRR	Lanzarote	12	15	17	23
Spain	GCTS	Tenerife Sur/Reina Sofia	10	15	19	30
Spain	GCXO	Tenerife Norte	22	27	28	27
Spain	LEAL	Alicante	14	29	30	40
Spain	LEBB	Bilbao	7	17	20	26
Spain	LEBL	Barcelona/El Prat	70	98	102	123
Spain	LEIB	Ibiza	14	26	30	44
Spain	LEMD	Madrid/Barajas	100	136	146	178
Spain	LEMG	Malaga/Costa Del Sol	27	47	50	65
Spain	LEPA	Palma De Mallorca	50	88	95	134
Spain	LEVC	Valencia	18	29	30	35
Spain	LEVT	Vitoria	17	18	17	24
Spain	LEZL	Sevilla	13	22	26	33
Sweden	ESGG	Goteborg/Landvetter	18	22	22	32
Sweden	ESSA	Stockholm-Arlanda	89	101	103	134
Sweden	ESSB	Stockholm-Bromma	13	13	13	12
Switzerland	LSGG	Geneva	47	54	57	77
Switzerland	LSZH	Zurich	77	165	165	147
Turkey	LTAC	Ankara-Esenboga	17	23	23	26
Turkey	LTAI	Antalya	41	82	86	94
Turkey	LTBJ	Izmir-Adnan-Menderes	19	34	35	35
Turkey	LTBS	Mugla Dalaman	3	8	10	16
Turkey	LTFJ	Istanbul/Sabiha Gokcen	6	33	35	41
Turkey	LTFM	Istanbul Airport	44	56	72	69
Ukraine	UKBB	Kyiv/Boryspil	31	38	40	40
United Kingdom	EGAA	Belfast/Aldergrove	25	25	25	43
United Kingdom	EGBB	Birmingham	18	24	27	50
United Kingdom	EGCC	Manchester	33	55	60	86
United Kingdom	EGGD	Bristol	28	31	31	56
United Kingdom	EGGW	London/Luton	112	117	116	145
United Kingdom	EGKK	London/Gatwick	95	95	99	176
United Kingdom	EGLC	London/City	0	12	14	19
United Kingdom	EGLL	London/Heathrow	192	176	176	172
United Kingdom	EGNT	Newcastle	5	9	9	22
United Kingdom	EGNX	East Midlands	73	71	71	94
United Kingdom	EGPD	Aberdeen/Dyce	28	33	34	41
United Kingdom	EGPF	Glasgow	23	27	28	39
United Kingdom	EGPH	Edinburgh	32	42	43	64
United Kingdom	EGSS	London/Stansted	53	56	55	78

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.

18 ACCs have planned a gradual increase in the number of sectors available (planned and/or maximum) during the period 25 May 2020 to 21 June 2020 (Langen ACC, Maastricht UAC, Shannon ACC, Vilnius ACC, Agadir ACC, Casablanca ACC, Nicosia ACC, Madrid ACC, Sevilla ACC, Reims ACC, Brest ACC, Athens ACC, Makedonia ACC, Ljubljana ACC, Geneva ACC, Zurich ACC, Skopje ACC, and Beograd ACC).

Sector capacities:

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

- Tallinn ACC: Reduced monitoring values as indicated in Annex 1.
- Maastricht UAC: Monitoring values temporarily lowered by 10% so that MUAC ATCOs can gradually get used to higher levels of traffic again.
- 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.

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 are below 55% until the end of May. There is an increase of airports providing information up to 31st May, 62 airports, although their average capacity declared has fallen down below 60% most of the days. There are still 22 less airports reporting their predictions as of 1st June, but their capacity figures are better, reaching up to 65% on the 15th June. The variability of the average airport capacity increase after the 1st June is due to the reduction of airports reporting at that time horizon.

Please note 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

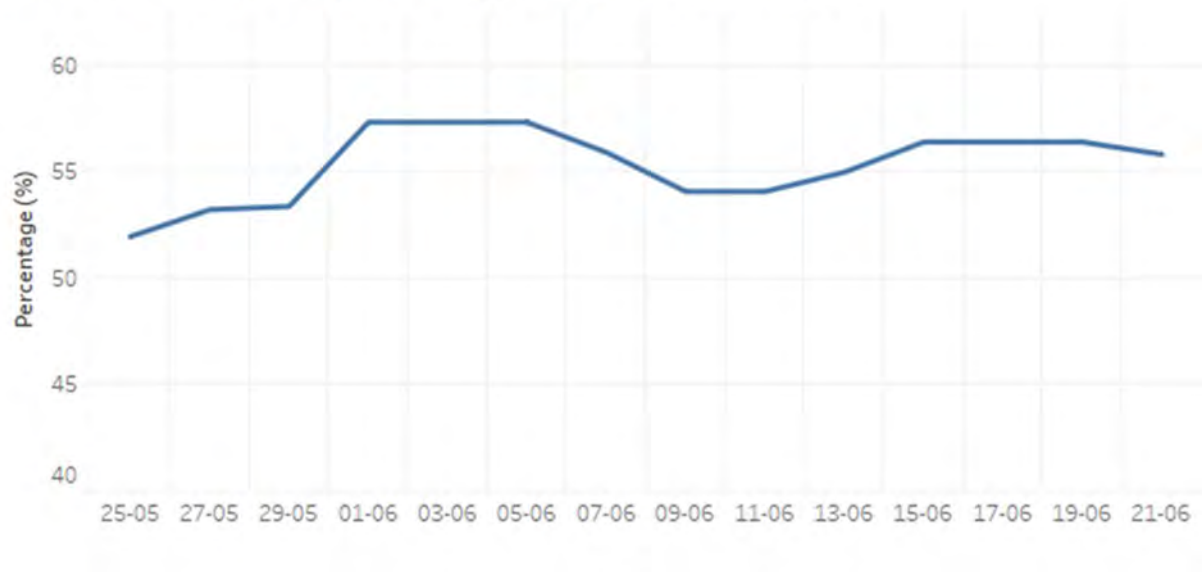


Figure 1: Overall airport capacity based on available airport prediction in Airport Corner COVID page

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, section Capacity – Normal Conditions. These figures are likely to change as more COVID-19 measures become applicable.

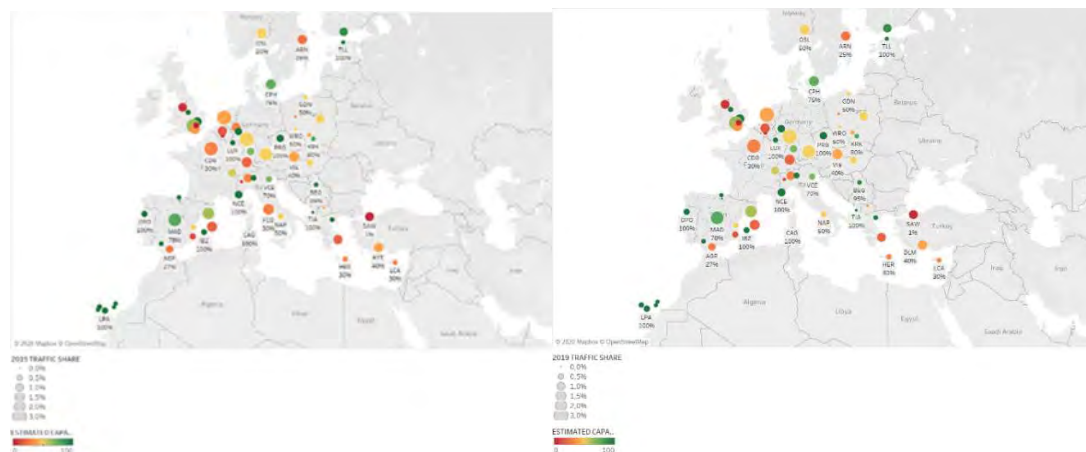


Figure 2: (a) Current Airport capacity (18/05/2020) – (b) Airport capacity prediction at 7 days (25/05/2020) based on airport prediction in Airport Corner COVID 19 page

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, section Capacity – Normal Conditions. The black vertical line corresponds to the date at which the report was extracted (18th 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.

These 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/>
- IFATCA - <https://www.ifatca.org/covid-19/>

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 and the List of Potential Hazards/Safety Issues are given in the **Annex 3** of this document.

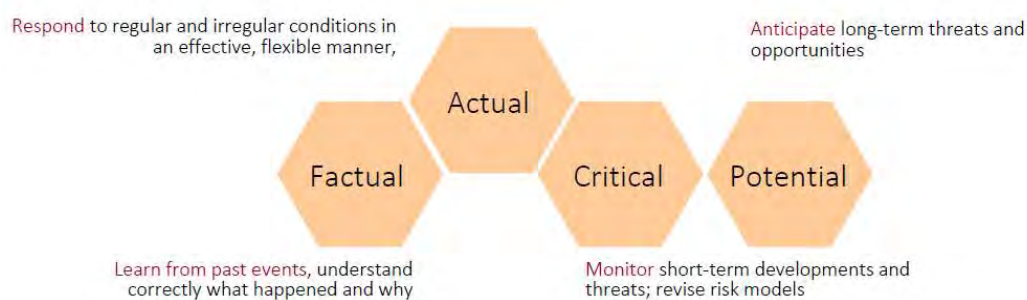
6.4.2.1 Approach in applying the Safety Argument

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
26-May-20	28-May-20	LSGG	EBACE 2020	CANCELLED	
27-May-20		EPGD	final UEFA Europa League - Gdansk Stadium, Poland	POSTPONED	
30-May-20		LTFM	Final UEFA Champions League - Istanbul, Turkey	POSTPONED	
12-Jun-20	12-Jul-20	12 host countries	UEFA 2020 >2021	POSTPONED	11-Jun-21
13-Jun-20	14-Jun-20	LFFF/LFRR/LFRM	Le Mans, H24 race	POSTPONED	19-Sep-20
25-Jun-20	28-Jun-20	LFMM	Grand Prix France - Paul Ricard (Le Castellet)	CANCELLED	
27-Jun-20	19-Jul-20	LF	Tour de France	POSTPONED	29-Aug-20
28-Jun-20	05-Jul-20	ES	Almedalen- political event on the island of Gotland, ESSV effected)	CANCELLED	
03-Jul-20		ULLI	UEFA 2020 1/4 finales - St Petersburg	POSTPONED	
03-Jul-20		EDDM	UEFA 2020 1/4 finales - Munich	POSTPONED	
04-Jul-20		UBBB	UEFA 2020 1/4 finales - Baku	POSTPONED	
04-Jul-20		LIRF	UEFA 2020 1/4 finales - Rome	POSTPONED	
07-Jul-20	08-Jul-20	EGLL	UEFA 2020 1/2 finales - London	POSTPONED	
12-Jul-20		EGLL	UEFA 2020 Finales - London	POSTPONED	

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 Rhoon
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

Start Date	End date	ACC Airport	Event
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 Hooegeveen
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	POSTPONED	Spring 2021
03-Jun-20		LSGG	Introduction of e-strip+electronic coordination between APP and TWR at LSGG (PAGE 1)	POSTPONED	3/6>30/6
Jun-20		LYBA	LARA ph1 implementation in RS & MNE	POSTPONED	
18-Jun-20		EG	UK CTA Improvements	POSTPONED	13-Aug-20
18-Jun-20		LE/GM/ FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1d - dualise VASTO point	POSTPONED	18/6>8/10
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.	POSTPONED	Spring 2021
03-Dec-20		LOVV	To implement Night Cross Border Free Route Airspace between SECSI FRA and FRALB.	POSTPONED	Spring 2022
31-Dec-20		EV	Point Merge To introduce Point Merge arrival systems for Riga (EVRA) airport.	POSTPONED	25-Mar-21
End of 2020		LYBA	ATM system SW/HW upgrade. Step1/phase 2	POSTPONED	

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
02-Jun-20	tbd	LF	New ATM system 4Flight - training at LFEE
05-Jun-20	08-Jun-20	EB	construction works in main OPSroom
18-Jun-20		LP	Extension of Madeira TMA boundaries
18-Jun-20		ES	Redesign of ESMM4, ESMM5 and ESMMC
18-Jun-20		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.
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)
Jul-20		LR	CPDLC fully operational
13-Aug-20		EG	UK CTA Improvements
Sep-20		UK	New ATM System (AIRCON2100) implementation Odessa
08-Oct-20		LE/GM/FAB SW	To review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c : - 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 - phase 1d - dualise VASTO point
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		EN/ICAO	Norway FIR renaming
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
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- revise ATS network and adapt airspace organisation
05-Dec-20		EDWW	operation on back up system - no delays expected
12-Dec-20		EDWW	operation on back up system - no delays expected
Winter 20/21		LOVV	LOVV 2020 Airspace restructuring
Jan-21		LP	implementation TopSky in Lisbon ACC - transition to new room
Jan-21		LP	start of implementation TopSky in LP TWRs (LPPR/FR/ST/CS/MA/PT)

7.4 Military Exercises

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
28/05/2020	08/07/2020	LFRR/EGGX/LPPO	RAPHAEL	Postponed	09/06-17/07
01/06/2020	05/06/2020	EFIN	ETELÄ 20	Cancelled	
08/06/2020	12/06/2020	EFIN	PIHTI 20	Cancelled	
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	19/06/2020	EPWW	DEFENDER-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	11/06/2020	LFBB/LFFF/LFRR/LFMM	BELOTE 2020-02		No impact
09/06/2020	17/07/2020	LFRR/EGGX/LPPO	RAPHAEL		Low impact ¹
11/06/2020	14/06/2020	LF/EG	OCEANIS 2020-1		Low impact ²
17/06/2020	17/06/2020	LF	ROGUE CUP		No impact
17/06/2020	19/06/2020	LFBB	MCC		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		

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

² 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
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		

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-making³ 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.

³ 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.

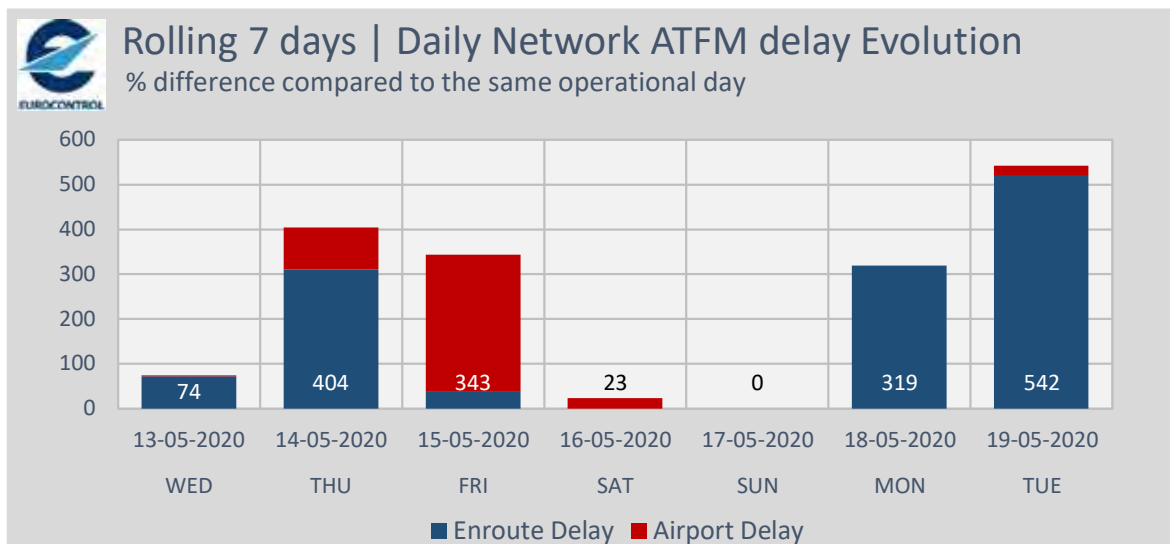
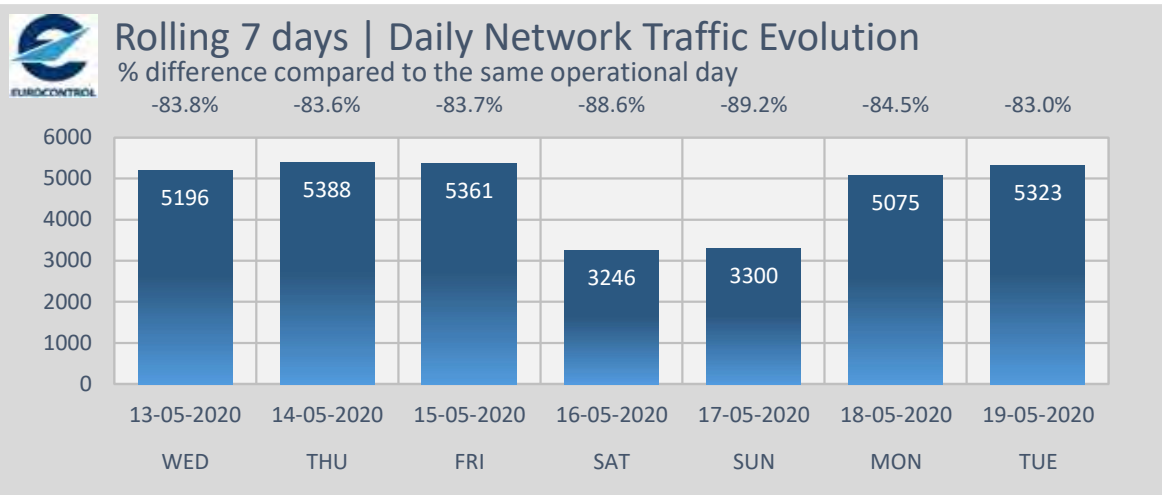
9 Forecast of Network Operational Performance

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	13-05-2020	5196	32148	-83.8%	74	72	2
THU	14-05-2020	5388	32867	-83.6%	404	310	94
FRI	15-05-2020	5361	32940	-83.7%	343	39	304
SAT	16-05-2020	3246	28531	-88.6%	23	0	23
SUN	17-05-2020	3300	30540	-89.2%	0	0	0
MON	18-05-2020	5075	32724	-84.5%	319	319	0
TUE	19-05-2020	5323	31236	-83.0%	542	519	23



9.1.2 ACCs

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200513-20200519	EBBUACC	BRUSSELS ACC	313	1797	-82.6%	0
20200513-20200519	EDGGALL	LANGEN ACC	777	3916	-80.2%	0
20200513-20200519	EDMMACC	MUENCHEN ACC	505	3445	-85.3%	0
20200513-20200519	EDUUUAC	KARLSRUHE UAC	808	5049	-84.0%	0
20200513-20200519	EDWWACC	BREMEN ACC	291	1922	-84.8%	0
20200513-20200519	EDYYUAC	MAASTRICHT UAC	819	5259	-84.4%	0
20200513-20200519	EETTACC	TALLIN ACC	194	662	-70.7%	0
20200513-20200519	EFINACC	HELSINKI ACC	116	547	-78.8%	0
20200513-20200519	EGPXALL	SCOTTISH ACC	298	2948	-89.9%	0
20200513-20200519	EGTTACC	LONDON ACC	672	6266	-89.3%	0
20200513-20200519	EGTTTC	LONDON TC	451	4148	-89.1%	0
20200513-20200519	EHAAACC	AMSTERDAM ACC	235	1756	-86.6%	0
20200513-20200519	EIDWACC	DUBLIN ACC	75	766	-90.2%	0
20200513-20200519	EISNACC	SHANNON ACC	268	1444	-81.5%	0
20200513-20200519	EKDKACC	KOBENHAVN ACC	269	1661	-83.8%	0
20200513-20200519	ENBDACC	BODO ACC	242	539	-55.1%	0
20200513-20200519	ENOSACC	OSLO ACC	198	1029	-80.8%	0
20200513-20200519	ENSVACC	STAVANGER ACC	240	660	-63.6%	0
20200513-20200519	EPWWACC	WARSAWA ACC	361	2459	-85.3%	0
20200513-20200519	ESMMACC	MALMO ACC	319	1723	-81.5%	0
20200513-20200519	ESOSACC	STOCKHOLM ACC	181	1202	-84.9%	0
20200513-20200519	EVRRACC	RIGA ACC	222	892	-75.1%	0
20200513-20200519	EYVCACC	VILNIUS ACC	174	770	-77.4%	0
20200513-20200519	GCCCACC	CANARIAS ACC	79	878	-91.0%	0
20200513-20200519	GMMMACC	CASABLANCA ACC	47	1013	-95.4%	0
20200513-20200519	LAAAACC	TIRANA ACC	66	643	-89.8%	0
20200513-20200519	LBSRACC	SOFIA ACC	330	2327	-85.8%	0
20200513-20200519	LCCCACC	NICOSIA ACC	175	1068	-83.6%	0
20200513-20200519	LDZOACC	ZAGREB ACC	155	2057	-92.5%	0
20200513-20200519	LECBACC	BARCELONA ACC	142	2817	-95.0%	0
20200513-20200519	LECMALL	MADRID ACC	208	3295	-93.7%	0
20200513-20200519	LECPACC	PALMA ACC	42	1076	-96.1%	0
20200513-20200519	LECSACC	SEVILLA ACC	86	1148	-92.5%	0
20200513-20200519	LFBALL	BORDEAUX ACC	198	2968	-93.3%	0
20200513-20200519	LFEEACC	REIMS ACC	312	3028	-89.7%	14
20200513-20200519	LFFFALL	PARIS ACC	434	3545	-87.8%	0
20200513-20200519	LFMMACC	MARSEILLE ACC	285	3484	-91.8%	0
20200513-20200519	LFRRACC	BREST ACC	202	3358	-94.0%	0
20200513-20200519	LGGGACC	ATHINAI ACC	258	1792	-85.6%	0
20200513-20200519	LGMDACC	MAKEDONIA ACC	174	1494	-88.4%	0
20200513-20200519	LHCCACC	BUDAPEST ACC	351	2358	-85.1%	0
20200513-20200519	LIBBACC	BRINDISI ACC	91	958	-90.5%	0
20200513-20200519	LIMMACC	MILANO ACC	217	2640	-91.8%	0
20200513-20200519	LIPPACC	PADOVA ACC	162	2220	-92.7%	0
20200513-20200519	LIRRACC	ROMA ACC	260	2512	-89.7%	0
20200513-20200519	LJLAACC	LJUBLJANA ACC	86	1165	-92.7%	0
20200513-20200519	LKAAACC	PRAHA ACC	276	2356	-88.3%	0
20200513-20200519	LLLLACC	TEL-AVIV ACC	93	525	-82.2%	0
20200513-20200519	LMMMACC	MALTA ACC	61	362	-83.3%	0
20200513-20200519	LOVVACC	WIEN ACC	306	2835	-89.2%	0
20200513-20200519	LPPCACC	LISBOA ACC	97	1653	-94.1%	0
20200513-20200519	LQSBACC	BH ACC	99	112	-11.5%	0

Period	ACC	ACC Name	Avg daily traffic	Avg daily traffic Year-1	% Traffic diff	Avg Daily ER Delay
20200513-20200519	LRBBACC	BUCURESTI ACC	295	1940	-84.8%	0
20200513-20200519	LSAGACC	GENEVA ACC	168	1979	-91.5%	0
20200513-20200519	LSAZACC	ZURICH ACC	227	2477	-90.8%	46
20200513-20200519	LTAAACC	ANKARA ACC	448	3760	-88.1%	0
20200513-20200519	LTBBACC	ISTANBUL ACC	154	1942	-92.1%	0
20200513-20200519	LUUUACC	CHISINAU ACC	13	140	-90.8%	0
20200513-20200519	LWSSACC	SKOPJE ACC	57	683	-91.7%	0
20200513-20200519	LYBAACC	BEOGRAD ACC	205	2238	-90.8%	0
20200513-20200519	LZBBACC	BRATISLAVA ACC	200	1465	-86.4%	0
20200513-20200519	UDDDAC	YEREVAN ACC	20	109	-81.9%	0
20200513-20200519	UGGGACC	TBILISI ACC	121	316	-61.6%	0
20200513-20200519	UKBVACC	KYIV FIR/ACC	54	523	-89.7%	0
20200513-20200519	UKDVACC	DNIPRO ACC	5	68	-93.3%	0
20200513-20200519	UKLVACC	L'VIV ACC	44	466	-90.6%	0
20200513-20200519	UKOVACC	ODESA ACC	36	322	-88.9%	0

9.1.3 Airports

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200513-20200519	EBBR	BRUSSELS NATIONAL	84	650	-87.1%	0
20200513-20200519	EBCI	CHARLEROI/BRUSSELS SOUTH	3	157	-98.1%	0
20200513-20200519	EDDB	SCHOENEFELD-BERLIN	36	257	-86.0%	0
20200513-20200519	EDDF	FRANKFURT MAIN	252	1464	-82.8%	0
20200513-20200519	EDDH	HAMBURG	43	439	-90.2%	0
20200513-20200519	EDDK	KOELN-BONN	129	413	-68.8%	0
20200513-20200519	EDDL	DUESSELDORF	41	662	-93.8%	0
20200513-20200519	EDDM	MUENCHEN	67	1217	-94.5%	0
20200513-20200519	EDDP	LEIPZIG/HALLE	146	210	-30.5%	0
20200513-20200519	EDDS	STUTTGART	35	410	-91.5%	0
20200513-20200519	EDDT	BERLIN-TEGEL	29	561	-94.8%	0
20200513-20200519	EDDV	HANNOVER LANGENHAGEN	33	191	-82.7%	0
20200513-20200519	EFHK	HELSINKI-VANTAA	72	563	-87.2%	0
20200513-20200519	EGAA	BELFAST/ALDERGROVE	21	167	-87.4%	0
20200513-20200519	EGBB	BIRMINGHAM	13	334	-96.1%	0
20200513-20200519	EGCC	MANCHESTER	22	577	-96.2%	0
20200513-20200519	EGGD	BRISTOL	7	196	-96.4%	0
20200513-20200519	EGGW	LONDON/LUTON	38	415	-90.8%	0
20200513-20200519	EGKK	LONDON/GATWICK	7	834	-99.2%	0
20200513-20200519	EGLC	LONDON/CITY	0	251	-100.0%	0
20200513-20200519	EGLL	LONDON/HEATHROW	223	1344	-83.4%	0
20200513-20200519	EGNT	NEWCASTLE	1	137	-99.3%	0
20200513-20200519	EGNX	EAST MIDLANDS	85	208	-59.1%	0
20200513-20200519	EGPD	ABERDEEN/DYCE	31	145	-78.6%	0
20200513-20200519	EGPF	GLASGOW	14	255	-94.5%	0
20200513-20200519	EGPH	EDINBURGH	24	393	-93.9%	0
20200513-20200519	EGSS	LONDON/STANSTED	58	576	-89.9%	0
20200513-20200519	EHAM	AMSTERDAM/SCHIPHOL	204	1478	-86.2%	0
20200513-20200519	EIDW	DUBLIN	73	708	-89.7%	0
20200513-20200519	EKCH	KOBENHAVN/KAstrup	56	773	-92.8%	0
20200513-20200519	ELLX	LUXEMBOURG	45	228	-80.3%	0
20200513-20200519	ENBR	BERGEN/FLESAND	125	242	-48.3%	0
20200513-20200519	ENGM	OSLO/GARDERMOEN	153	711	-78.5%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200513-20200519	ENVA	TRONDHEIM/VAERNES	47	145	-67.6%	0
20200513-20200519	ENZV	STAVANGER/SOLA	79	180	-56.1%	0
20200513-20200519	EPKK	KRAKOW/BALICE	10	185	-94.6%	0
20200513-20200519	EPWA	CHOPINA W WARSZAWIE	32	541	-94.1%	0
20200513-20200519	ESGG	GOTEBORG/LANDVETTER	16	204	-92.2%	0
20200513-20200519	ESSA	STOCKHOLM-ARLANDA	74	706	-89.5%	0
20200513-20200519	ESSB	STOCKHOLM-BROMMA	13	163	-92.0%	0
20200513-20200519	EVRA	RIGA INTL	18	258	-93.0%	0
20200513-20200519	EYVI	VILNIUS INTL	17	143	-88.1%	0
20200513-20200519	GCLP	GRAN CANARIA	44	302	-85.4%	0
20200513-20200519	GCRR	LANZAROTE	13	152	-91.4%	0
20200513-20200519	GCTS	TENERIFE SUR/REINA SOFIA	4	159	-97.5%	0
20200513-20200519	GCXO	TENERIFE NORTE	27	198	-86.4%	0
20200513-20200519	GMMN	CASABLANCA/MOHAMMED	11	196	-94.4%	0
20200513-20200519	LBSF	SOFIA	47	171	-72.5%	0
20200513-20200519	LCLK	LARNAKA/INTL	17	186	-90.9%	0
20200513-20200519	LDZA	ZAGREB/PLESO	18	136	-86.8%	0
20200513-20200519	LEAL	ALICANTE	6	302	-98.0%	0
20200513-20200519	LEBB	BILBAO	4	153	-97.4%	0
20200513-20200519	LEBL	BARCELONA/EL PRAT	60	987	-93.9%	0
20200513-20200519	LEIB	IBIZA	7	256	-97.3%	0
20200513-20200519	LEMD	ADOLFO SUAREZ MADRID-BARAJAS	100	1190	-91.6%	0
20200513-20200519	LEMG	MALAGA/COSTA DEL SOL	18	431	-95.8%	0
20200513-20200519	LEPA	PALMA DE MALLORCA	33	731	-95.5%	0
20200513-20200519	LEVC	VALENCIA	13	204	-93.6%	0
20200513-20200519	LEZL	SEVILLA	14	168	-91.7%	0
20200513-20200519	LFBD	BORDEAUX-MERIGNAC	22	230	-90.4%	0
20200513-20200519	LFBO	TOULOUSE BLAGNAC	28	286	-90.2%	0
20200513-20200519	LFLL	LYON SAINT-EXUPERY	13	338	-96.2%	0
20200513-20200519	LFML	MARSEILLE PROVENCE	36	301	-88.0%	0
20200513-20200519	LFMN	NICE-COTE D'AZUR	26	448	-94.2%	0
20200513-20200519	LFPB	PARIS LE BOURGET	48	173	-72.3%	0
20200513-20200519	LFPG	PARIS CH DE GAULLE	201	1409	-85.7%	0
20200513-20200519	LFPO	PARIS ORLY	4	649	-99.4%	0
20200513-20200519	LFRS	NANTES ATLANTIQUE	8	209	-96.2%	0
20200513-20200519	LFSB	BALE-MULHOUSE	30	254	-88.2%	0
20200513-20200519	LGAV	ATHINAI/ELEFTHERIOS VENIZELOS	100	623	-83.9%	0
20200513-20200519	LGIR	IRAKLION/NIKOS KAZANTZAKIS	13	191	-93.2%	0
20200513-20200519	LGTS	THESSALONIKI/MAKEDONIA	18	157	-88.5%	0
20200513-20200519	LHBP	BUDAPEST LISZT FERENC INT.	46	346	-86.7%	0
20200513-20200519	LICC	CATANIA FONTANAROSSA	15	219	-93.2%	0
20200513-20200519	LICJ	PALERMO PUNTA RAISI	19	160	-88.1%	0
20200513-20200519	LIMC	MILANO MALPENSA	96	587	-83.6%	0
20200513-20200519	LIME	BERGAMO/ORIO ALSERIO	14	265	-94.7%	0
20200513-20200519	LIML	MILANO LINATE	14	297	-95.3%	0
20200513-20200519	LIPE	BOLOGNA/BORGIO PANIGALE	14	213	-93.4%	0
20200513-20200519	LIPZ	VENEZIA TESSERA	11	271	-95.9%	0
20200513-20200519	LIRA	ROMA CIAMPINO	28	147	-81.0%	0
20200513-20200519	LIRF	ROMA/FIUMICINO	91	852	-89.3%	0
20200513-20200519	LIRN	NAPOLI CAPODICHINO	14	262	-94.7%	0
20200513-20200519	LKPR	PRAHA RUZYNE	35	418	-91.6%	0

Period	Airport	Airport Name	Avg Daily Traffic	Avg Daily Traffic Year-1	% Traffic Diff	Avg Daily Airport Delay
20200513-20200519	LLBG	TEL AVIV/BEN GURION	76	429	-82.3%	0
20200513-20200519	LMML	LUQA AIRPORT	16	173	-90.8%	0
20200513-20200519	LOWW	WIEN SCHWECHAT	53	832	-93.6%	0
20200513-20200519	LPFR	FARO	4	214	-98.1%	0
20200513-20200519	LPPR	PORTO	16	281	-94.3%	0
20200513-20200519	LPPT	LISBOA	38	623	-93.9%	0
20200513-20200519	LROP	BUCURESTI/HENRI COANDA	35	343	-89.8%	0
20200513-20200519	LSGG	GENEVA	48	488	-90.2%	0
20200513-20200519	LSZH	ZURICH	77	777	-90.1%	0
20200513-20200519	LTAC	ANKARA-ESENOGA	12	233	-94.8%	0
20200513-20200519	LTAI	ANTALYA	4	649	-99.4%	0
20200513-20200519	LTBJ	IZMIR-ADNAN-MENDERES	3	188	-98.4%	0
20200513-20200519	LTFJ	ISTANBUL/SABIHA GOKCEN	6	568	-98.9%	0
20200513-20200519	LTFM	ISTANBUL AIRPORT	31	1126	-97.2%	0
20200513-20200519	LYBE	BEOGRAD/NIKOLA TESLA	23	193	-88.1%	0
20200513-20200519	UKBB	KYIV/BORYSPIL	36	323	-88.9%	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.

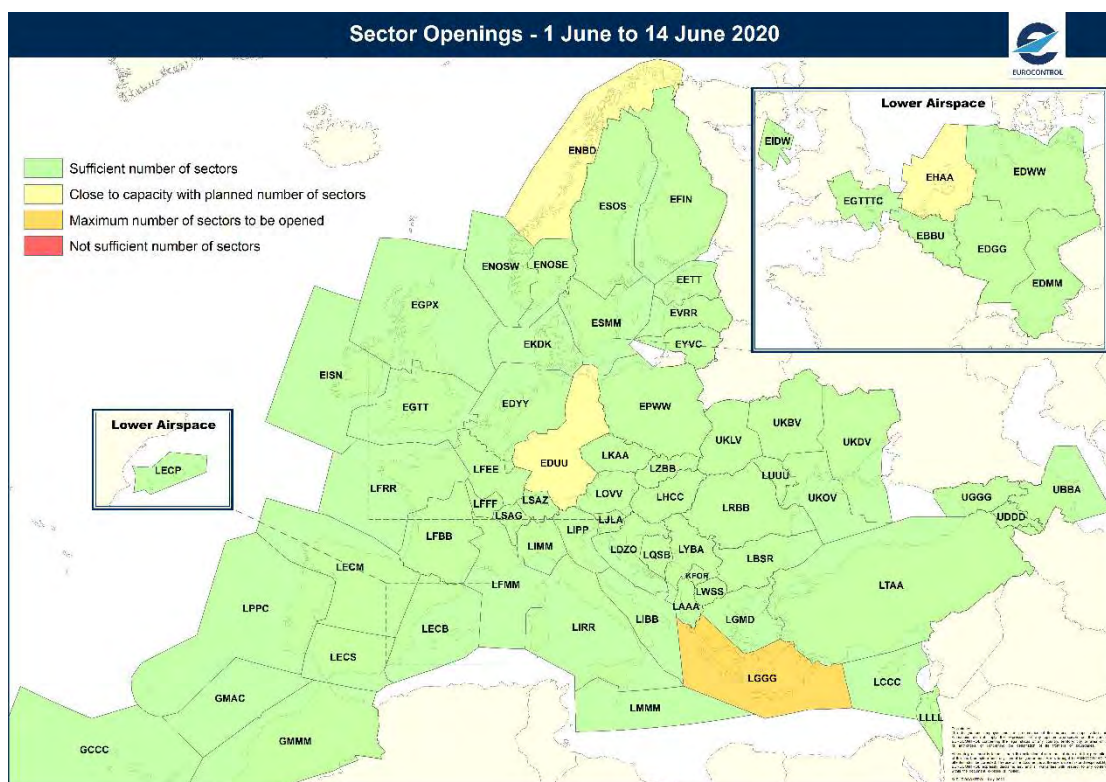
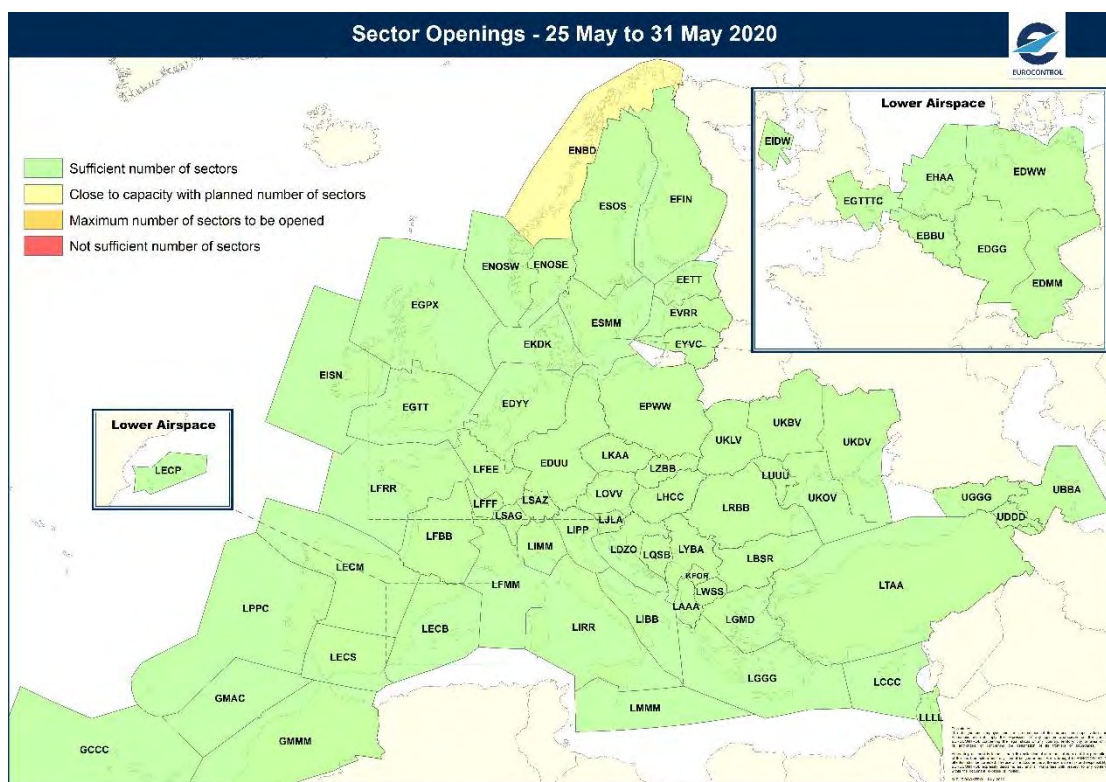
With the planned sector openings, no capacity issues are expected until the end of the **month of May**.

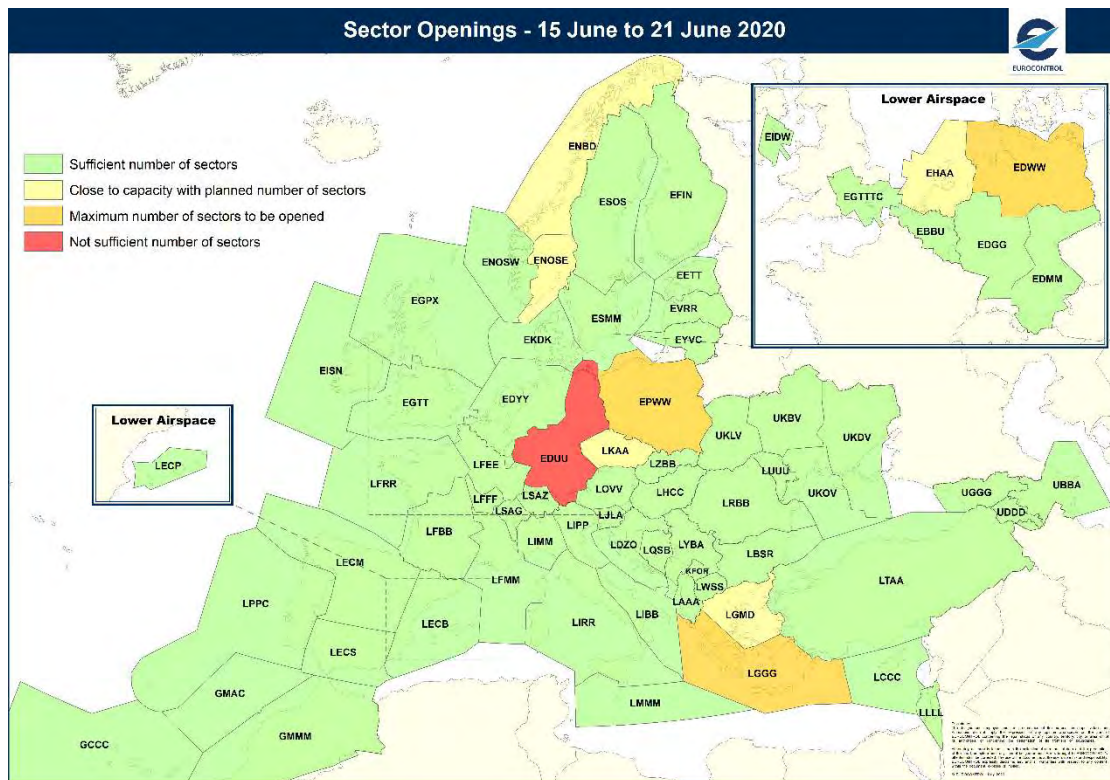
From the **1st to 21st of June**, some ACCs might need to open more than the planned sector openings, but the requirements for the traffic outlook are still within the maximum possible sector openings, except for Karlsruhe UAC. Some flexibility might be required to open more sectors during the peak hours, but no capacity issues are expected.

For Karlsruhe UAC, the planned/maximum sector configurations would not be sufficient to cope with the traffic outlook **as from 15 June**. The maximum possible sector openings and the planned sector openings should be revised upwards.

As traffic is expected to increase as from 15th of June with likely relaxation of travel restrictions, it is suggested for all ACCs to reassess their opening schemes.

No major capacity issues are expected for the period 25 May – 21 June. However, as from 15 June, some planned/maximum sector openings will have to be reassessed and adapted to expected traffic demand.





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 Monday 18 May included.

Demand vs Capacity arrivals

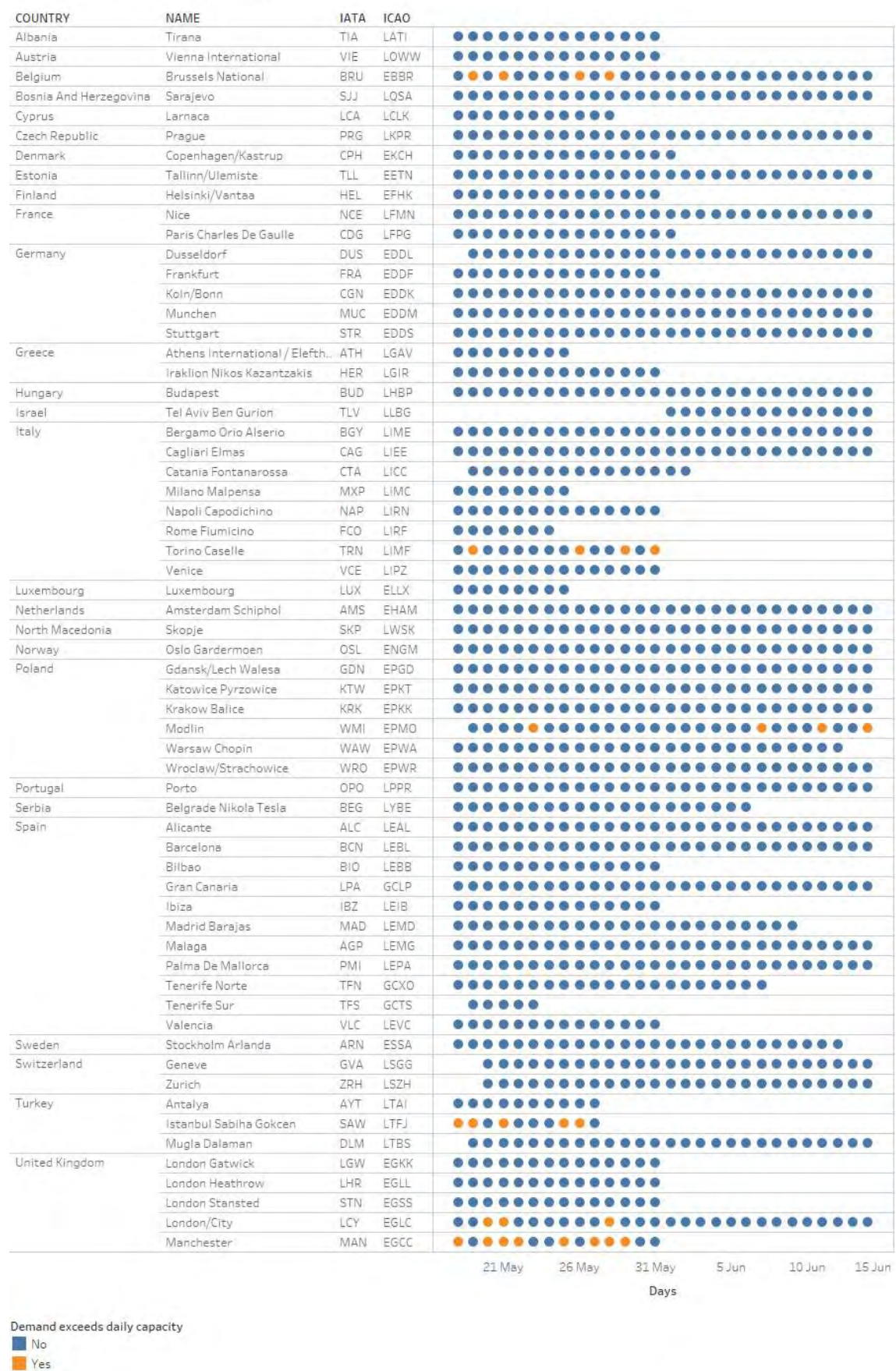


Figure 1: Detection of un-balanced capacity/demand at arrivals using airport capacity reported into the Airport Corner and traffic simulation (from 18th May)

Demand vs Capacity departures

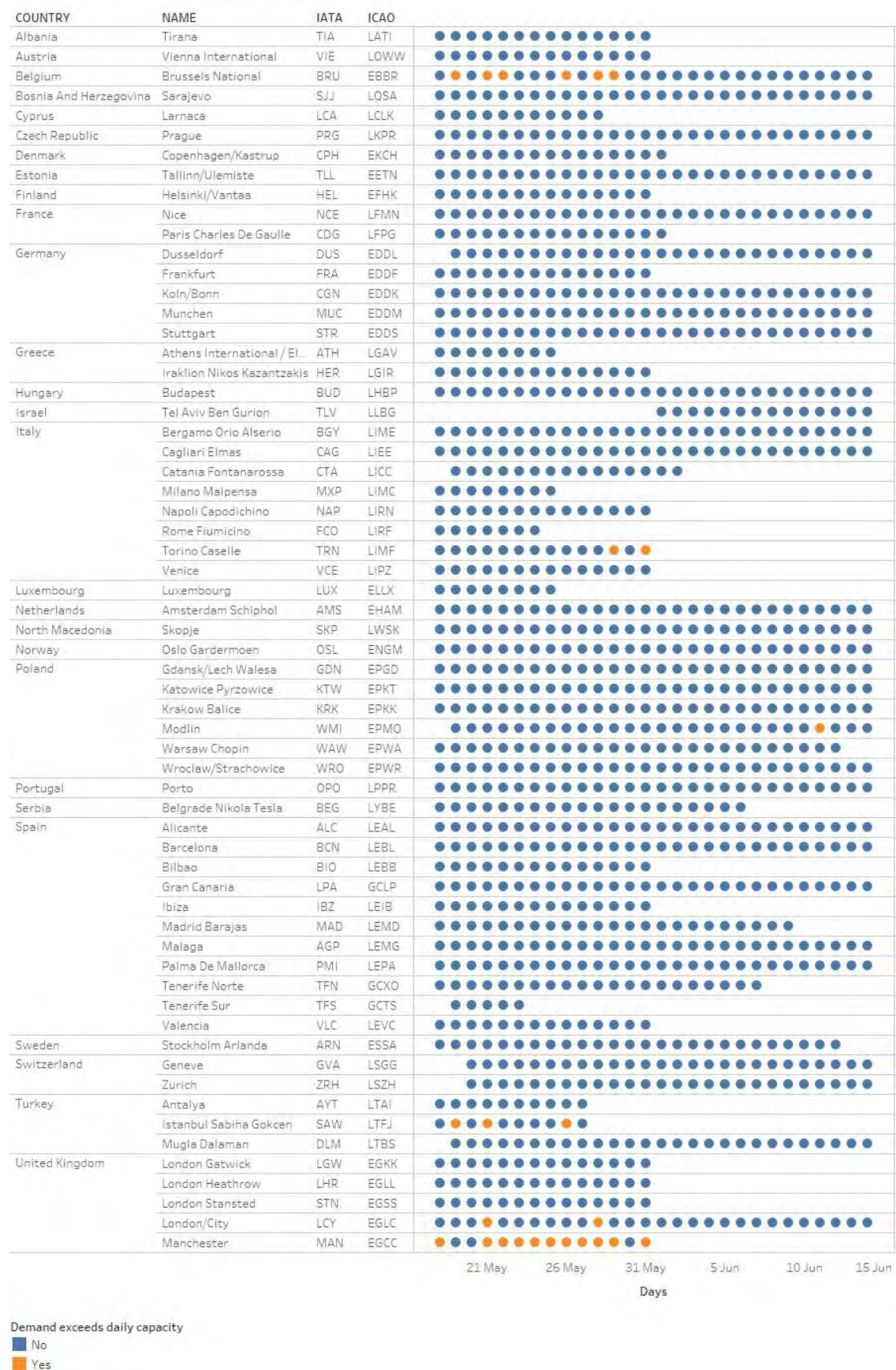


Figure 2: Detection of unbalanced capacity/demand at **departures** using airport capacity reported into the Airport Corner and traffic simulation (from 18th May)

Demand vs Capacity global

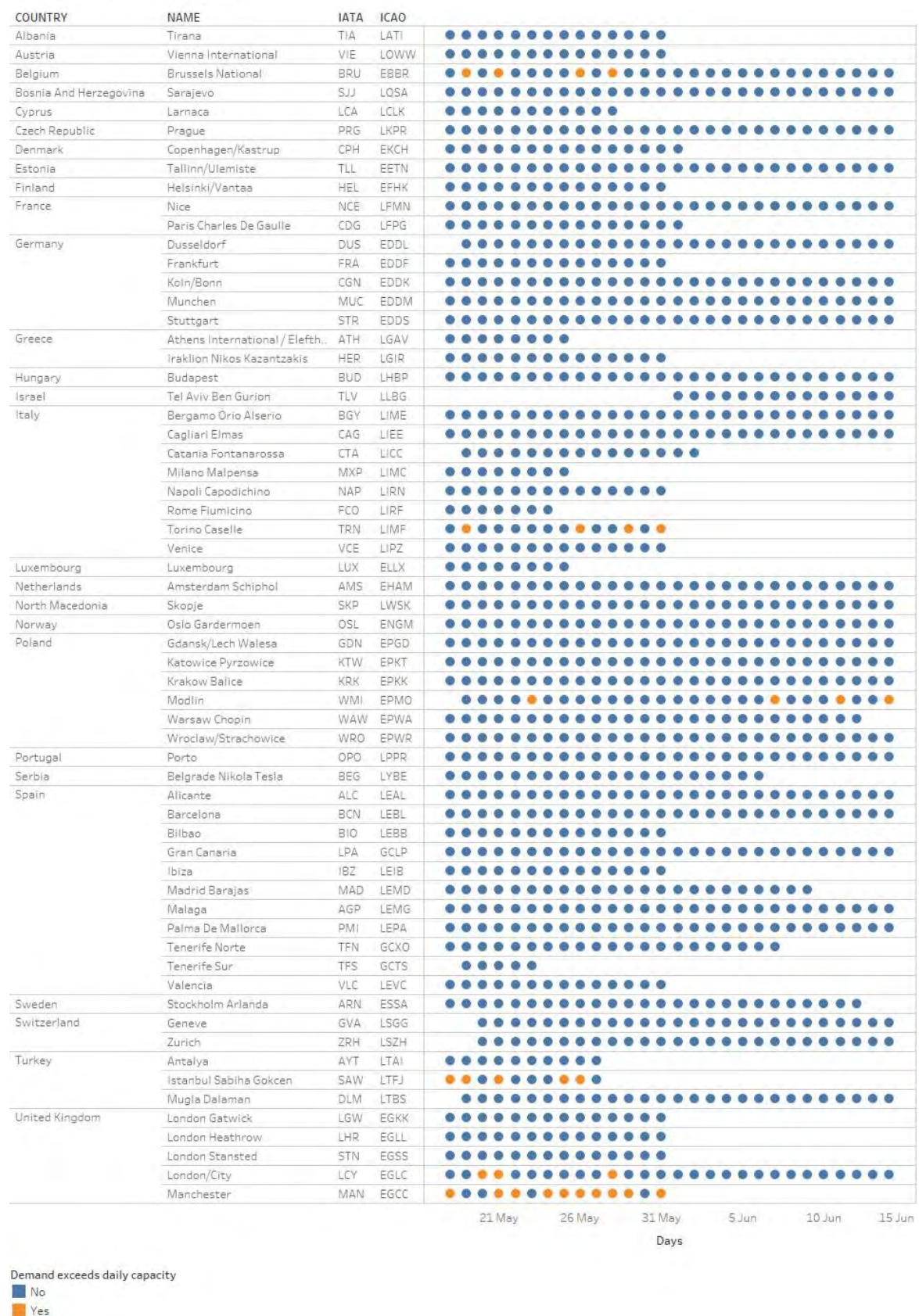


Figure 3: Detection of unbalanced capacity/demand (global movements) using airport capacity reported into the Airport Corner and traffic simulation (from 18th May)

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
Austria	Vienna International	LOWW	VIE	40% capacity available. Long-term aircraft parking, 2 of 3 piers (and gates) closed.
Belgium	Brussels National	EBBR	BRU	15% capacity available until end of May. 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. 25% capacity available 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. As of 1st of September we expect to operate at 45% 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. The airport is available between 08:00 and 16:00 UTC for pax operations due to limited handling availability.
Czech Republic	Prague	LKPR	PRG	100% capacity available. Long-term parking on taxi ways / taxi lanes and normal terminal parking stands.
Denmark	Copenhagen	EKCH	CPH	75% capacity available. Ground handling is the limiting factor.
Finland	Helsinki	EFHK	HEL	90% capacity available. 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.
France	Nice	LFMN	NCE	100% capacity available.
France	Paris Charles de Gaulle	LFPG	CDG	30% capacity available. ATC staff and ground handling are limiting factors.
France	Paris Orly	LFPO	ORY	No information provided.
Germany	Berlin Tegel	EDDT	TXL	No information provided
Germany	Dusseldorf	EDDL	DUS	30% capacity available until 31 May. 50% until 15 June. 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.

Country	Airport name	ICAO	IATA	Constraints
Germany	Frankfurt	EDDF	FRA	50% capacity available. Long-term parking on runway, taxi ways / taxi lanes and normal terminal parking stands. 2 of 4 runways operational.
Germany	Munich	EDDM	MUC	50% capacity available. Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Reduced capacity Ground Handling, PAX-Operations at Terminal 1 closed
Greece	Athens	LGAV	ATH	20% capacity available. 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.
Italy	Milano Malpensa	LIMC	MPX	30% capacity available. Terminal capacity due to social distancing
Italy	Rome Fiumicino	LIRF	FCO	30% capacity available. 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.
Ireland	Dublin	EIDW	DUB	No information provided.
Israel	Tel Aviv	LLBG	TLV	50% capacity available All international flights to the state of Israel shall land at LLBG only, unless only crew is on-board. Reduced capacity expected due to Covid-19 requirements, PAX testing and distancing
Netherlands	Amsterdam Schiphol	EHAM	AMS	40% capacity available. 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.
Norway	Oslo	ENGM	OSL	50% capacity available. Operating on Single Runway. Capacity 40 movements per hour
Poland	Warsaw Chopin	EPWA	WAW	50% capacity available. Aircraft parking restrictions. Passengers Terminal, spacing, passport control for all international flights until 12 June, state ban for passengers commercial flights until 23 May
Portugal	Lisbon	LPPT	LIS	No capacity information provided. 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.
Spain	Barcelona	LEBL	BCN	62% capacity available. Long-term parking on normal terminal parking stands. Cross runway configuration applied instead of parallel runway configuration, due to ATC contingency plan.
Spain	Madrid Barajas	LEMD	MAD	78% capacity available. Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. 2 RWYs closed due to demand reduction.
Spain	Malaga	LEMG	AGP	27% capacity available until 31st May. 52% capacity available as of 1st June until 30th June. Only RWY 13 / 31 in operation.

Country	Airport name	ICAO	IATA	Constraints
Spain	Palma de Mallorca	LEPA	PMI	20% capacity available. Aircraft parking restrictions. Aircraft Rescue and Firefighting category downgraded.
Sweden	Stockholm	ESSA	ARN	25% capacity available. ATC and RWY - 100%, but Ground Handling capacity at 50%. Current social distancing measures will result in 25% reduction in terminal capacity
Switzerland	Geneva	LSGG	GVA	55% capacity available. 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. 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- 85% capacity available from June 1st. 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	20% capacity available until 3rd of June. 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. 50% capacity available ATC Arrival Capacity of approx. 20 per hour during limited hours of the day (approximately 09-1700z). No limitations on the departures. APP will be reopened but with less staff as usual.
Turkey	Antalya	LTAI	AYT	40% capacity available.
Turkey	Istanbul	LTFM	IST	No information provided.
Turkey	Istanbul Sabiha Gökçen	LTFJ	SAW	1% capacity available. Aircraft parking restrictions.
United Kingdom	London Gatwick	EGKK	LGW	36% capacity available. Long-term parking on normal terminal parking stands. Maximum ground time is applied via NOTAM.
United Kingdom	London Heathrow	EGLL	LHR	65% capacity available. Long-term parking on normal terminal parking stands.
United Kingdom	London Stansted	EGSS	STN	100% capacity available. Long-term parking on taxi ways / taxi lanes and normal terminal parking stands. Social distancing handling.
United Kingdom	Manchester	EGCC	MAN	5% capacity available. 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.

Country	Airport ICAO Code	Airport IATA Code	Airport name	Explanation	Time horizon
Belgium	EBBR	BRU	Brussels National	<p>Brussels National had 663 movements per day as an average in May 2019. It has declared 15% of capacity, thus those days whose predicted demand are over 100 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 107 and 113 when the available capacity is 100. During Saturdays, the expected demand falls to 55, below the capacity of 100. This conclusion is similar when applied to arrivals and departures figures.</p> <p>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).</p>	From 18 th May to 31 st May
Italy	LIMF	TRN	Torino Caselle	The available capacity is 10 for all days since the airport has declared 10% of nominal capacity. The demand on 19, 26, 29 and 31 th of May are respectively, 12, 12, 16 and 16. The rest of days it falls down up to 2.	19, 26, 29 and 31 th of May
Poland	EPMO	WMI	Modlin	The airport will be closed on Saturday 23 rd of May and 7 th , 11 th and 14 th of June giving an available capacity of 0.	23 rd of May, 7 to 14 th June
Turkey	LTFJ	SAW	Istanbul Sabiha Gokcen	The available capacity is 6 for all days since the airport has declared 1% of nominal capacity. The demand on Mondays, Tuesdays and Thursdays are respectively, 9, 8 and 8. The rest of days it falls down up to 2.	18 th May to 27 th May
Switzerland	LSZH	ZRH	Zurich	Minor imbalance on Saturday 13 th of June and for departures on the 7 th of June.	7 th and 13 th of June
United Kingdom	EGCC	MAN	Manchester	Manchester has declared a 5% capacity which, applied to last year's global movements, makes to an estimated capacity of 30 movements per day. The expected demand typically varies between 19 and 46 movements per day for the last two weeks of May. This is the rationale behind the orange dots in the Figure 3. This behaviour is similar in arrivals and departures. The blue dots appear on Saturdays where the available capacity is 1.5 times higher than the demand. On the 19 th and 20 th of May the available capacity for global and arrivals is slightly higher than the demand.	18 th May to 31 st May
United Kingdom	EGLC	LCY	London/ City	The available capacity is 0 from the 18 th of May until the 31 st of May. There is a demand of 2, 11 and 5 scheduled on respectively 20 th , 21 st and 28 th of May. The remaining days have a demand of 0.	18 th May to 31 st of May

10 Bottleneck Areas and Mitigation Solutions

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

10.1 En-route: ACC capacity enhancement measures

The sector openings plans need to be revised upwards for Karlsruhe UAC as from 15 June. The process is currently ongoing and will be reflected in the next edition of the NOP 2020 Recovery Plan.

No major capacity issues are expected for the period 25 May – 21 June. **Nevertheless, some flexibility might be required to open more sectors during the peak hours, and some planned/maximum sector openings will have to be reassessed and adapted to expected traffic demand as from 15 June, especially if travel restrictions are relaxed.**

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 15% capacity declared by airport.		Further Airport Slot cancellations, in addition the majority of flights are freight only and the restriction is for the passenger terminal. Further updates indicate similar traffic patterns for period 1-14June		N
EGCC	MAN	Manchester	demand is greater than the 5% capacity declared by airport from 1Jun	Spoke with Airport Duty Manager who will investigate capacity declaration 1-15June		25May	Y

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
EGLC	LCY	London-City	Several days during last week of May still has some flights planned even though Airport is closed (NOTAM)		Airport Slots have been canx for passenger flights to 31May. 3 Airport Slots remain in the system for GABA flights and have not been cancelled despite requests to operators to do so.		N
EPMO	WMI	Modlin	Several days show flight operations when airport is closed at weekends (NOTAM)	Spoke with Airport Ops who will investigate and revert		25May	Y
LIMF	TRN	Torino – Caselle	demand is greater than the 10% capacity declared by airport		Further Airport Slot cancellations have occurred and demand has reduced to less than 10% until 14June		N
LSZH	ZRH	Zurich	demand is greater than the 20% capacity declared by airport	Spoke with Airport APOC who will revert but expect some minor reductions in demand upto 15June		28May	Y
LTFJ	SAW	Istanbul – Sabiha Gokcen	Several days show flight operations when airport is closed (NOTAM)		Flights are approved cargo flights		N

Note 1: There is a trend of Airline Slot cancellations through to 15 June and further modifications for the period 15-30 June in the coming weeks.

Note 2: It has been confirmed that all three owners of the FBB Berlin Airport have agreed to close temporarily EDDT/TXL from 15 June and operations shifted to EDDB/SXF, Airlines will make changes to Airport Slots in the coming week.

10.3 Proposed Actions at Network Level

As no major capacity issues are expected for the period 25 May – 21 June, no network actions are required at this stage.

With respect to flight efficiency, the Network Manager, together with the operational stakeholders, already suspended approximately 1100 RAD restrictions.

The RAD restrictions suspended 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 3rd 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

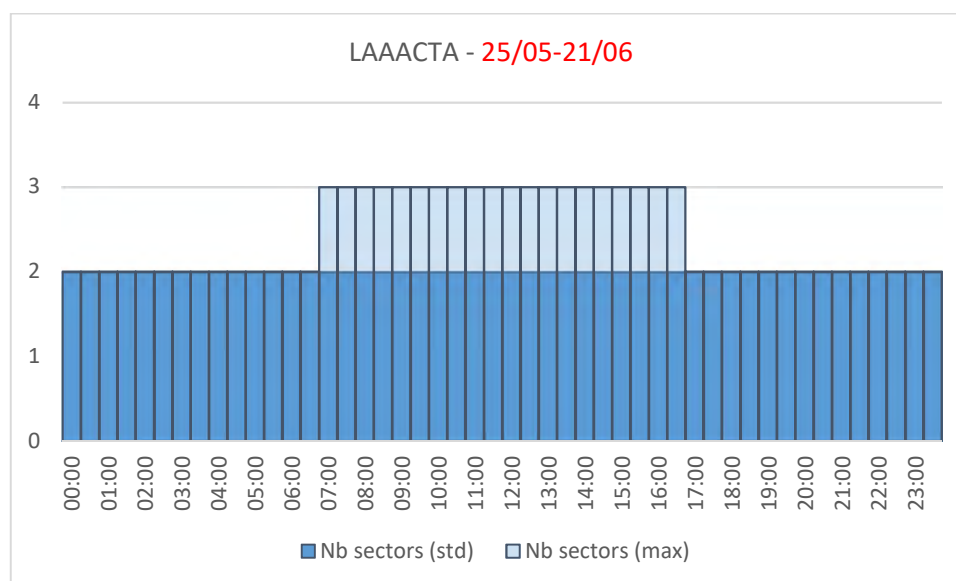
ALBANIA

TIRANA ACC

Expected traffic

Tirana						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	130	130	140	110	130	140
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	200	190	190	170	220	200
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	220	190	190	200	230	210
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	260	230	230	220	260	240

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.

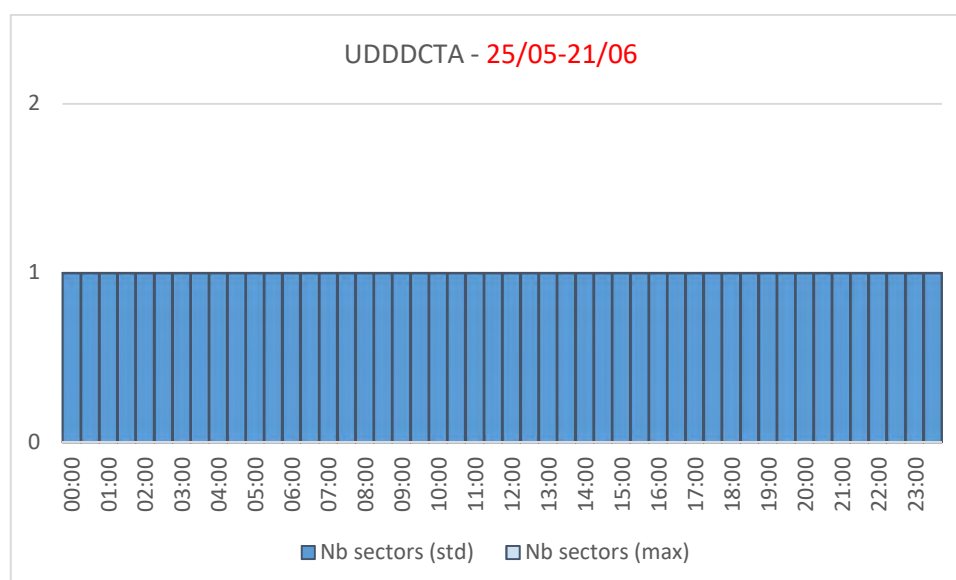
No major projects planned.

NM Assessment

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

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

Yerevan						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	20	20	20
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	20	20	20
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	20	20	20
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	30	30	30	20	20	20

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

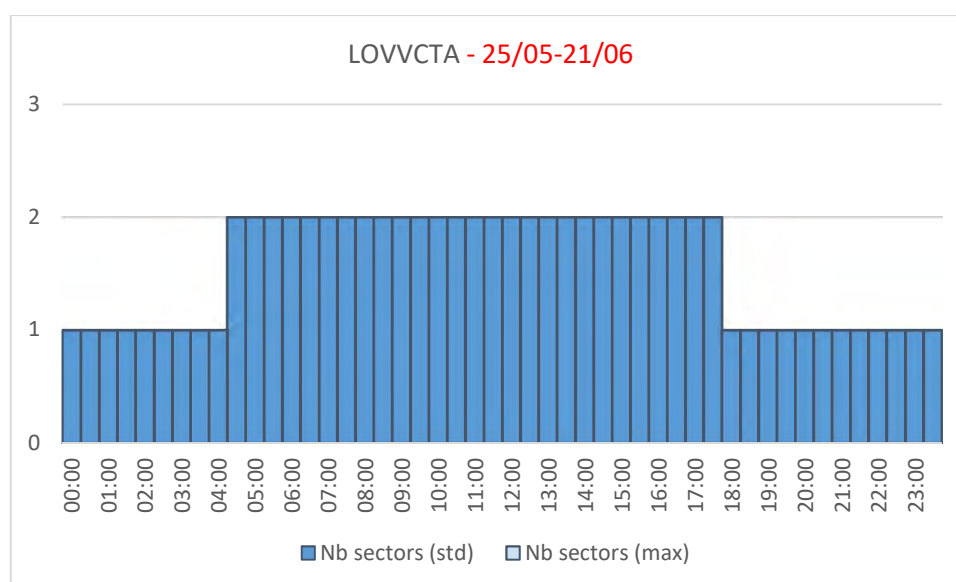
No capacity issues expected with planned numbers of sectors during the period.

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

Vienna						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	500	520	510	460	440	520
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	760	720	730	660	700	690
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700	810	740	760	720	720	720
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
810	890	890	870	870	880	870

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

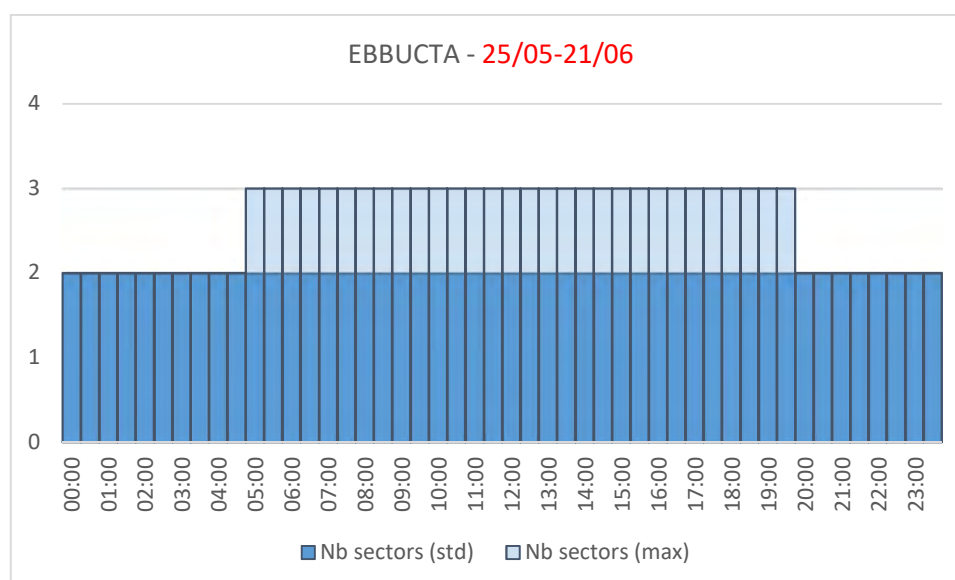
Dec. 2020: Night FRA Extension of SECSIFRA to Albania

NM Assessment

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

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

Brussels						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	410	410	400	400	240	270
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	430	420	440	430	300	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	450	430	450	430	310	320
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	440	440	460	460	340	350

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

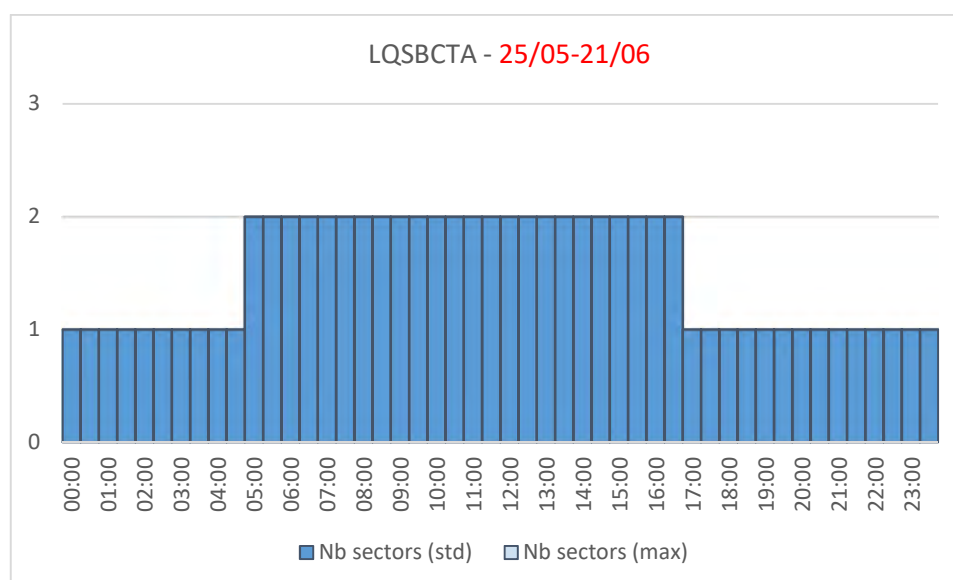
N/A

NM Assessment

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

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

BH						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	230	220	230	190	200	220
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	340	300	320	290	330	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	370	320	330	310	360	320
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	420	410	390	370	410	380

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

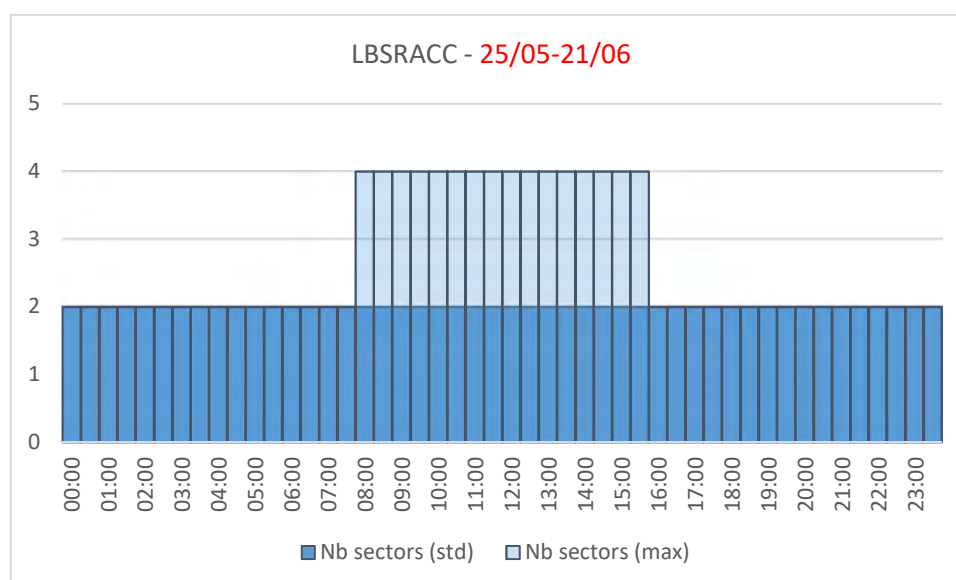
No special events and/or major projects in progress or planned.

NM Assessment

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

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

Sofia						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	380	430	440	400	430	420
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590	620	620	640	570	590	580
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
630	670	640	670	610	640	630
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700	730	730	760	700	740	700

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

No constraints of any type

Special events and major projects

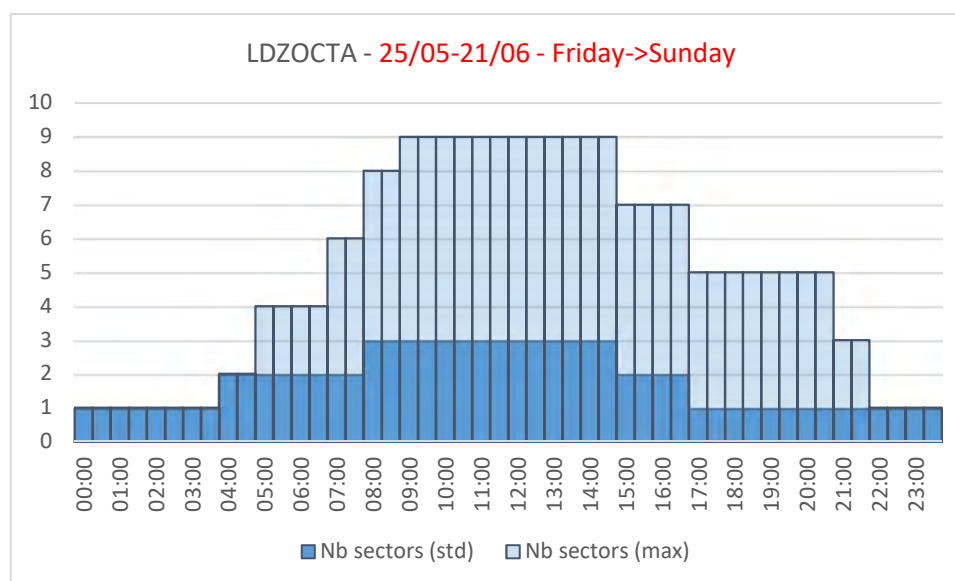
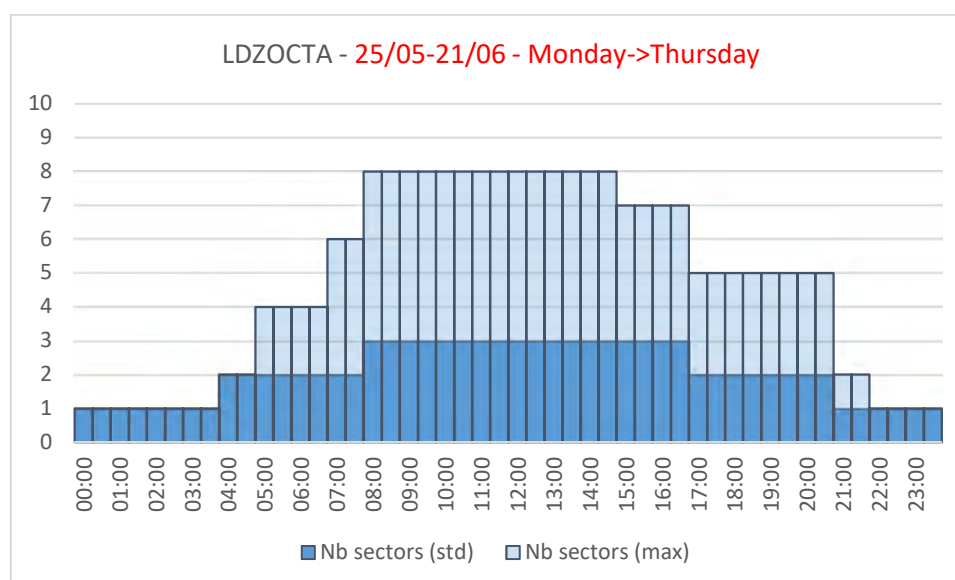
No special events and/or major projects that have effect on provision of service.

NM Assessment

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

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

Zagreb						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	360	360	370	300	330	400
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
510	540	530	520	450	540	540
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	580	550	540	500	580	580
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600	660	690	640	600	710	700

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.

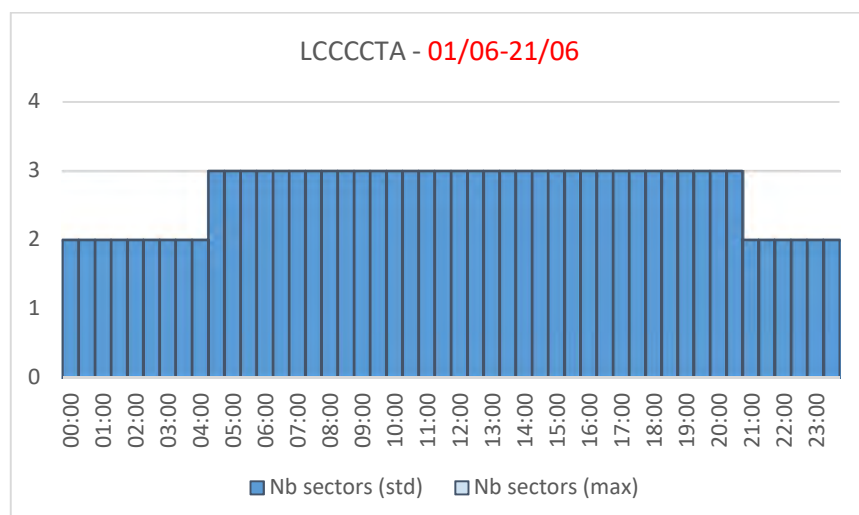
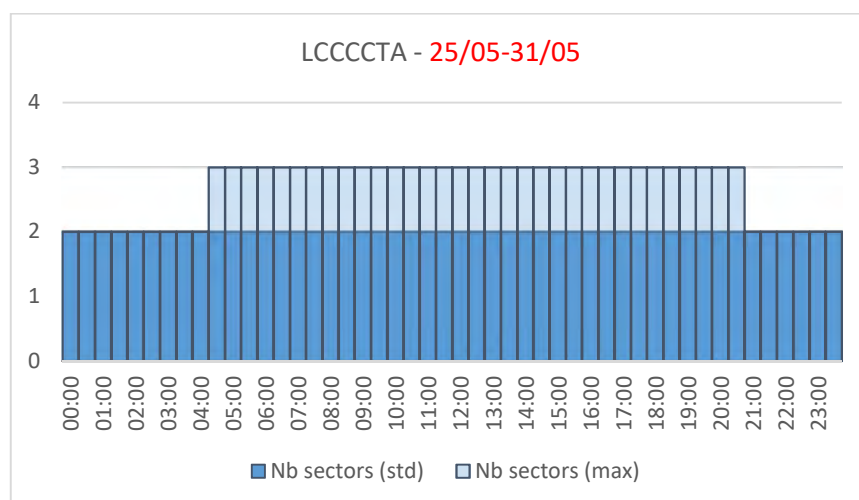
CYPRUS**NICOSIA ACC****Expected traffic**

Nicosia						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	130	200	170	190	140	110
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	150	170	180	170	160	130
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	160	180	180	170	170	140
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	180	210	200	200	200	160

Sector openings – Planned and maximum

Currently and until the 21st of June the rosters can provide for the operation of three sectors but with nominated standby ATCOs every day (by roster), to facilitate up 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

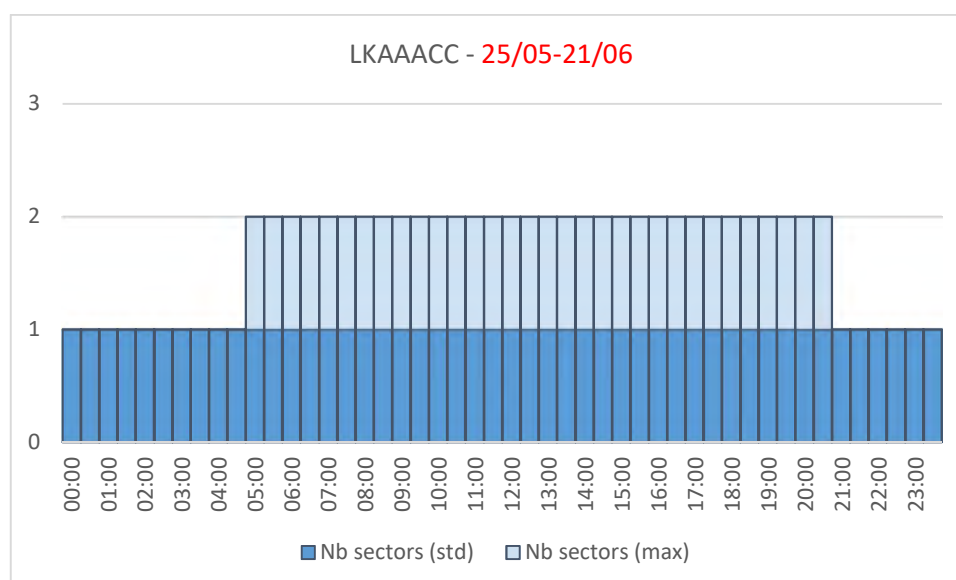
Nothing foreseen at the moment. Major projects are currently resuming and all other projects are being conducted with telework. All projects shall resume upon lifting the local measures and the travel ban.

NM Assessment

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

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

Prague						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	380	390	400	340	300	380
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	510	500	540	460	460	470
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	530	530	570	480	470	530
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	620	600	670	640	580	640

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

N/A

NM Assessment

According to the traffic outlook, from the 1st of June, isolated peak starts appearing in the morning with no major issue expected. From the 15th of June, the opening of a second sector might be needed during some periods of the day.

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

Copenhagen						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	330	340	280	260	220	280
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	320	340	280	290	240	320
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	330	330	290	300	250	320
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300	350	340	400	400	360	420

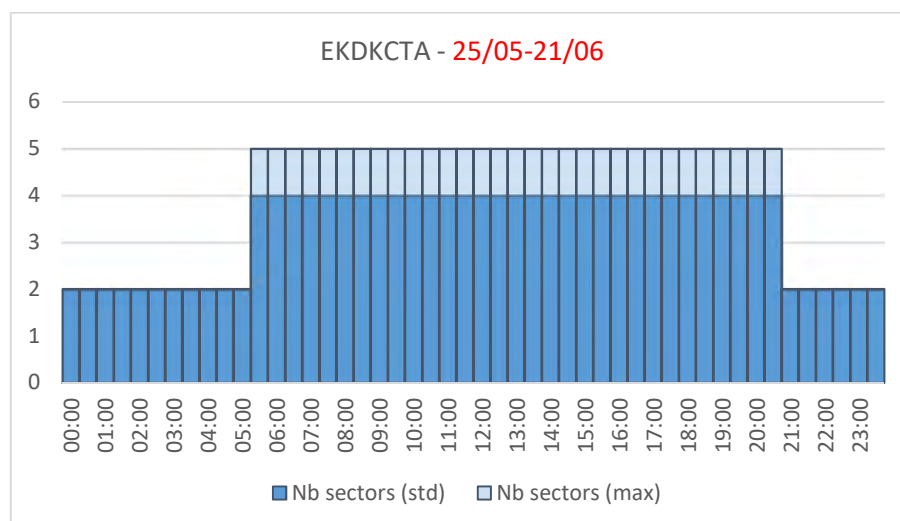
Sector openings – Planned and maximum

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

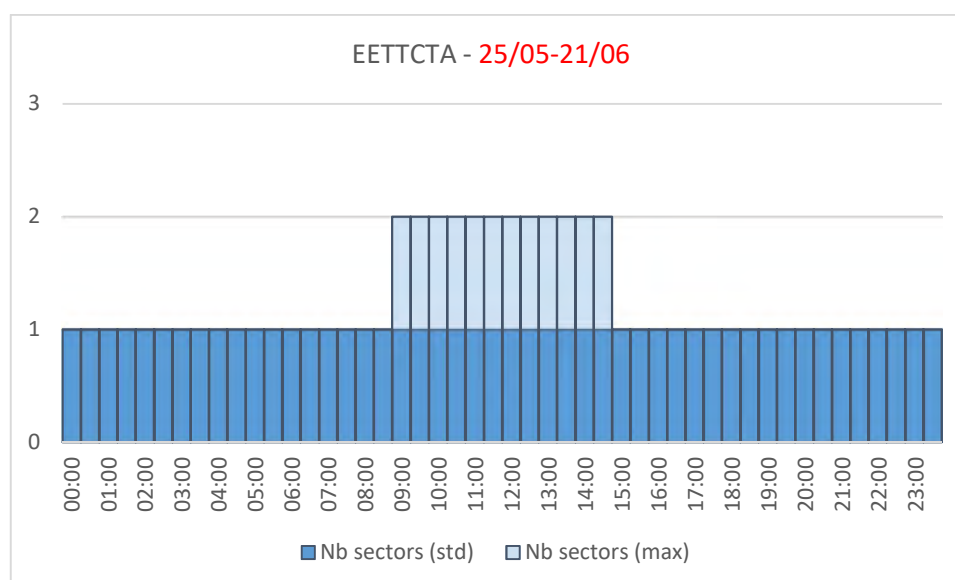
N/A

NM Assessment

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

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

Tallinn						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	190	190	200	190	160	160
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	160	170	170	170	130	150
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	160	160	170	170	140	150
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	180	180	190	180	150	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

EETTALL: MV 36/60

EETTWF: MV 37/60

EETE: MV 26/60

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

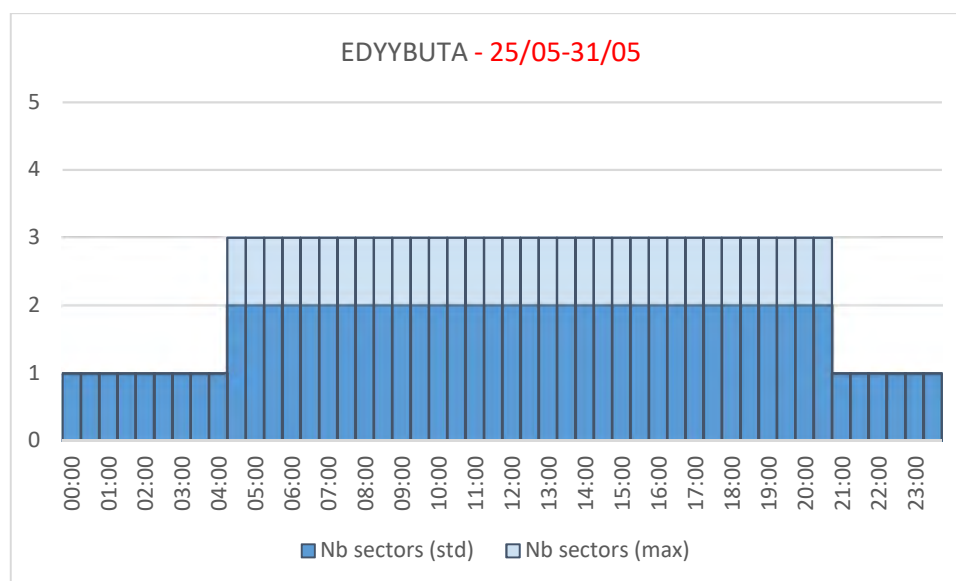
No capacity issues expected with planned numbers of sectors during the period.

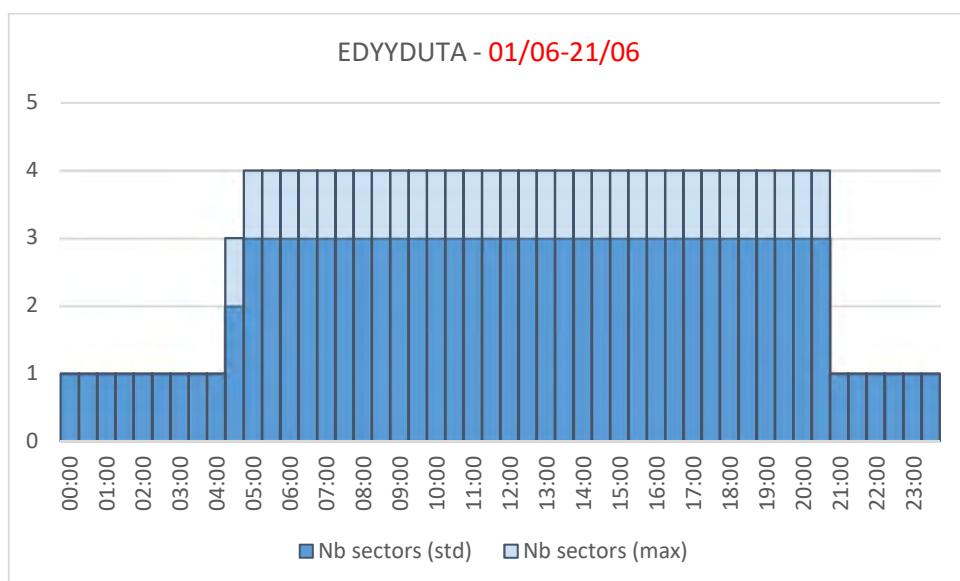
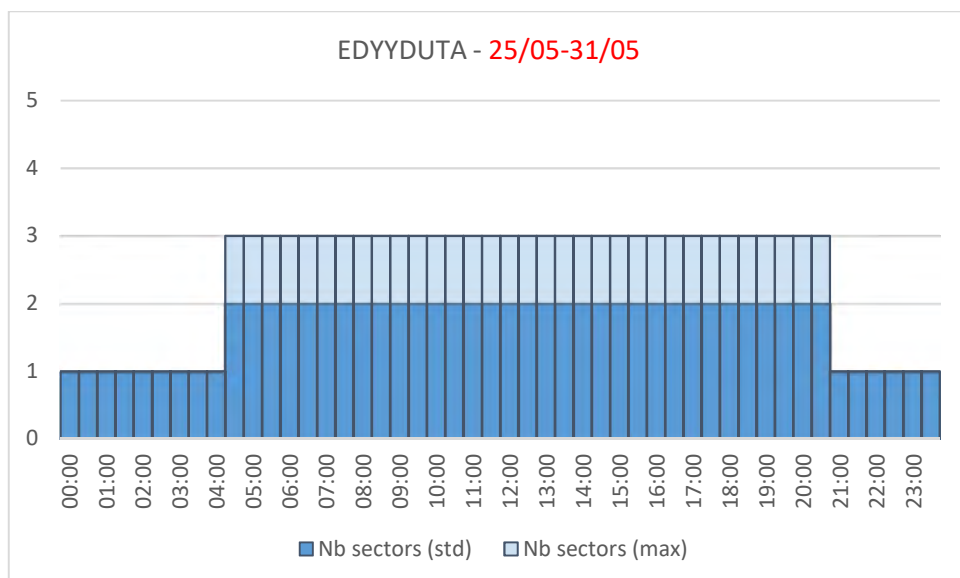
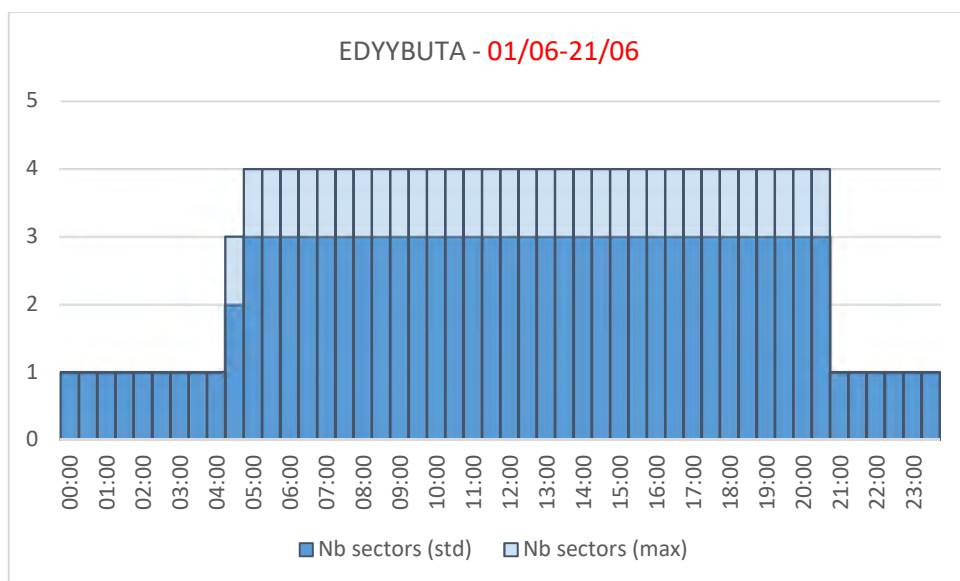
EUROCONTROL**MAASTRICHT UAC****Expected traffic**

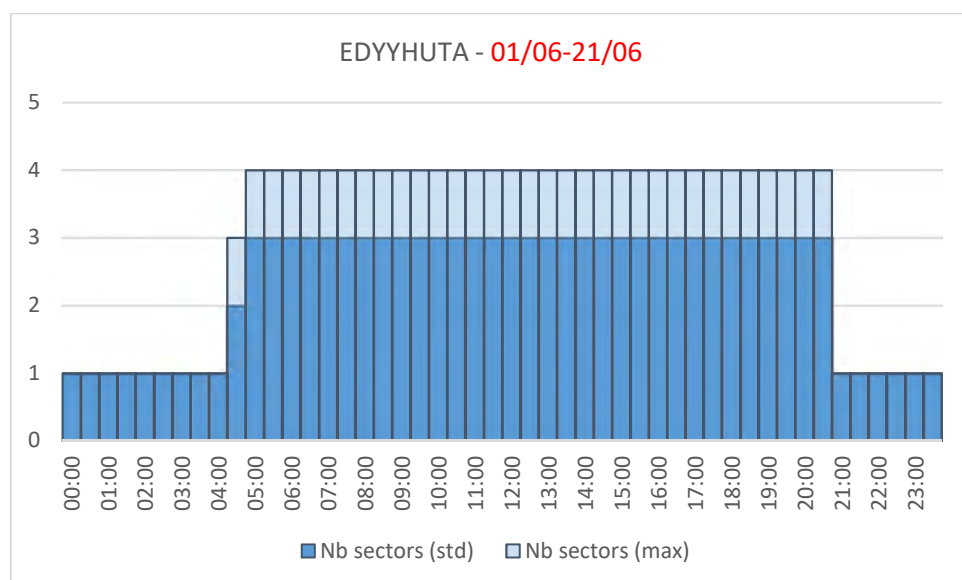
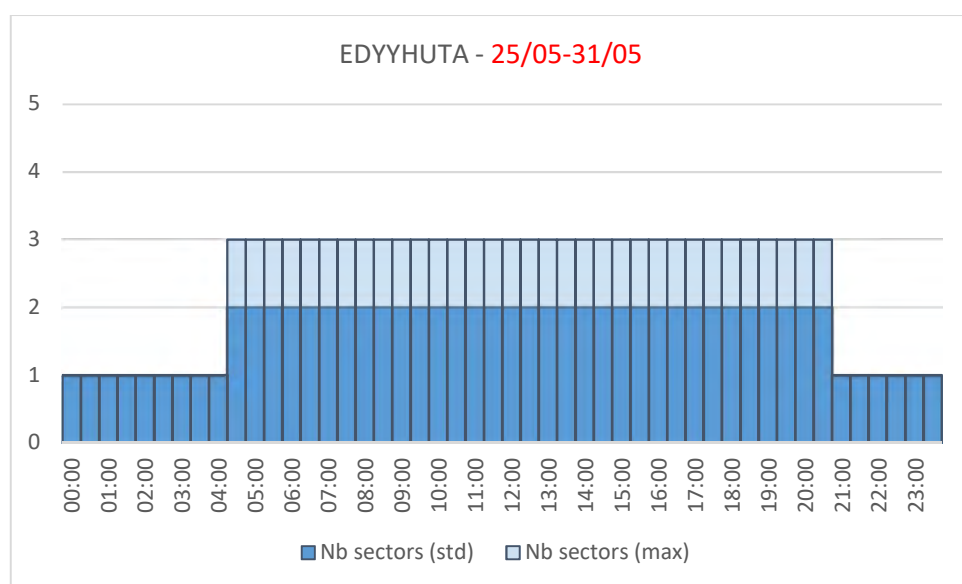
Maastricht						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
910	960	960	980	880	720	910
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
980	1060	1070	1100	1030	870	1020
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
990	1100	1060	1130	1050	900	1040
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1090	1230	1260	1310	1230	1130	1290

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).

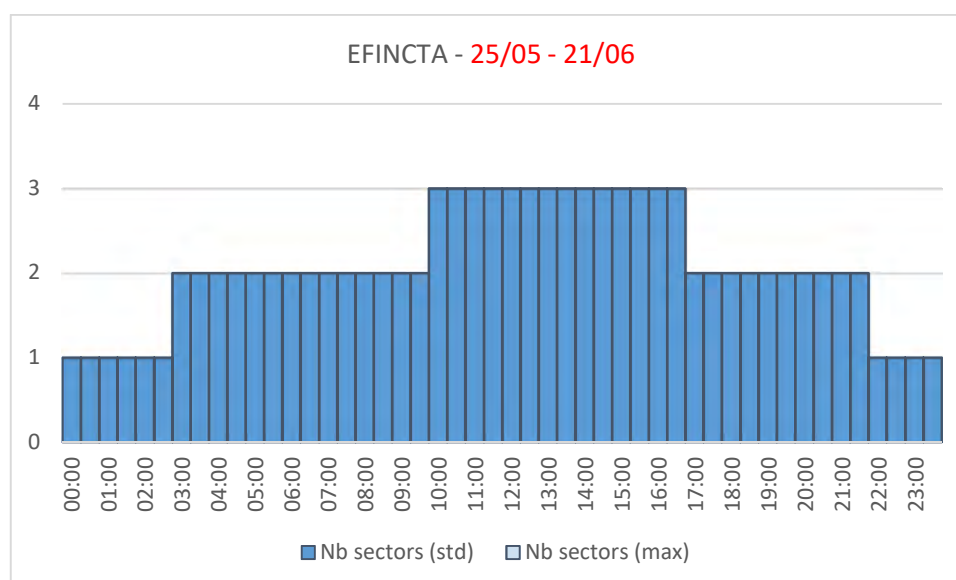
Major projects are continuing, and MUAC is making assessments whether additional availability of ATCO staff during the traffic downturn is allowing accelerated advancements in some project areas. ATCO staffing for operational shifts however will take precedence over any additional project planning.

NM Assessment

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

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

Helsinki						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	120	140	130	120	90	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	130	130	110	80	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	130	130	110	80	90
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	130	130	100	100	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

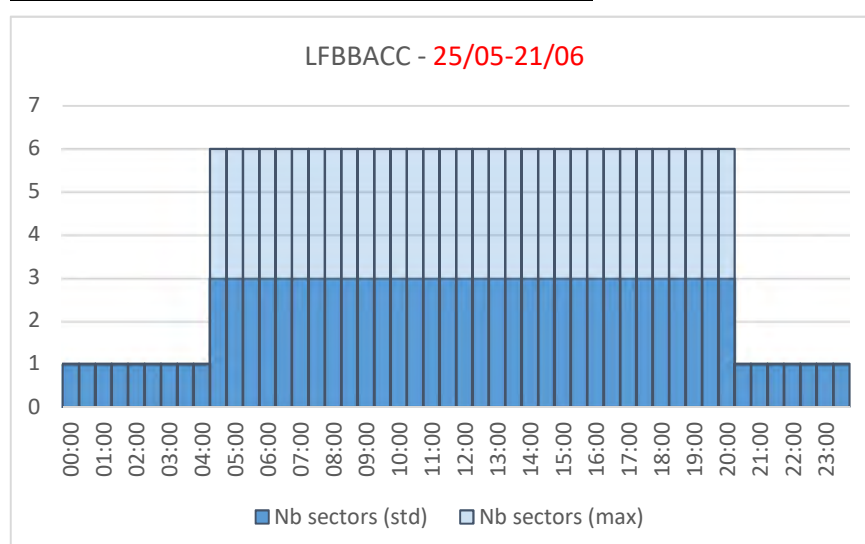
PIHTI 8.-12. June 2020

NM Assessment

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

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

Bordeaux						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	280	280	270	240	210	170
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	400	350	400	350	330	270
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	430	380	430	400	370	330
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	540	540	580	540	530	430

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

09/06-17/07 : DPSA Raphaël

09/06-11/06 : Belote 20-02

17/06-19/06 : Exercice MCC

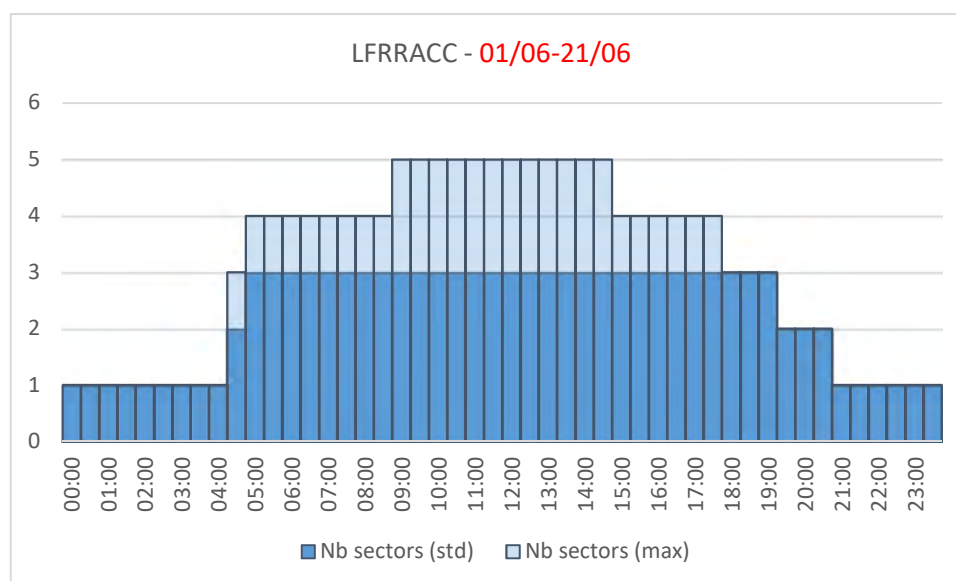
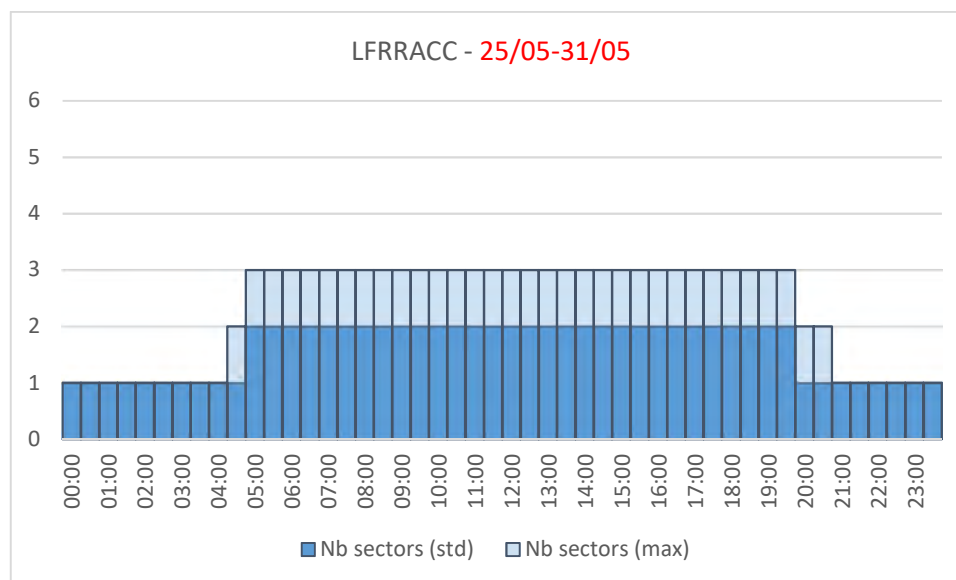
17/06 : Rogue Cup

NM Assessment

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

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

Brest						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	280	280	270	280	280	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	410	380	380	380	350	300
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	440	400	400	400	410	340
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	560	580	550	560	620	510

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

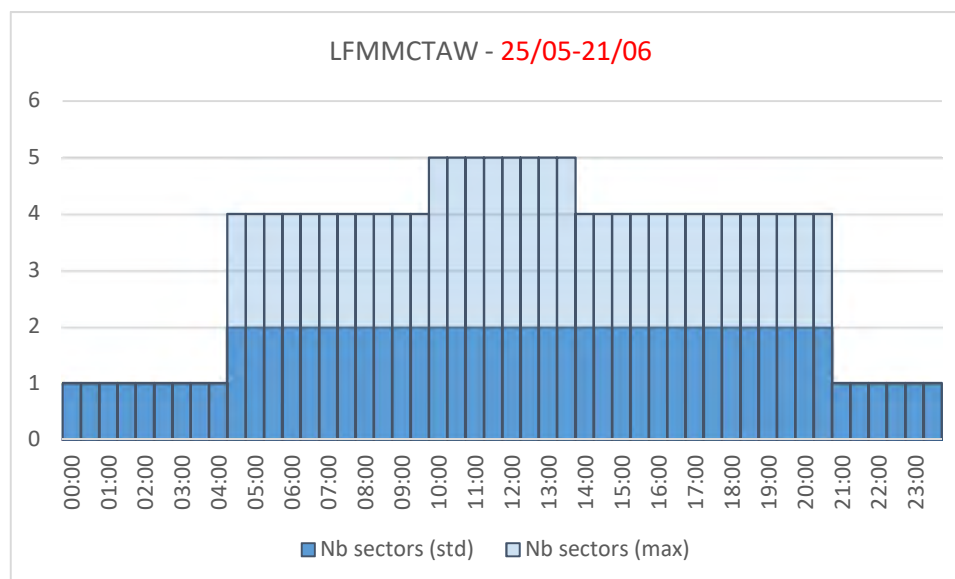
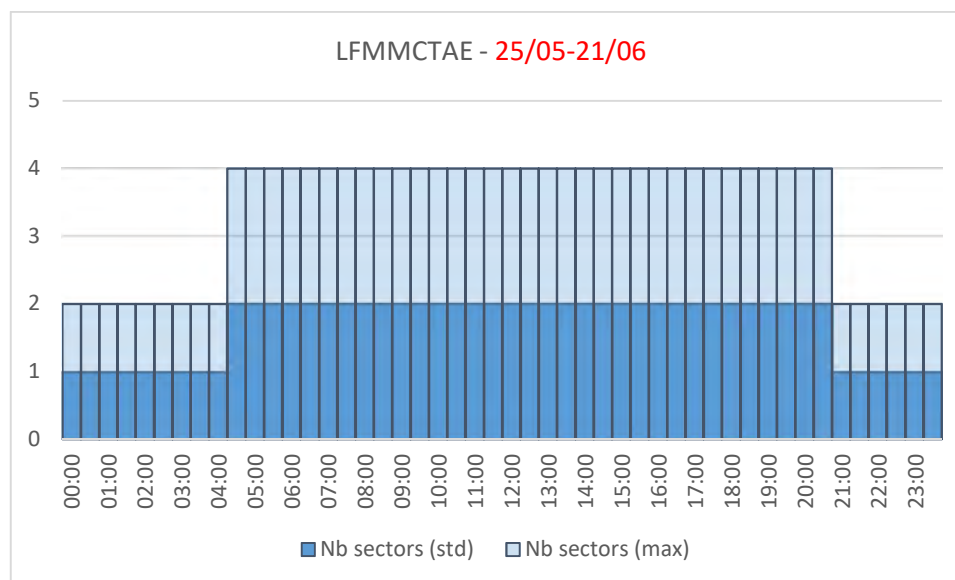
N/A

NM Assessment

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

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

Marseille						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	420	370	390	330	310	300
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	600	510	530	490	510	490
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
570	630	540	560	540	570	570
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
730	760	690	750	710	790	680

Sector openings – Planned and maximum

Sector capacities

No reduction in sector capacities.

Capacities reduced for APP - due to health protocols

Availability of support to operations staff

FMP staff: 1 ACDS a day (only morning shift - the other one on-call) until beginning of June. Normal shift after that : ACDS from 0630 to 1930 local time

Ops division staff : on site

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

N/A

Special events and major projects

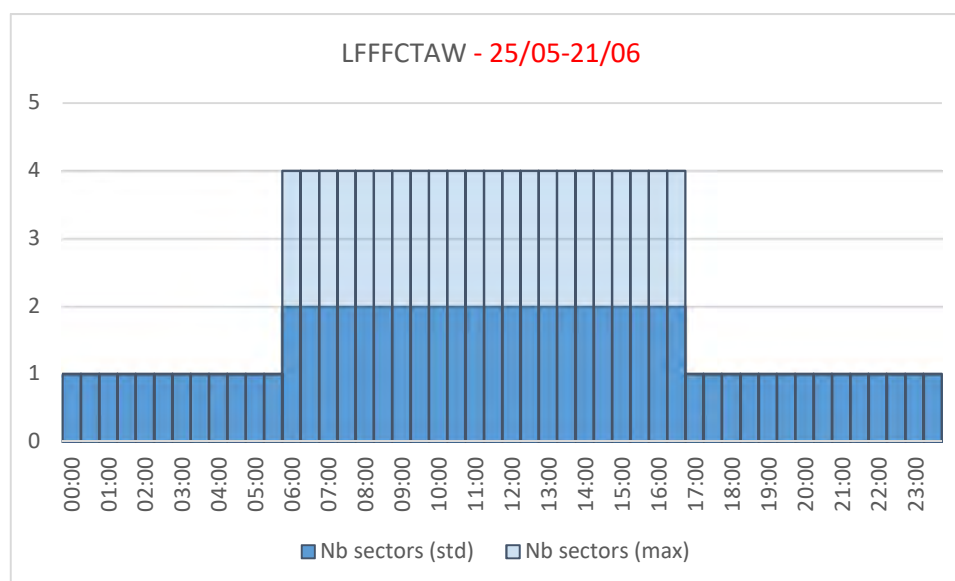
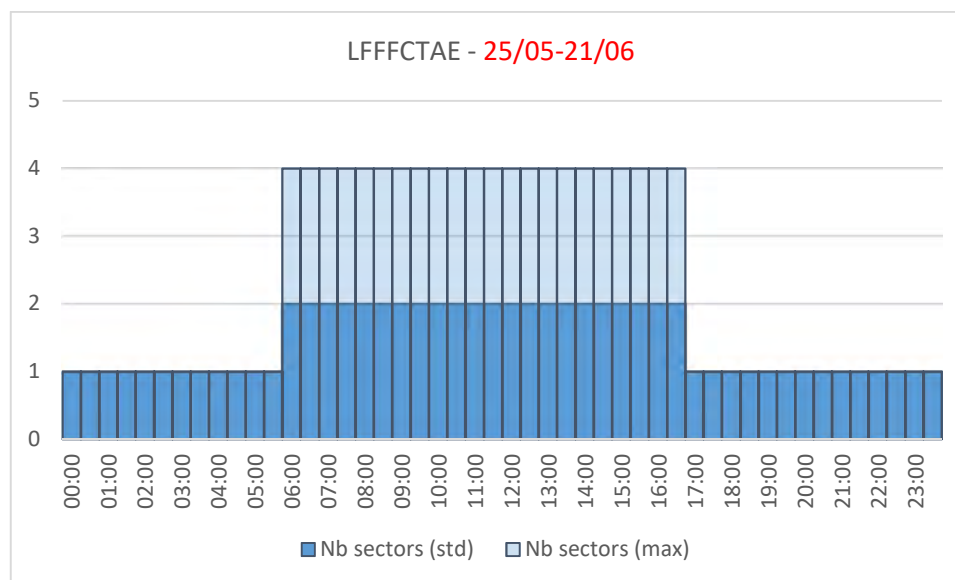
N/A

NM Assessment

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

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

Paris						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	490	470	520	460	370	330
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	550	520	610	520	450	410
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	570	550	650	550	490	470
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	680	670	720	680	580	540

Sector openings – Planned and maximum

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

FMP staff in ops room: every morning from 18/05 to 31/05 then all day long from 01/06. FMP staff reduced by approx. 50% (1 single flow manager for both zones).

In support division, most of employees are teleworking.

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

N/A

Special events and major projects

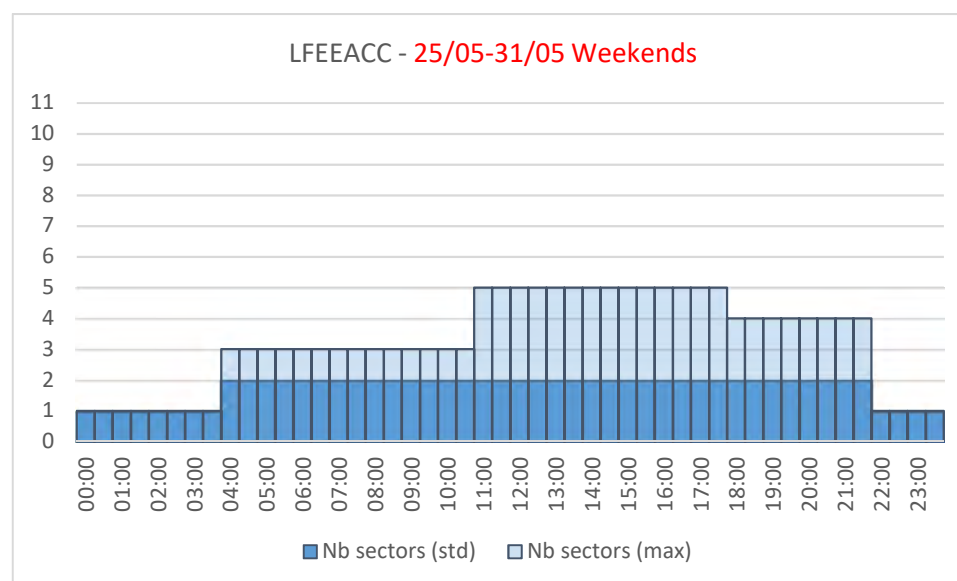
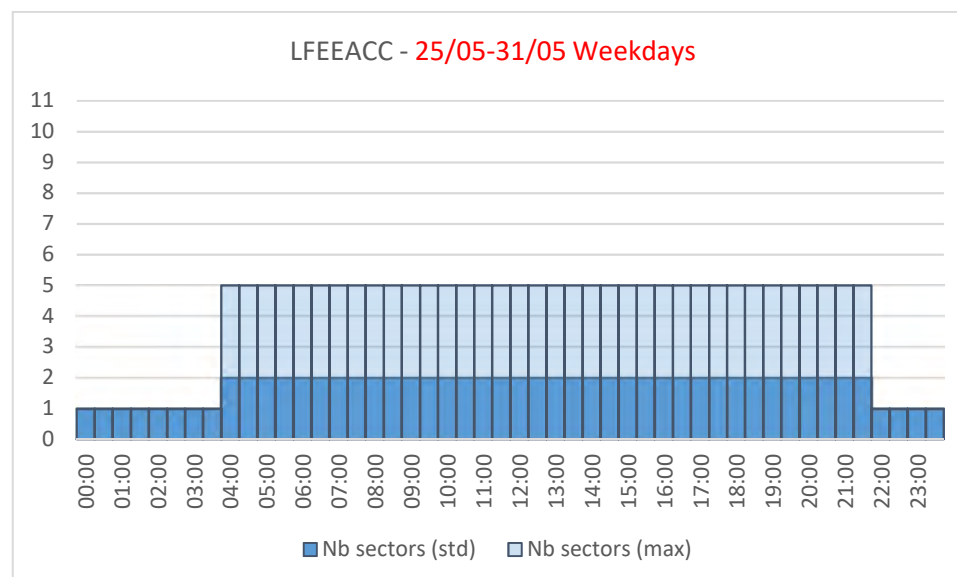
N/A

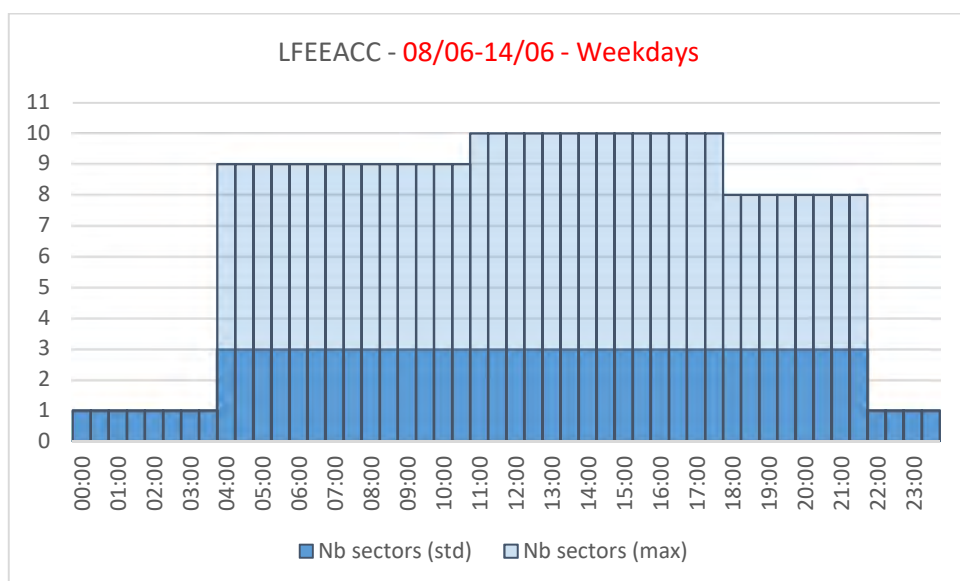
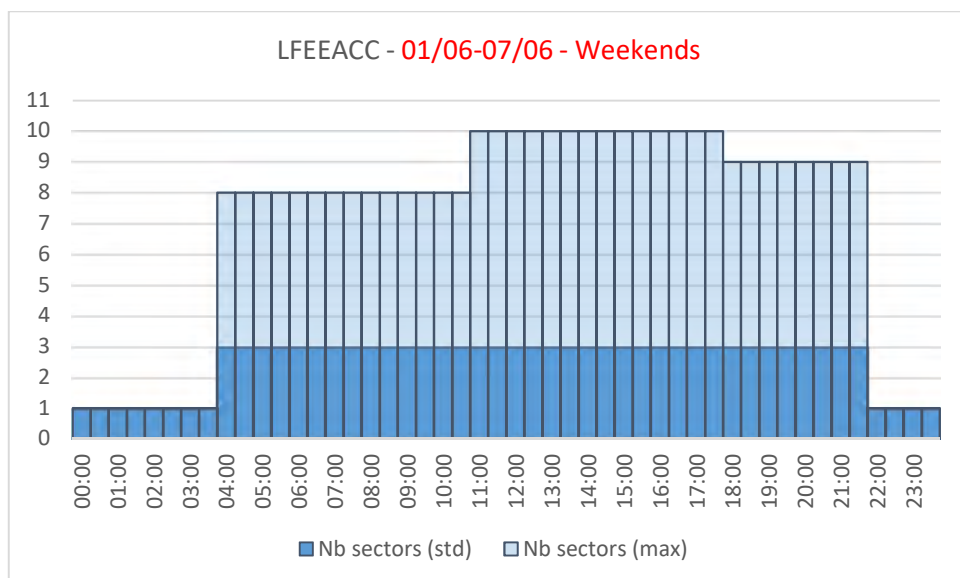
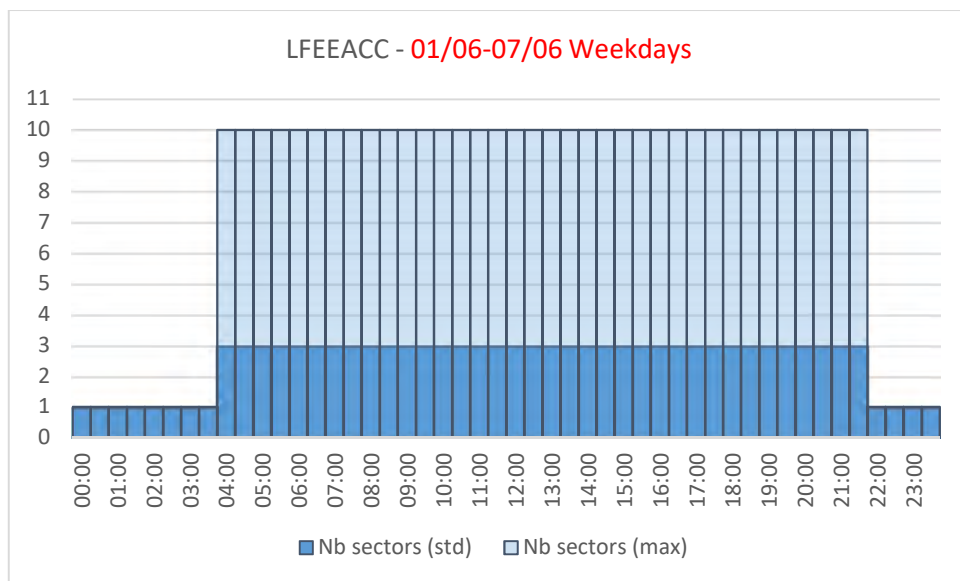
NM Assessment

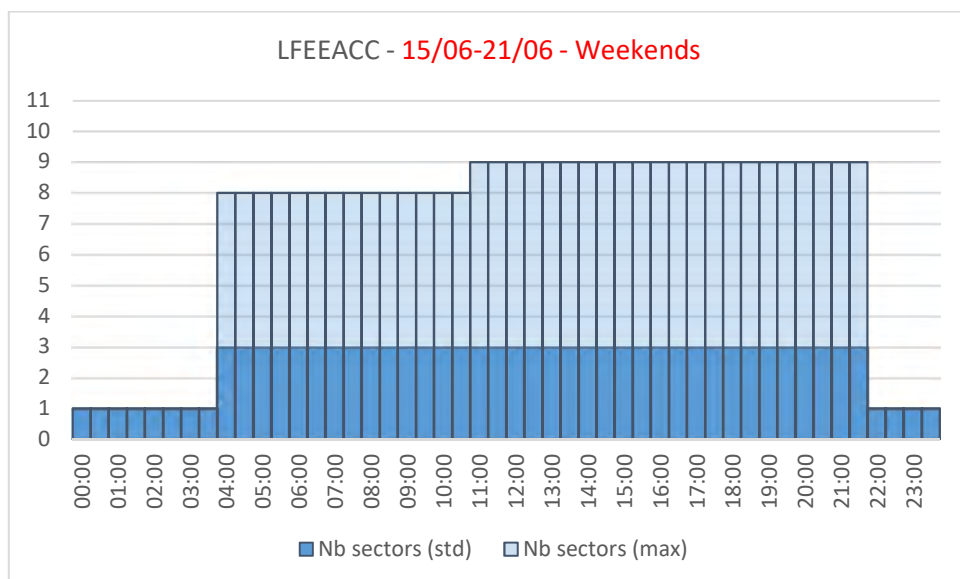
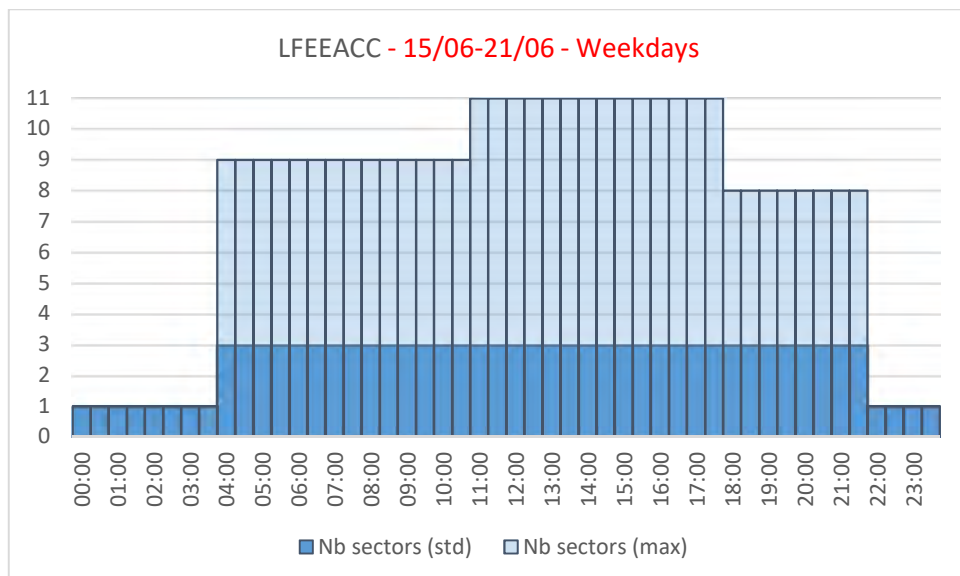
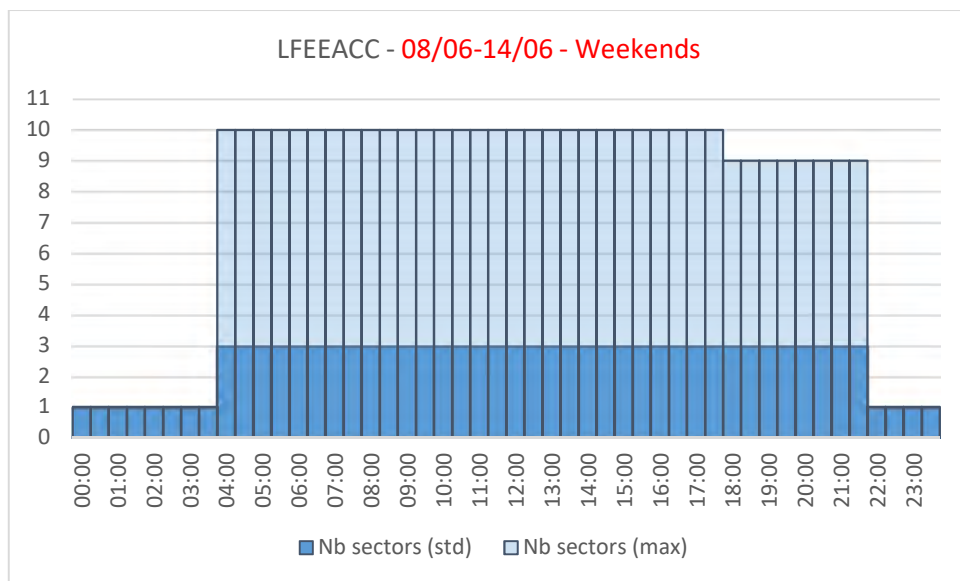
No capacity issues expected with planned numbers of sectors during the period.

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

Reims						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	340	310	330	340	290	270
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	410	390	420	430	380	360
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	440	410	460	450	410	390
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
520	560	530	570	610	590	510

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.

FMP on duty from 04:00 to 18:00 UTC from 2nd June 2020.

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

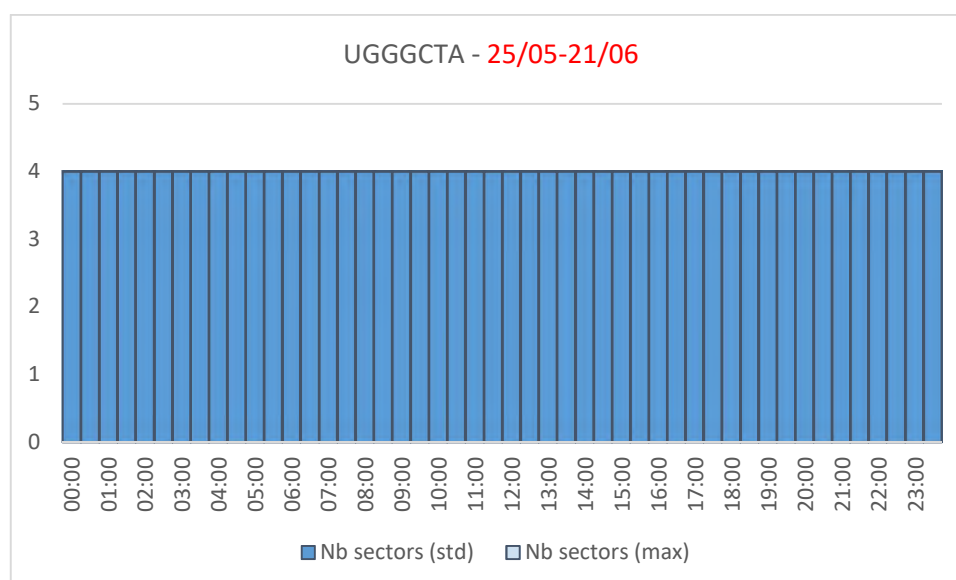
4FLIGHT Training to be restarted from 2nd June 2020.

NM Assessment

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

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

Tbilisi						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	110	120	110	100	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	90	110	90	100	100
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	90	110	90	100	100
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	90	110	90	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)

Each Shift is recovered with relevant amount of staff and splitting of sectors is available.

Special events and major projects

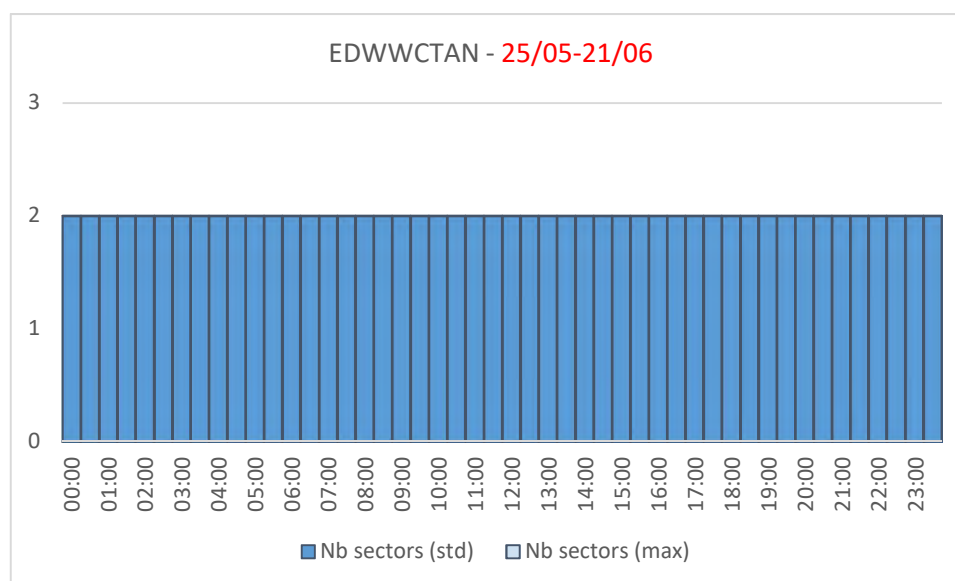
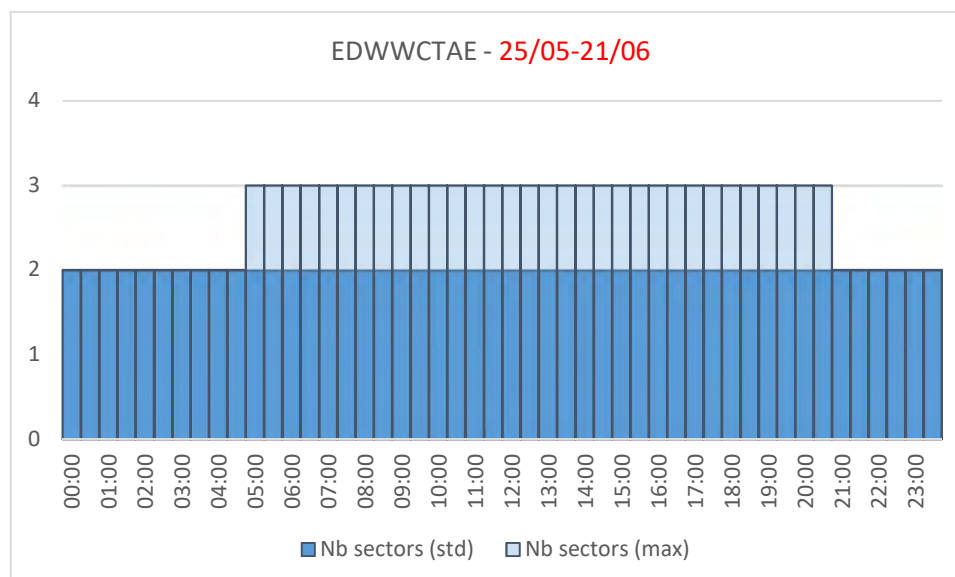
N/A

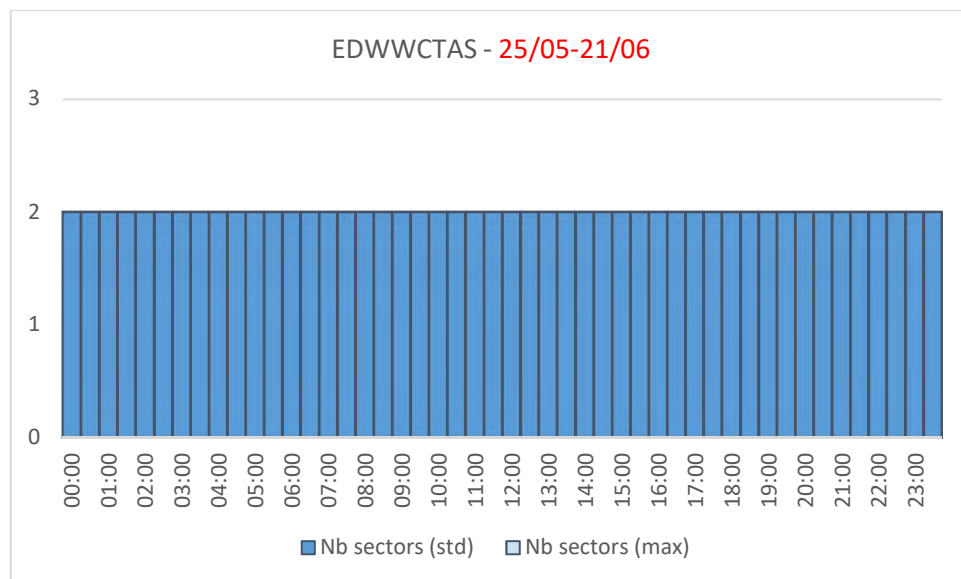
NM Assessment

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

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

Bremen						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	320	410	390	390	190	270
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	410	470	450	470	250	330
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	400	480	470	480	260	340
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	480	540	530	560	380	460

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

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

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

N/A

Special events and major projects

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

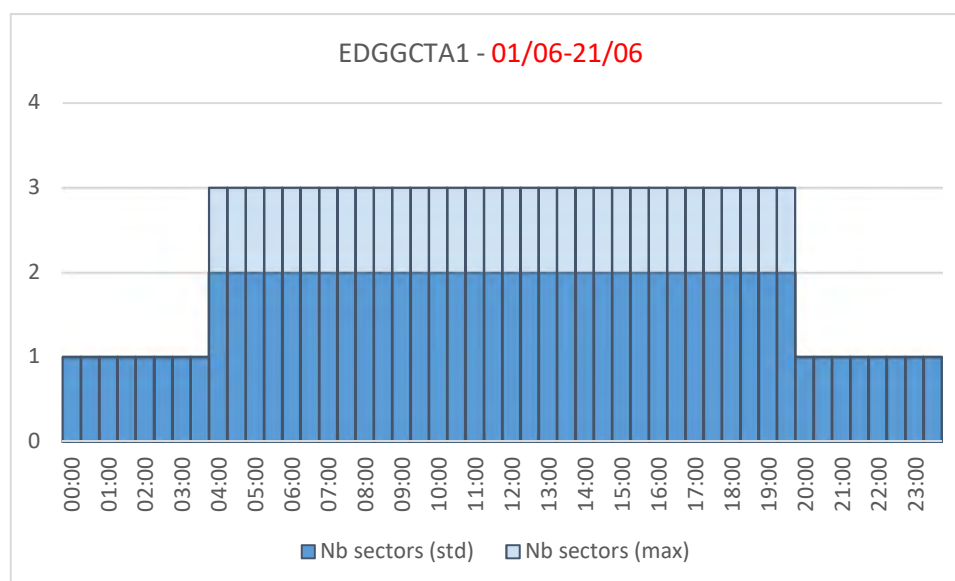
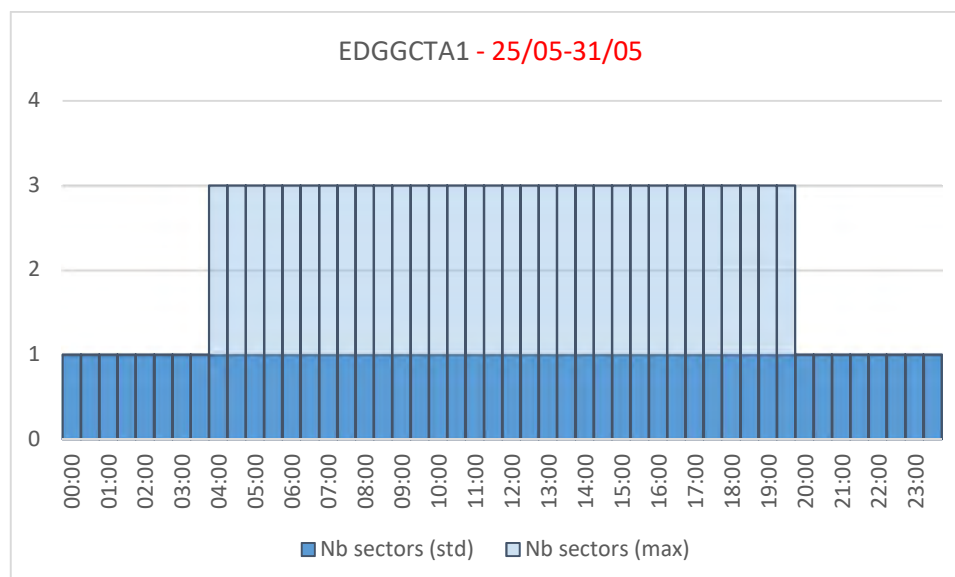
NM Assessment

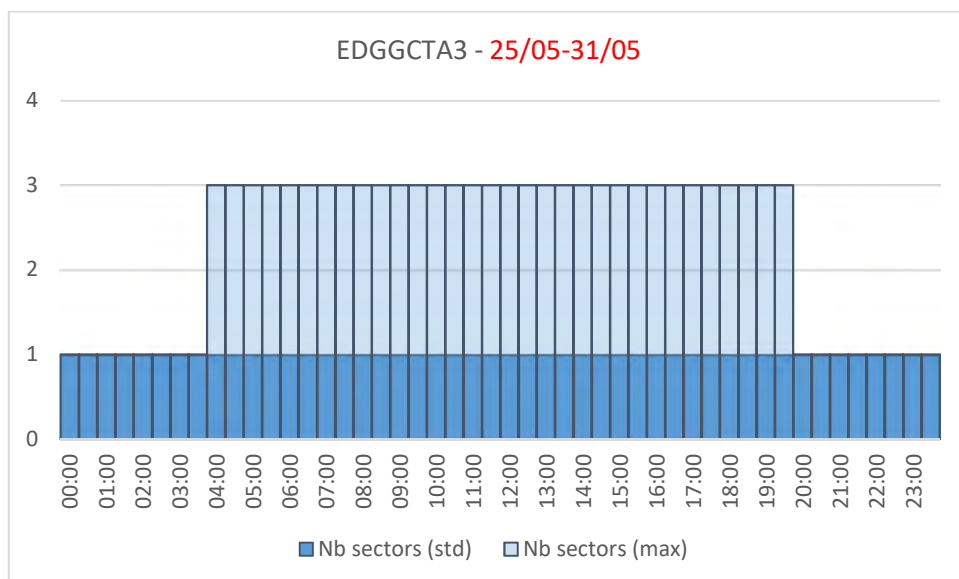
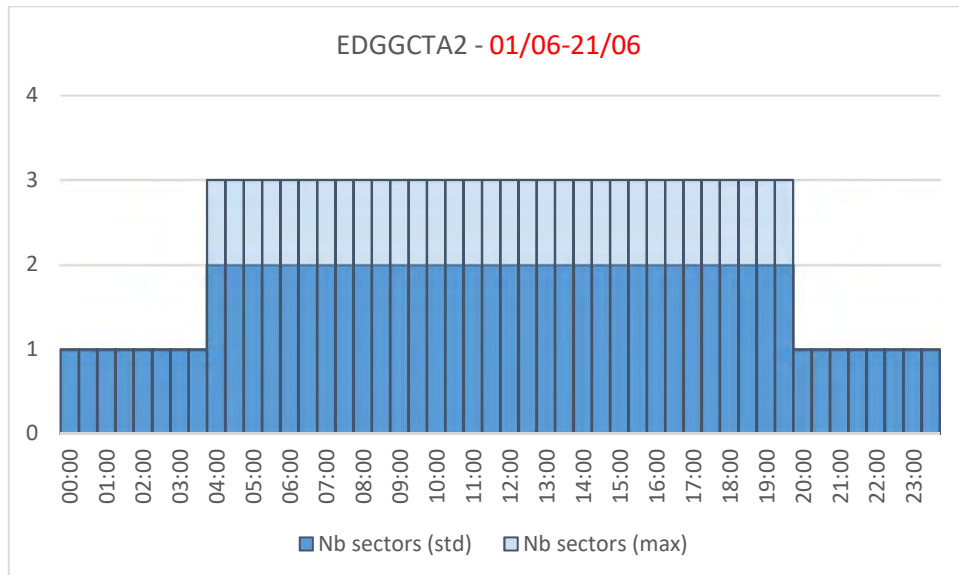
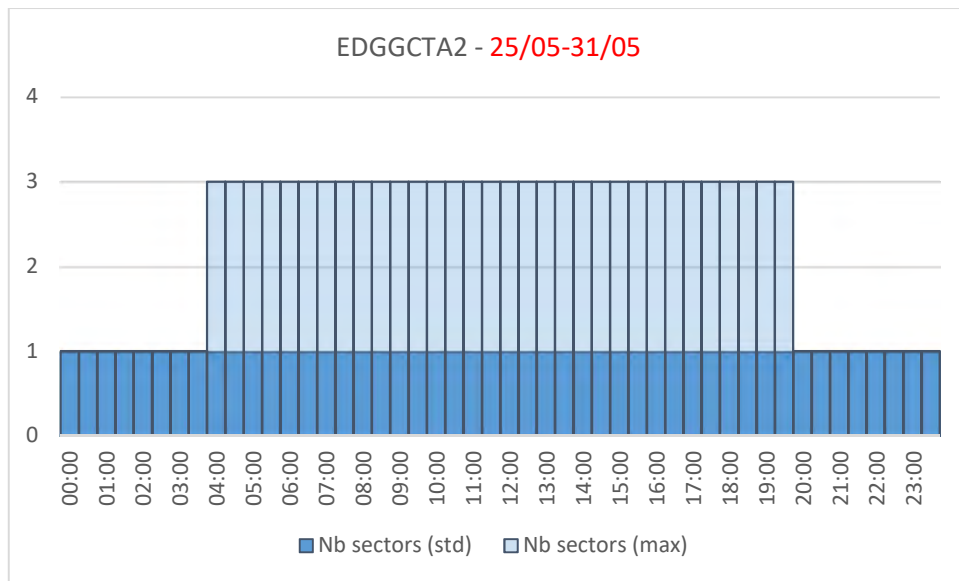
According to the traffic outlook:

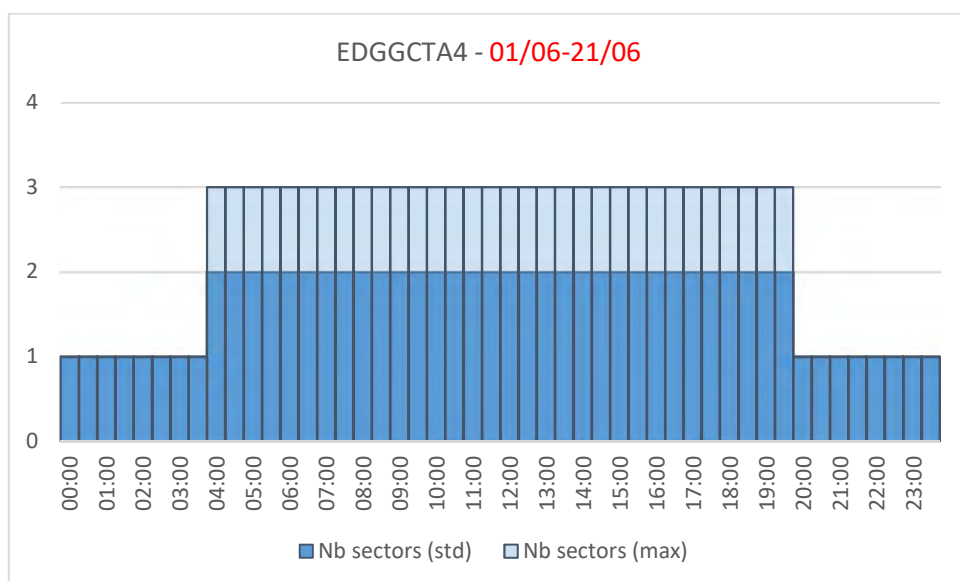
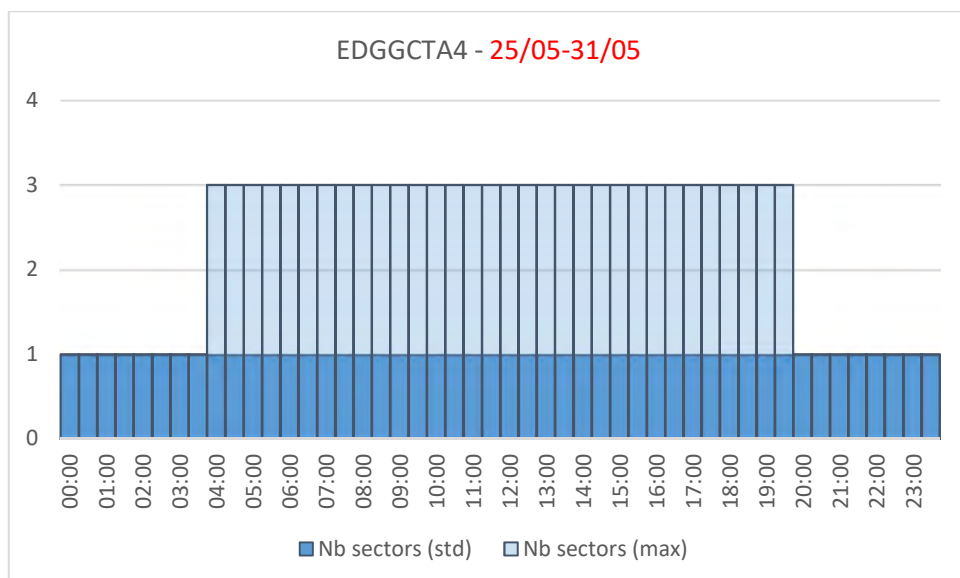
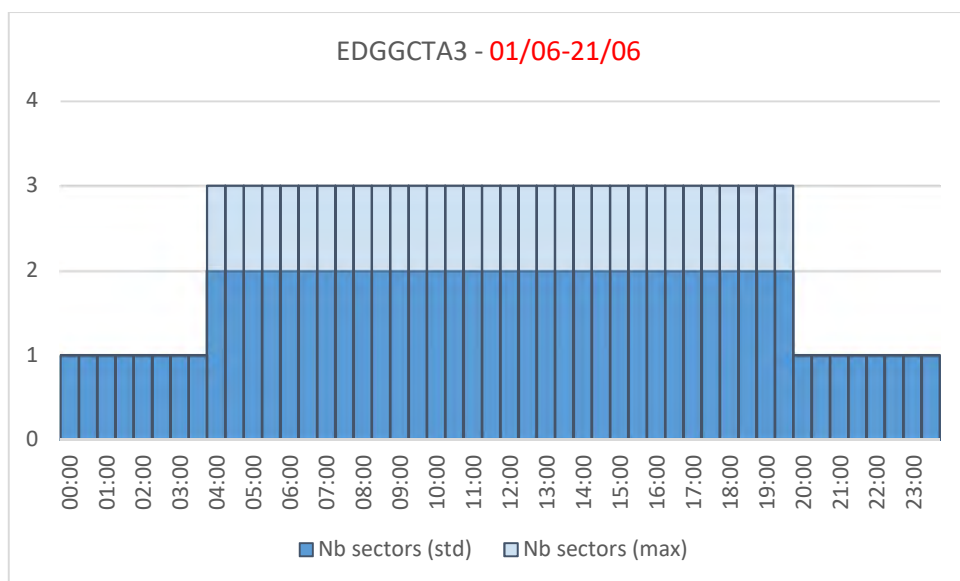
- For EDWWCTAE: Peaks start to appear from the 15th of June. The opening of a third sector might be necessary during some periods of the day. Maximum sector plan should be sufficient to deal with the demand.
- For the other sector groups: no capacity issues expected with planned number of sectors during the period.

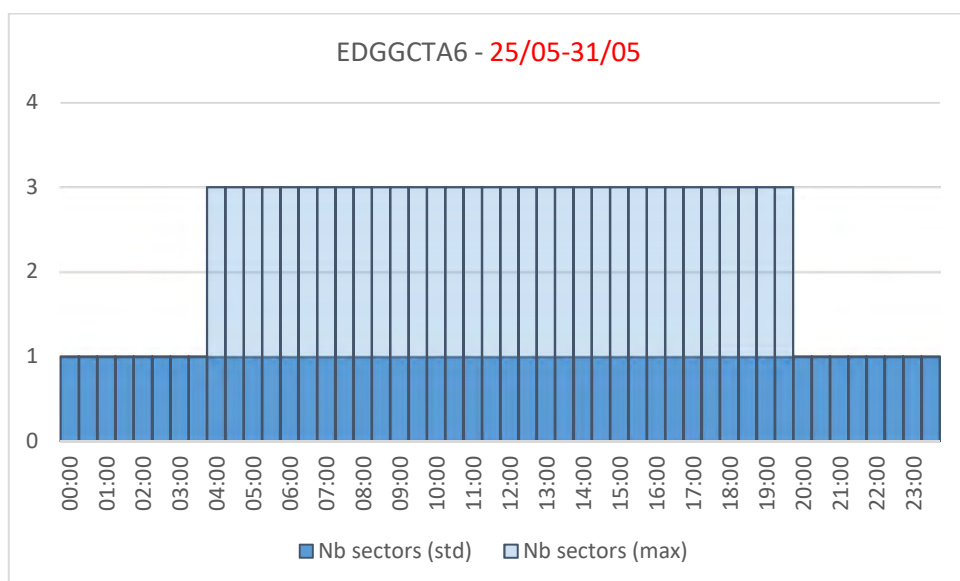
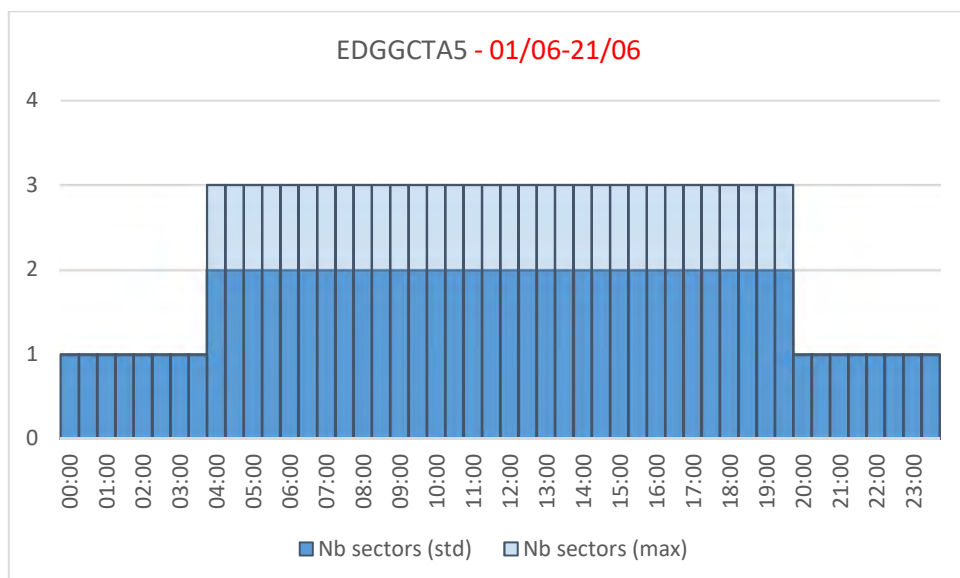
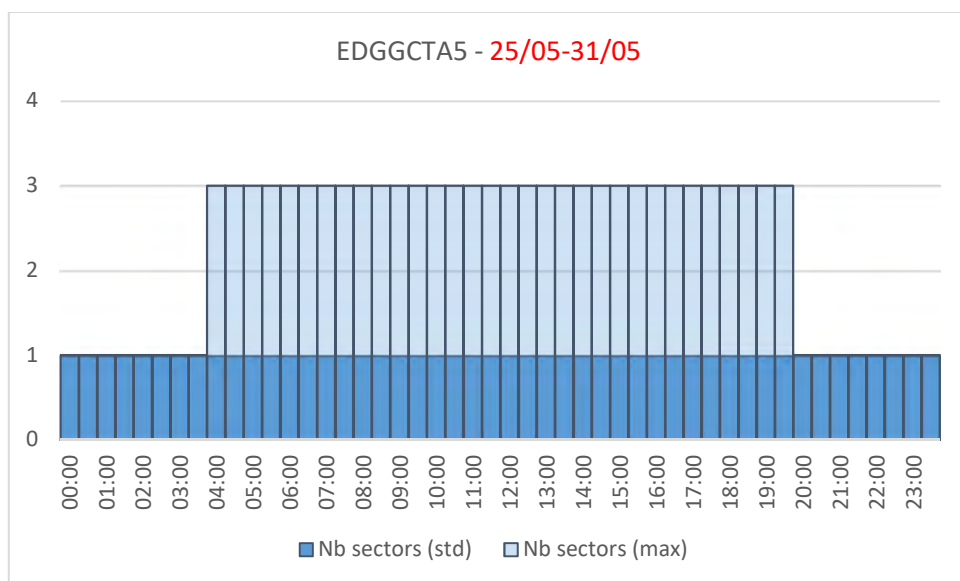
GERMANY**LANGEN ACC****Expected traffic**

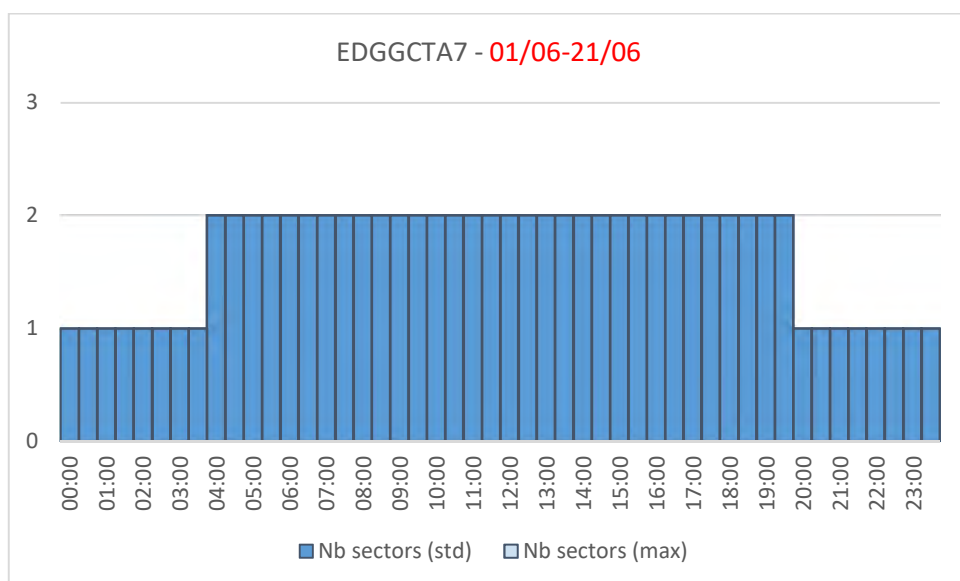
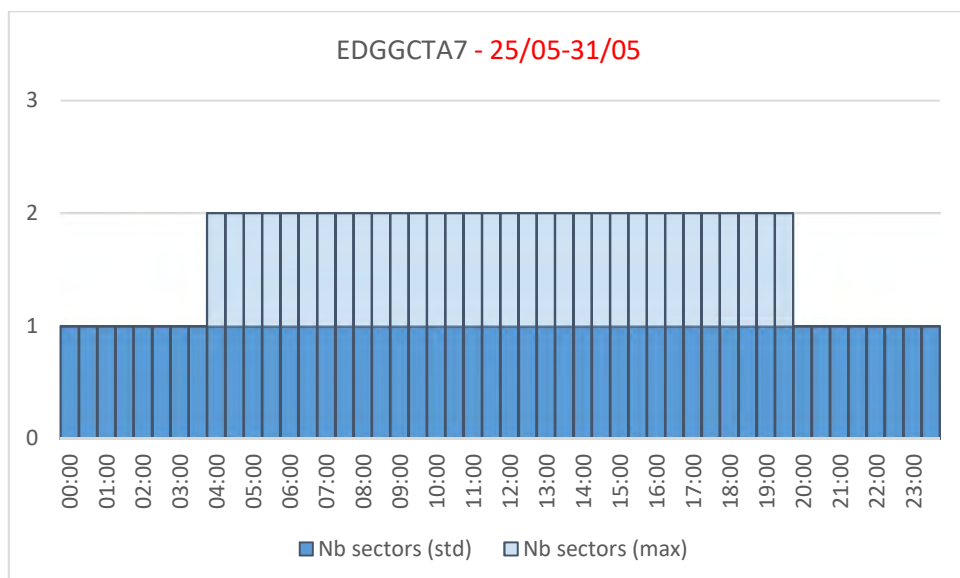
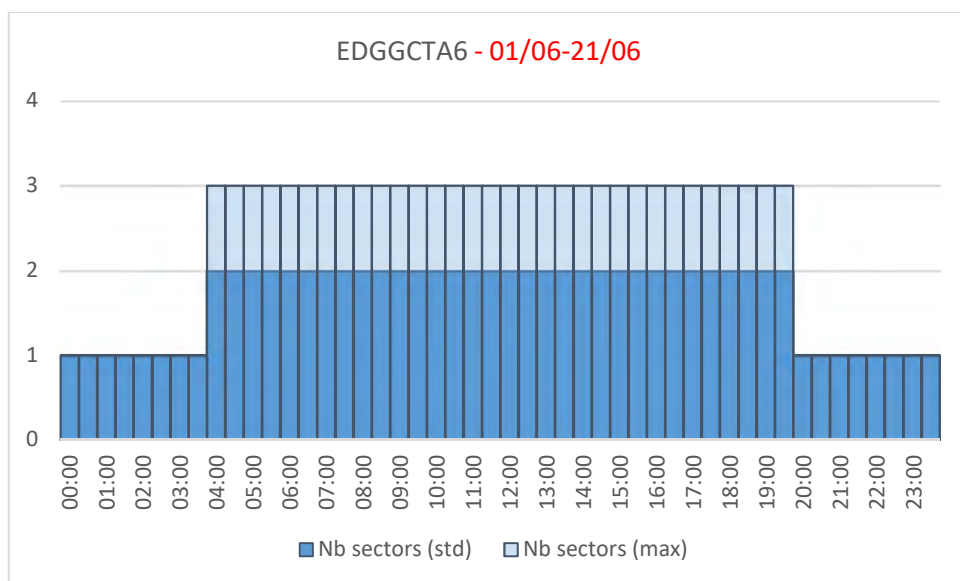
Langen						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
770	870	930	920	910	630	610
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	1020	1060	1040	1000	740	680
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
880	1020	1070	1060	1010	740	680
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
890	1050	1060	1060	1050	890	790

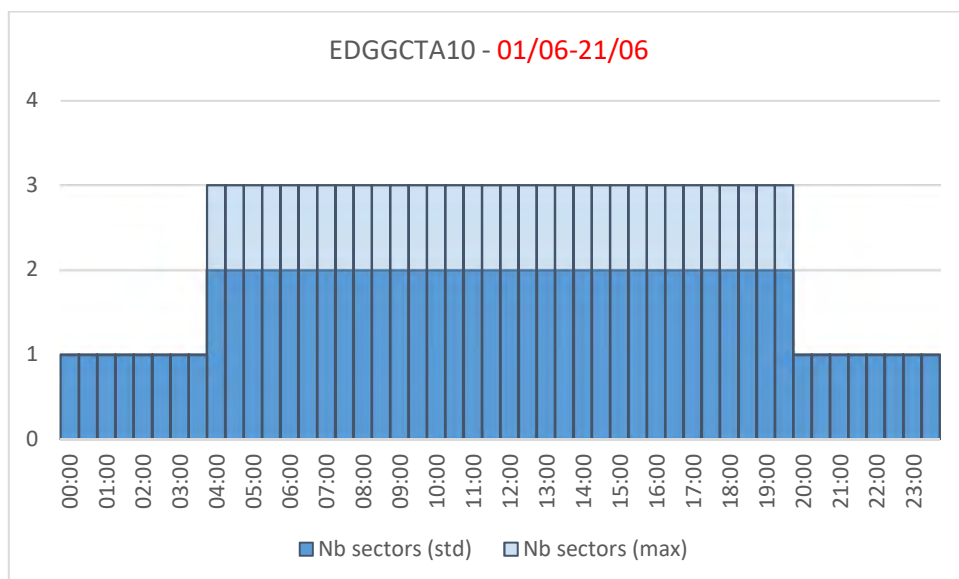
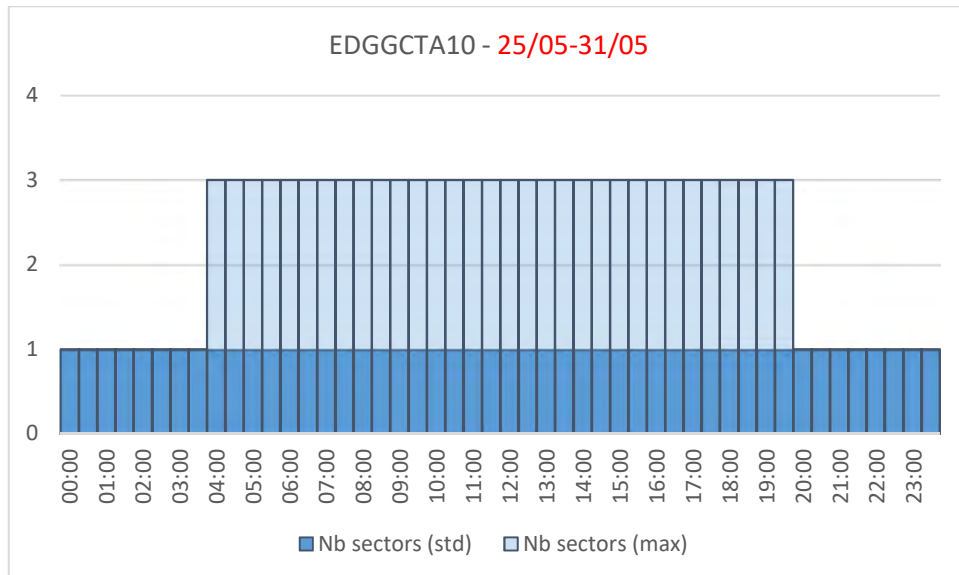
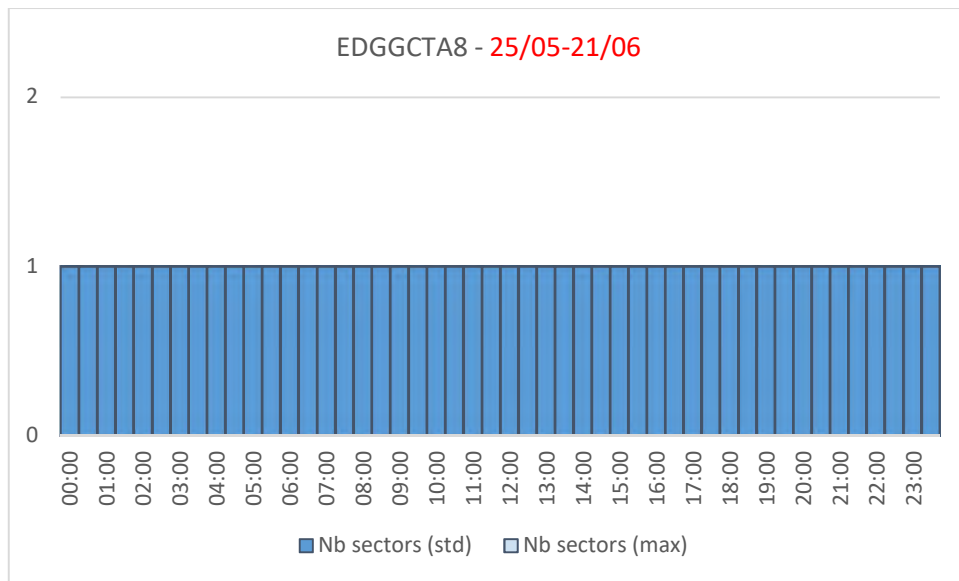
Sector openings – Planned and maximum











Sector capacities

Nightschift configurations until 31st May 2020. Additional sectors available from 01st June 2020. More sectors available if necessary, on short notice possible.

Availability of support to operations staff

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

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

N/A

Special events and major projects

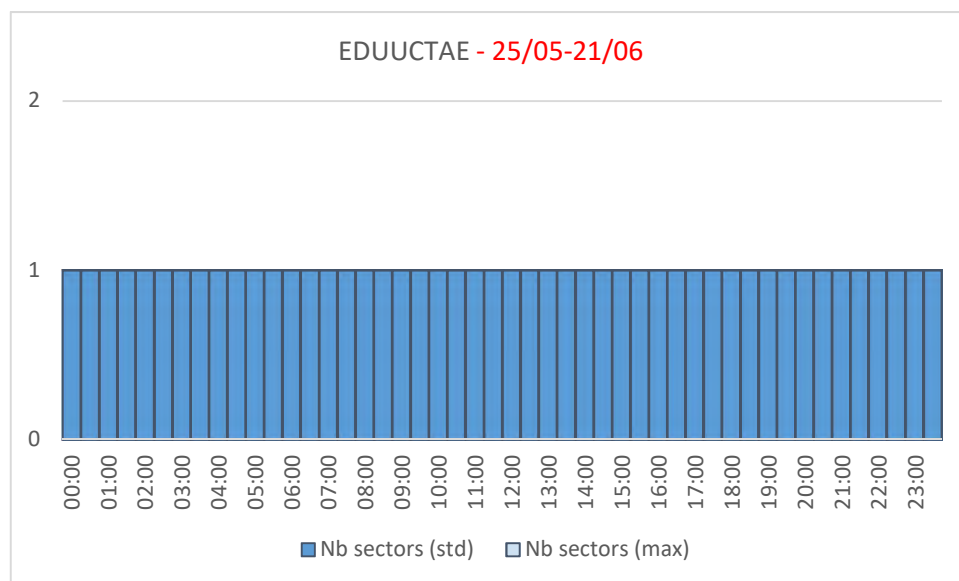
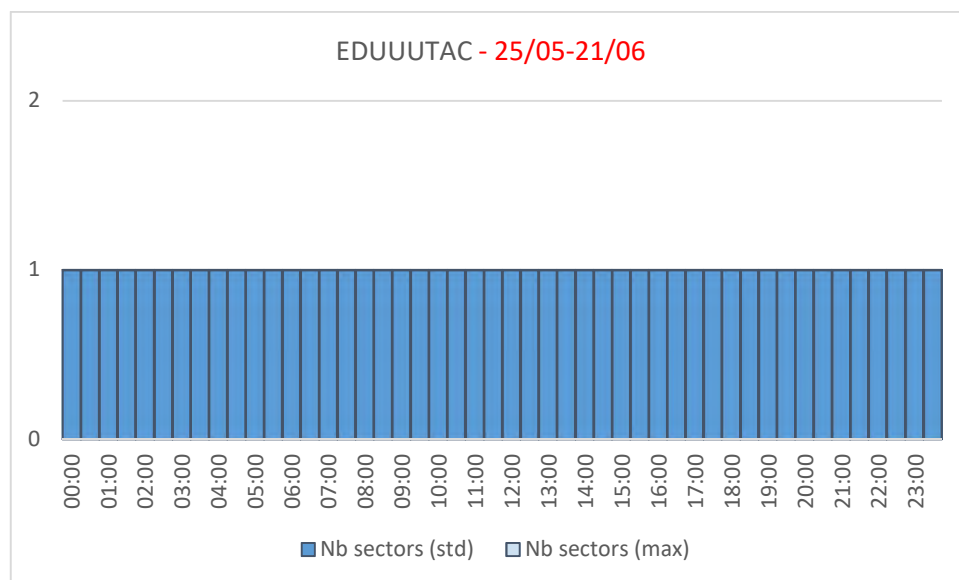
N/A

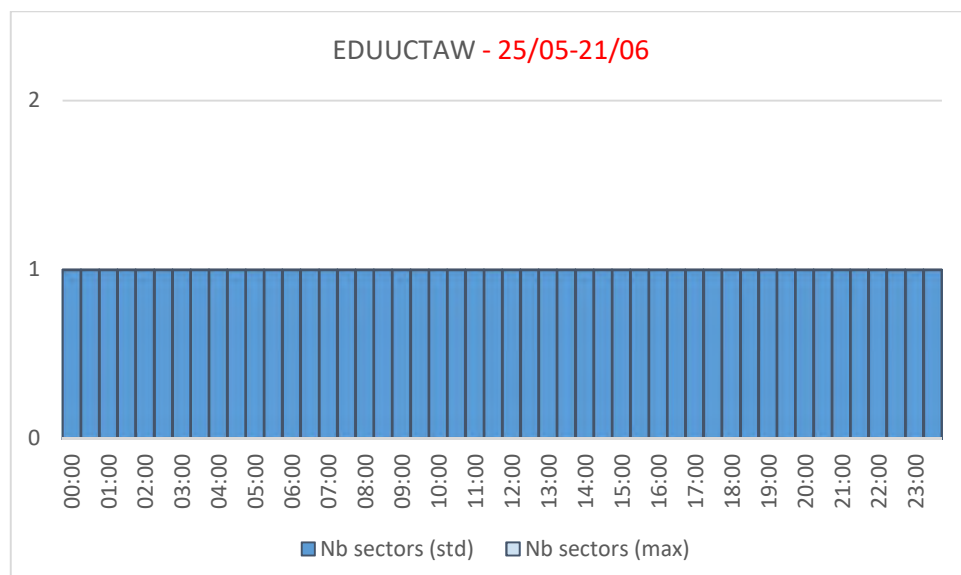
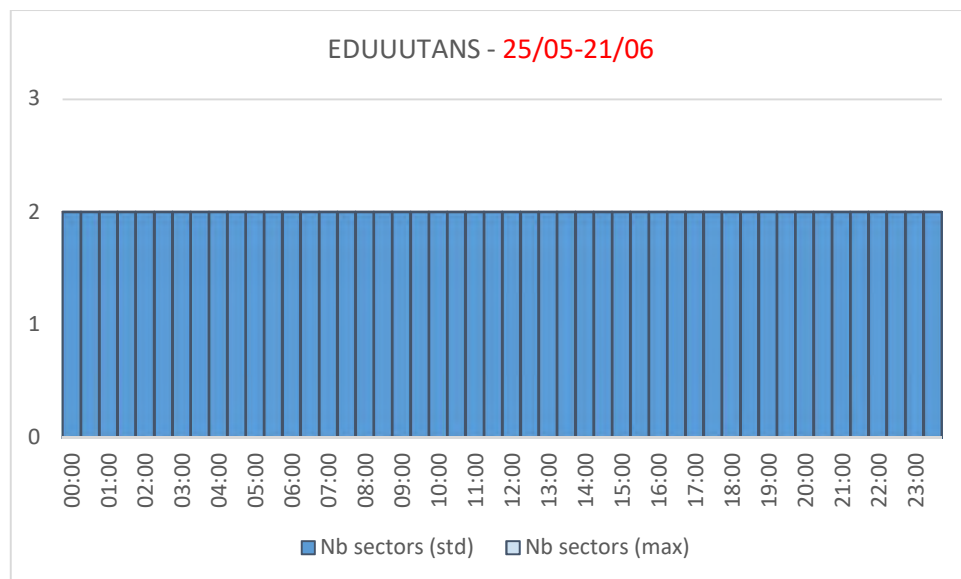
NM Assessment

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

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

Karlsruhe						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
960	1000	1030	1030	970	780	1000
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1150	1230	1220	1270	1160	1060	1170
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1170	1270	1220	1300	1200	1090	1220
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1310	1430	1460	1500	1450	1370	1500

Sector openings – Planned and maximum



Sector capacities

Currently no limitation, but reduction in sector capacities are depending on military activities, especially in EDUUUTAW. Our request for military planning is still pending.

Without military activities no reductions in sector capacities.

Availability of support to operations staff

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

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

Lead time for increasing numbers of sectors as follows:

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

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

Special events and major projects

N/A

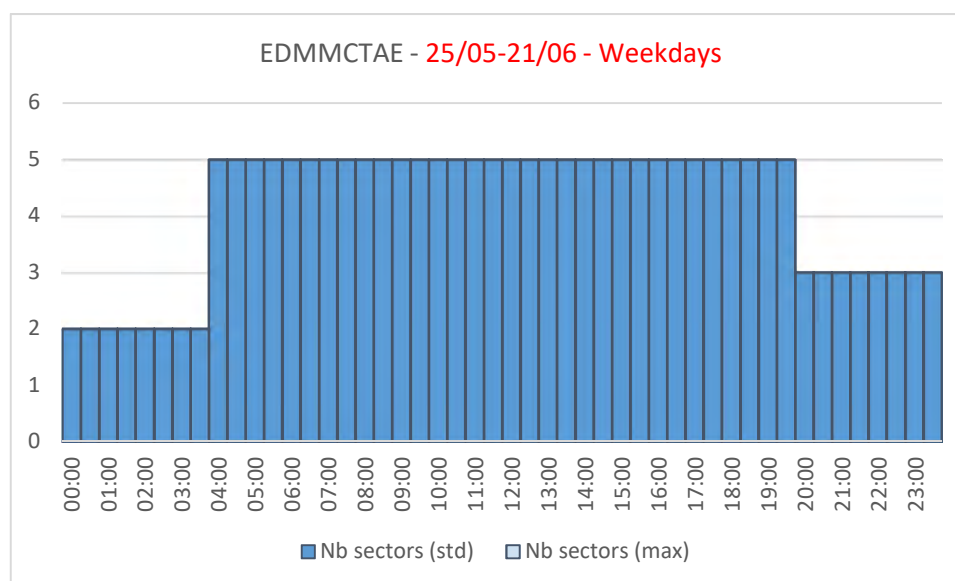
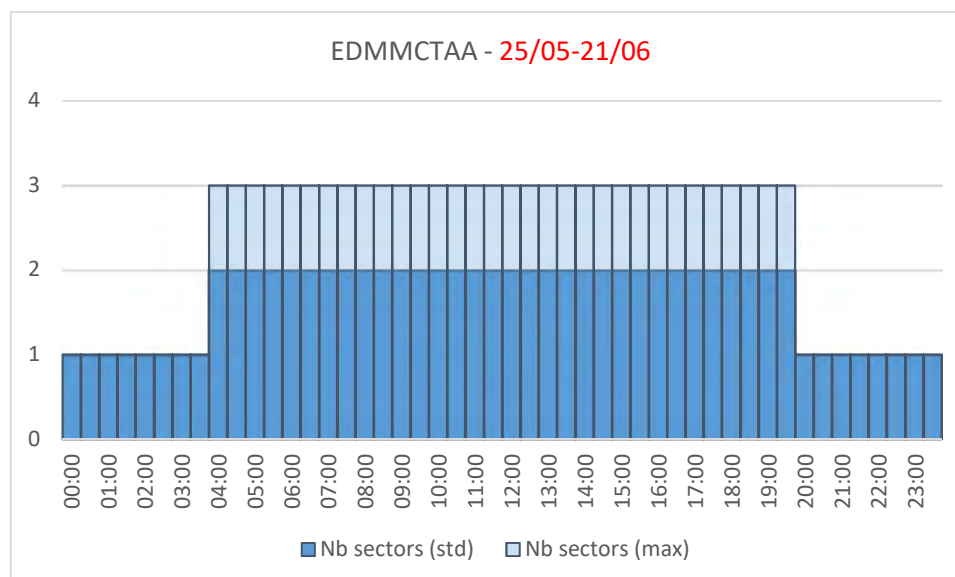
NM Assessment

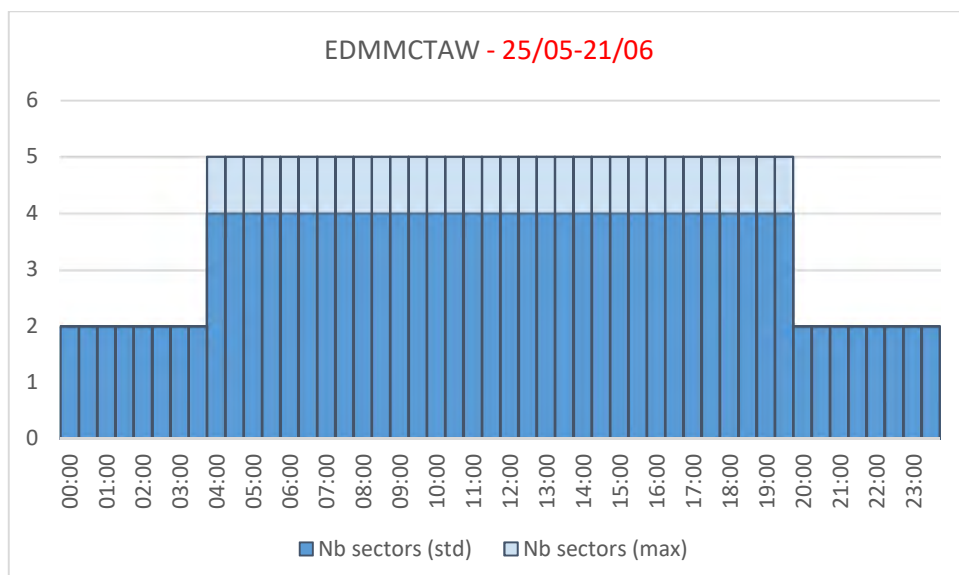
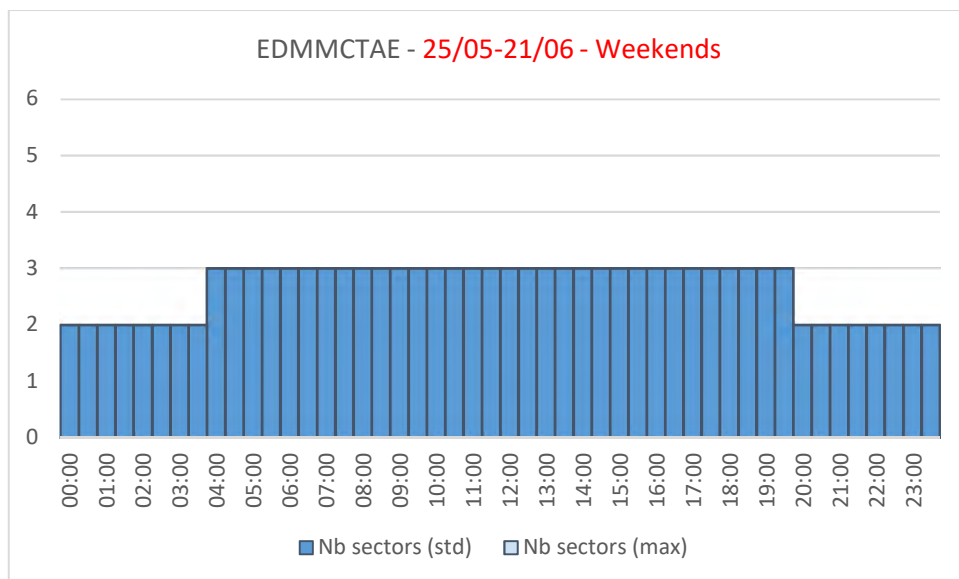
According to the traffic outlook:

- For EDUUUTAE: Isolated peaks start appearing in the morning from the 1st of June. From 15th of June, the opening of a second sector might be necessary. The maximum number of sector needs to be reassessed with expected traffic.
- For the other sector groups: No capacity issues expected with planned number of sectors during the period

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

München						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
530	630	660	650	660	440	470
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	780	790	790	790	620	580
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
690	800	790	810	800	630	620
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
790	880	900	900	910	740	730

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

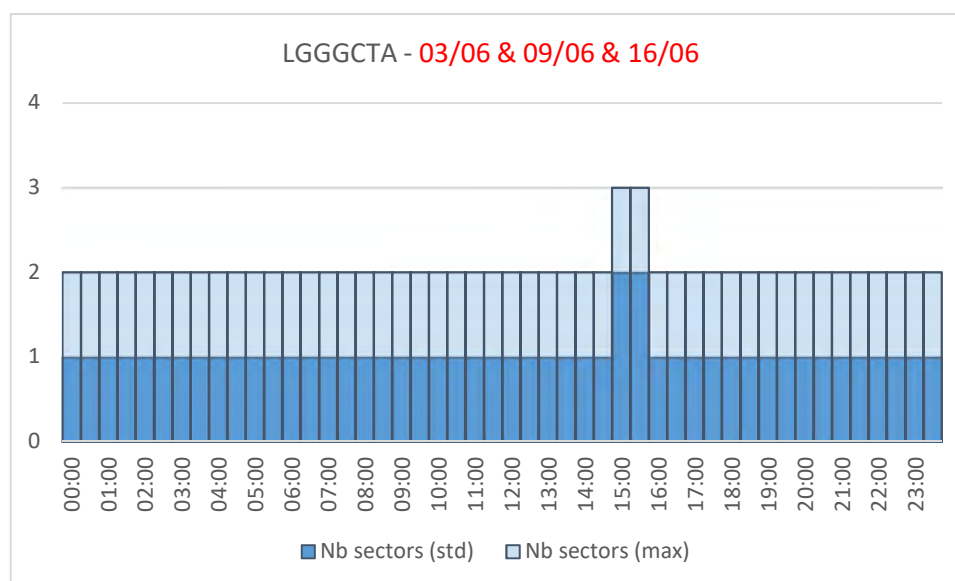
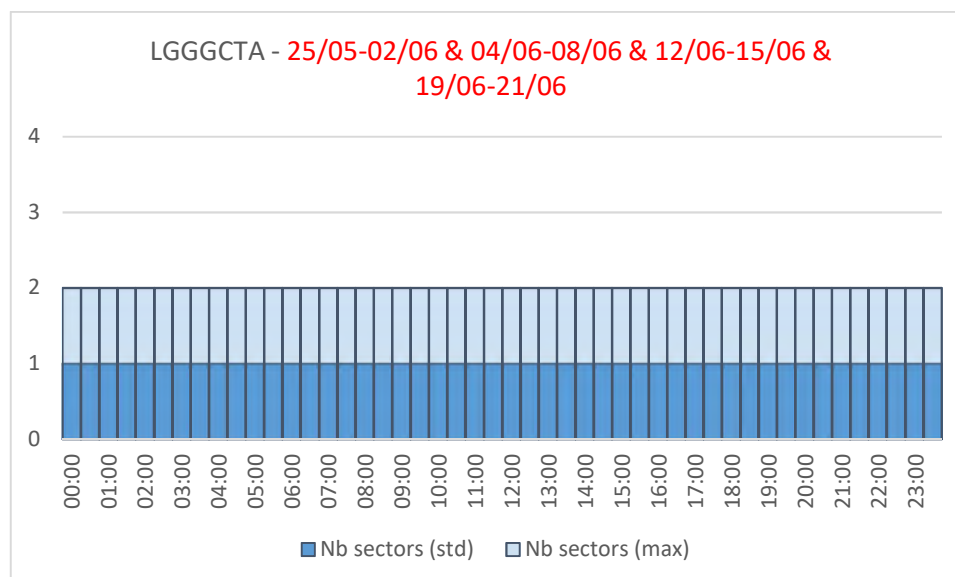
N/A

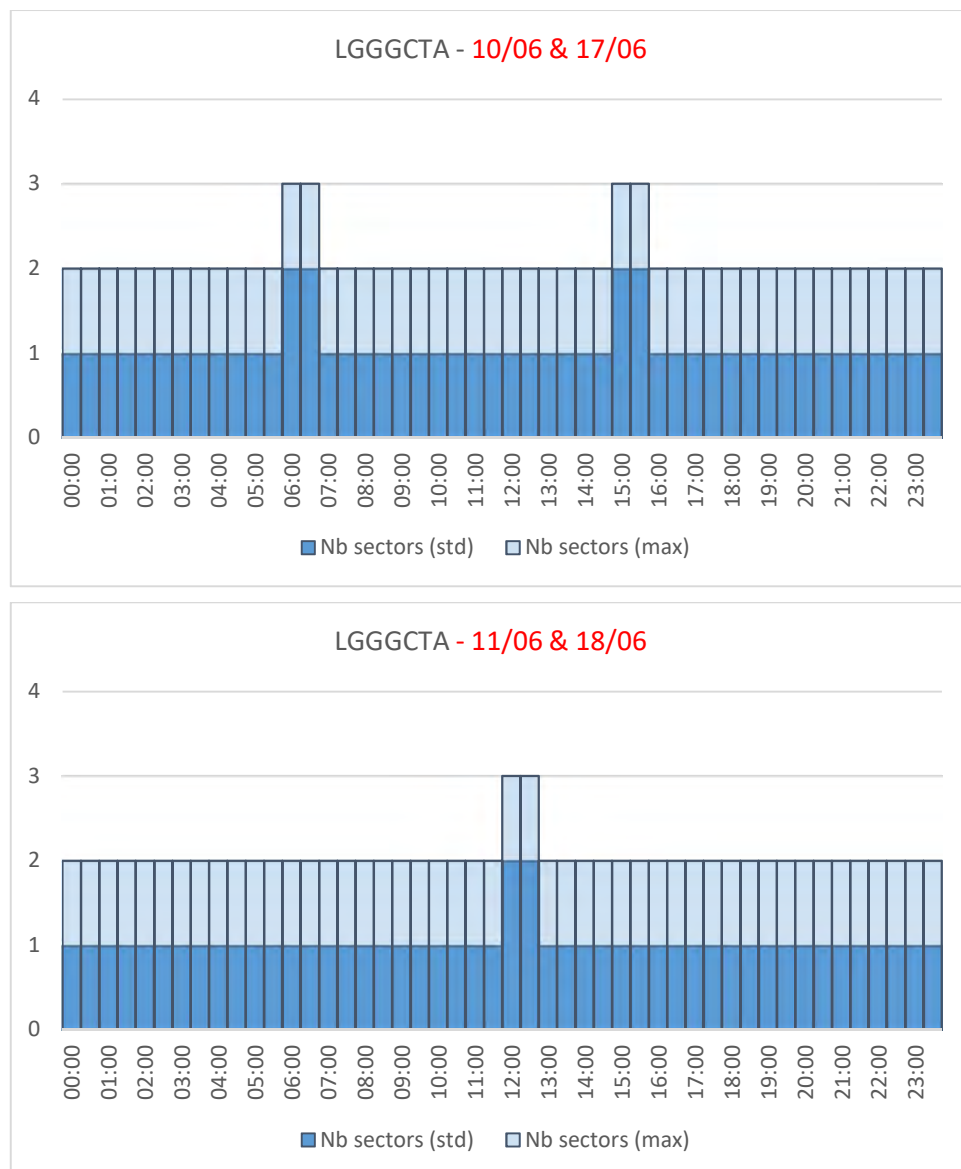
NM Assessment

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

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

Athinai						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	290	310	320	300	330	290
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
410	490	480	450	460	500	460
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	540	520	470	500	540	500
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	640	620	570	570	640	600

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

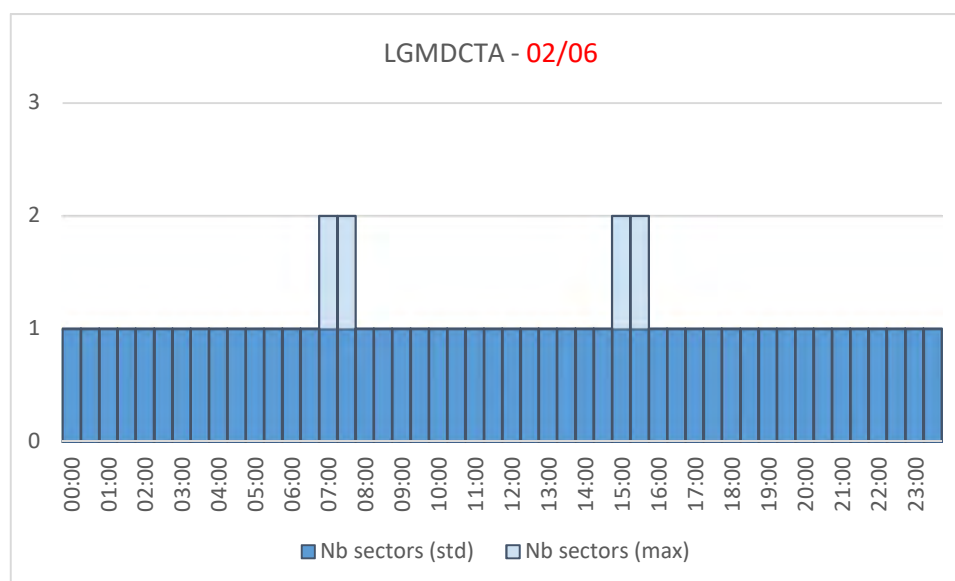
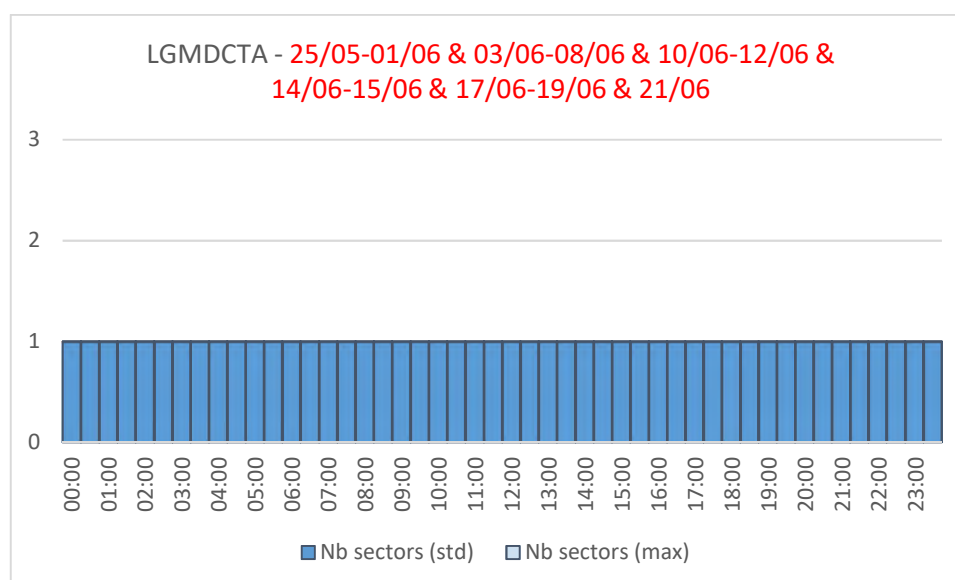
A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching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

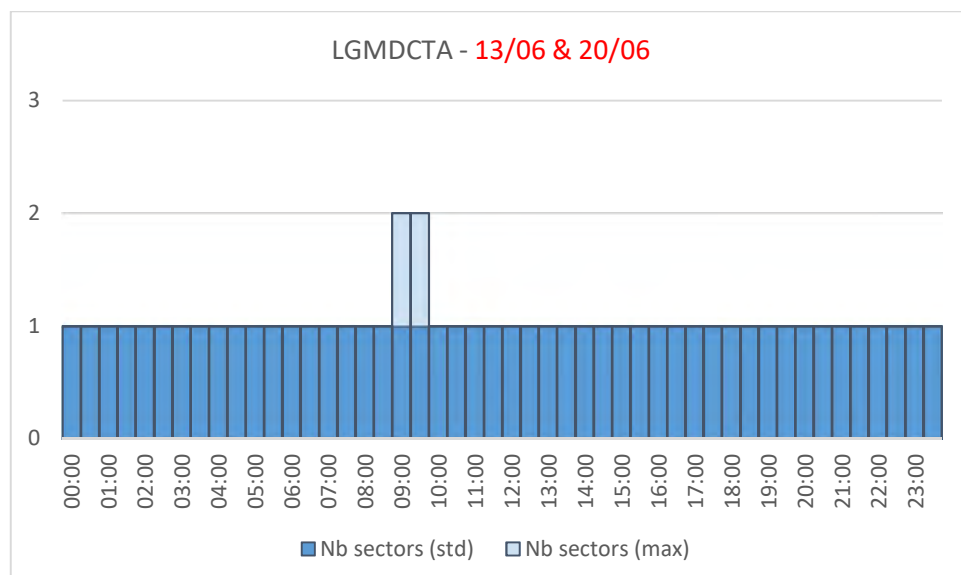
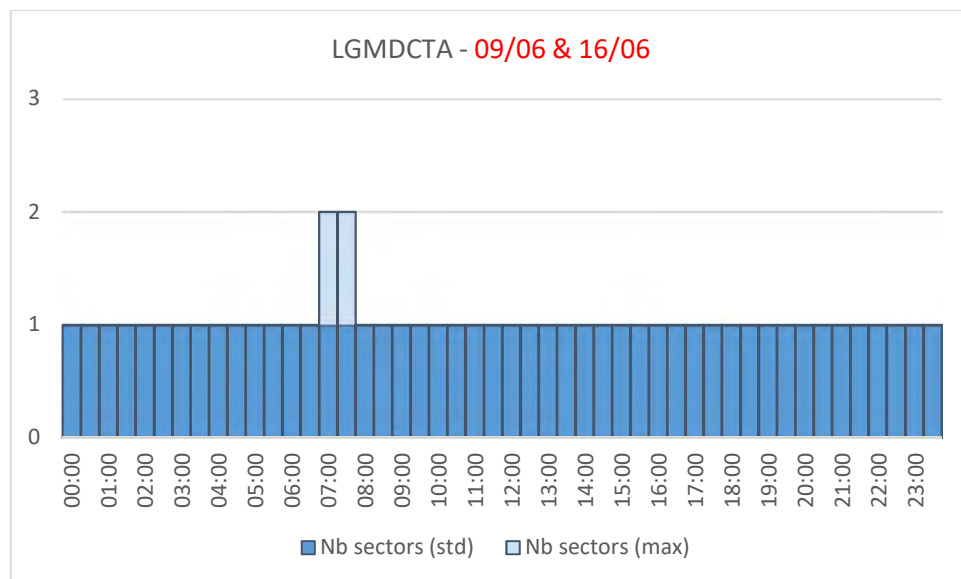
NM Assessment

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

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

Makedonia						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	240	280	240	210	250	240
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	410	410	350	360	410	370
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	450	430	370	380	450	410
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
440	500	540	450	460	530	490

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

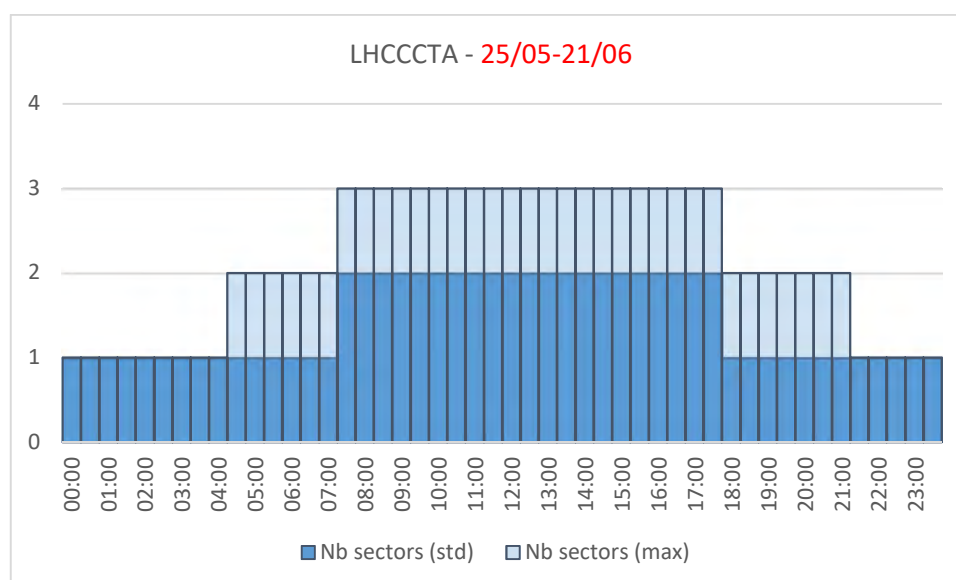
A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching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

NM Assessment

According to the traffic outlook, demand is expected to be close to declared capacity from the 15th of June. The opening of a second sector might be necessary during some periods.

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

Budapest						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	540	590	570	480	460	590
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
750	790	770	790	700	720	750
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
780	820	790	830	760	750	790
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
870	920	910	930	880	860	900

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

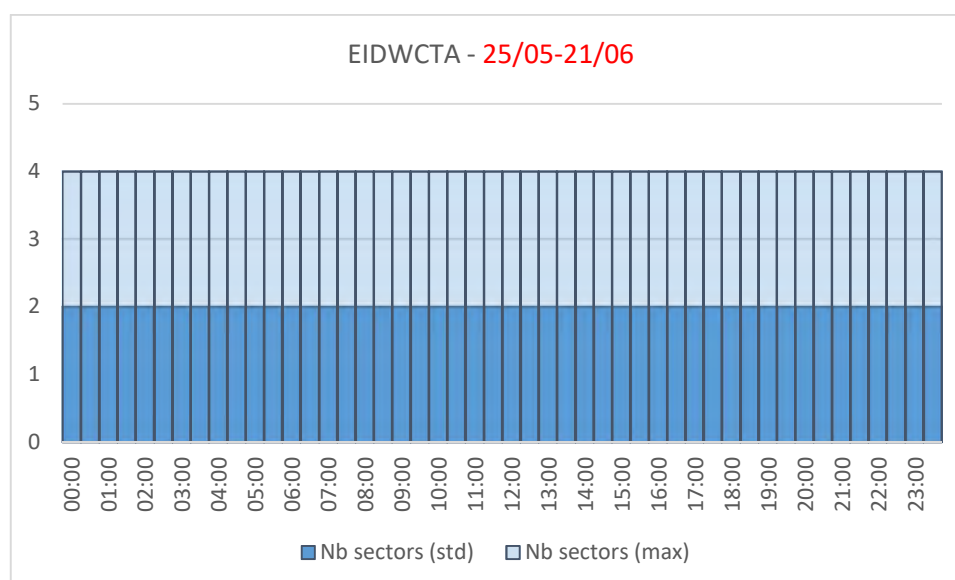
from OPS to Contingency room from 12/10/2020-30/04/21 also might be postponed for the next year.

NM Assessment

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

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

Dublin						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	70	70	80	80	90	80
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	90	100	100	100	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	100	90	100	100	110	100
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	90	110	110	120	110

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

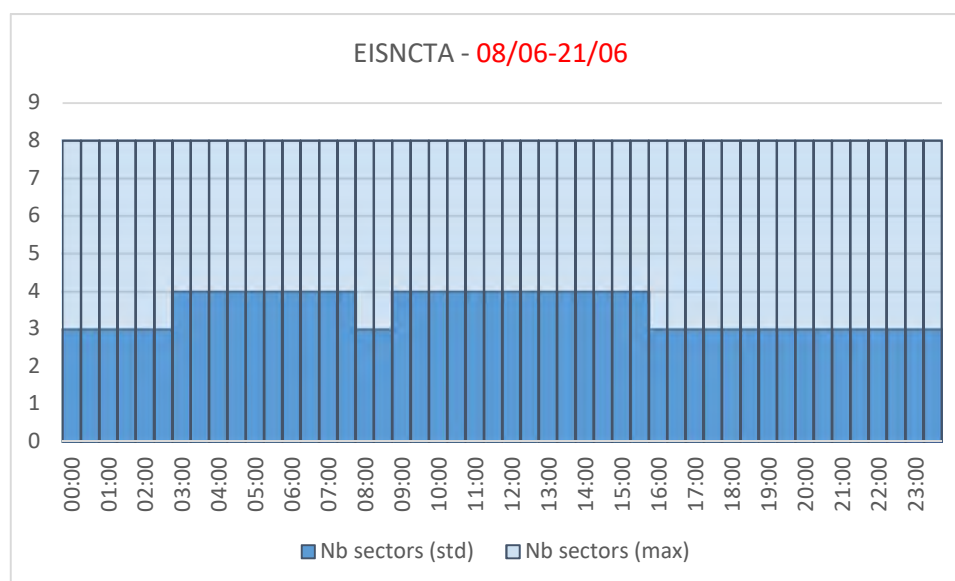
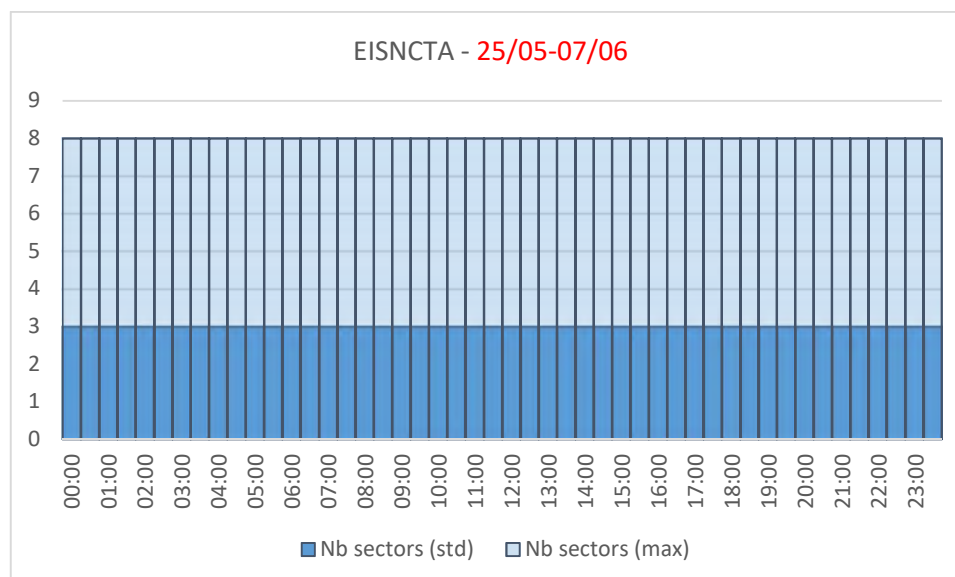
N/A

NM Assessment

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

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

Shannon						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	220	260	280	250	240	250
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	240	280	270	250	240	240
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	240	270	280	260	250	250
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	260	280	300	270	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

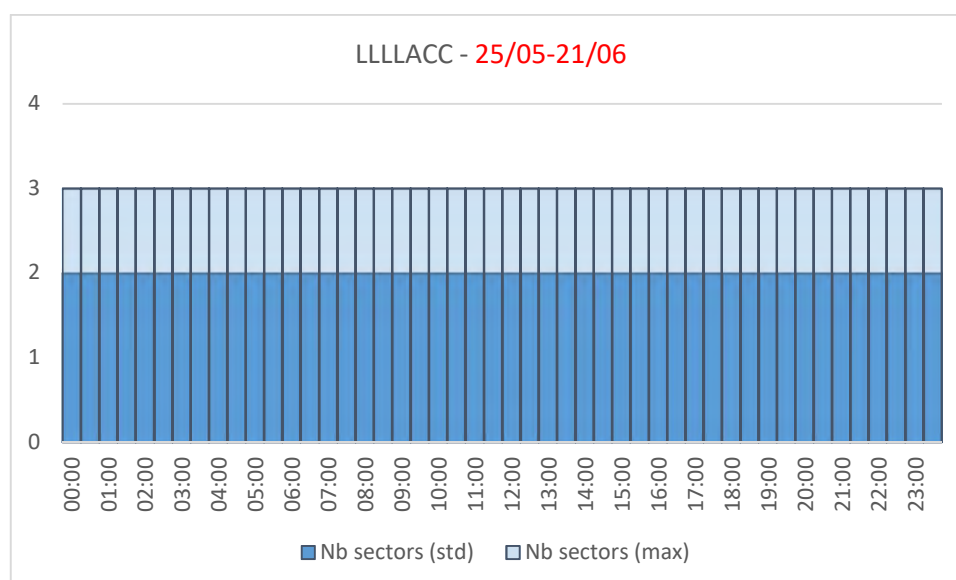
N/A

NM Assessment

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

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

Tel Aviv						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	70	120	80	80	50	50
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	80	80	90	50	70	70
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	80	80	80	50	70	70
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	90	80	100	60	80	70

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

No limitations.

Special events and major projects

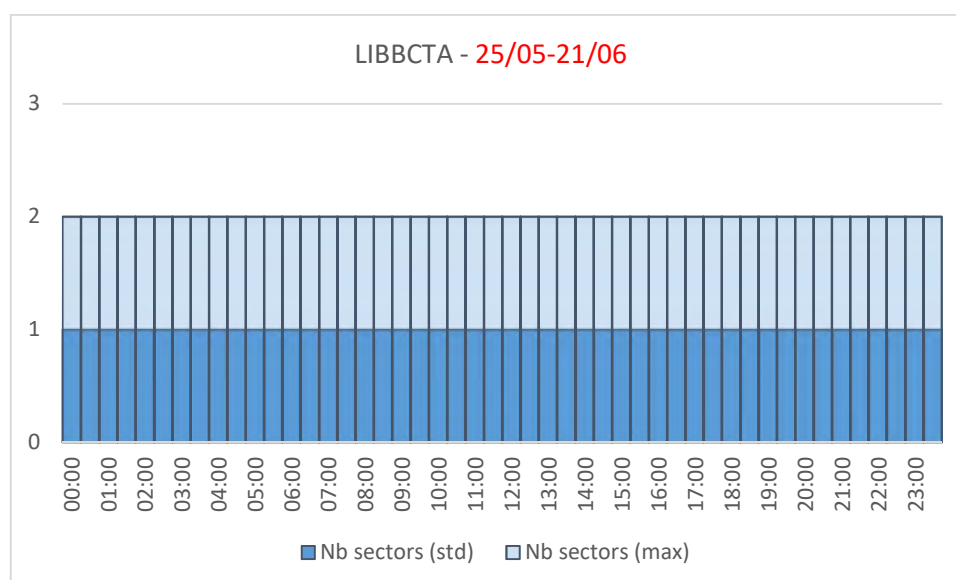
All sub-projects of the major project "New ATM Facility" (e.g. building, radars, automation system etc.) are temporarily delayed.

NM Assessment

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

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

Brindisi						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
160	150	150	160	120	150	160
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200	220	220	200	170	220	240
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	230	230	210	200	250	280
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	270	300	270	260	310	340

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

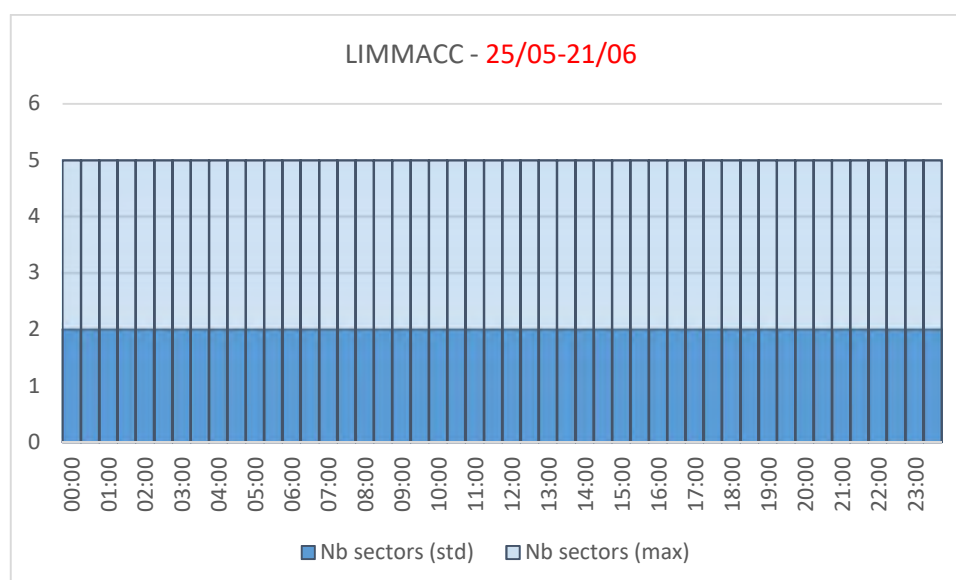
N/A

NM Assessment

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

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

Milano						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	310	320	340	290	290	340
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	400	430	410	390	400	460
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	410	430	430	440	460	510
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
550	530	550	540	530	580	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)

N/A

Special events and major projects

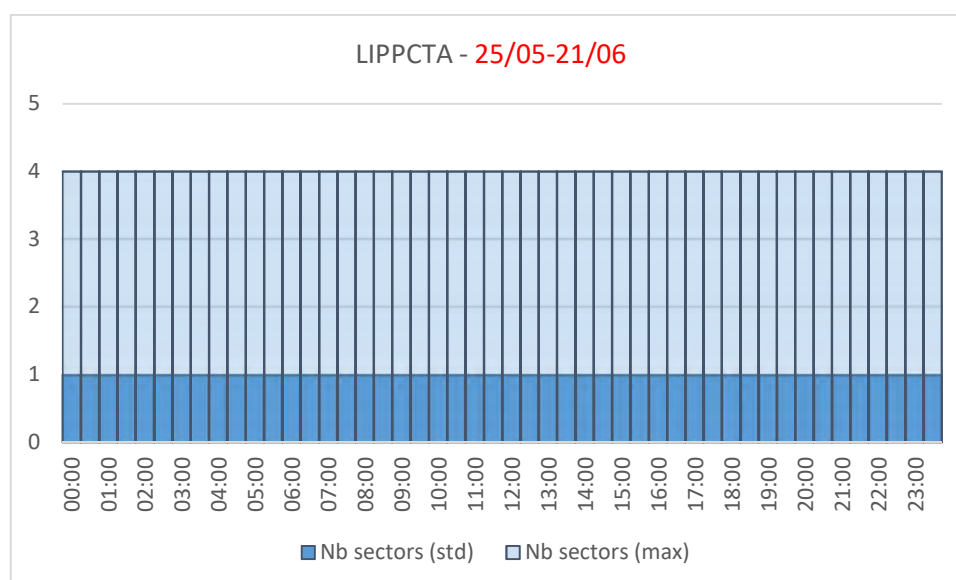
N/A

NM Assessment

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

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

Padova						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	310	330	350	250	260	340
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	420	470	440	350	440	470
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	430	480	460	420	510	510
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	570	620	590	530	650	670

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

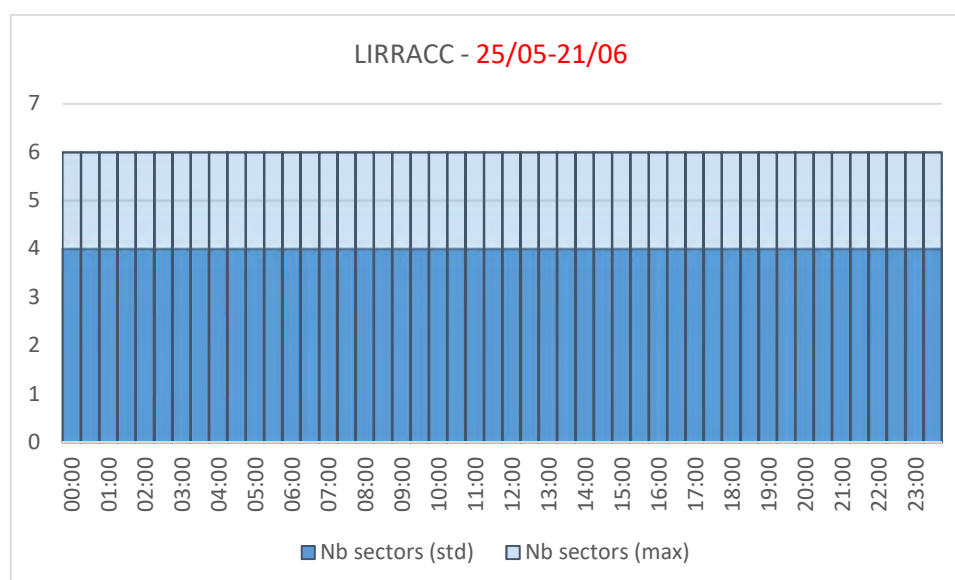
N/A

NM Assessment

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

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

Roma						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	340	330	360	350	360	360
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	460	470	460	470	500	520
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
500	470	480	480	550	570	570
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590	580	580	600	660	680	710

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

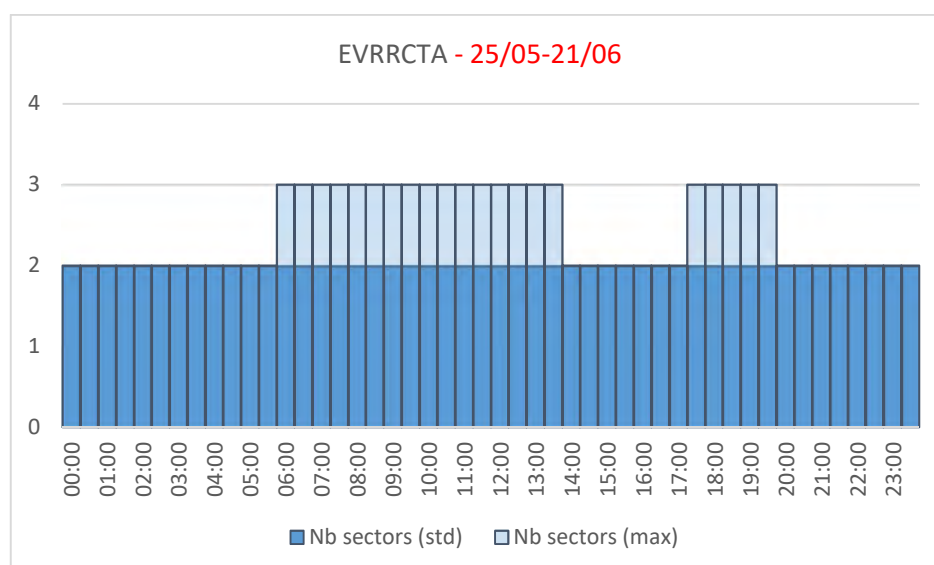
N/A

NM Assessment

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

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

Riga						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	240	240	270	210	190	190
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	210	230	240	200	170	200
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200	210	220	240	200	190	210
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	250	250	290	230	220	250

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

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

CONF 3	
EVRRWS	31
EVRRES	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

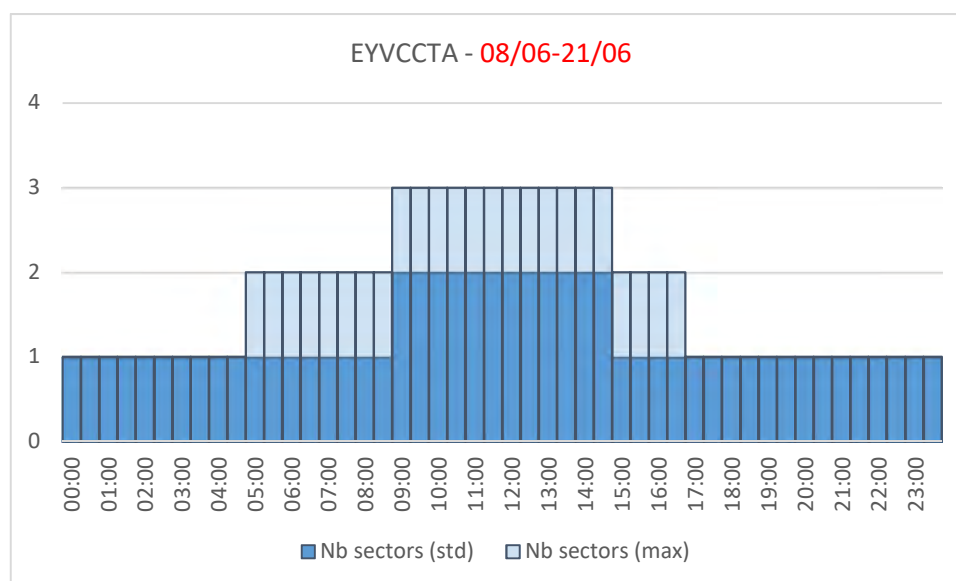
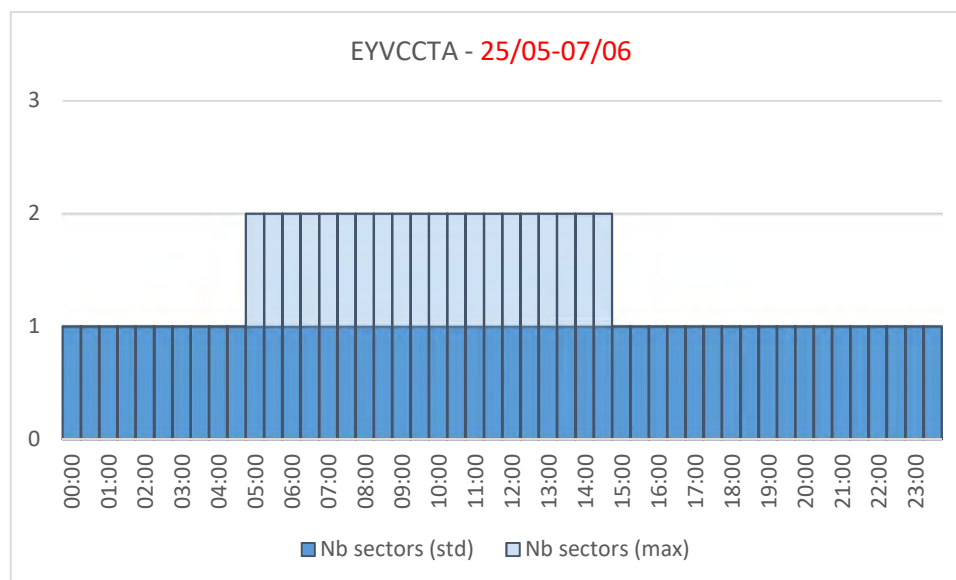
N/A

NM Assessment

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

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

Vilnius						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	170	180	220	180	160	160
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	180	190	220	180	160	170
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
180	180	190	220	180	160	180
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200	210	220	250	200	190	210

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

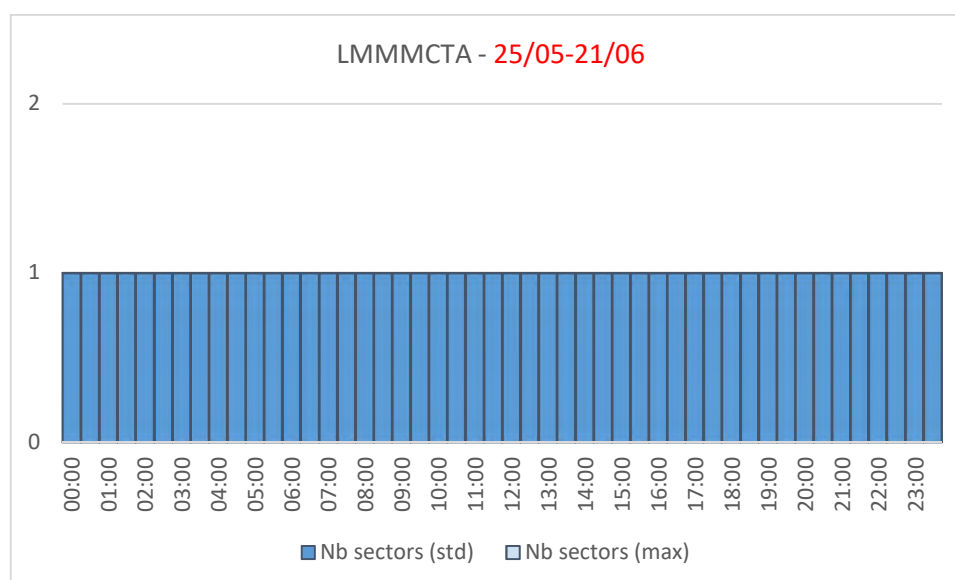
09/11-22/11: IRON WOLF II

NM Assessment

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

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

Malta						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	110	100	100	100	110	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	120	110	120	130	140
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	120	110	120	120	130
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	120	120	120	120	130	130

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

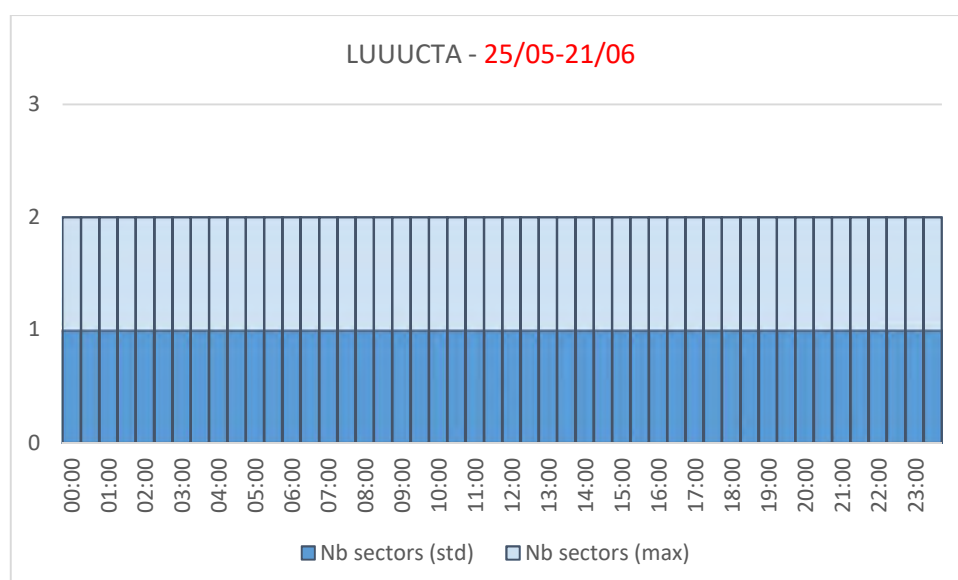
No capacity issues expected with planned numbers of sectors during the period.

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

Chisinau						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	30	30	40	20	40	40
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	40	50	60	50	70	70
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	50	60	60	50	70	70
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	50	60	70	50	70	70

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

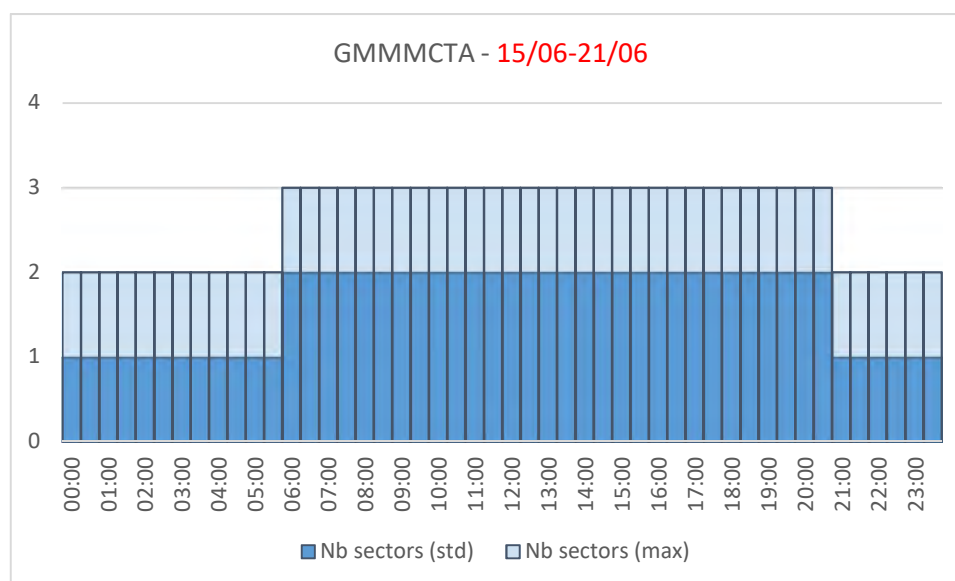
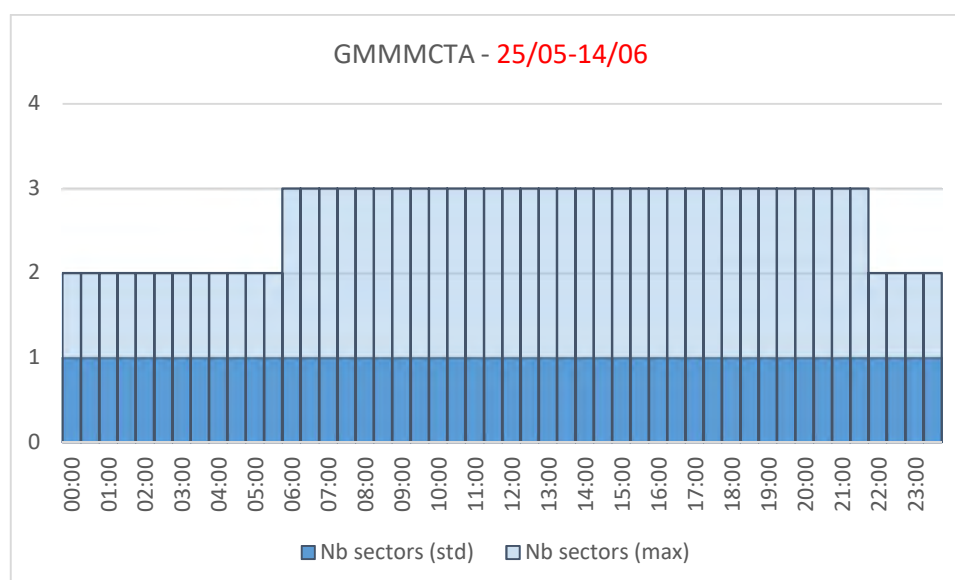
N/A

NM Assessment

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

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

Casablanca						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	60	50	70	60	80	40
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	90	90	90	90	100	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	110	90	100	100	100
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	120	130	120	120	120	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

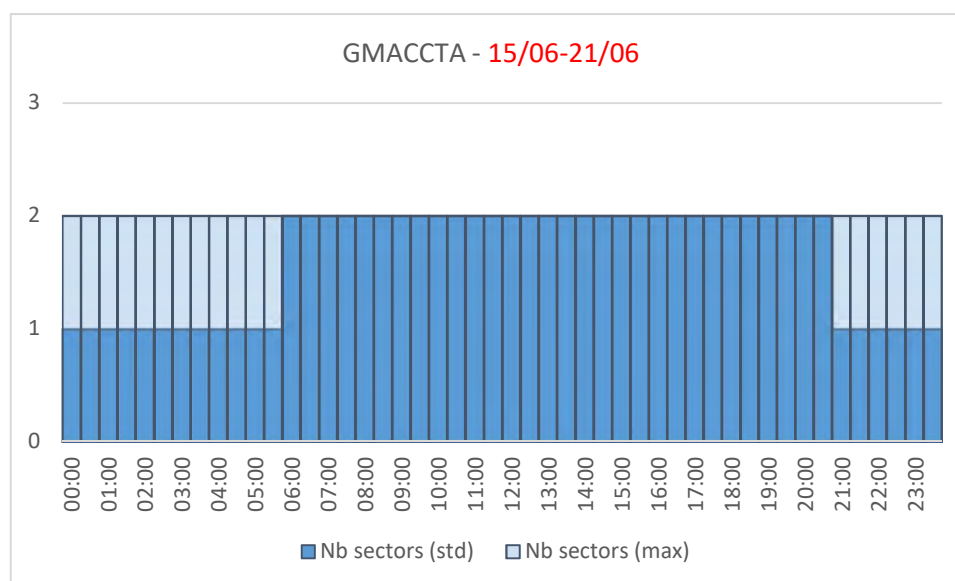
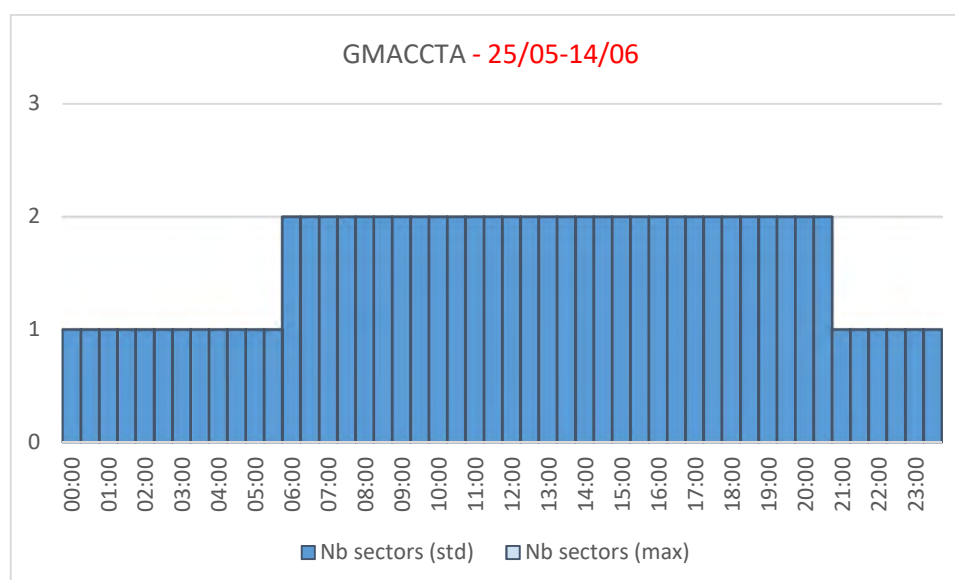
- RNP APCH & RNAV procedure design for GMFI & GMFF airports.
- FRA night in Casablanca CTA.

NM Assessment

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

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

Agadir						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	30	30	50	50	60	50
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	60	70	70	80	90	90
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70	80	70	80	100	110	110
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	120	130	120	120	150	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

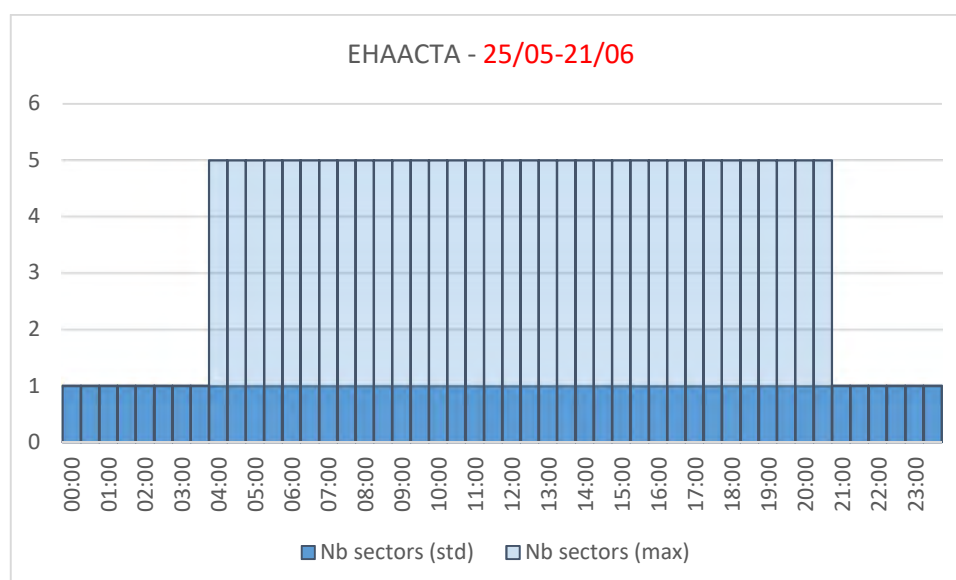
- October 2020 Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c - create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA
- FRA H24 in Agadir CTA.

NM Assessment

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

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

Amsterdam						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	300	290	320	300	230	280
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	320	330	350	340	300	320
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	340	330	370	350	300	330
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
350	350	340	380	360	310	340

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)

No relevant updates.

Special events and major projects

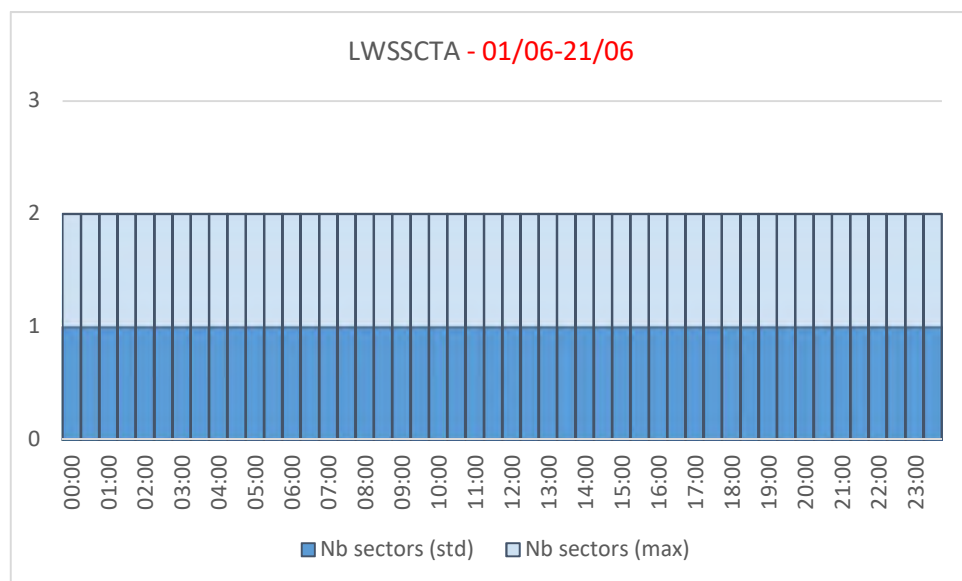
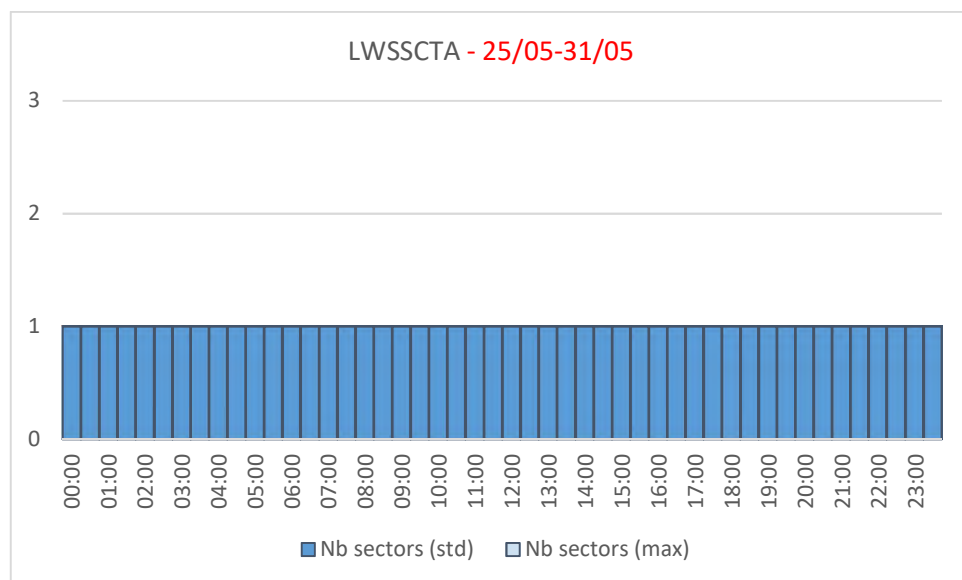
No significant events foreseen for the period of 25 May- 21 June.

NM Assessment

According to traffic outlook, some isolated peaks start appearing from the 1st of June. The opening of a second sector might be needed for short periods.

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

Skopje						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	140	130	120	110	130	130
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	220	210	200	180	250	200
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	250	230	210	190	280	220
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	290	300	250	240	320	270

Sector openings – Planned and maximum

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

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

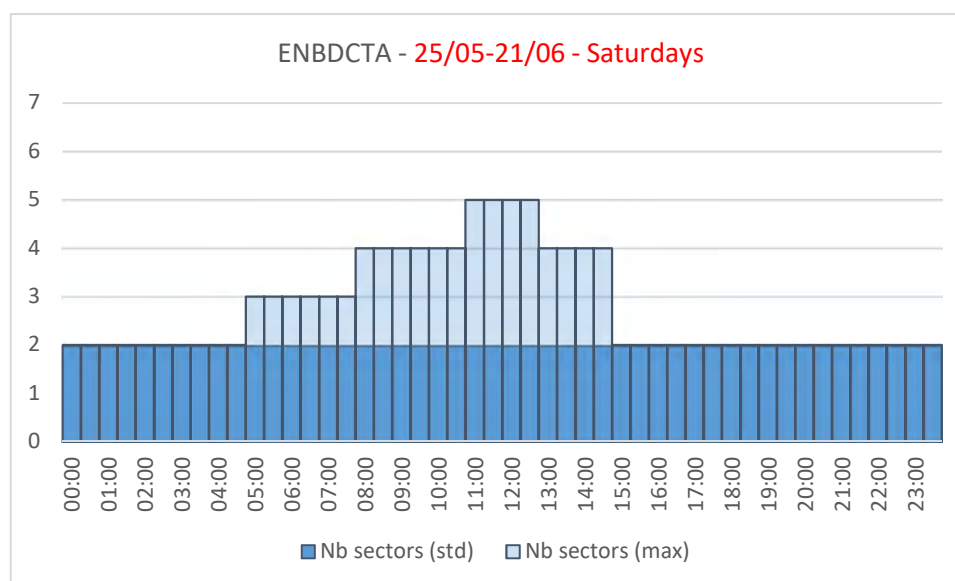
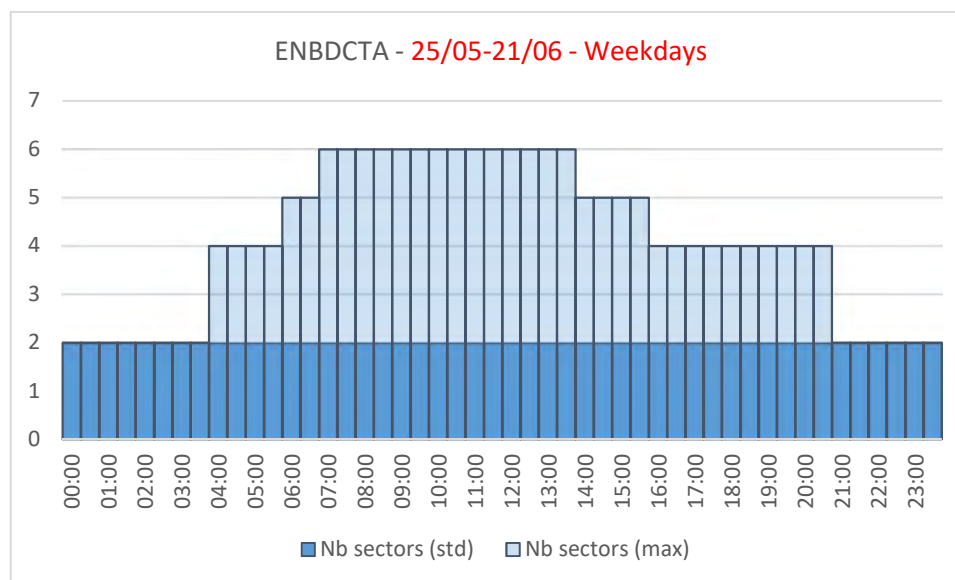
N/A

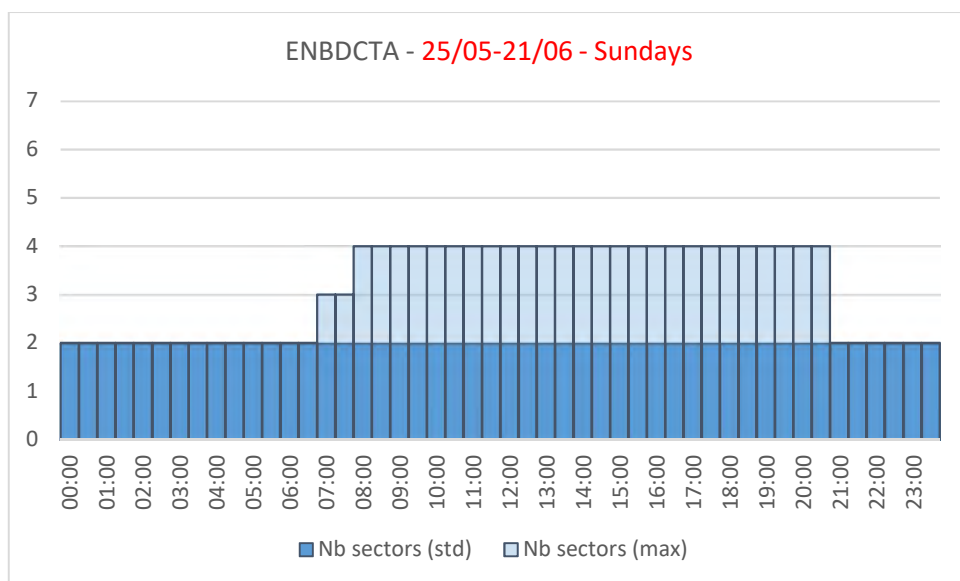
NM Assessment

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

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

Bodo						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	330	330	290	300	100	210
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	330	330	300	290	90	200
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	320	330	300	300	100	210
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	320	310	300	310	110	220

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

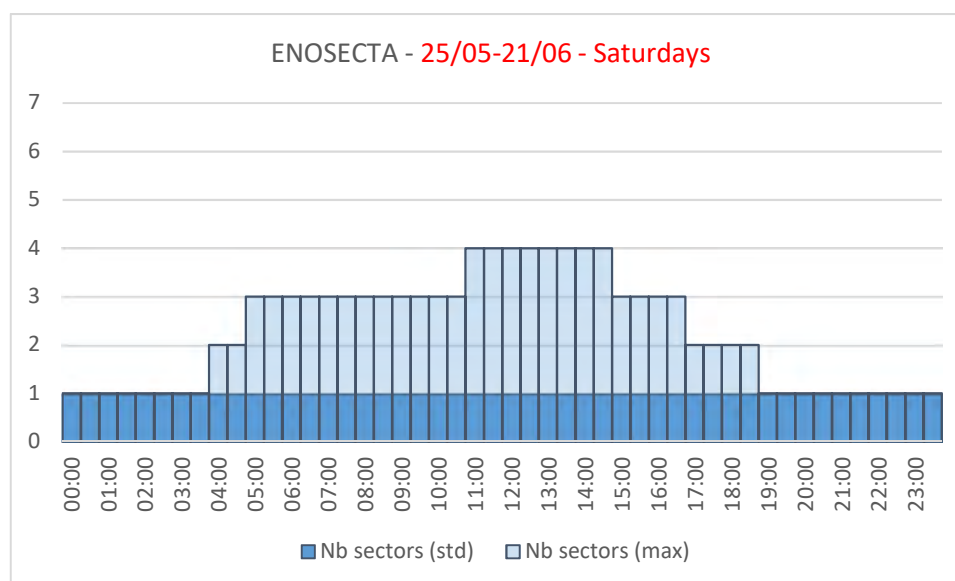
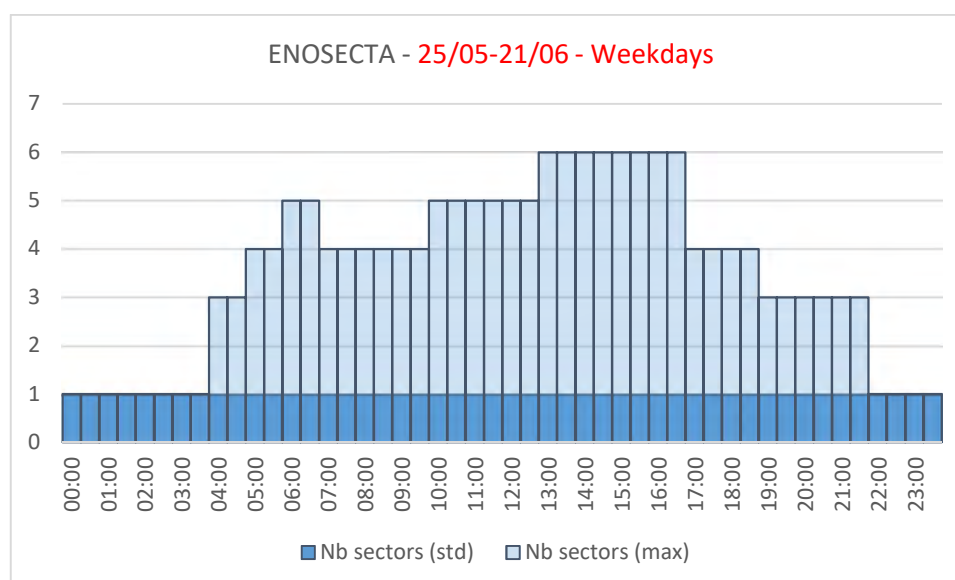
N/A

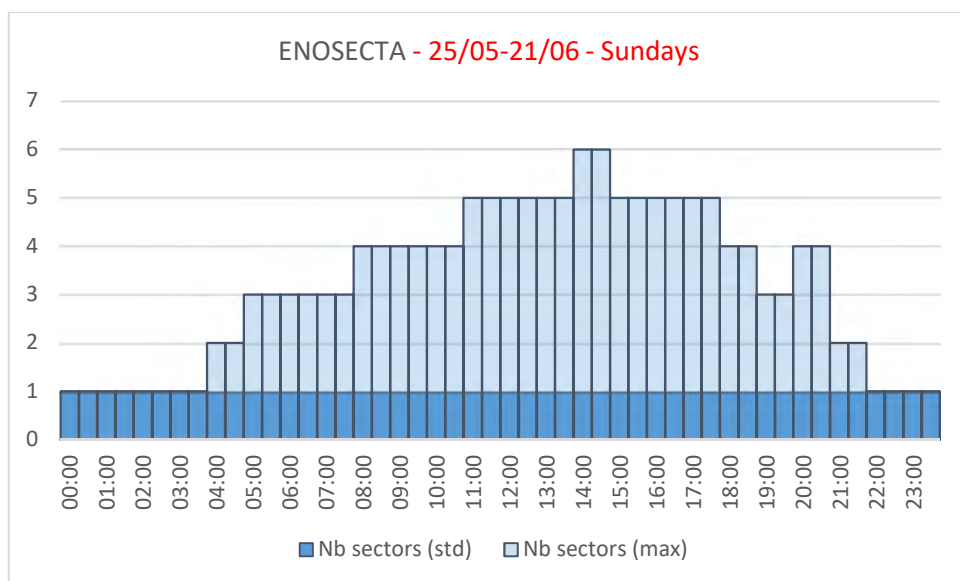
NM Assessment

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 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	270	280	250	250	120	230
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	270	270	250	250	130	240
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	260	270	250	260	130	240
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	260	250	340	370	240	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

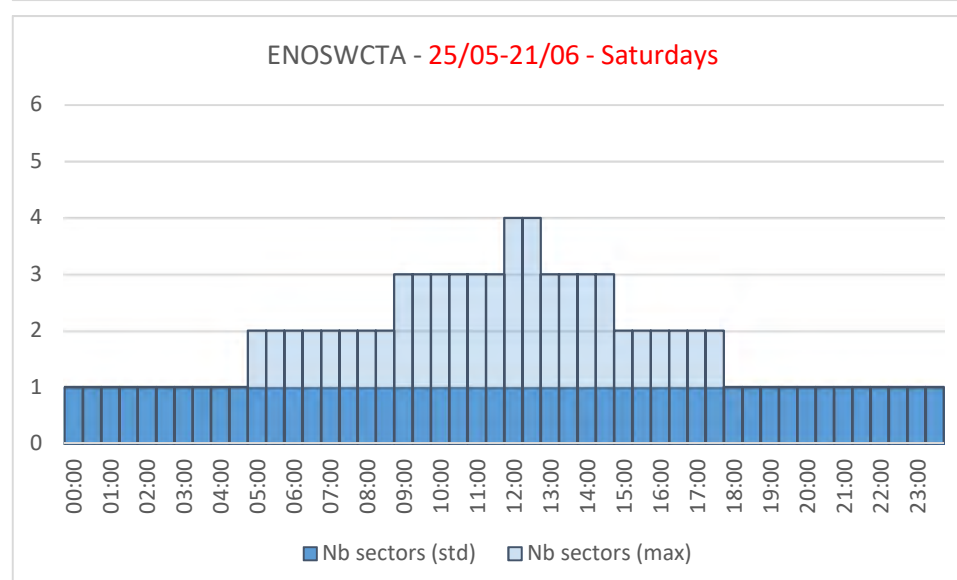
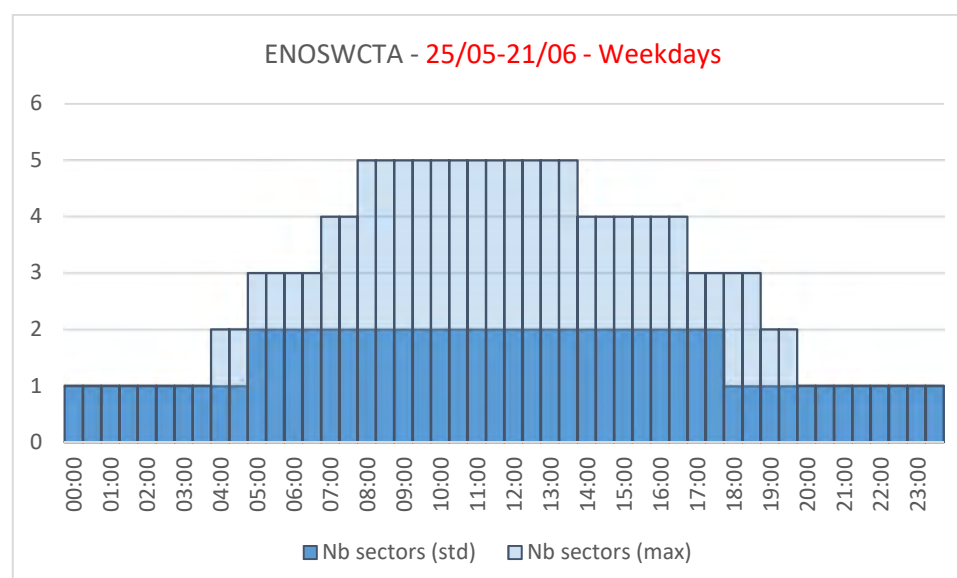
N/A

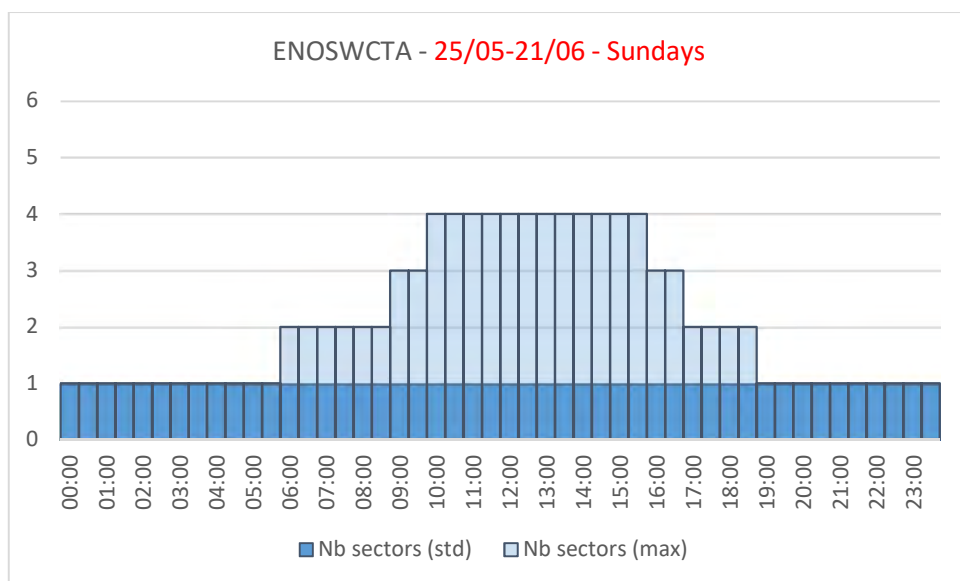
NM Assessment

According to the traffic outlook, from 15th of June, demand is expected to be close to declared capacity. The opening of a second sector might be needed during some periods.

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

Stavanger						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	290	350	330	280	120	140
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
310	290	340	340	240	130	150
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	290	360	340	250	130	160
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
320	290	340	330	290	160	180

Sector openings – Planned and maximum

**Sector capacities**

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

N/A

Special events and major projects

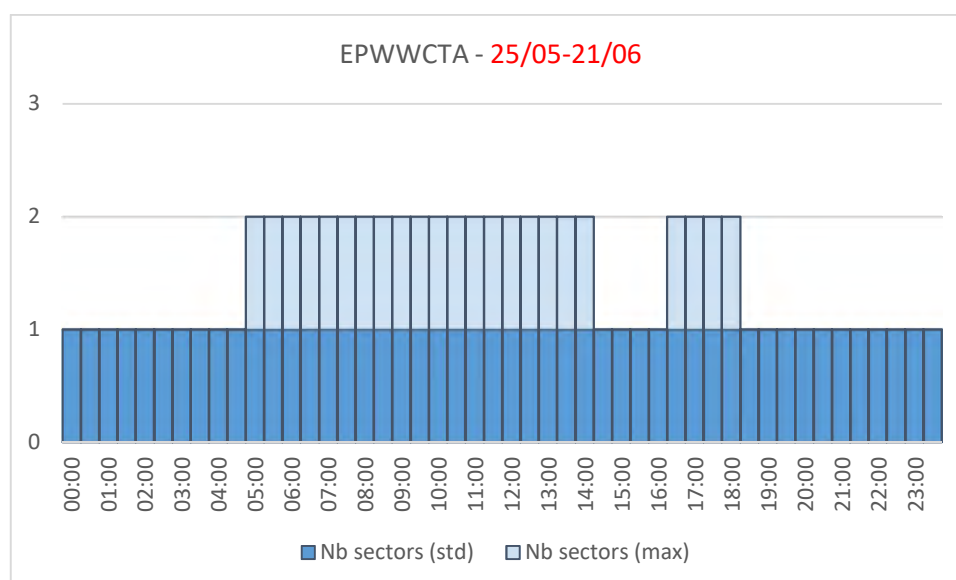
N/A

NM Assessment

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

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

Warszawa						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	450	470	500	320	290	420
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
590	590	640	630	500	450	560
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600	600	640	650	500	470	580
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	650	690	710	570	550	650

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.

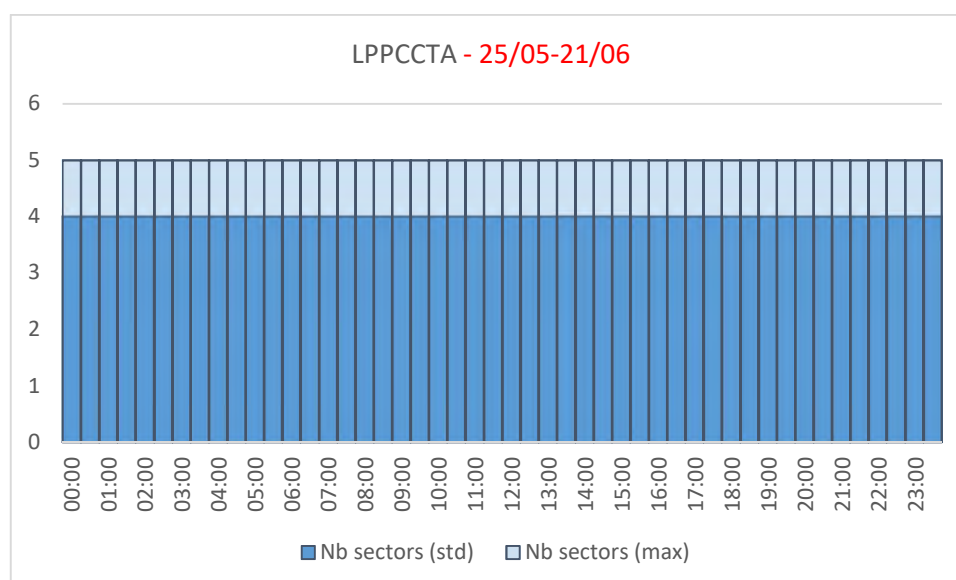
Military exercises DEFENDER from 08.06.2020 to 19.06.2020

NM Assessment

According to the traffic outlook, from 15th of June, the opening of a second sector might be needed during some periods. Maximum sector plan should be sufficient to deal with the demand.

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

Lisboa						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
110	110	100	130	110	140	110
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
250	250	240	270	260	260	260
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	290	260	260	260	290	270
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
340	330	340	360	350	380	340

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

No limitations.

Special events and major projects

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

NM Assessment

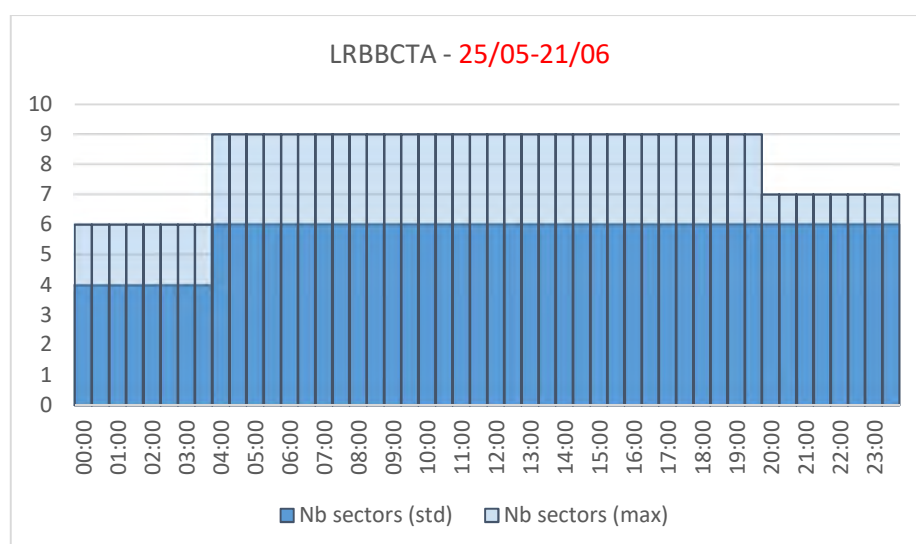
No capacity issues expected with planned numbers of sectors during the period.

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

București						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
420	460	450	500	420	440	480
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	610	600	640	550	580	610
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	650	610	660	580	610	630
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
670	720	690	730	670	700	700

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.

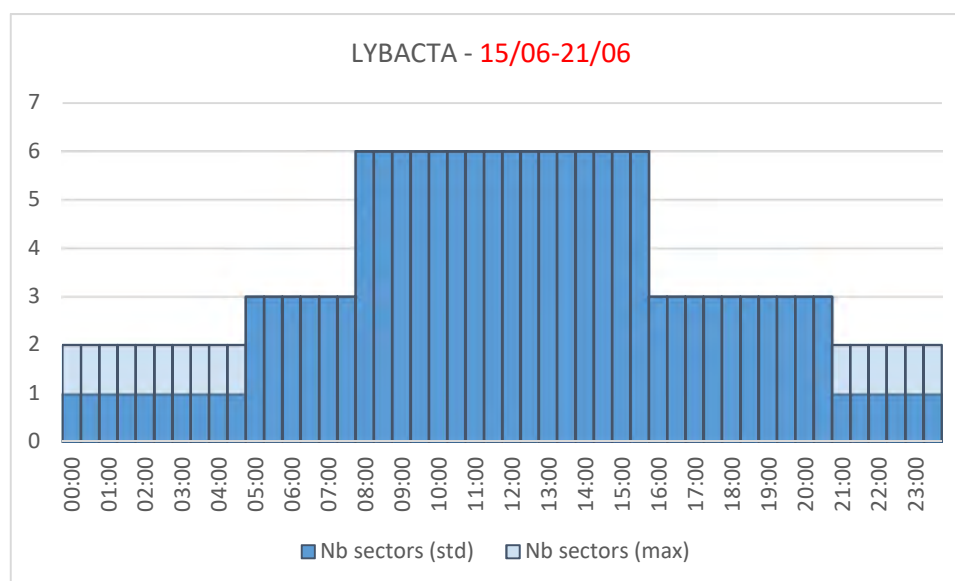
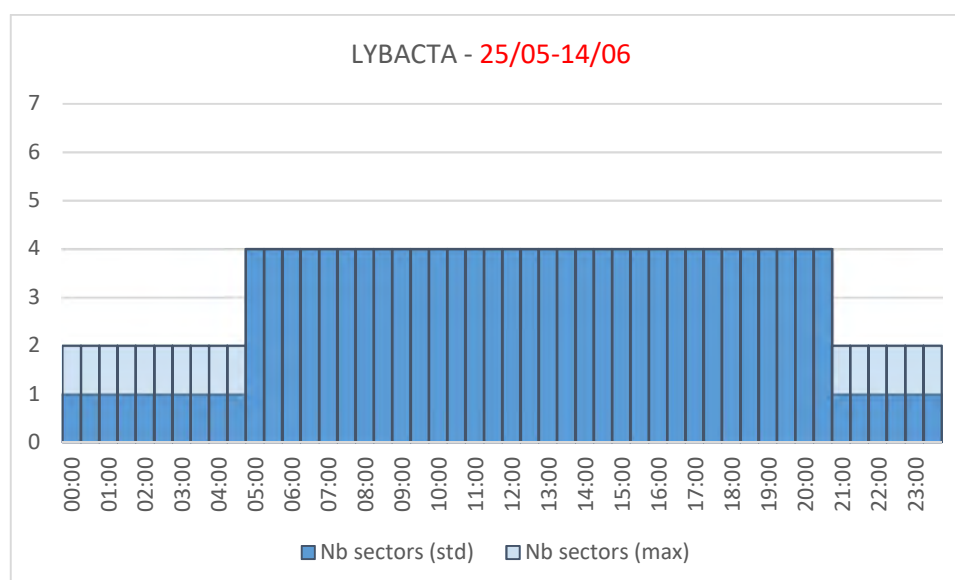
No impact in capacity.

NM Assessment

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

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

Beograd						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	360	390	370	330	360	420
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	610	600	570	530	610	580
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
580	660	630	590	590	670	640
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	760	770	700	690	760	740

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.**

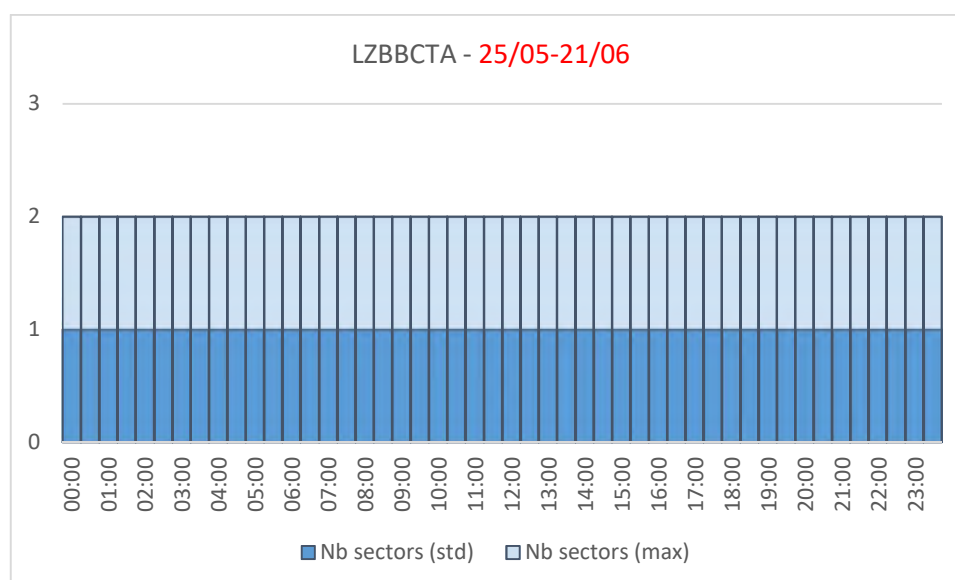
ATM system SW/HW Upgrade Step 1-Phase 2 – Improved OLDI : Project execution is planned in three phases. The first phase which encompasses HW and software upgrade of the main ATM data processing system was successfully finished in May 2019. The second and third phase which are planned to be finished by 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

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

SLOVAKIA**BRATISLAVA ACC****Expected traffic**

Bratislava						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	260	290	280	240	230	280
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
330	380	370	390	340	330	370
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
360	390	380	400	360	330	390
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
390	440	430	460	440	390	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)

Availability of technical support is sufficient enough. No constraints.

Special events and major projects

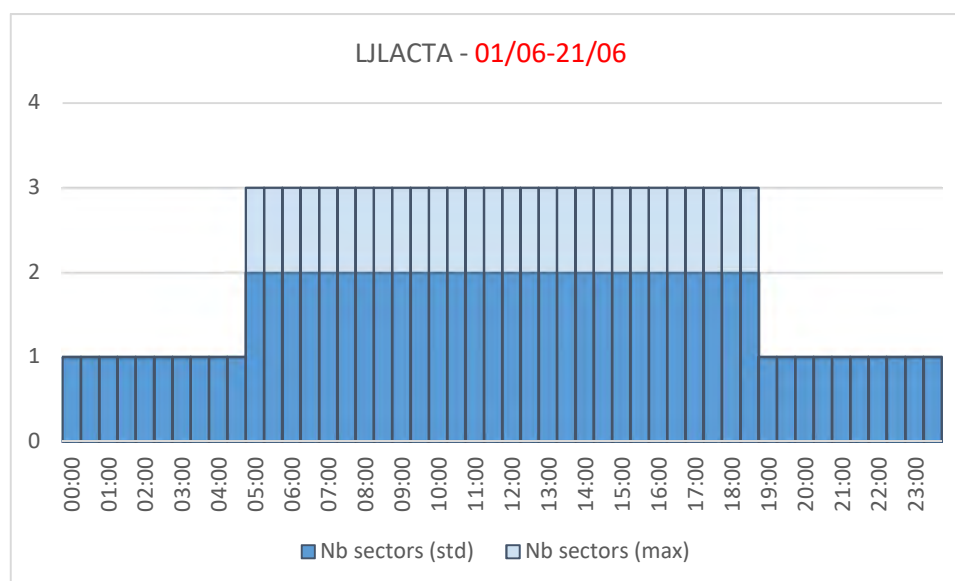
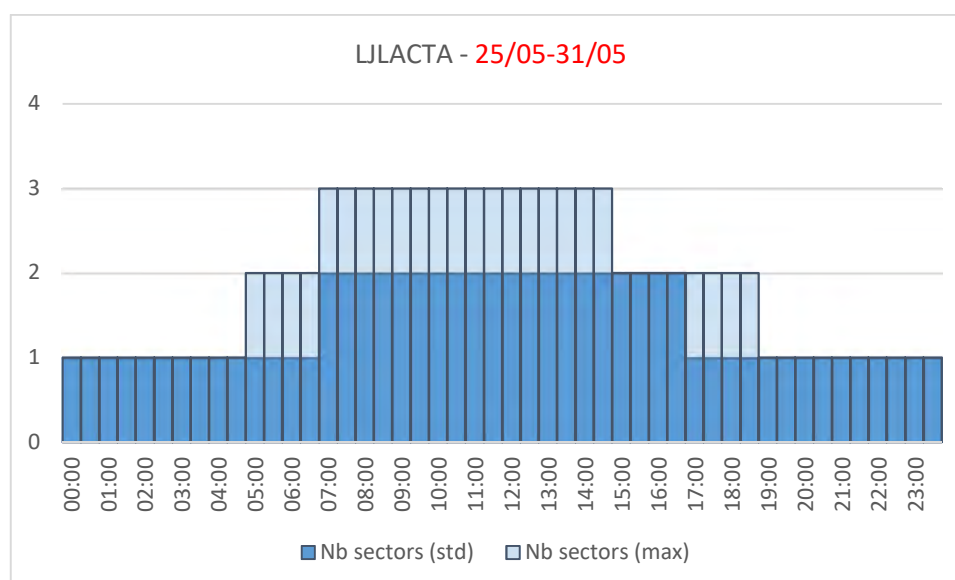
None.

NM Assessment

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

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

Ljubljana						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
170	190	190	190	160	160	200
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	270	280	260	240	270	280
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	290	290	270	250	270	280
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	320	370	320	300	360	350

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

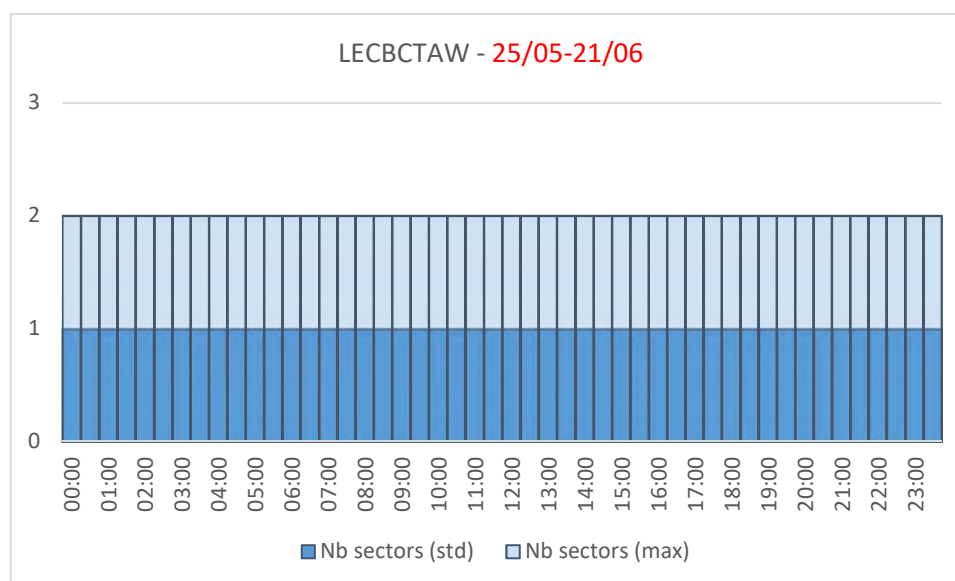
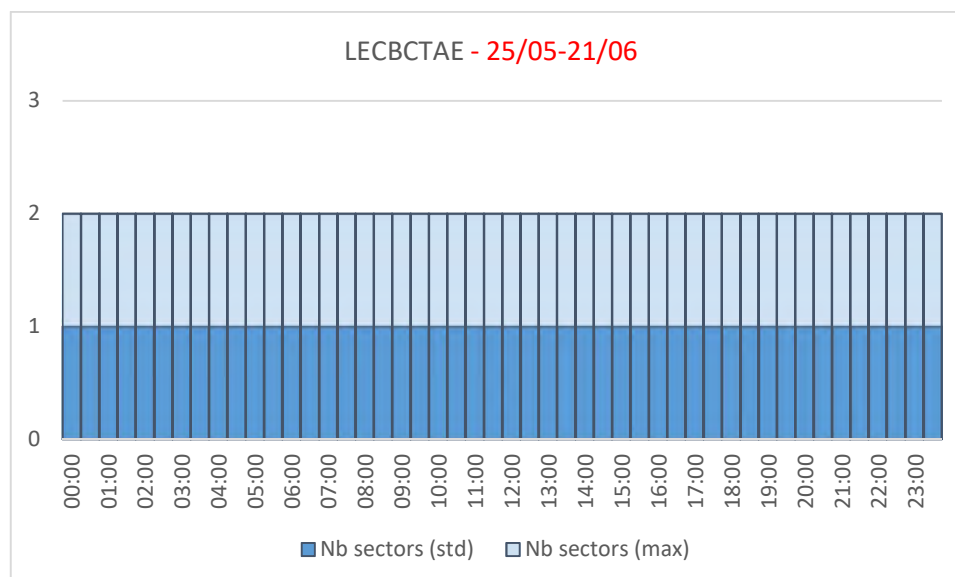
No special events and no projects influencing traffic flows.

NM Assessment

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

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

Barcelona						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	160	150	160	160	190	180
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
260	300	270	290	270	320	280
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	320	300	300	280	340	340
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	430	430	440	420	520	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)

No issues.

Special events and major projects

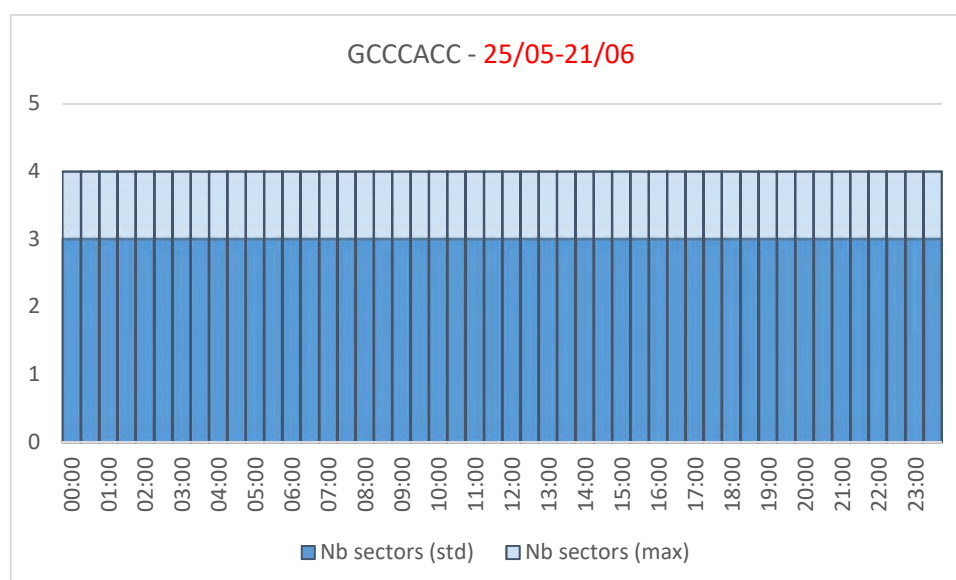
Not planned.

NM Assessment

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

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

Canarias						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	50	50	60	60	60	60
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
90	80	90	90	100	100	110
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	90	90	100	110	120	130
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130	130	150	140	130	170	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

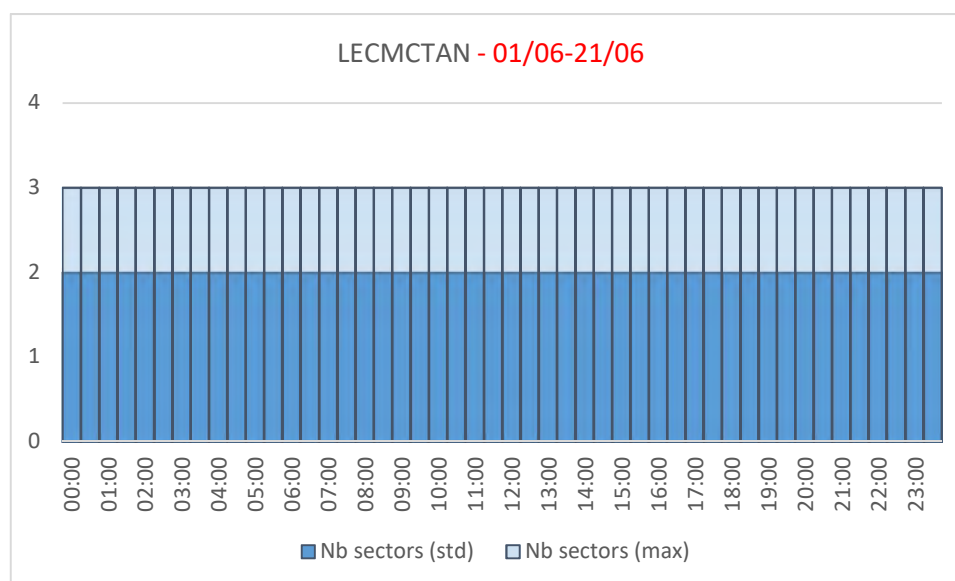
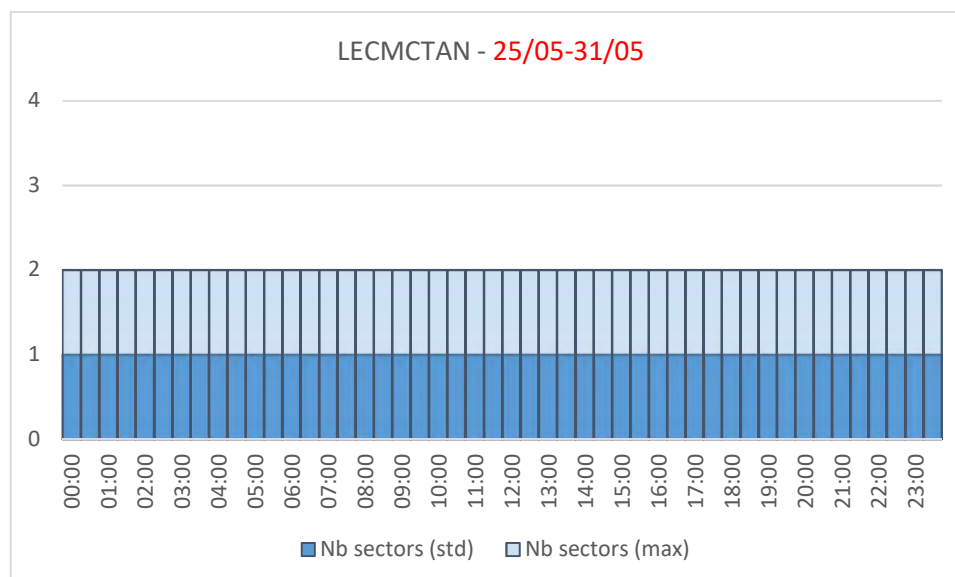
October 2020: Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c and d – create DESUM point / create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA.

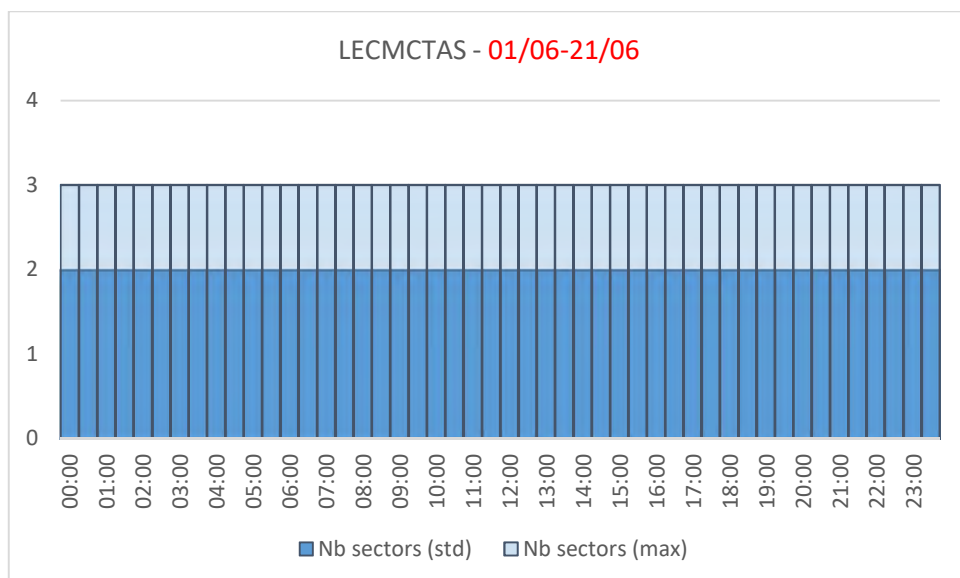
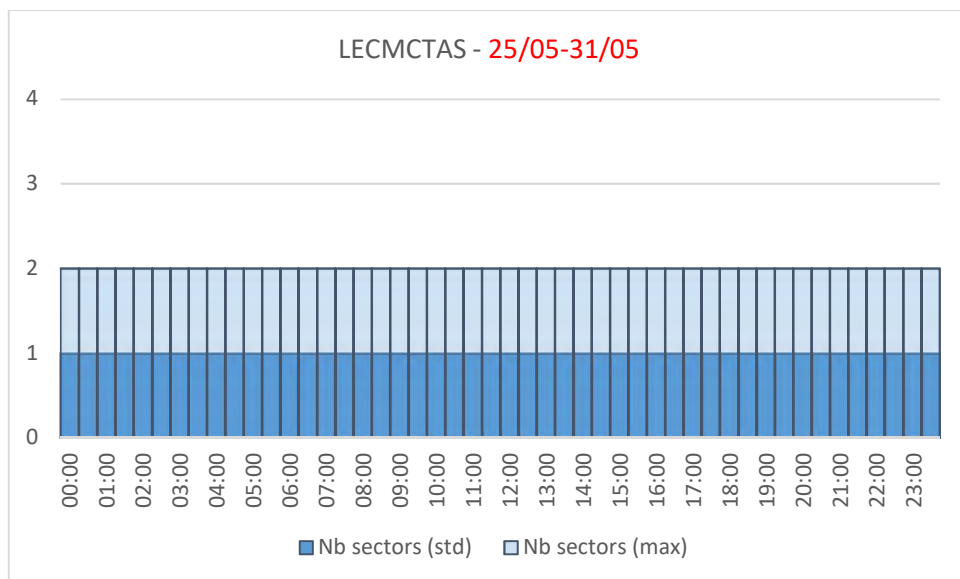
NM Assessment

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

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

Madrid						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	270	260	310	300	270	220
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	480	420	490	470	400	380
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	520	460	490	480	460	430
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
620	620	590	640	600	620	540

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

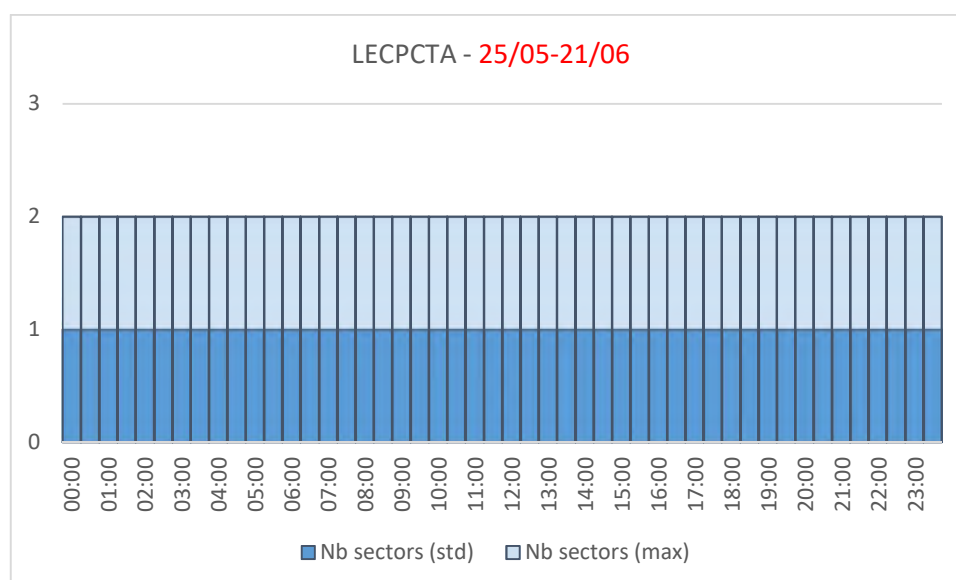
Not planned.

NM Assessment

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

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

Palma						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
70	80	70	80	80	110	90
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	140	140	150	130	190	160
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	160	150	160	150	190	200
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
190	220	240	240	230	320	270

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

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

No issues.

Special events and major projects

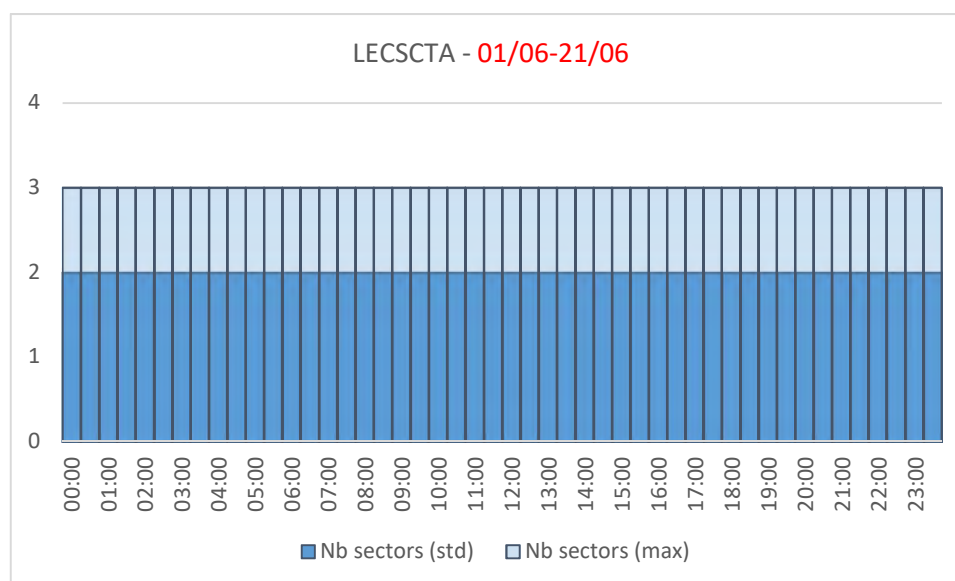
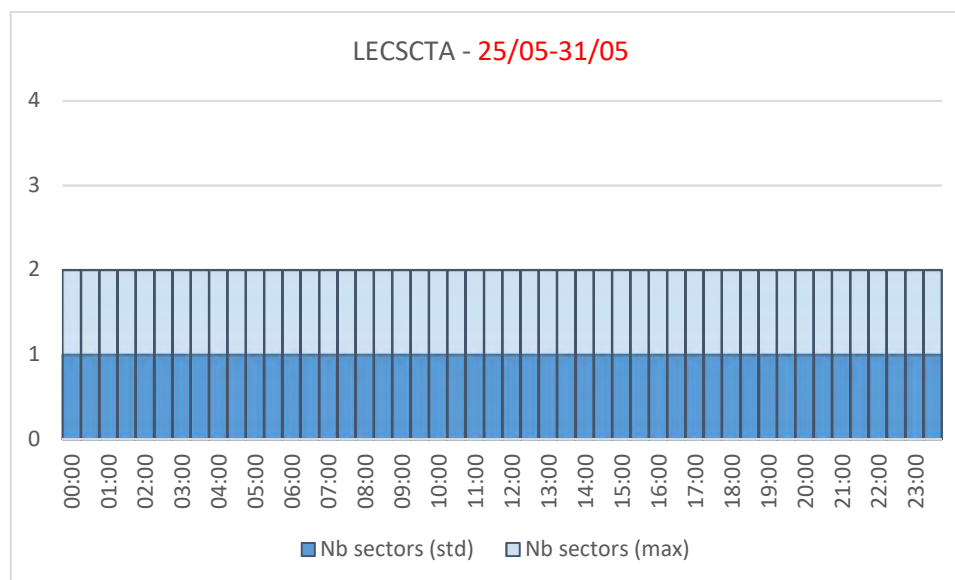
Not planned.

NM Assessment

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

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

Sevilla						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130	110	120	130	130	140	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200	190	180	200	190	170	160
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
220	200	210	210	210	200	200
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
270	260	270	270	250	270	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

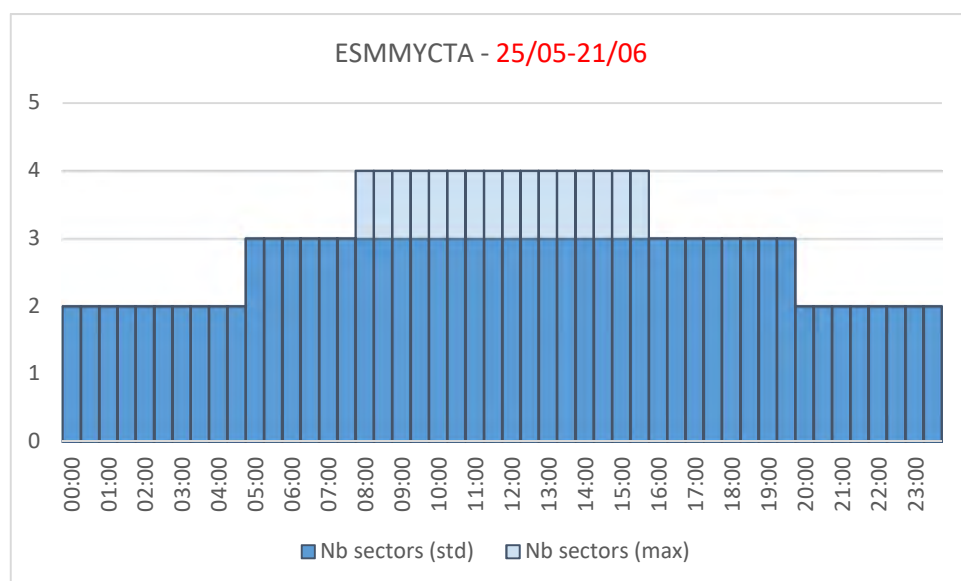
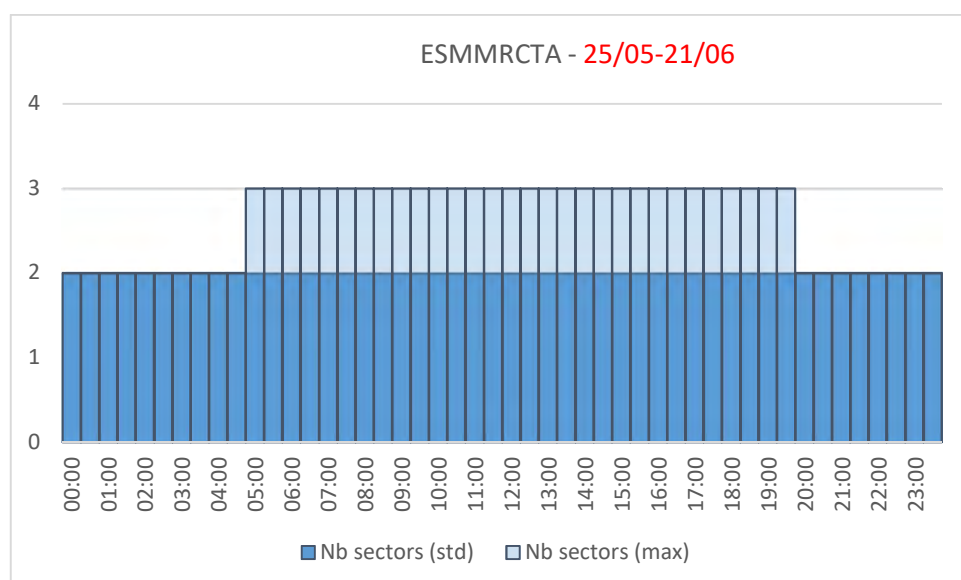
Not planned.

NM Assessment

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

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

Malmö						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	390	430	390	340	270	330
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	380	410	390	350	280	340
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
370	370	400	390	370	290	350
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400	430	460	510	490	380	480

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

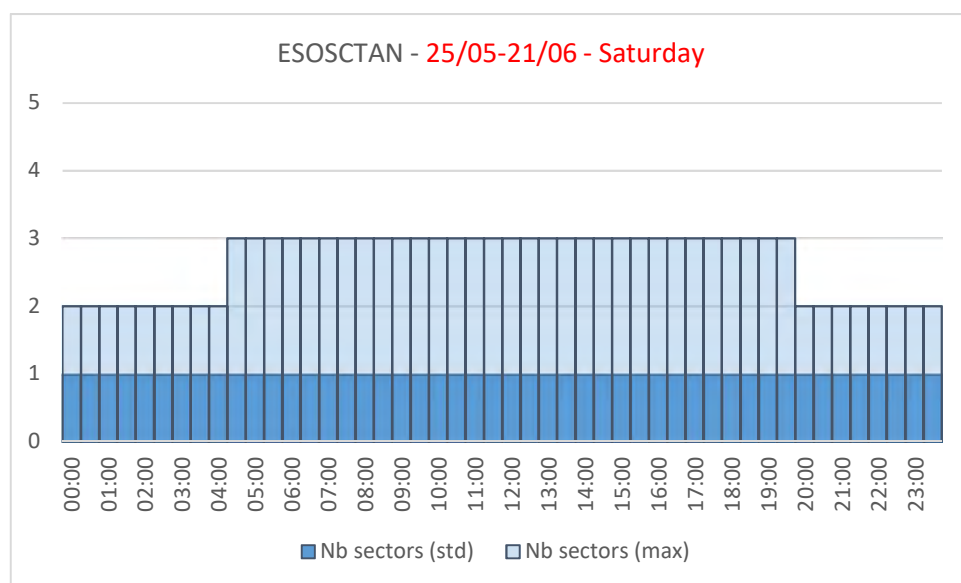
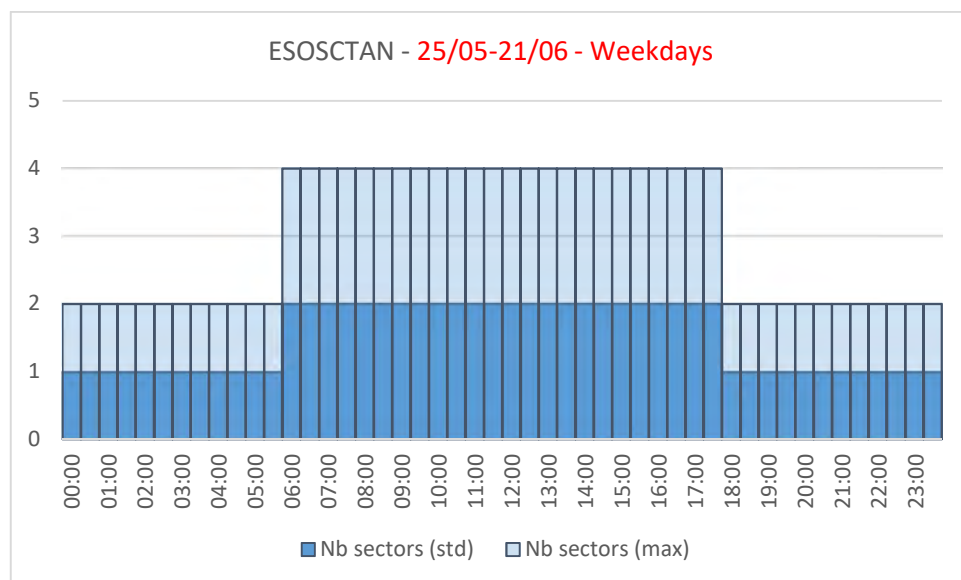
June AIRAC: Redesign of ESMM4, ESMM5 and ESMMC.

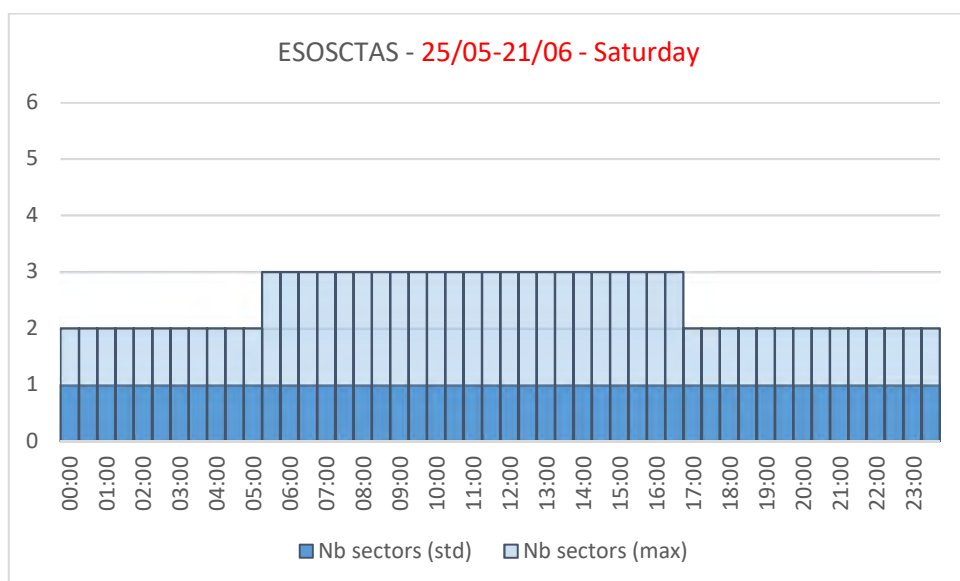
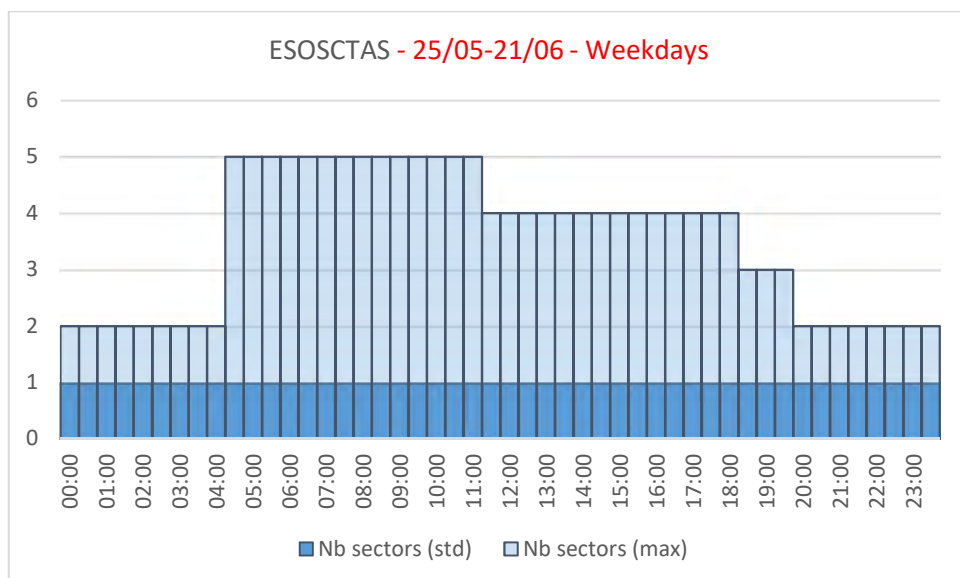
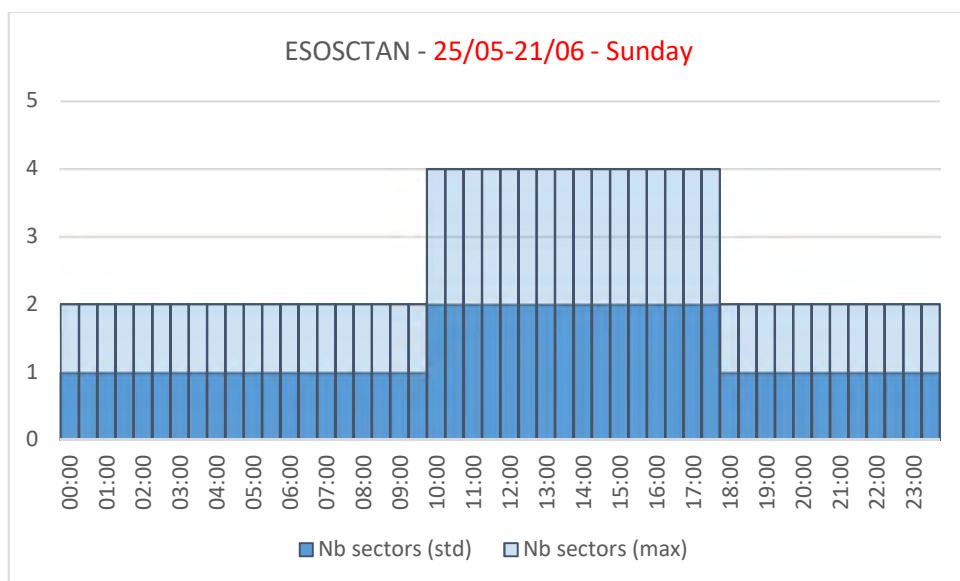
NM Assessment

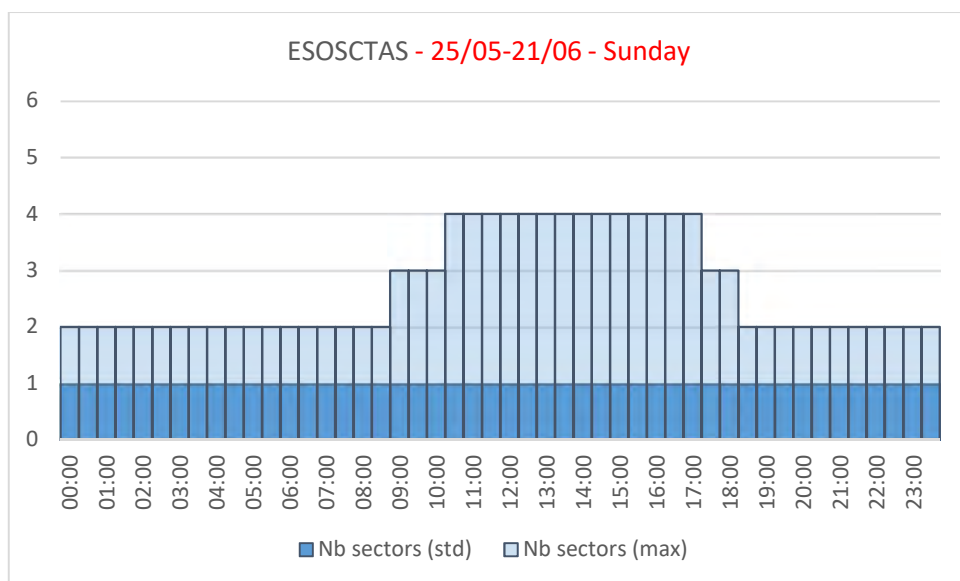
No capacity issues expected with planned numbers of sectors during the period.

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

Stockholm						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
230	210	240	250	210	110	180
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	220	260	260	220	110	190
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	220	260	270	230	120	200
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
240	250	290	320	290	170	270

Sector openings – Planned and maximum



**Sector capacities**

No reduction in sector capacities.

Availability of support to operations staff

No limitations

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

Business as usual

Special events and major projects

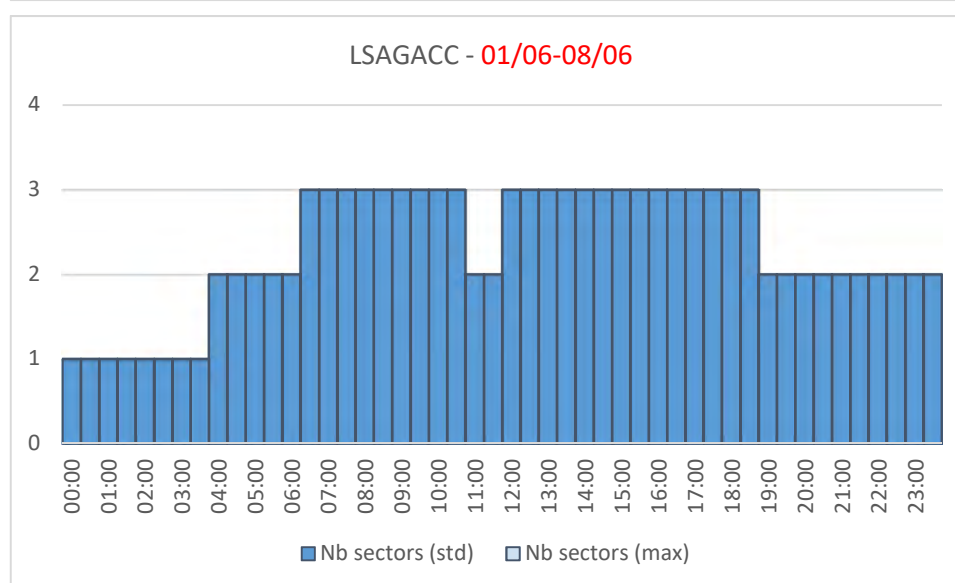
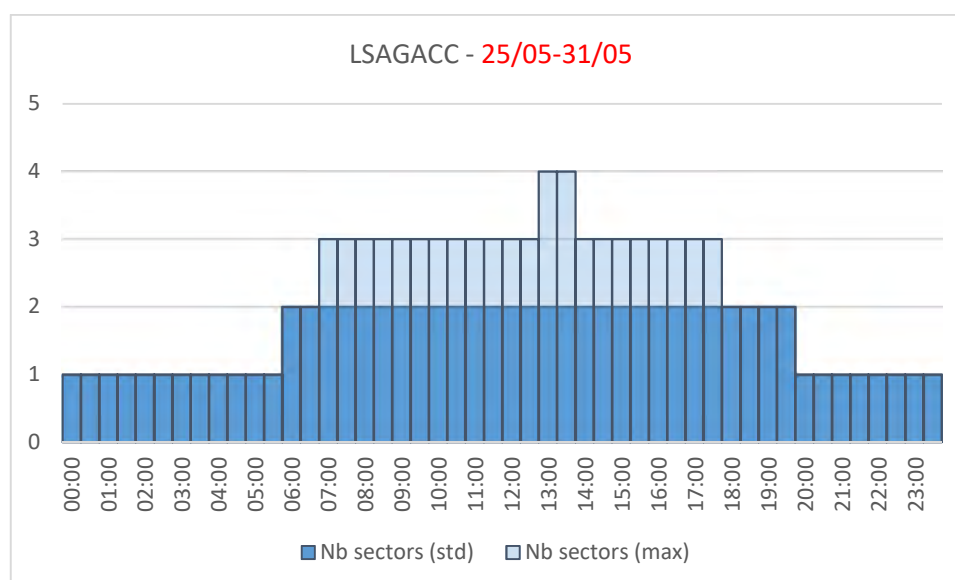
N/A

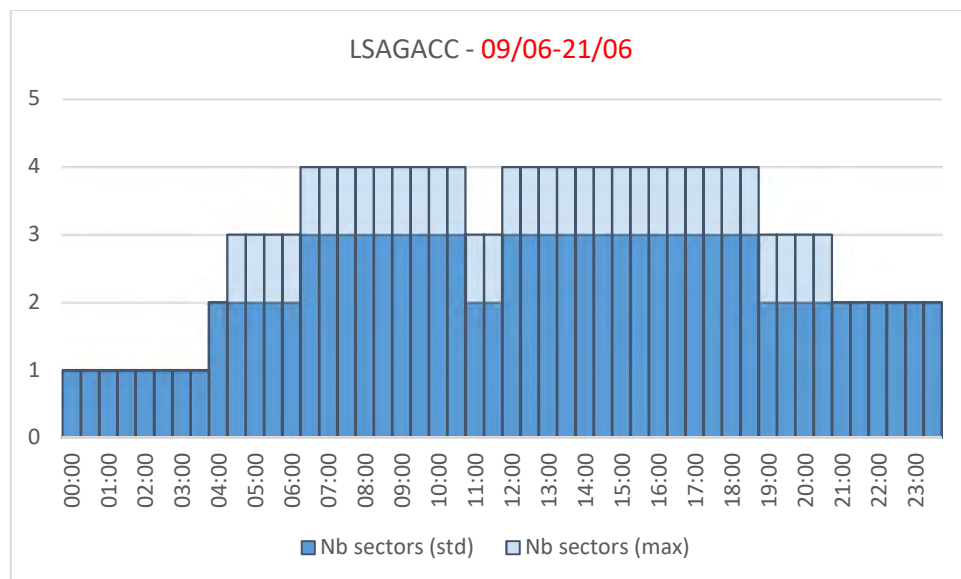
NM Assessment

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

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

Geneva						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
210	220	190	230	210	170	170
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
280	290	250	280	260	230	240
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	300	240	280	290	260	260
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	400	340	380	390	370	340

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

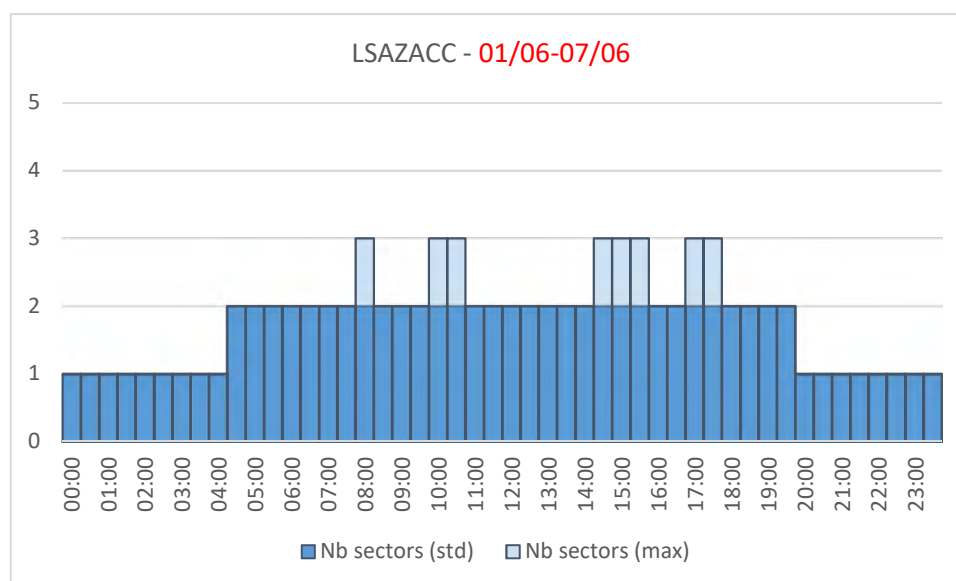
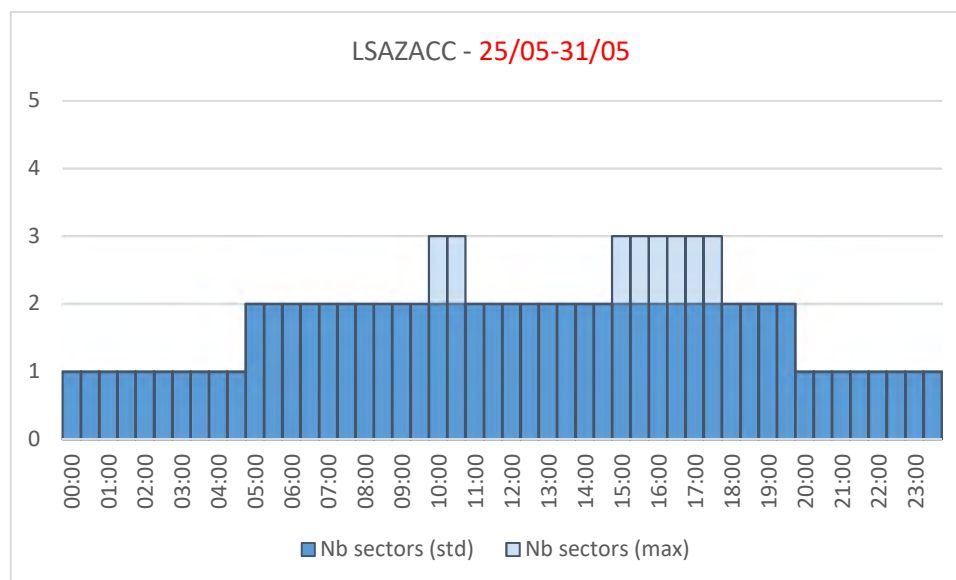
Nothing special to mention.

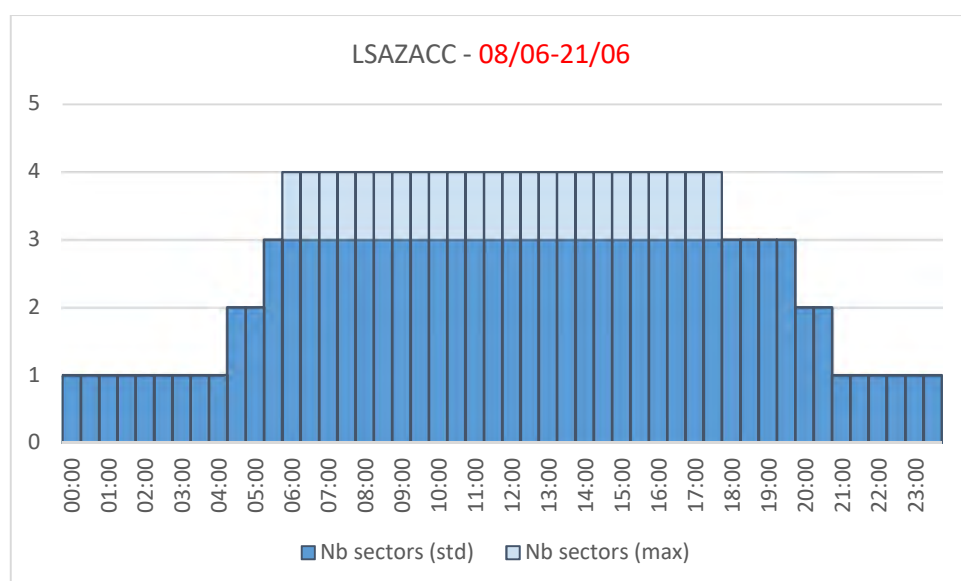
NM Assessment

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

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

Zurich						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
290	290	280	310	290	240	220
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
430	430	420	430	420	400	380
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	420	430	450	450	430	410
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
520	500	500	540	530	540	480

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

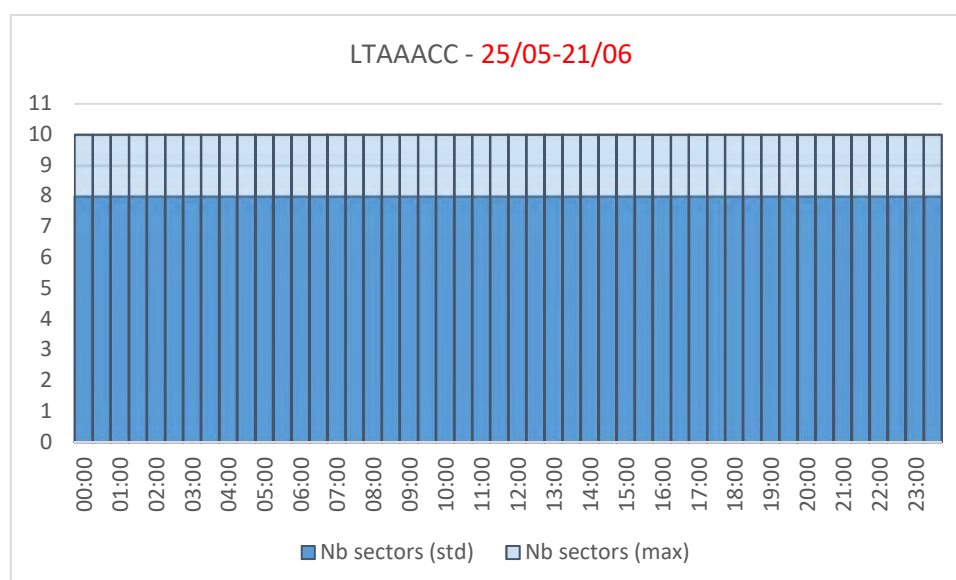
Nothing special to mention.

NM Assessment

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

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

Ankara						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
490	450	570	530	550	530	520
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
640	630	690	670	650	630	620
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	660	710	700	680	650	660
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
700	690	790	750	730	730	720

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations

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

N/A

Special events and major projects

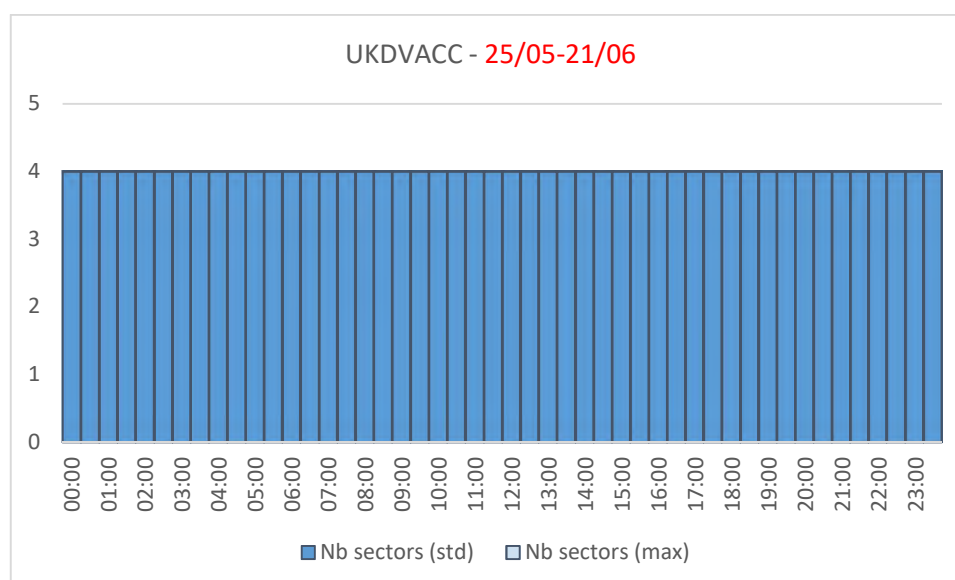
N/A

NM Assessment

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

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

Dnipro						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
10	10	20	20	10	10	10
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	20	20	20	20	10	20
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	20	20	20	20	20	10
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
20	20	20	20	20	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

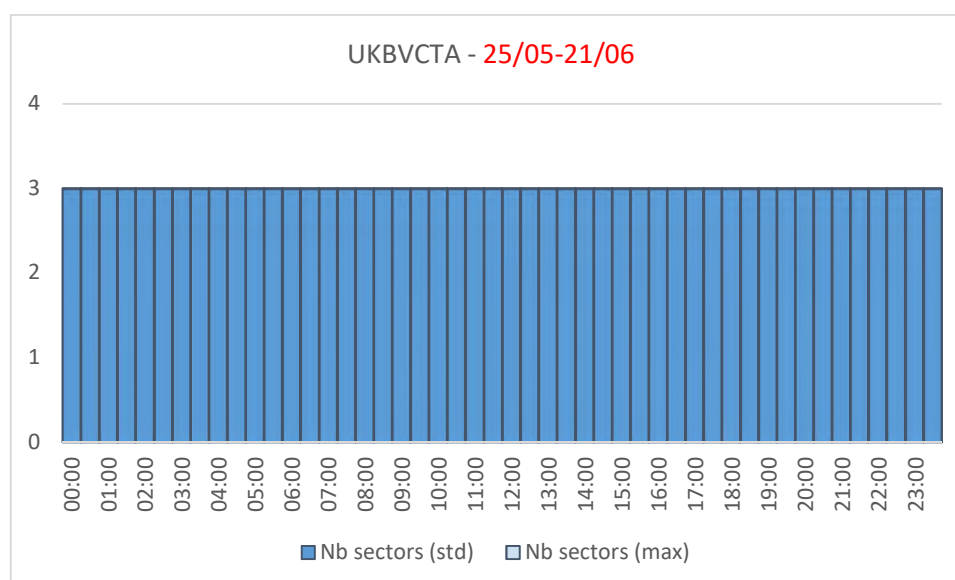
N/A

NM Assessment

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

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

Kyiv						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
60	70	70	80	40	60	70
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	100	120	110	90	110	110
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	120	120	110	90	110	110
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
100	110	120	100	90	110	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

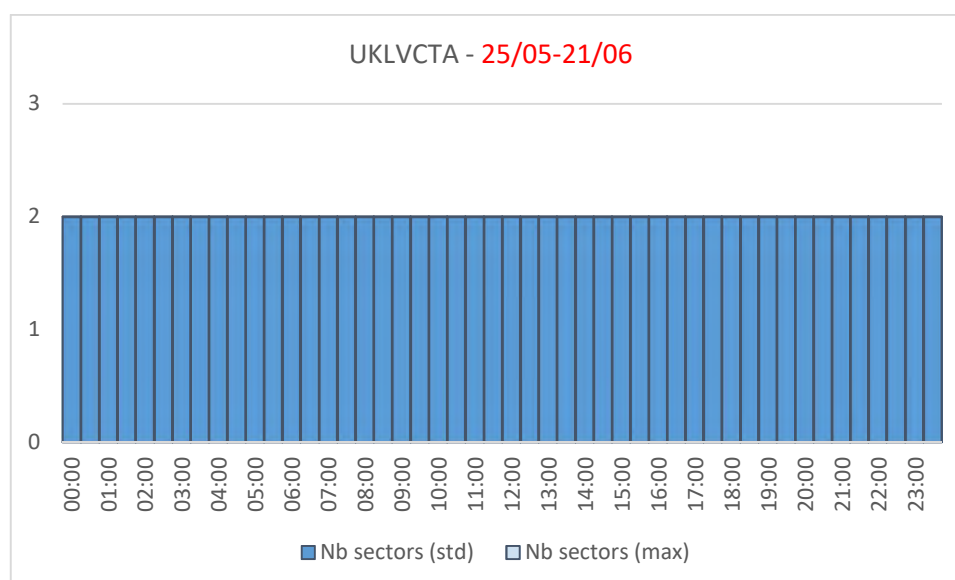
N/A

NM Assessment

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

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

L'viv						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
80	90	90	90	60	60	100
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
120	130	130	120	100	100	140
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
130	140	140	120	110	110	140
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
150	170	160	140	120	130	160

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

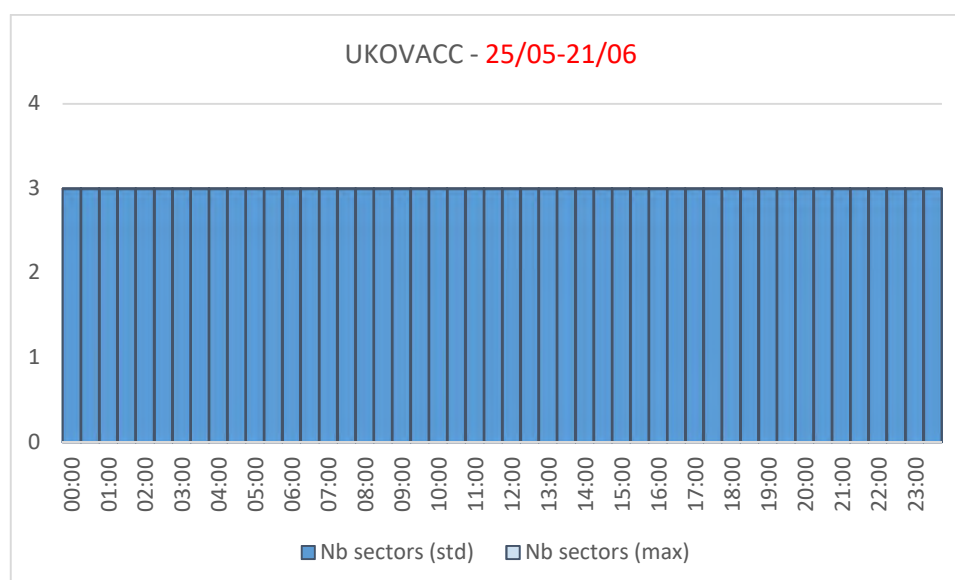
N/A

NM Assessment

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

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

Odesa						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
30	30	50	40	20	40	40
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	50	60	50	30	60	50
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
40	60	70	50	40	60	50
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
50	50	70	60	40	60	50

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

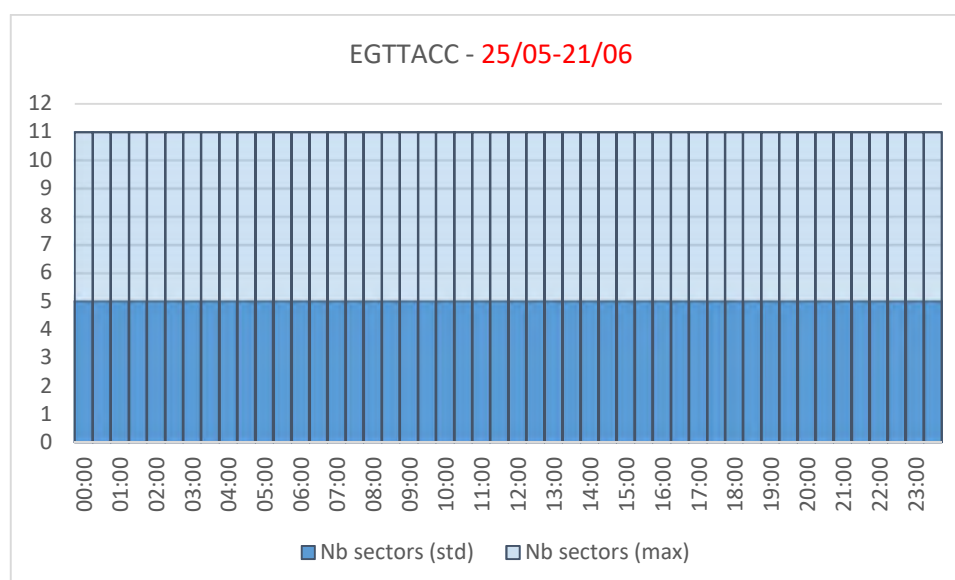
N/A

NM Assessment

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

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

London ACC						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
830	850	860	910	820	710	800
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
910	940	940	970	910	760	810
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
910	950	950	1000	900	800	850
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1150	1160	1290	1250	1130	1060	1110

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

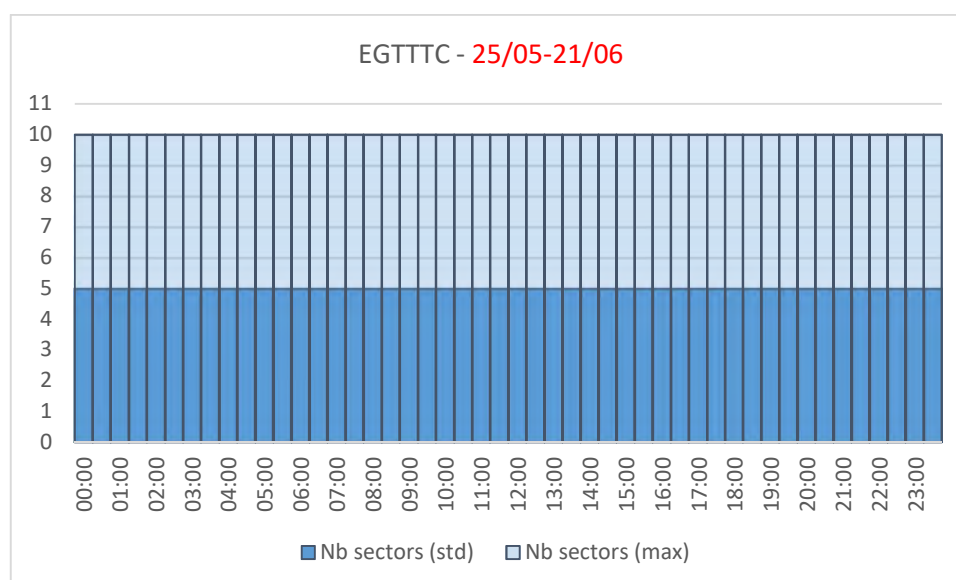
N/A in 2020

NM Assessment

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

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

London TC						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
600	620	610	650	570	490	570
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	640	650	650	590	480	540
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
610	630	650	660	580	500	560
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
760	780	840	800	720	630	710

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

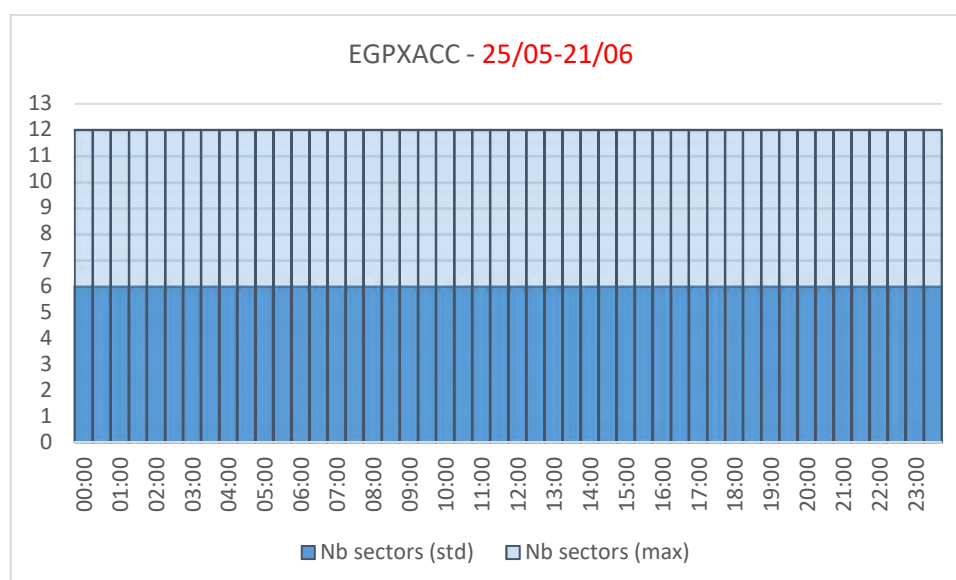
N/A in 2020

NM Assessment

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

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

Prestwick						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
380	420	430	420	360	270	320
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
450	470	450	470	420	350	340
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
460	490	460	480	420	370	360
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
560	550	630	620	540	490	510

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 18th 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.

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

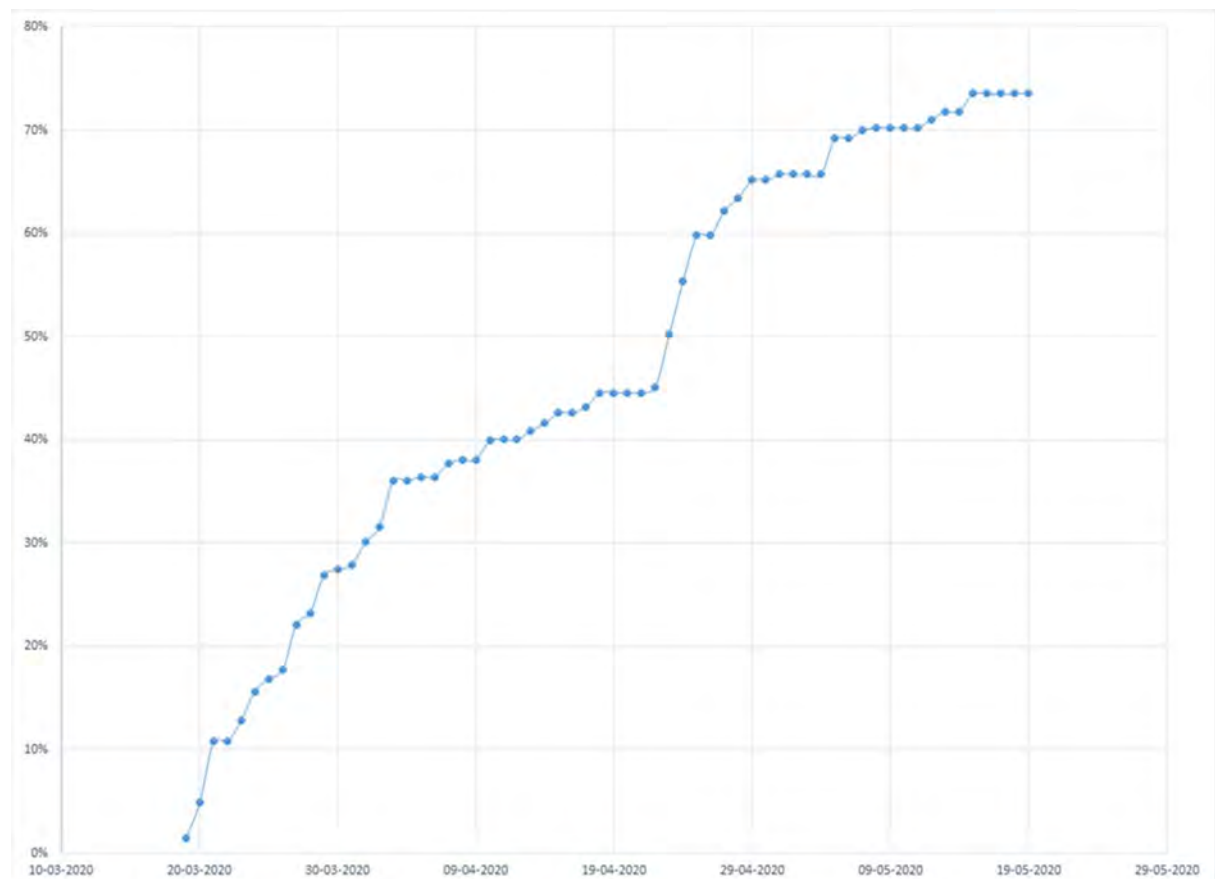


Figure 1: Evolution of the reporting information via the Airport Corner since 21 April 2020, expressed in percentage of 2019 ECAC movements covered by reporting airports.

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.

- 93% (-2%) of reporting airports (98% if expressed in number of movements), declare to be open to cargo traffic.
- 57% (+4%) of reporting airports (63% if expressed in number of movements), declare applying restrictions for commercial traffic.
- 51% (+10%) of reporting airports (34% if expressed in number of movements), declare applying parking restrictions.
- Only 17% (+1%) of reporting airports (19% if expressed in number of movements), declare to foresee impact on operations due to ground services.
- Only 19% (+5%) of reporting airports (24% if expressed in number of movements), declare having degraded their ARFF Category.
- Only 8% (+3%) of reporting airports (5% if expressed in number of movements), applying a maximum ground time (turnaround) via NOTAM.

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

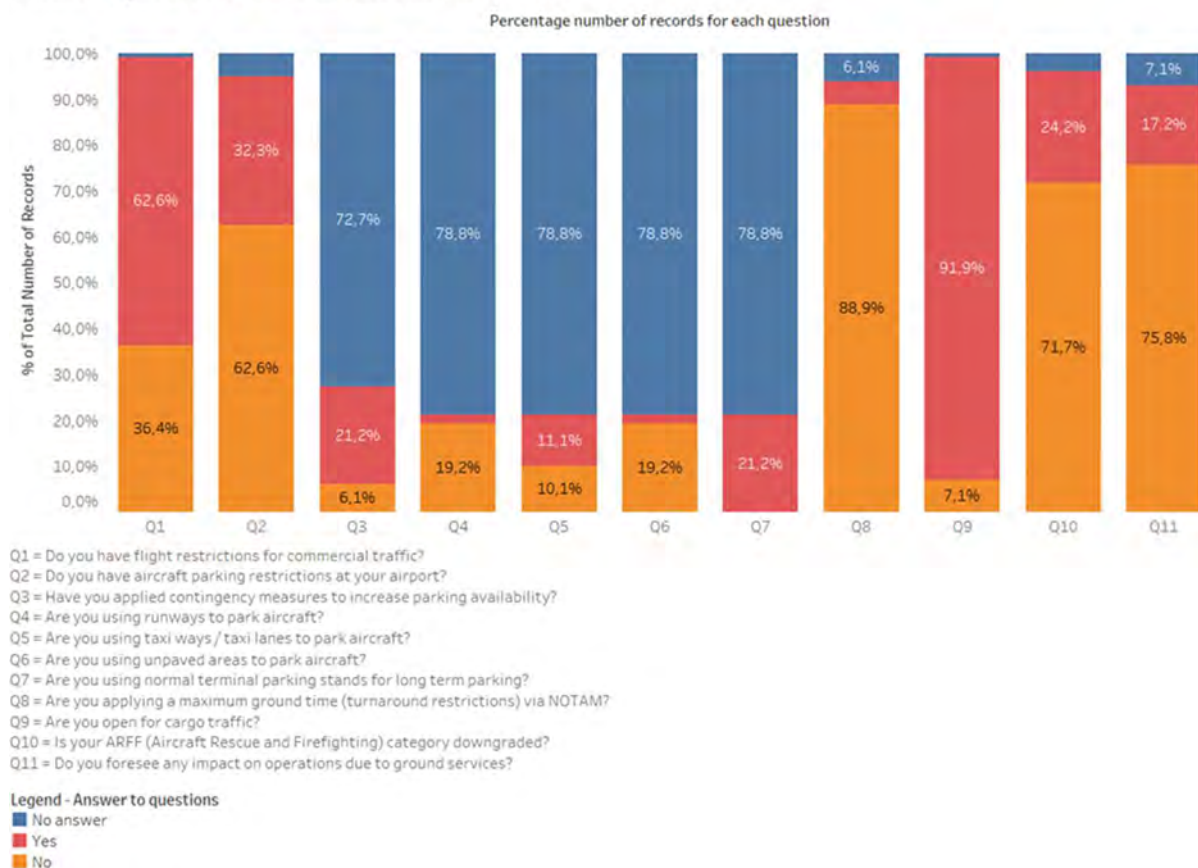


Figure 2: Percentage of answers for each respective qualitative question as reported in table 1

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

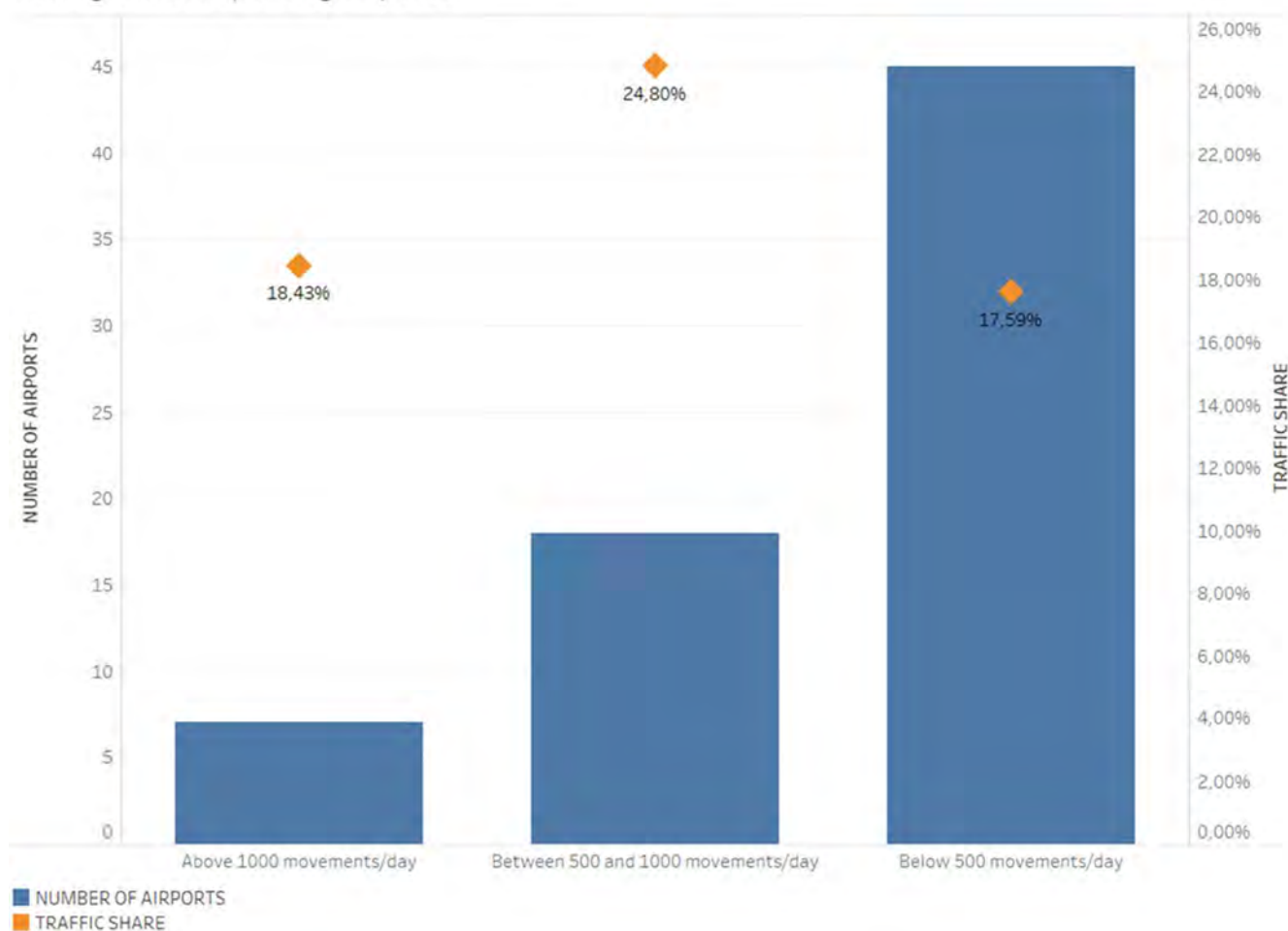


Figure 3: Number of airports and relative traffic share reporting capacity information

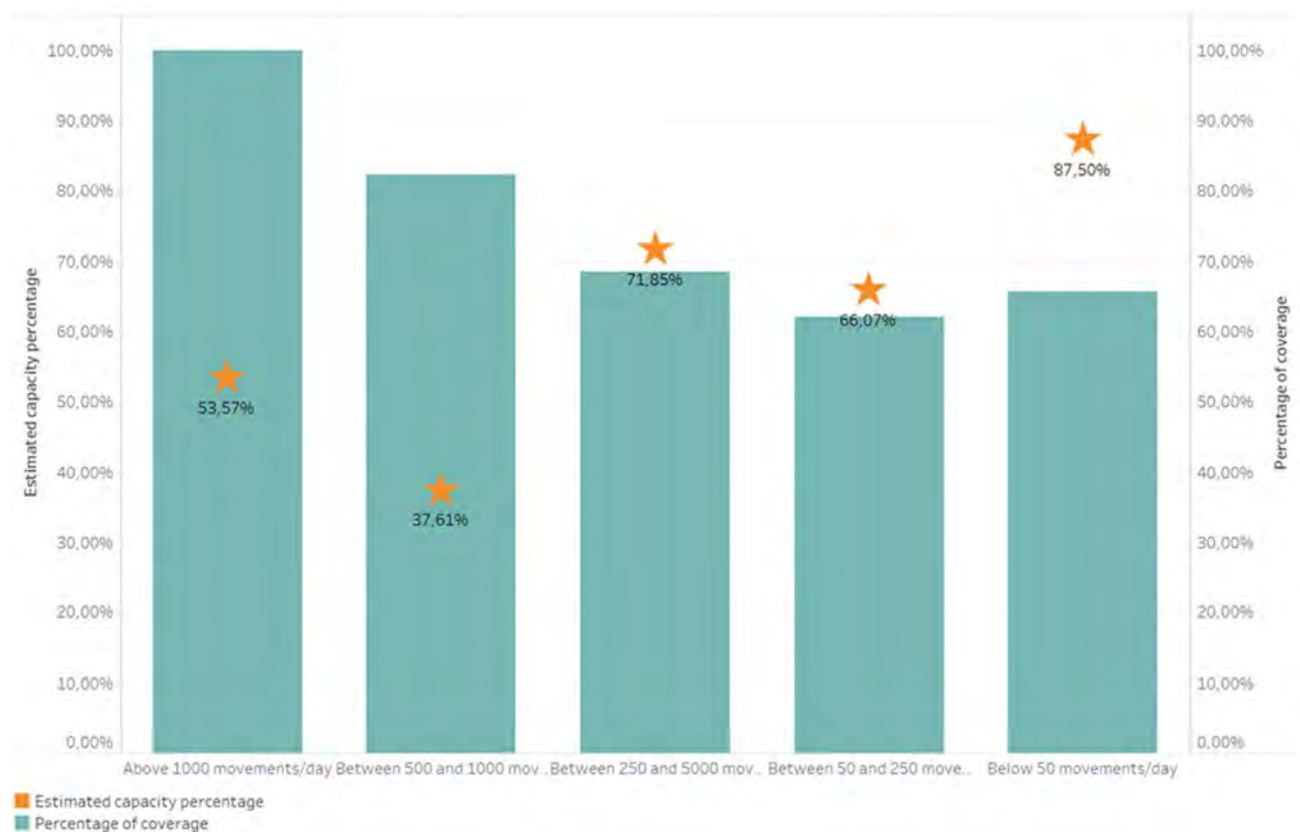


Figure 4: Reporting rate per airport segment and associated average capacity

2.2 Capacity overview – 15 days

Table 2 illustrates a summary of capacities reported by airports for 15 days (18th May – 1st June). 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, 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																
				18 May	19 May	20 May	21 May	22 May	23 May	24 May	25 May	26 May	27 May	28 May	29 May	30 May	31 May	01 Jun		
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	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	25%	
Belgium	Charleroi	CRL	EBCL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bosnia And Herzegovina	Sarajevo	SJJ	LQSA	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Cyprus	Larnaca	LCA	LGOK	30%	30%	30%	30%	30%	30%	30%	30%	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%	100%	
Denmark	Copenhagen/Kastrup	CPH	EKCH	75%	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%	100%	
Finland	Helsinki/Vantaa	HEL	EFHK	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	
France	Nice	NCE	LFMN	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
France	Paris Charles De Gaulle	CDG	LFPG	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
Germany	Düsseldorf	DUS	EDDL	30%	30%															
Germany	Frankfurt	FRA	EDDF	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%		
Germany	Köln/Bonn	CGN	EDDK	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Germany	Münster-Mengede	MME	EDJA	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Germany	München	MUC	EDMM	50%	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%	70%	
Greece	Athens International / Eleftherios Venizelos	ATH	LGAV	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	
Greece	Iraklion Nikos Kazantzakis	HER	LGR	30%	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%	100%	
Hungary	Budapest	BUD	LHBP	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Israel	Tel Aviv Ben Gurion	TLV	LLBG																	
Italy	Bergamo Orio Al Serio	BGY	LIME	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	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%	100%	
Italy	Milano Malpensa	MXP	LMC	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
Italy	Napoli Capodichino	NAP	LIRN	50%	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%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
Italy	Torino Caselle	TRN	LMF	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
Italy	Venice	VCE	LPZ	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	
Luxembourg	Luxembourg	LUX	ELLX	100%	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%	40%	
Norway	Oslo Gardermoen	OSL	ENGM	50%	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%	50%	
Poland	Katowice Pyrzowice	KTW	EPKT	40%	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%	80%	
Poland	Modlin	WMI	EPMD	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Poland	Poznan/Lawica	POZ	EPPO	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
Poland	Warsaw Chopin	WAW	EPWA	50%	50%	50%	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%	50%	
Portugal	Porto	OPO	LPPT	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Republic of North Macedonia	Skopje	SKP	LWSK	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	
Serbia	Belgrade Nikola Tesla	BEG	LYBE	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	
Serbia	Nis	NIL	LYNI	100%																
Spain	Alicante	ALC	LEAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	
Spain	Ámsterdam Larnarote	ACE	GCR	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Banuelona	BCL	LEBL	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	62%	
Spain	Bilbao	BIO	LEBB	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Fuerteventura	FUE	GCFV	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Gran Canaria	LPA	GCLP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Ibiza	IBZ	LEIB	100%	100%	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%	78%	
Spain	Malaga	AGP	LEMG	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	27%	
Spain	Palma De Mallorca	PMI	LEPA	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	
Spain	Sevilla	SVQ	LEZL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Tenerife Norte	TFN	GCDX	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Tenerife Sur	TFS	GCTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Spain	Valencia	VLC	LEVC	50%	50%	50%	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%	100%	
Spain	Vitoria	VIT	LEVT	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Sweden	Stockholm Arlanda	ARN	ESSA	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	
Switzerland	Geneve	GVA	LSGG	55%	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%	20%	
Turkey	Ankara	AYT	LTAA	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	
Turkey	Istanbul Sabiha Gokcen	SAW	LTJR	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
Turkey	Mugla Dalaman	DLM	LTBS	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	
United Kingdom	East Midlands	EMA	EGNX	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
United Kingdom	Leeds And Bradford	LBA	EGNM	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
United Kingdom	London Gatwick	LGW	EGKK	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	36%	
United Kingdom	London Heathrow	LHR	EGLL	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	
United Kingdom	London Stansted	STN	EGSS	100%	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%	0%	
United Kingdom	Manchester	MAN	EGCC	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	

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

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 (18th May).

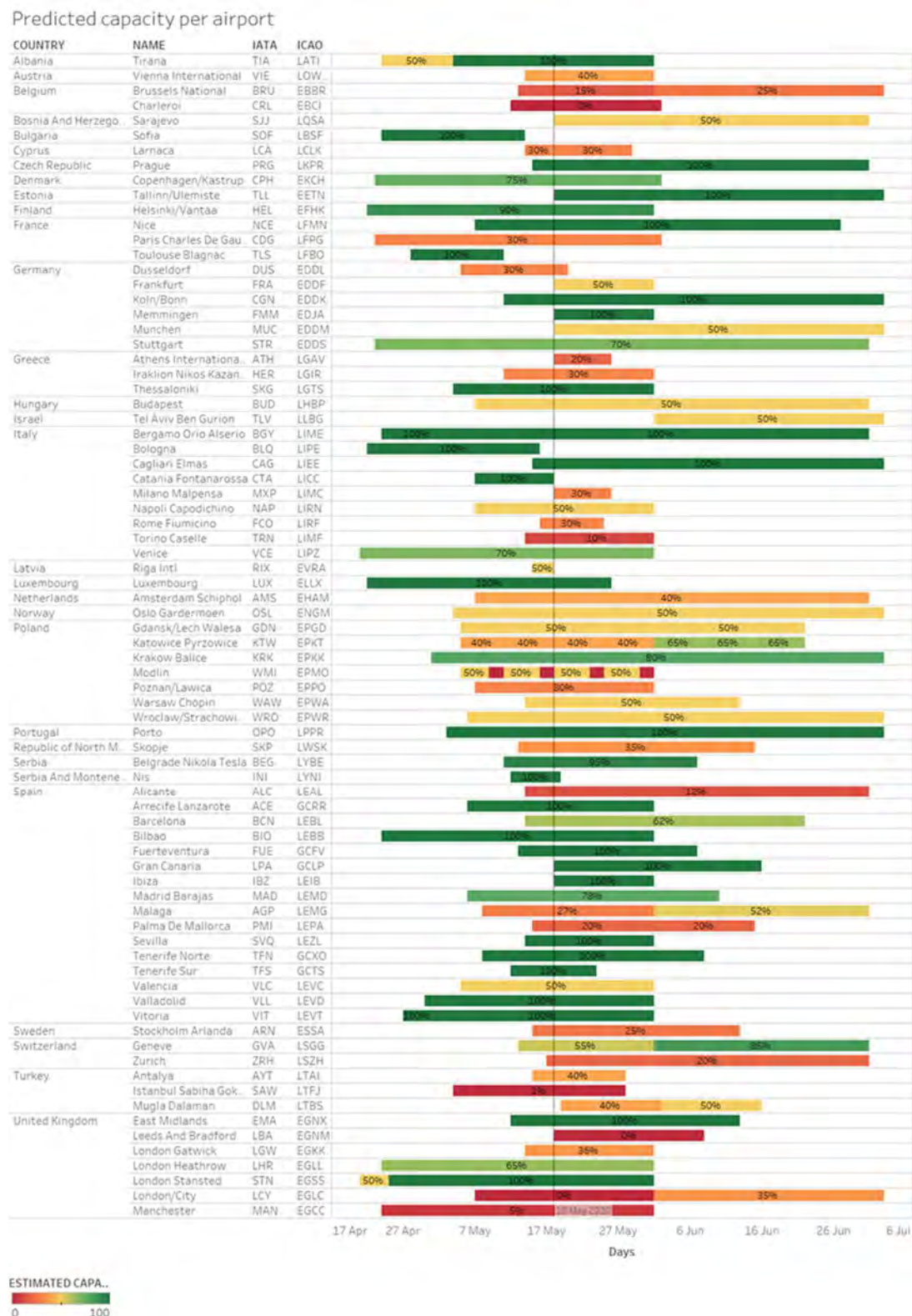


Figure 4: Declared airport capacity based on airport corner reporting and expressed in percentage of nominal airport capacity.

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
14/05/2020	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
13/05/2020	31/05/2020	15	We expect until end of May to operate at 15% of the nominal capacity for pax flights in terms of aircraft parking capacity & handling capacity. Demand for this period is continuously monitored in the APOC and capacity is planned accordingly. 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	25	Between 1st of June and 1st of September, we expect to be able to increase capacity again to 25% 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	45	As of 1st of September we expect to operate at 40% of the nominal capacity. All partners will remain ready to increase capacity as soon as demand resumes.

BELGIUM - CHARLEROI - CRL / EBCI**Last update: 12/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
12/05/2020	01/06/2020	0	

BOSNIA AND HERZEGOVINA - SARAJEVO - SJJ / LQSA**Last update: 18/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	30/06/2020	50	Due COVID-19 restriction, specifically with passenger processing in Terminal.

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
14/05/2020	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.
18/05/2020	28/05/2020	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
15/05/2020	30/06/2020	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
18/05/2020	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
14/05/2020	02/06/2020	75	TWR ATC capacity reduced due to health constraints on the management of operational staff

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
18/05/2020	31/05/2020	50	2 of 4 runways operational and Terminal 2 not used, the capacity can be adapted to the anticipated demand on short notice

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 - MEMMINGEN - FMM / EDJA**Last update: 18/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	31/05/2020	100	100% available on request

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	12/07/2020	50	Runway 26L/08R closed, Terminal 1 closed

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 / ELEFThERIOS VENIZELOS - ATH / LGAV**Last update: 30/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	25/05/2020	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 NIKOS KAZANTZAKIS - 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
18/05/2020	30/06/2020	50	ATC staff

ISRAEL - TEL AVIV BEN GURION - TLV / LLBG**Last update: 27/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
01/06/2020	30/09/2020	50	Reduced capacity expected due to Covid-19 requirements, PAX testing and distancing

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	<p>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).</p> <p>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</p>
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: 15/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
15/05/2020	31/12/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
19/05/2020	02/06/2020	100	

ITALY - MILANO MALPENSA - MXP / LIMC**Last update: 18/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	25/05/2020	30	Terminal capacity due to social distancing

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
16/05/2020	24/05/2020	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
14/05/2020	15/05/2020	10	SUPPLEMENTARY STAFF AVAILABLE ON DEMAND
16/05/2020	31/05/2020	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
18/05/2020	31/05/2020	70	Aircraft parking, ground handling staff

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
15/05/2020	17/05/2020	50	Terminal B not used, the capacity can be adapted to the anticipated demand on short notice

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
13/05/2020	14/06/2020	35	

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
19/05/2020	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
01/06/2020	05/06/2020	50	Reduced working hours
06/06/2020	07/06/2020	0	Airport closed
08/06/2020	10/06/2020	50	Reduced working hours
11/06/2020	11/06/2020	0	Airport closed
12/06/2020	12/06/2020	50	Reduced working hours
13/06/2020	14/06/2020	0	Airport closed
15/06/2020	19/06/2020	50	Reduced working hours
20/06/2020	21/06/2020	0	Airport closed
22/06/2020	26/06/2020	50	Reduced working hours
27/06/2020	28/06/2020	0	Airport closed
29/06/2020	30/06/2020	50	Reduced working hours

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
14/05/2020	12/06/2020	50	Passengers Termial, spacing, passport control for all international flights until 12 June, state ban for passengers comercial flights until 23 May

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.

SERBIA - KRALJEVO (APP) - Unknown / LYKV**Last update: 12/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
12/05/2020	18/05/2020	100	

SERBIA - NIS - INI / LYNI**Last update: 12/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
12/05/2020	18/05/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
14/05/2020	30/06/2020	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
14/05/2020	21/06/2020	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: 13/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
13/05/2020	06/06/2020	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
18/05/2020	15/06/2020	100	

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	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
15/05/2020	31/05/2020	20	
01/06/2020	14/06/2020	20	

SPAIN - SEVILLA - SVQ / LEZL**Last update: 28/04/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
14/05/2020	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
19/05/2020	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
15/05/2020	12/06/2020	25	ATC and RWY - 100%, but Ground Handling capacity at 50%. Current social distancing measures will result in 25% reduction in terminal capacity

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

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
13/05/2020	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
17/05/2020	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 - ANTALYA - AYT / LTAI**Last update: 28/03/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
15/05/2020	27/05/2020	40	

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
19/05/2020	01/06/2020	40	ATC staff, Ground Handling
02/06/2020	15/06/2020	50	ATC staff, Ground Handling

UNITED KINGDOM - EAST MIDLANDS - EMA / EGNX**Last update: 12/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
12/05/2020	12/06/2020	100	With 12 hours strict PPR for passenger carrying aircraft.

UNITED KINGDOM - LEEDS AND BRADFORD - LBA / EGNM**Last update: 18/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
18/05/2020	07/06/2020	0	Airport & Airline operations not expected to commence until at least 8/6/20

UNITED KINGDOM - LONDON GATWICK - LGW / EGKK**Last update: 14/05/2020**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors
14/05/2020	31/05/2020	36	From 00:01L, 1st April 2020 Gatwick Airport will run a single terminal operation using the South terminal only with operational hours of 14:00– 22:00L daily. Between 22:00 and 14:00L Local Gatwick airport will be available for Emergency traffic and divers only. The airport will be operating on minimum resource levels at this time and will only hold a CAT 7 RFFS response, outside of these hours CAT10 RFFS is provided.

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"> • ALBCONTROL (Validation of certificates extension is granted. ASS Endorsement, OJTI and refresher trainings postponed.) • SKYES – Belgium (OJTI/STDI and assessor endorsement extension was requested for initially 8 weeks.) 	<ul style="list-style-type: none"> • ANA - Luxembourg (Licences, ratings and endorsements.) • ARMATS (Licences, ratings, certificates, trainings, endorsements and language proficiency.) • AustroControl (Medical checks will be <u>extended for 4 months</u> which expire within 4 months after the date of the exemption – 23.03.2020.) • AVINOR – Norway (Licences, ratings, certificates trainings, endorsements, aircraft maintenance licenses.) • BHANSa (ATCO Licenses.) • DHMI Turkey (Medical Certificates.) • LPS SR – Slovak ANSP (All licences.) • DFS - Deutsche Flugsicherung GmbH (<u>6 months extension</u> for all licences.) • ENAV – ITALY (All ATCO licenses.) • Ferro NATS – Spain (ATCO, OJTI and examiner licenses, medical and language certificates.) • French DSNA (Only for medical certificates.) • HANSP – Greece (ATCO unit endorsements, Class 3 medical certificates, ATCO language proficiency endorsements have been <u>extended for 4 months.</u>) 	<ul style="list-style-type: none"> • Bulatsa – Bulgarian Air Traffic Control Service (Competency of all licensed personnel) • French DSNA (For unit ratings, language proofs, competency and theoretical checks) • NATS – UK (All licenses, certificates and ratings) • ANSL – UK (All licenses, certificates and ratings) • Sweden – LFV ((An extension can be carried out on valid permits of 4 months and some permissions 8 months.) 	<ul style="list-style-type: none"> • ANS CR - Czech Republic (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>) • ANS – Finland (no limit for the minimum operations hours and the maximum absence period is set at 90 days for all units concerned.) • CROCONTROL - Croatia (have managed to meet minimum hours requirement without changing their UCS.) • CYATS - Cyprus Air Traffic Services (Medical certificates have been extended for 3 months.)

	<ul style="list-style-type: none"> • MATS - Malta Air Traffic Service (Licences, ratings and certificates.) • MUAC – Maastricht Upper Area Control (Licences, ratings and certificates.) • M-NAV - North Macedonia (ATCO licenses, certificates and ratings.) • NAVIAIR – Denmark (All unit endorsements.) • NAV Portugal (ATCO and medical certificates.) • Oro Navigacija – Lithuania (Licences, ratings, endorsements, certificates and attestations of air traffic controllers.) • PNA_ONDA Morocco (All ATCOs aeronautical titles (license, instructor cards and trainee cards) are extended until the end of June.) • ROMATSA (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. (Language, Medical Certificate, Unit Endorsement Certificates.) • SMATSA – Serbia and Montenegro Air Traffic Services (<u>Serbian CAA: 4 months extension</u> for ATCO ratings, endorsements and medical certificates. <u>Montenegro CAA:</u> exemption <u>until 31/05/2020</u> ATCO ratings, endorsements and medical certificates.) 		<ul style="list-style-type: none"> • EANS - Estonian Air Navigation Services (Medical Certificates have been <u>extended for 3 months.</u>) • IAA – Israel Airports Authority (<u>2 months extension</u> has been given to every type of certified personal including ATCOs, Pilots ect.) • PNA_ONDA Morocco (Medical Certificates, will have an <u>extension of validity of 60 days.</u>) • Sakaeronavigatsia - Georgian ANSP (No exemptions/extensions will be applied – no requirement for extension needed.)
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	<ul style="list-style-type: none"> • UkSATSE – Ukrainian State Air Traffic Services Enterprise (All endorsements/ratings and medical certificates of ATCOs are extended for the period of quarantine plus 90 days.) • SLOVENIACONTROL (Class 3 medical certificates, unit endorsements, OJT/STDI endorsements, language and assessor endorsements) • Sweden – LFV (An extension can be carried out on valid permits of 4 months and some permissions 8 months.) • LGS – LATVIA (Theoretical examination sessions, validity period of ratings or licences, Language and Medical Certificates, Unit Endorsements) 		<ul style="list-style-type: none"> • MOLDATSA – Moldova (<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).
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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 16th 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 18th. It includes, among others, temporary extensions of ATCO, OJTI and examiner licenses and medical and language certificates. All those licenses/certificates with an expiry date between March 14th and July 31st will be extended for 4 months.

HANSP – Greece

The validity period of all of the following has been extended as follows:

- By 4 months in the case of: ATCO unit endorsements, Class 3 medical certificates, ATCO language proficiency endorsements that expire before the 31st of July 2020
- Until the end of the application of this exemption, in the case of: practical instructor endorsements (OJTI and STDI), assessor endorsements (ASR), privileges of aeromedical examiner certificates related to Class 3 medical certificates.
- Part-ATCO.MED Class 3 medical certificate holders benefitting from this exemption shall hold a valid Class 3 medical certificate without limitations, except visual ones. For all other cases the revalidation of the certificate is needed.
- Part-ATCO.MED aero-medical examiner certificate holders benefitting from this exemption shall hold a valid aero-medical examiner certificate.
- In the case of ATCO unit endorsements as well as instructor and assessor endorsements in ATCO licenses, the air navigation service provider (ANSP) ensured that the refresher training and other theoretical training, is mitigated by other means, e.g. computer-based training
- In the case of ATCO language proficiency endorsements, language training is ensured through other means, e.g. online courses.
- This exemption shall be valid from 30.03.2020 until 30.11.2020

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 were 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.

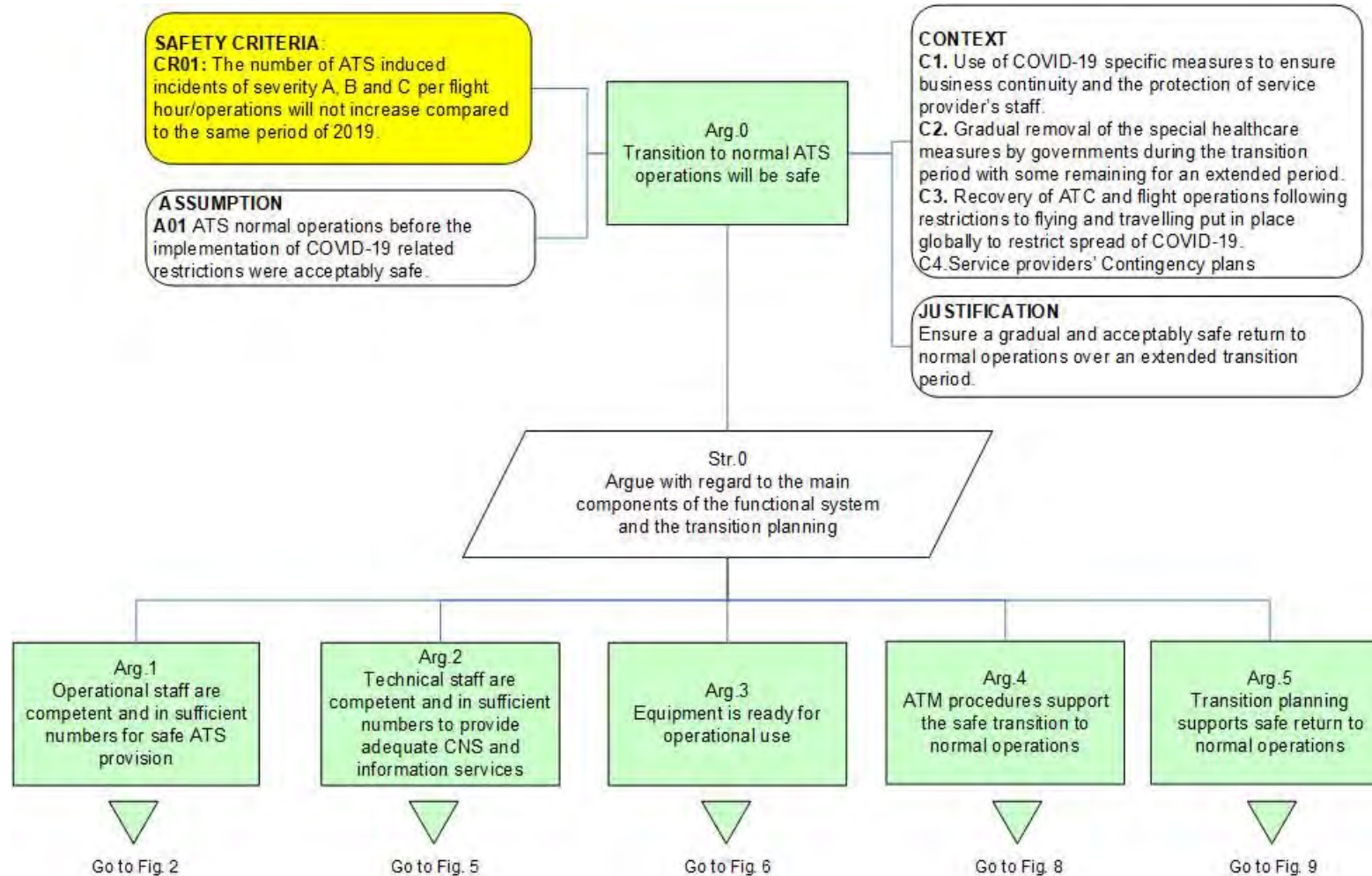


Figure 1

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.

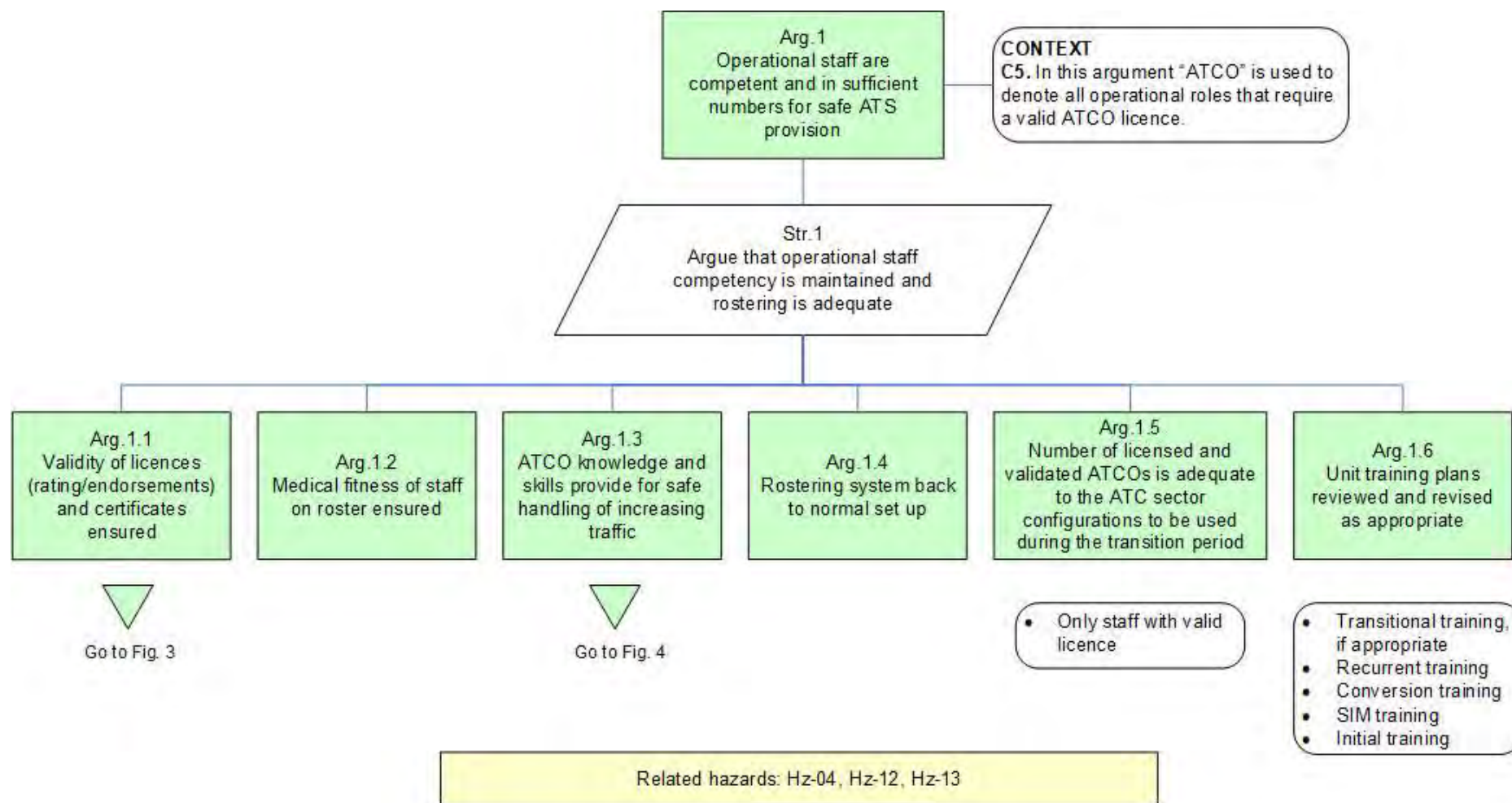


Figure 2

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.

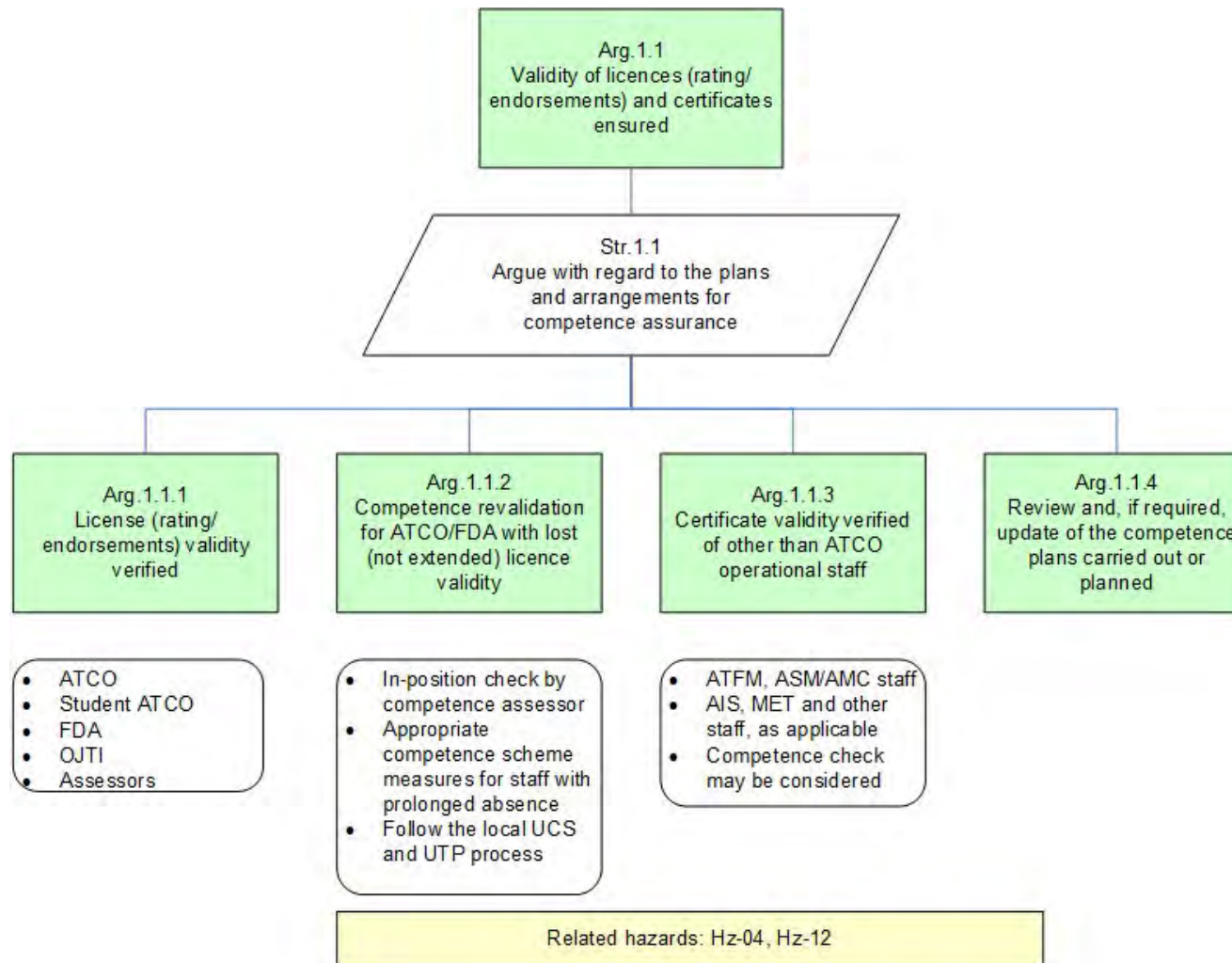


Figure 3

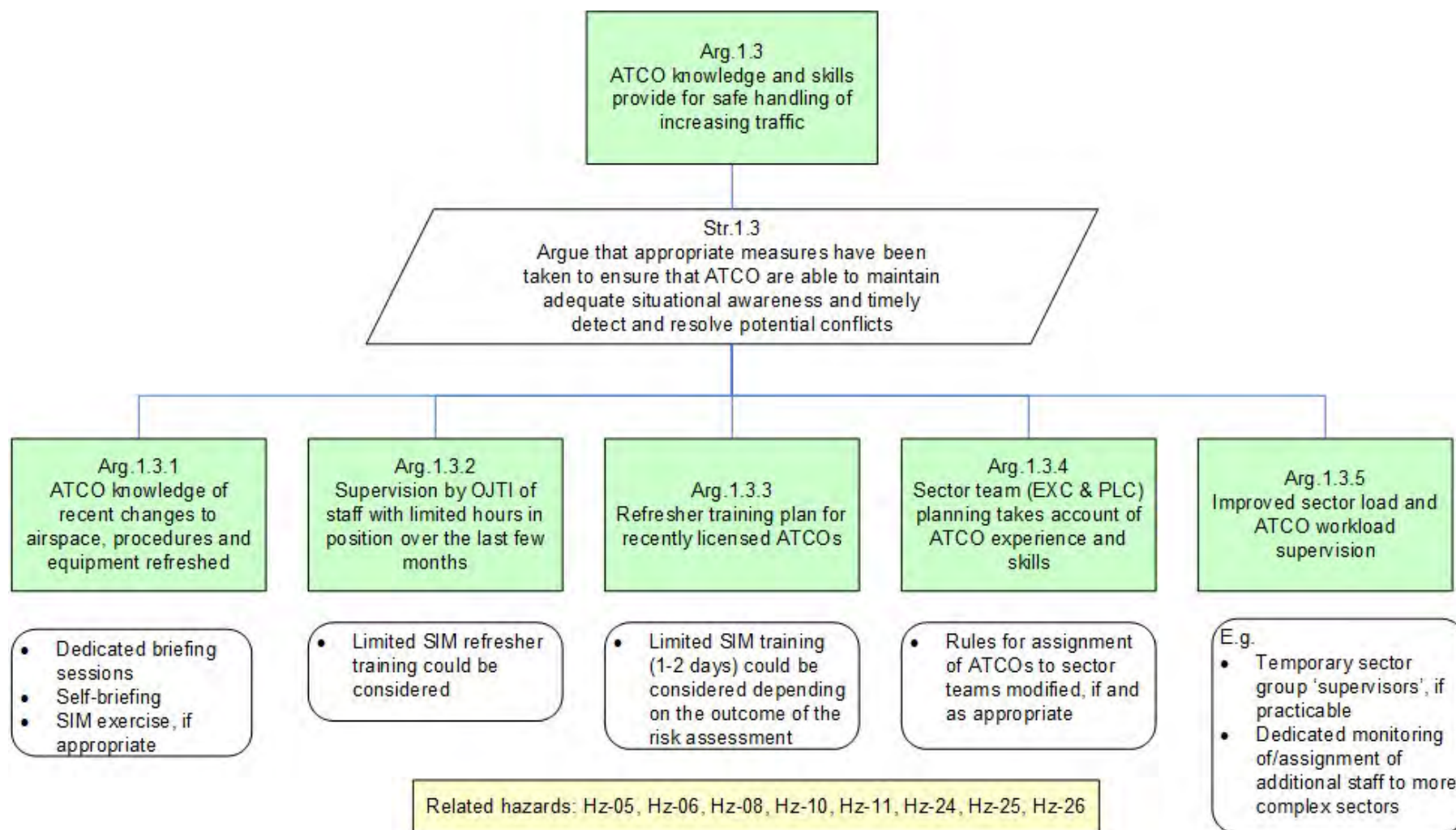
To prove that the compliance Argument 1.1 “The validity of licences (rating/endorsements) and certificates of the operational staff is ensured” it true and valid, it has been decomposed into 4 sub-arguments:

- 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**

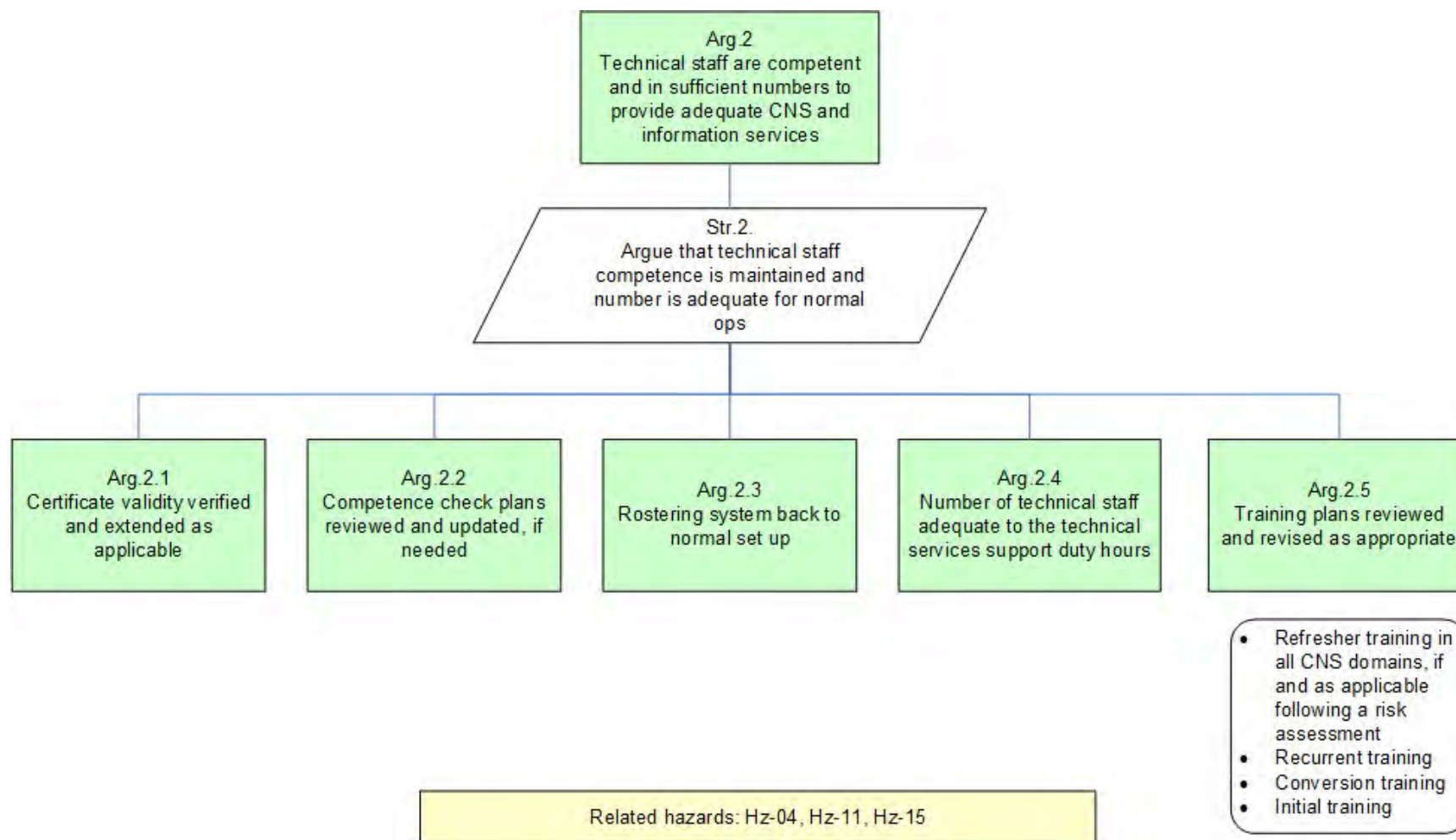
To prove that the Argument 1.3 “ATCO knowledge and skills provide for safe handling of increasing traffic” is true and valid, it has been decomposed into 5 sub-arguments:

- 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**

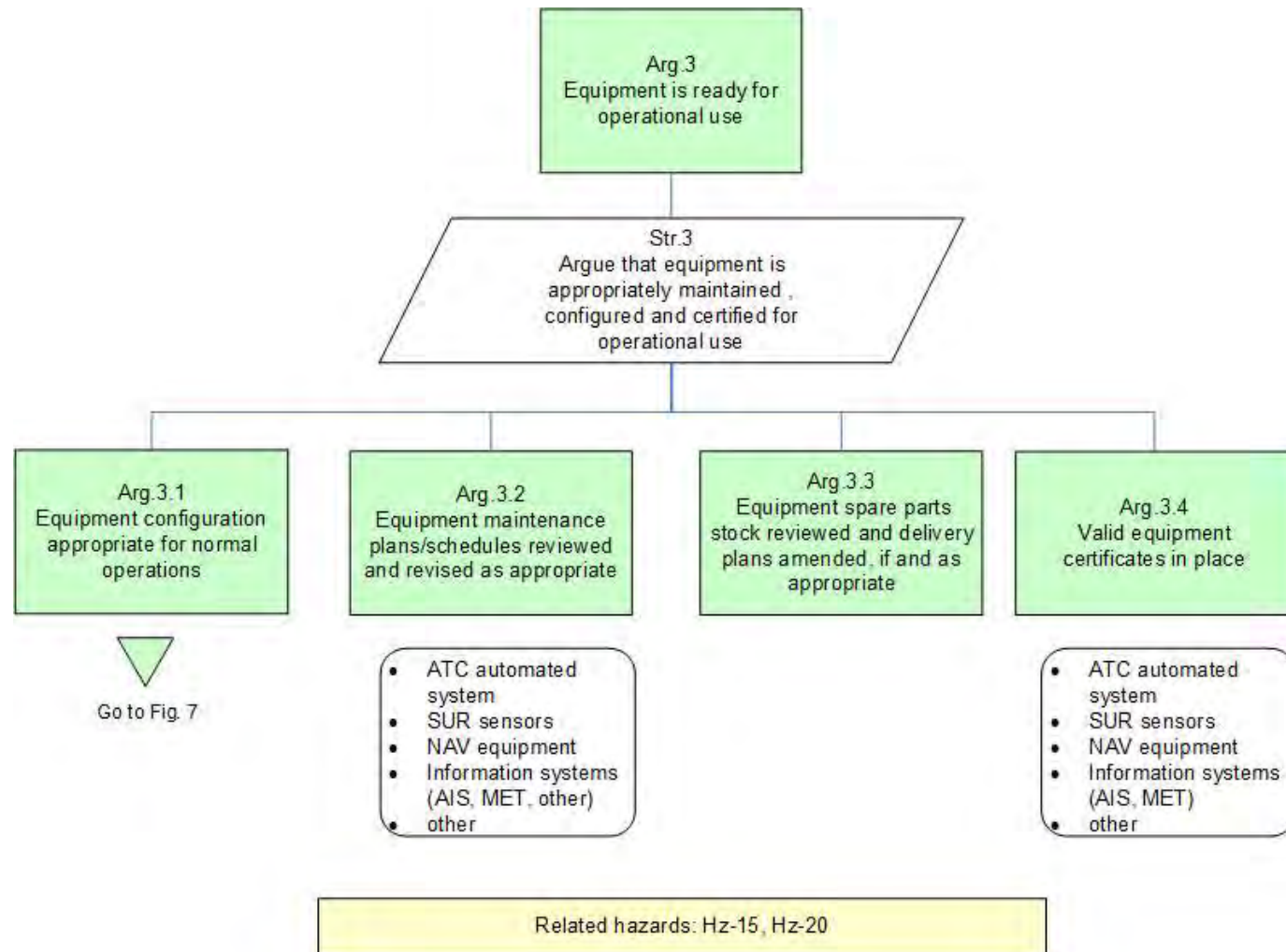
To prove that the compliance Argument 2 “Technical staff are competent and in sufficient numbers to provide adequate CNS and information services” is true and valid, it has been decomposed into 5 sub-arguments:

- 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**

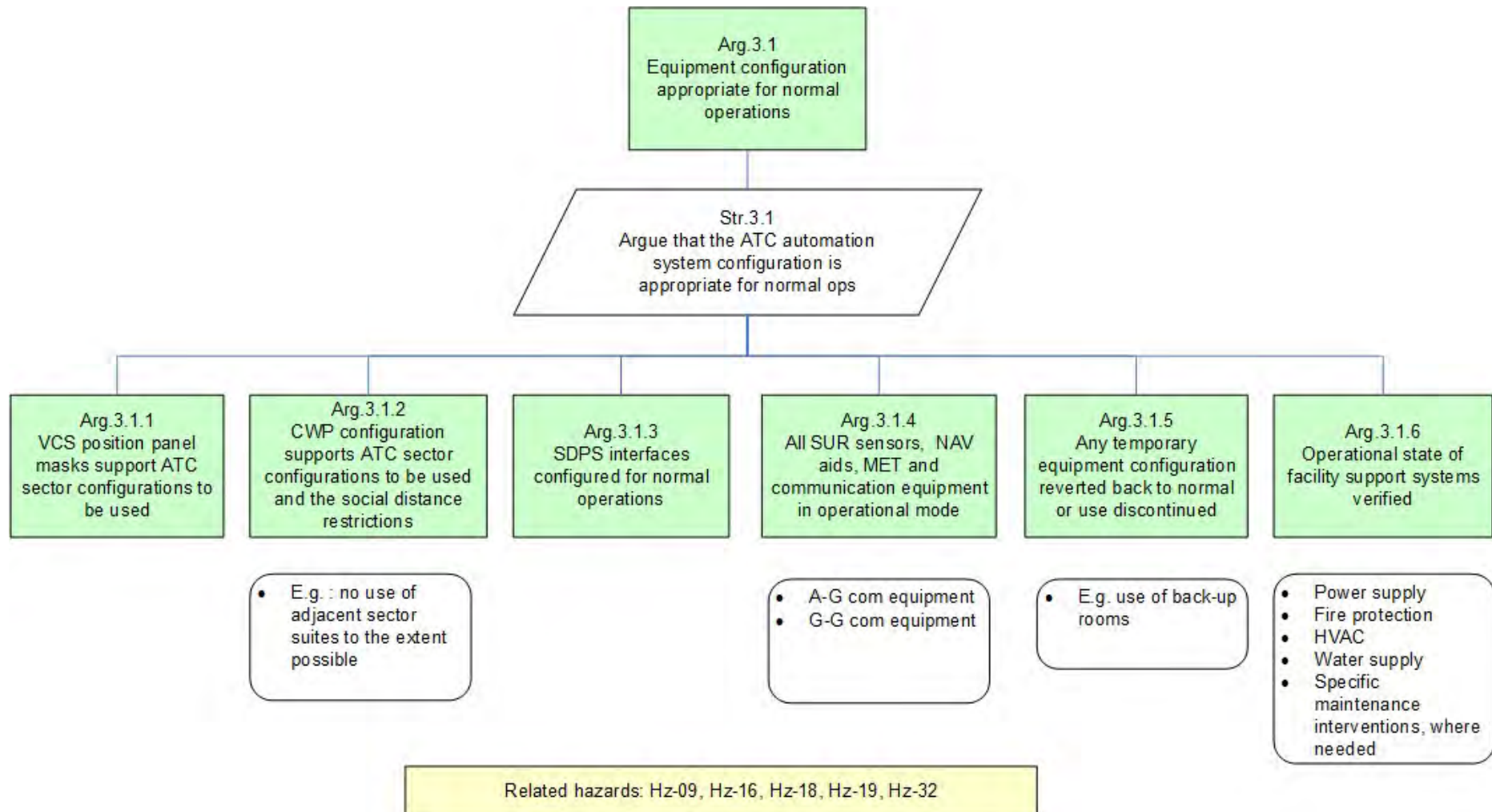
To prove that Argument 3 “The ATM/CNS equipment (hardware and software) is ready for operational use” is true and valid, it has been decomposed into 4 sub-arguments:

- 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 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) 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.

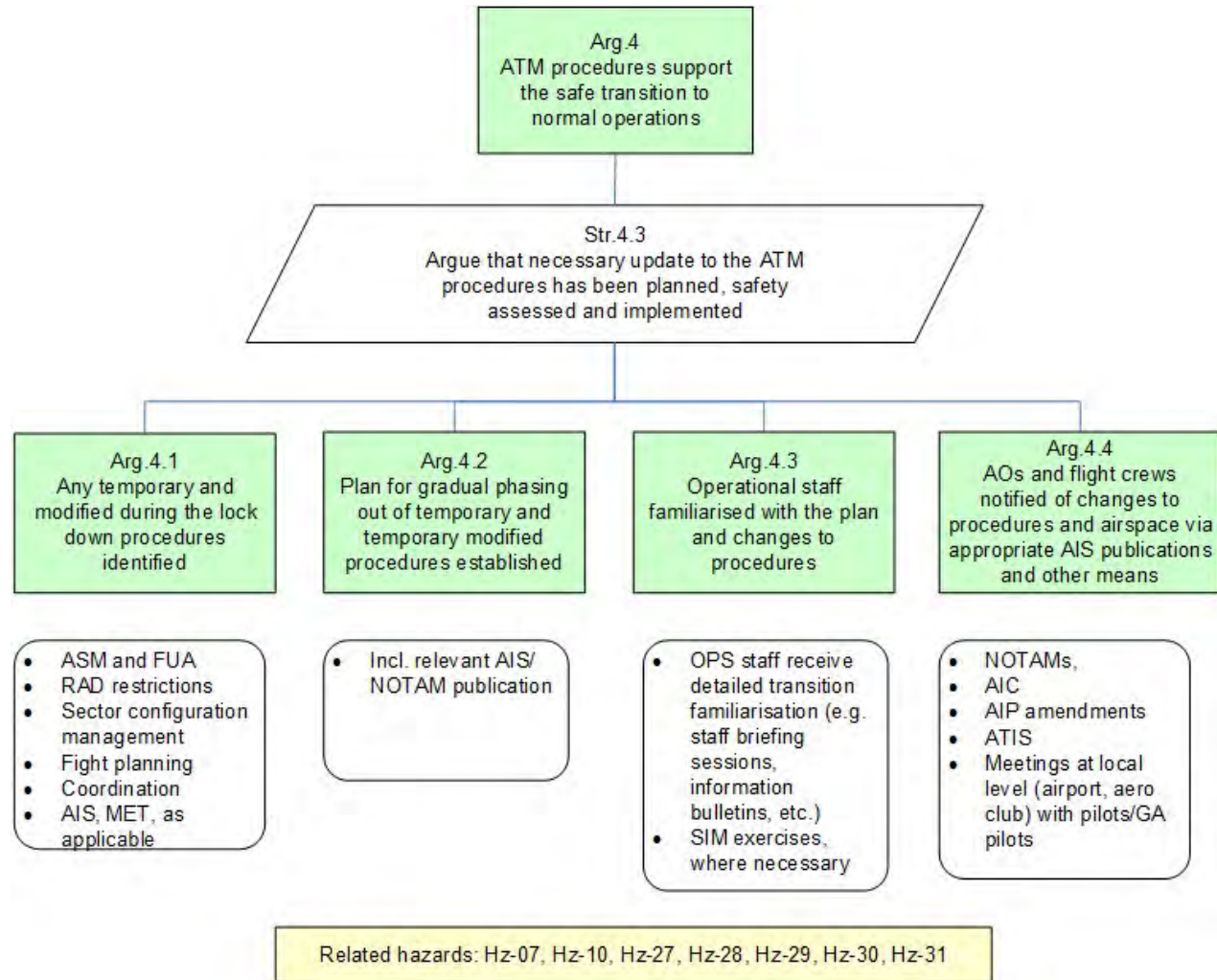


Figure 8

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.

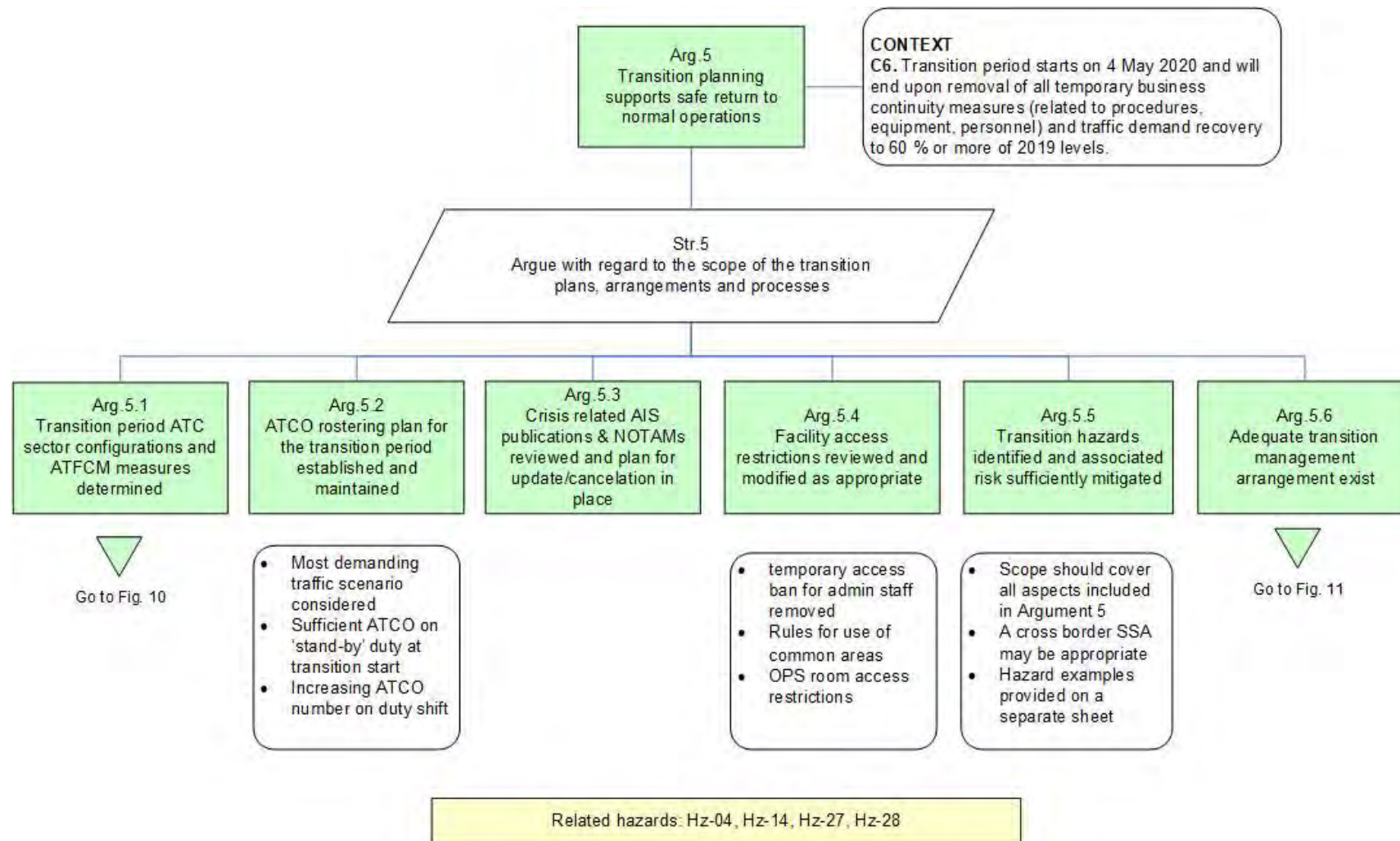


Figure 9

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.

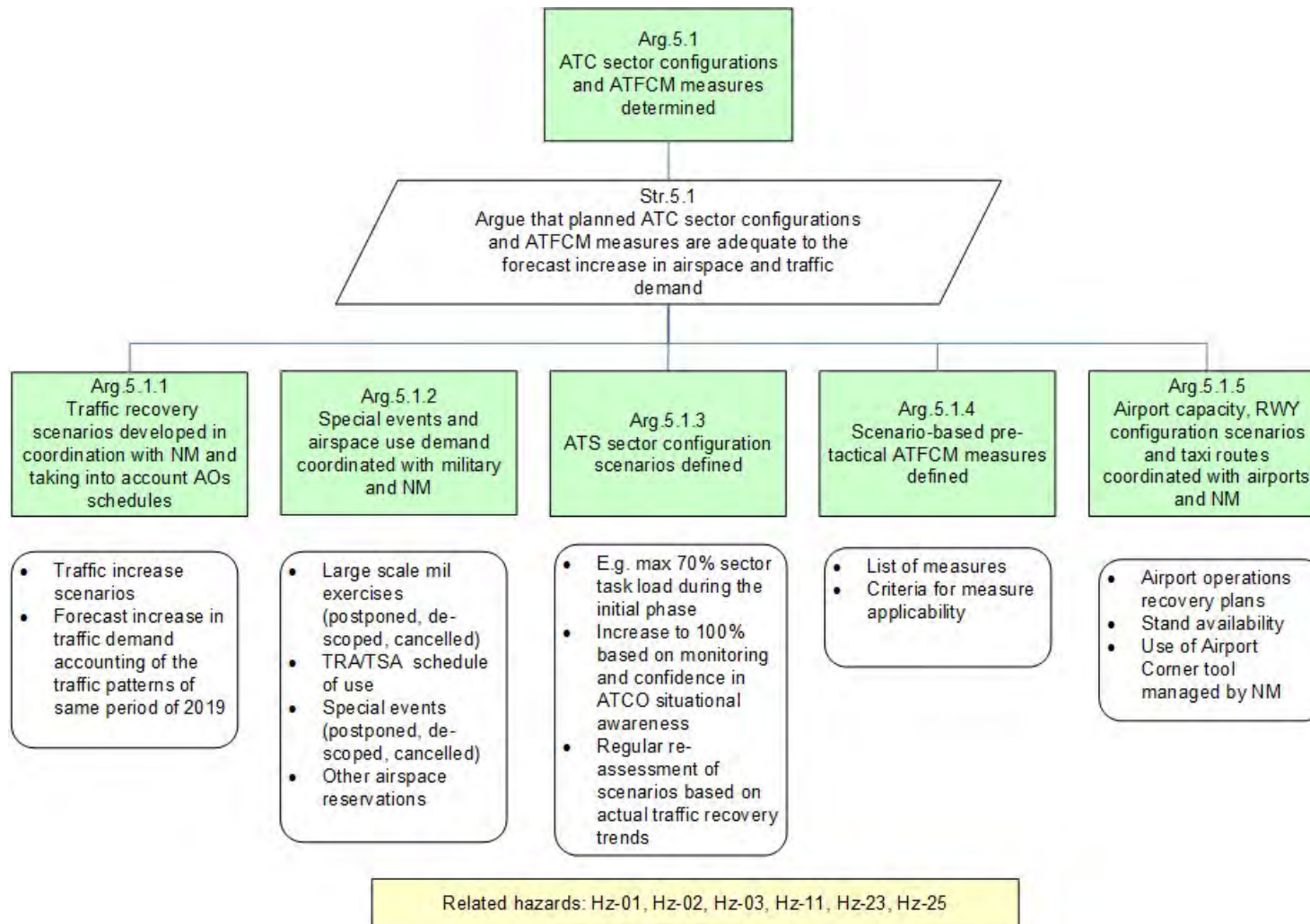


Figure 10

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.

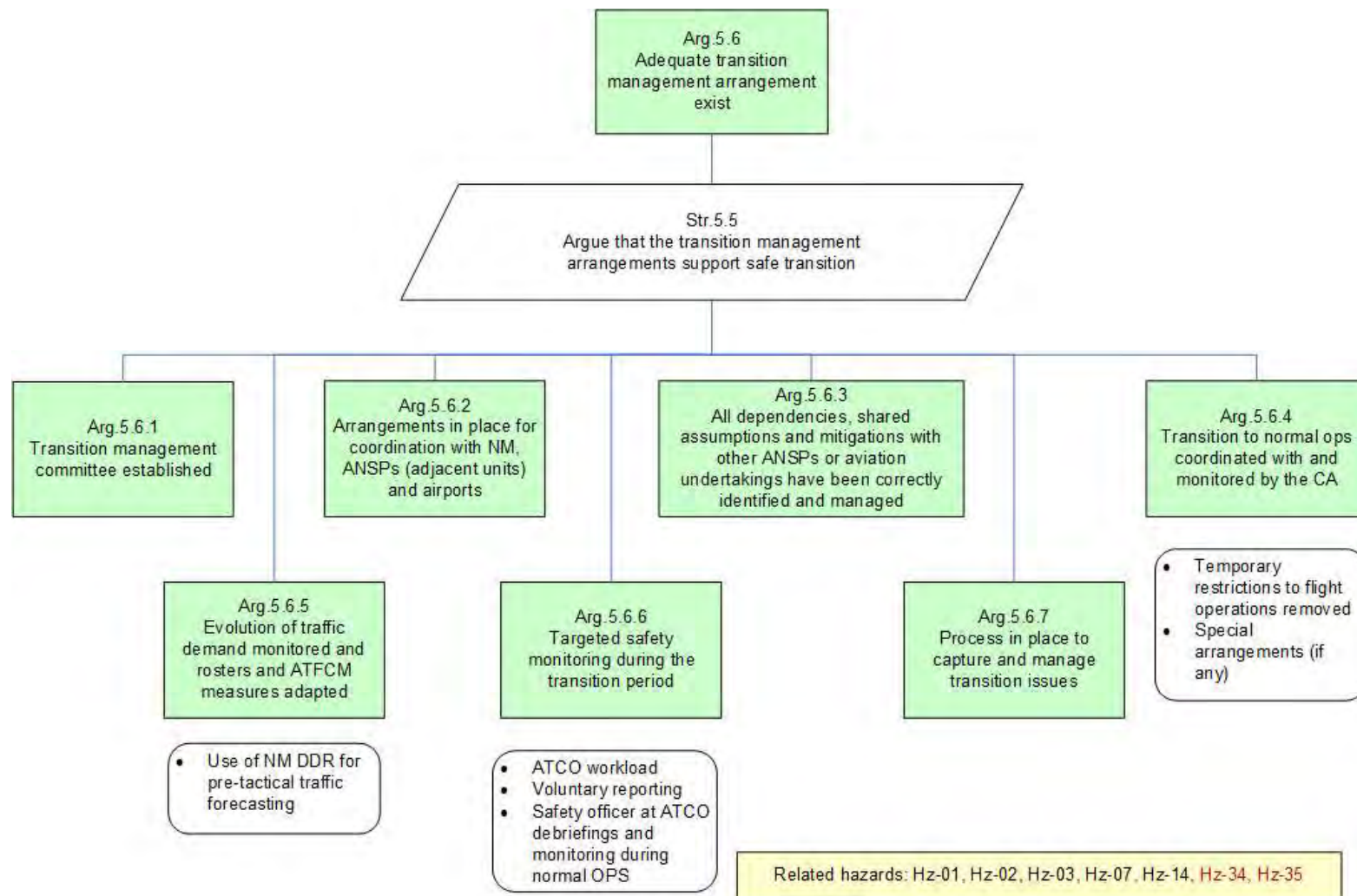


Figure 11

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.

It is important to note that the potential mitigation measures provided in the third table column are not exhaustive, i.e. the suggested measures do not address all identified potential causal and contributory factors. In addition, the pertinence and effectiveness of the suggested measures may differ depending on the local conditions and specific COVID-19 lockdown impact. Therefore, any of the suggested hazard mitigation measures should be assessed for its applicability to the local operational environment, if considered for implementation.

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
HZ-01	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
HZ-02	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. 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.	Arg.5.1
HZ-03	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.	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"> • Airport CDM • En-Route CDM • Overall Network CDM 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
H_z-04	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.	ATCOs unable to maintain their operational skills during COVID-19 lockdown period due to lean traffic. ATCOs exposed to different traffic patterns, unusual conflicts and methods of operation. Limited number of ATCO duty shifts and hours in position during the COVID-19 lock down period. Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment. 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. ATCOs providing services to aircraft with different performance dynamics / requirements, e.g. military or medical flights.	Special training (e.g. simulator training), which can emulate the medium-high traffic levels. 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. Maintain theoretical competence by designing simulator exercises where theoretical competences are required. 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. Enhance non-technical skills, such as Confidence and Resilience to counteract technical skill-fade. Balance ATCO age and experience in shift and sector rostering schemes.	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>	
HZ-06	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>	
HZ-07	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. This may lead to unexpected by ATC pilot requests and unusual situations.</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

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
HZ-08	Inadequate inter-sector and inter-unit operational coordination.	<p>Different ATCO skill levels across sector groups and ATSUs.</p> <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>	<p>Simulation sessions with busy traffic and multi-layer/-sector coordination.</p> <p>Gradual opening up of elementary sectors and sector suites in accordance with the Common Transition Plan (TP).</p>	Arg.1.3
HZ-09	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
HZ-10	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

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
Hz-11	Supervisors (ATCO, ATSEP and Flight data) with reduced competence in handling less-than-standard situations due to the long lean traffic periods.	Interference during bad weather, CB avoidance. Training postponement.	ATFM measures (capacity decrease).	Arg.1.3 Arg.2
Hz-12	Inadequate ATCO on-the-job training.	Ineffective OJT because, for a long time, the traffic will be too low and not easy to train/assess the trainee's skills. OJT competence/skills reduced due to long period of training interruption. Reduced capacity to provide OJT due to low number of valid OJT endorsements. Inefficient training process due to COVID-19 social distancing measures. Postponed ATCO training due to lack of resources.	Agree with CA extension of OJT endorsements. Plan for the trainee ATCOs, whose qualification has been postponed or training suspended.	Arg.1.1
Hz-13	Increased stress for operational and technical staff.	Cash flow problem impact on salaries and social security – dissatisfaction, uncertainty, pessimism, etc. 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. Potential changes to social agreements in place. Fear of infection following reports of new positive cases of COVID-19 in local community. Confinement, bringing mental overload because of the necessity to work, educate children, and ensure the management of the household.	Provide psychological help. Promote wellbeing type of materials and information. Stress management programme. Peer-to-peer platforms. Mentoring Promote awareness of S & F precursors and notification of S & F related conditions or safety events as soon as possible. Position handovers made on different CWP at least one metre apart.	Arg.5.5 Arg.5.6.6 Arg.5.6.7

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Mental affection caused by isolation and concern for the family members that one cannot visit.</p> <p>Dramatic individual perception and anxiety about COVID risk</p> <p>Loss of colleague, relative or 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>	Regular decontamination of the operations room, including of the CWP's before next operational use.	
HZ-14	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>	Implement group investigations for all significant occurrences irrespective of the investigators' allocation to ATSUs.	Arg.5.6

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Flaws in safety deliverables due to the remote working method (e.g. FHA by teleconference).</p> <p>With fewer operations, occurrences captured in databases may cause some aggregate occurrence rates to spike upwards.</p>	<p>Agree with the regulator on possible relaxation of notification/document submission deadlines.</p> <p>Independent review of the safety deliverables by increased number of specialists from all the relevant domains: ATS, OPS, CNS, IT systems, HF, etc.</p> <p>Postpone implementation of planned changes to the functional system.</p> <p>Prioritise change implementation according to the risk to operations, if non-implemented.</p> <p>Be aware of possible false conclusions resulting from safety statistics based on lower traffic.</p>	
HZ-15	Increased equipment failure rates and compromised equipment maintenance.	<p>Lack of preventive maintenance during the lockdown period. Postponement of corrective maintenance for some equipment (e.g. due to financial constraints).</p> <p>Spare parts for equipment maintenance not available (due to delivery issue or financial constraints).</p> <p>Current maintenance contract may expire and may not be extended or new contracts put in place due to suspension of all public procurements.</p> <p>No possibility for on the site technical assistance and equipment health check by a third party.</p> <p>Potential damage to operational equipment when carrying out cleaning protocols to restrict virus transmission.</p>	<p>Verify the requirements for cleaning materials for sensitive equipment and other surfaces.</p> <p>Coordination of system maintenance activities (back to lower traffic demand periods - night-time).</p> <p>Deploy safe and efficient cleaning methods and ensure cleaning material availability.</p> <p>Properly instruct cleaning staff (in-house/external).</p> <p>Postpone planned changes to the equipment and implementation of new equipment, where feasible.</p> <p>Ensure proper availability of technical experts with the needed competence.</p>	Arg.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		<p>Planned system changes/improvements not implemented.</p> <p>Changes implemented during lockdown, to take advantage of reduced traffic, reveal undetected bugs when load increases leading to equipment failure or suboptimal configurations.</p> <p>Insufficient number of technical and support staff.</p> <p>Diminished ATSEP system knowledge and maintenance skills.</p> <p>Return to "normal" loads of some sensitive equipment can lead to defect, due to long time of operation in underload conditions.</p> <p>Increase in the number of interventions on the network by suppliers (as we already observe before/after holidays) after cancellation of the lockdown could cause network failures.</p> <p>Compromised operational tests of new equipment/system features during the lockdown period due to the lean traffic. A significant rise in the traffic level could help reveal issues not identified before.</p>		
HZ-16	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>	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.	ATFM measures. Update company Contingency plan with regard to pandemic conditions to ensure sufficient operational equipment and human resources.	
HZ-17	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.	-
HZ-18	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
HZ-19	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>	
Hz-20	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
Hz-21	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
Hz-22	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
Hz-23	Confusion due to unusual ground movements and taxi routes on the airport movement area.	<p>Large number of parked aircraft on apron or even on taxiways, runways or other surfaces.</p> <p>Signage and markings visibility may be obstructed (by vegetation and/or parked aircraft).</p> <p>Reduced availability of airports services, in particular 'follow-me' service.</p> <p>Unexpected by pilots and vehicle drivers movement restrictions.</p> <p>Insufficient exchange of safety-related information between ATCs and aerodromes operators.</p>	<p>Information on closed parts of the manoeuvring area is made available through a NOTAM.</p> <p>Convene regular Local Runway Safety Team meetings.</p>	Arg.5.1.5
Hz-24	Reduced terrain and obstacle clearance limits.	<p>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.</p> <p>Obstacle clearance limits at the airport obstructed by parked aircraft.</p>	<p>Refresher briefing for ATCOs.</p> <p>Inspection and assessment by specialists (procedure designers) of the compliance with obstacle clearance requirements before commencement of the runway operations.</p>	Arg1.3
Hz-25	Improper handling of emergencies by all involved parties.	<p>Lack of full scale or partial emergency response plan exercises.</p> <p>Obstructed (e.g. by parked aircraft) emergency access roads of rescue and firefighting vehicles to the active runway(s).</p> <p>Reduced availability of firefighting brigades at airports due to reduction of airport personnel or material supply caused by the financial impact of COVID-19 lockdown (could result in airport de-categorisation).</p>	Coordinate plan for emergency response plan exercises.	Arg.1.3

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
Hz-26	Inadequate alerting service.	Reduced capability and skills during the crisis period. The use on rare occasions of the service may influence that it drops out of focus and priority during return to normal operations.	Review the capabilities, processes, procedures and skills to provide alerting service.	Arg.1.3
Hz-27	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
Hz-28	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
Hz-29	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).	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
		<p>Reduced AOs familiarisation of restrictions associated with operations into and out of airports classified as class B or C airfields.</p> <p>NM automated Help Desk limitations to process timely the increased number of requests for help from AO Dispatchers in the changing environment.</p>		
HZ-30	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
HZ-31	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</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</p>	Arg.4.4

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		pilots from overseas with lower familiarity of airspace, etc.	and/or procedures (e.g. new PBN procedures).	
Hz-32	Partial loss or air-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</p>		Arg.5.6.7

	Hazard description	COVID-19 lock down related causal and contributory factors	Mitigation ideas (if any)	Related Safety Argument
		contribute to increased likelihood of localizer overshoot or high-energy approach. 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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