

European Network Operations Plan 2020 Recovery Plan

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EXECUTIVE SUMMARY

The European Network Operations Plan (NOP) – 2020 Recovery Plan is a special version of the NOP supporting aviation response to the COVID-19 Crisis. It provides for a consolidated European network view of the evolution of the air traffic and facilitates the planning of the service in the recovery phase by ANSPs and airports to match expected 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**, published on the NM Network Operations Portal and **updated weekly**.

Outlook 7 September – 18 October 2020

Traffic outlook – Based on the assumption that the current conditions for international travel in Europe are maintained, and that the airlines continue operating the currently planned schedules, the network traffic shows the potential for an increase at the beginning of September. The weekly traffic pattern through the month of September appears stable. **Traffic is currently expected to have some peak days with approximately 20000 flights in September. This would represent 55% of the traffic during the similar period in 2019.** This traffic outlook is lower than the ones presented in previous weeks as it reflects the changes in schedules resulting from the various new state restrictions. This traffic outlook remains **highly dependent on the evolution of State restrictions**.

Enroute capacity outlook – **All the actions proposed for individual ANSPs in the previous editions of the NOP 2020 Recovery Plan have been implemented.** While no en-route capacity issues are expected, some elementary sectors might start being saturated for short periods. Those situations can be handled tactically with no need for ATFM restrictions. More sectors might need to be open flexibly during peak hours or opening hours should be extended. Some ANSPs should plan to open their currently indicated **maximum sector opening schemes** and foresee a **10% buffer in the traffic outlook** to avoid **sudden capacity problems and weather issues**.

Airport outlook – Whilst operators have reactivated aircraft, the number of rotations per day remain low resulting in continued high numbers of parked aircraft. No other significant airside capacity issues have been reported and airport capacity should remain stable in the coming months. Turnaround data analysis shows no negative performance trends, partly due to reduced traffic, flights arriving ahead of schedule and no airspace capacity issues. Nevertheless, airports should remain vigilant regarding influence of COVID measures on passenger terminal throughput and potential impact on turnaround and airport capacity.

Green aviation measures - NM, together with the operational stakeholders, relaxed up to 1200 RAD measures. **This generated distance flown savings amounting to 26000 NM per day.**

Safety –ANSPs have taken safety measures aligned with the common work done with NM i.e. the Safety Argument. The Safety Argument assists ANSPs to return to safe and resilient normal operations. It covers 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.

Expected Evolutions in States - In many States restrictions have been extended or reinstated. Lack of harmonised approach hampered a coordinated recovery and might be mitigated by adhering to EC principles related to restrictions to free movement linked to COVID-19, stressing that border/travel restrictions should be removed in the internal market, and sanitary measures such as social distancing and other actions recommended by ECDC should be the main basis to tackle COVID-19 spreading.

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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 ensured a rolling outlook of 4 (four) weeks, but it was extended to 6 (six) weeks, for the traffic outlook as from 19 June 2020 (edition 1.7), and fully as from 03 July 2020 (edition 1.9).

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 ensured a rolling outlook of 4 (four) weeks, but it was extended to 6(six) weeks, for the traffic outlook as from 19 June 2020 (edition 1.7), and fully as from 03 July 2020 (edition 1.9).

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 7 following weeks | By Friday COB | ANSPs |
| Airports to send their plan to NM for the 7 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 6 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

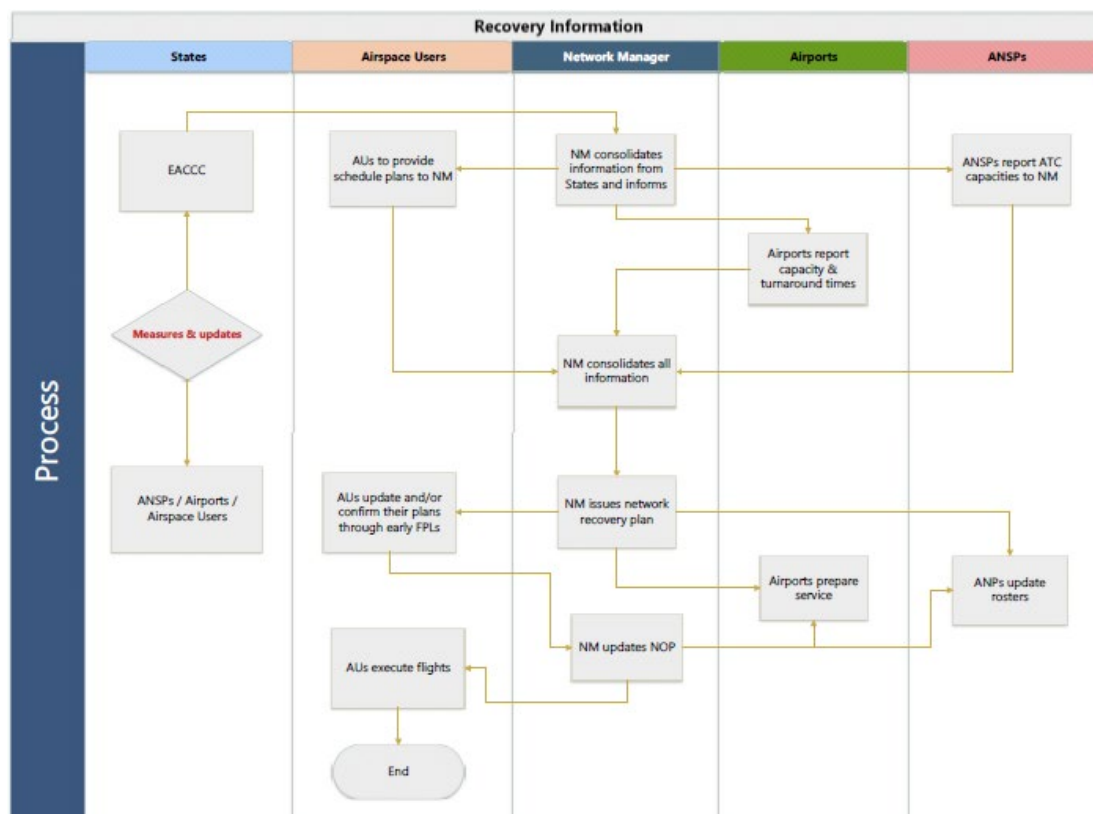
3.1 Strategic Planning Processes Description

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 six 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 6-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 and an outlook of the expected performance for 6(six) weeks rolling period. The tools and data used were adapted to take into account the exceptional circumstances in 2020 (based on NEST and DDR2).

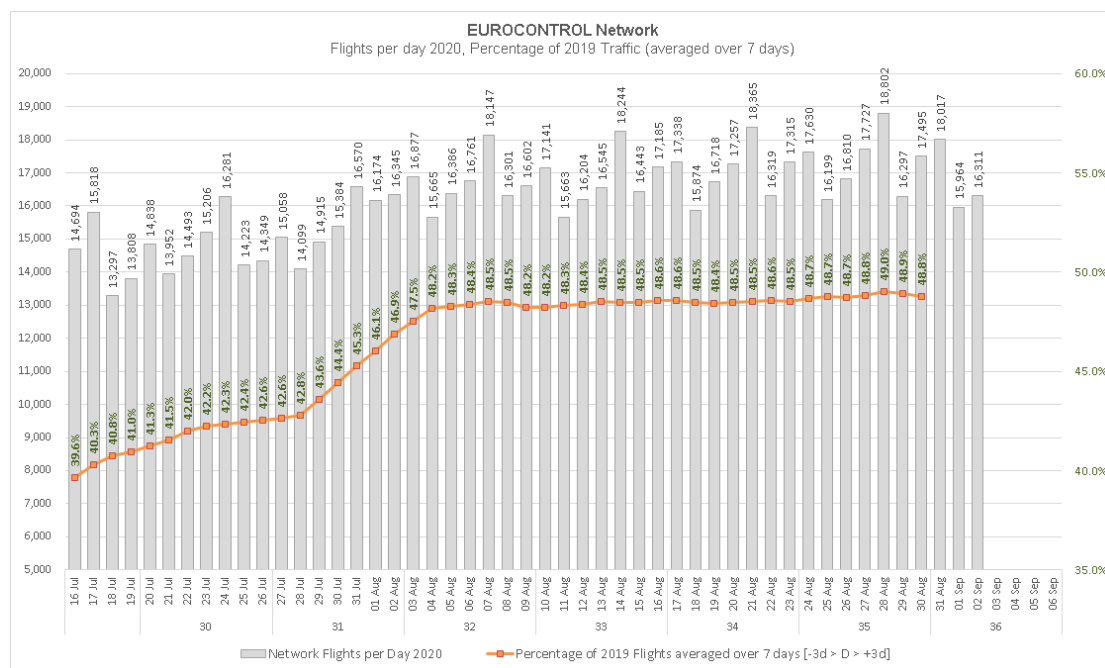
The traffic outlook is based on the airline schedule data and airport slots collected. Other additional information provided by airlines and airports is also taken into account where available.

ACCs and airports are invited to always plan with a 10% higher buffer 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 **03 September 2020, 1000 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 based on NOTAMs | PAX - no restrictions published FLIGHTS - no restrictions published | N/A |
| | Expected evolution | Albania has eased the measures and opened the airports to operations. There are no restriction, but flights need to get CAA permission first. Detail information can be obtain from CAA website http://www.aac.gov.al/COVID-19 . | Next update |
| ARMENIA | Current situation based on NOTAMs | PAX – The state of emergency declared by the Armenian government due to the epidemic situation caused by the spread of COVID-19 coronavirus. 1. All passengers will pass medical check in upon arrival. 2. In case of symptoms of COVID-19 they will be isolated to hospital. 3. Any foreign citizen with symptoms who refuses the hospitalization, entrance to the RA will be forbidden. 4. All arriving passengers must undergo 14-days self-isolation quarantine regime. 5. PCR COVID-19 test can be performed during 14-days of self-isolation and in case of negative result self-isolation regime will be cancelled. 6. Entry and exit are permitted of the cargo, passenger, military and hospital flight crews, who do not have detected symptoms of virus. Mandatory filling in of the pax locator card that can be found at http://aviation.am/storage/files/editor/qartnew.pdf . FLIGHTS - All previously granted permits for two and more charter and scheduled international pax flights of Armenian and foreign air carriers connected with transportation of Armenian and foreign citizens from foreign countries to the territory of Armenia are temporarily suspended. The request of single permission for non-scheduled pax flight of air carriers may also be rejected due to prevention of new wave of COVID-19 | 11 September 2020 PERM 11 September 2020 |
| | Expected evolution | All state de-escalation strategy information is published at the following: https://www.e-gov.am/gov-decrees/ | Next update |
| | Current situation based on NOTAMs | PAX – As from 21JUL2020 aircraft operators are obliged to collect contact details of pax if coming from point listed in Federal Ministry for European and international affairs, for which travel warning is issued concerning COVID-19; the affected countries are listed here https://www.bmeia.gv.at/reise-aufenthalt/reisewarnungen More details listed; data has to be stored for 28 days after arrival. Austria has enacted following regulation concerning the entry into Austria by air in respect of sars-cov-2 / COVID-19: 1) passengers who are citizens or (habitual) residents of one of these countries and who are arriving from one of these countries and who have only been to these countries or in Austria within the last 10 days are free to enter Austria (no molecular-biological sars-cov-2-test, no quarantine): Andorra, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, San Marino, Slovakia, Slovenia, Spain Canary islands, Switzerland, UK, Vatican. 2) third-country nationals (note 1) arriving from out of Schengen area are not allowed to enter Austria. 3) third-country nationals (note 1) arriving from Schengen area, Andorra, Bulgaria, Croatia, Cyprus, Ireland, Monaco, Romania, San Marino, UK or Vatican are required to provide a health certificate (note 2) not older than 72 hours which confirms that a negative molecular biological sars-cov-2-test is given and are required to start a 10-days Quarantine. 4) remaining passengers are required to provide a medical certificate (note 2) not older than 72 hours which confirms that a negative molecular | 17 October 2020 30 September 2020 |

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| | | <p>biological sars-cov-2- test is given or are required to start a 10-days quarantine.</p> <p>If not providing a medical certificate (note 2) and arriving from Albania, Bangladesh, Belarus, Bosnia and Herzegovina, Brazil, Bulgaria, Chile, Croatia, Ecuador, Egypt, India, Indonesia, Iran, Kosovo, Mexico, Moldova, Montenegro, Nigeria, North Macedonia, Pakistan, China - province Hubei, Peru, Philippines, Portugal, Romania, Russia, Senegal, Serbia, South Africa, Spain Balearic islands, Spain main land, Sweden, Turkey, Ukraine or USA a molecular biological sars-cov-2- test has to be made within 48 hours after arrival.</p> <p>5) exemptions for arrivals apply to (persons are allowed to enter Austria, but are required to provide a medical certificate (note 2) not older than 72 hours which confirms that a negative molecular biological sars-cov-2- test is given):</p> <ul style="list-style-type: none"> - passengers traveling on business <p>6) Exemptions for arrivals from out of Schengen area apply to (persons are allowed to enter Austria, but are required to provide a medical certificate (note 2) not older than 72 hours which confirms that a negative molecular biological sars-cov-2-test is given or are required to start a 10-days quarantine):</p> <ul style="list-style-type: none"> - members of diplomatic missions and staff of international organizations as well as family members of these people living in the same household, - humanitarian workers, nursing and health personnel, - seasonal workers in the agricultural and forestry sector as well as tourism, - cargo-transport workers,) <p>e) - foreigners having visa D published by Austria, a documentation of the foreign police act (fremdenpolizeigesetz), a documentation of the right of residence under the settlement and residence act (niederlassungs- und aufenthaltsgesetz) or the asylum act (asylgesetz).</p> <p>7) general exemptions, regardless of where these people come from, apply to (persons do not need a medical certificate and do not have to start a quarantine):</p> <ul style="list-style-type: none"> - persons maintaining goods and passenger transport (crews), - to carry out a repatriation flight (crews), - for particularly considerable reasons in the family circle in individual cases, - for imperative reasons of animal care in individual cases, - as part of the implementation of a transfer flight (crews), - transfer passengers, provided that immediate departure is ensured (proof of a flight, train, bus ticket, a taxi confirmation or similar), - in the imperative interest of Austria, - Austrian citizens and persons subject to health insurance in Austria or having a promise of treatment issued by an Austrian hospital for medical reasons worth considering plus one accompanying person (note 3), - (habitual) residents of Austria re-entering Austria after the use of essential medical services abroad (note 3). - commuters with confirmation of employer. <p>8) children under the age of 6 are exempted from any obligation to take a molecular biological sars-cov-2-test</p> <p>9) persons required to start a quarantine have to provide a confirmation of availability of suitable accommodation already upon arrival and costs must be borne - otherwise entry will be refused.</p> <p>Note 1: third-country nationals are nationals from all remaining states, except 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 as well as united kingdom, Iceland, Liechtenstein, Norway and Switzerland.</p> <p>Note 2: medical certificate English: https://tinyurl.com/healthcerteng72</p> <p>Note 3: confirmation of medical service English: https://tinyurl.com/medserviceeng</p> | |
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| | | <p>Other pax restrictions:</p> <p>1) if arriving from non-Schengen, Bulgaria, Croatia, Portugal, Romania, Spain mainland, Spain Balearic islands (from 24.08.2020) or Sweden an entry/transit-declaration (note 1) has to be distributed to pax during flight, filed by pax and provided by pax to health authorities upon arrival. Forms not to be collected by crew.</p> <p>2) in case of a valid negative COVID19 test, which must not be older than 72 hours, the form will not be collected upon entry. Test will be validated by health authorities upon entry.</p> <p>Note 1: German: https://tinyurl.com/gerdec200821 English: https://tinyurl.com/engdec200821</p> <p>FLIGHTS –</p> | |
| | Expected evolution | <p>Validity till September 30th 2020:</p> <p>Persons who are citizens as well as their family members living in the same household or (habitual) residents of one of these countries AND who are arriving from one of these countries AND who have only been to these countries or in Austria within the last 10 days are free to enter Austria (no molecular-biological SARS-CoV-2-test, no quarantine): Andorra, Belgium, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, San Marino, Slovakia, Slovenia, Spain Canary Islands, Switzerland, United Kingdom, Vatican</p> <p>Third-country nationals arriving from out of Schengen area are not allowed to enter Austria</p> <p>Third-country nationals arriving from Schengen area, Andorra, Bulgaria, Croatia, Cyprus, Ireland, Monaco, Romania, San Marino, United Kingdom or Vatican are required to provide a health certificate not older than 72 hours which confirms that a negative molecular biological SARS-CoV-2- test is given and are required to start a 10-days quarantine</p> <p>remaining persons are required to provide a health certificate not older than 72 hours which confirms that a negative molecular biological SARS-CoV-2- test is given or are required to start a 10-days quarantine</p> <p>If not providing a health certificate and arriving from Albania, Bangladesh, Belarus, Bosnia and Herzegovina, Brazil, Bulgaria, Chile, Croatia, Ecuador, Egypt, India, Indonesia, Iran, Kosovo, Mexico, Moldova, Montenegro, Nigeria, North Macedonia (Rep.), Pakistan, China (People's Rep.) – Province Hubei, Peru, Philippines, Portugal, Romania, Russian Fed., Senegal, Serbia, South Africa, Spain mainland and Balearic Islands, Sweden, Turkey, Ukraine or USA a molecular biological SARS-CoV-2-test has to be made within 48 hours after arrival</p> <p>Exemptions apply to (persons are allowed to enter Austria, but are required to provide a health certificate not older than 72 hours which confirms that a negative molecular biological SARS-CoV-2-test is given):</p> <ul style="list-style-type: none"> - persons traveling on business exemptions apply to (persons are allowed to enter Austria, but are required to provide a health certificate not older than 72 hours which confirms that a negative molecular biological SARS-CoV-2-test is given or are required to start a 10-days quarantine): - members of diplomatic missions and staff of international organizations as well as family members of these people living in the same household, - humanitarian workers, nursing and health personnel, - seasonal workers in the agricultural and forestry sector as well as tourism, - cargo-transport workers, | Next update |

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| | | <p>- foreigners having a Visa D published by Austria, a documentation of the foreign police act (Fremdenpolizeigesetz), a documentation of the right of residence under the Settlement and Residence Act (Niederlassungs- und Aufenthaltsgesetz) or the Asylum Act (Asylgesetz)</p> <p>General exemptions, regardless of where these people come from, apply to (persons neither need a health certificate nor have to start a quarantine):</p> <ul style="list-style-type: none"> - persons maintaining goods and passenger transport (crews), - to carry out a repatriation drive/flight (crews), - for particularly considerable reasons in the family circle in individual cases (e.g. visits of family members in the event of illness or their own children within the framework of care obligations, a visit to the life partner, special events such as baptism, birthday, funeral or wedding), - for imperative reasons of animal care in individual cases, - as part of the implementation of a transfer drive/flight (crews), - transfer passengers, provided that immediate departure is ensured (proof of a flight, train, bus ticket, a taxi confirmation or similar), - in the imperative interest of the Republic of Austria, - Austrian citizens and persons subject to health insurance in Austria or having a promise of treatment issued by an Austrian hospital for medical reasons worth considering plus one accompanying person, - (habitual) residents of Austria re-entering Austria after the use of essential medical services abroad <p>Persons required to start a quarantine have to provide a confirmation of availability of suitable accommodation already upon arrival and costs must be borne – otherwise entry will be refused.</p> <p>Up-to-date-information to be found in NOTAM, TIMATIC and https://tinyurl.com/EntryReqAT200727</p> | |
| BELGIUM | Current situation based on NOTAMs | <p>PAX – Pax shall fill in electronic passenger locator form (PLF) https://travel.info-coronavirus.be/. Pax unable to use electronic PLF shall use paper form available at https://dofi.ibz.be/sites/dvzoe/fr/documents/belgium_passengerlocatorform.pdf Airlines shall refuse boarding of passengers without PLF filled; Airlines shall collect the filled forms, only for pax coming from outside Schengen zone the forms will be collected at the border control.</p> <p>EBBR- suspect COVID19 cases on board of arriving flight must be reported via company GND ops to EBBR airside inspection +3227536900 no later than 60 min prior to arrival. Failure to comply may result in arrival delay.</p> <ul style="list-style-type: none"> -passengers shall fill in electronic passenger locator form (PLF), available at https://travel.info-coronavirus.be/. Passengers technically unable to use electronic PLF shall use paper form available at https://dofi.ibz.be/sites/dvzoe/fr/documents/belgium(underscore)passengerlocatorform.pdf -airlines shall refuse boarding to passengers that cannot show proof of electronic PLF submission or provide paper form -airlines shall collect paper forms for intra-Schengen flights and provide them to SANIPOINT SVC immediately after arrival -paper forms of extra-Schengen flights will be collected at border control. <p>FLIGHTS –</p> | <p>02 October 2020 EST</p> <p>31 October 2020</p> |
| | Expected evolution | Lifting strategy to be defined | Next update |
| BOSNIA HERZEGOVINA | Current situation based on NOTAMs | <p>PAX - Foreign pax prohibited to enter Bosnia and Herzegovina; this measure is not applicable to Bosnian, Serbian, Croatian and Montenegrin pax. Citizens of EU member states and Schengen states as well as foreigners who have multiple Schengen visa or EU visa or residence permit in EU or Schengen area, are allowed to enter and stay in BiH if they have certificate of negative SARS COV-2 virus test, not older than 48hours before entering (citizens of Croatia are exempted).</p> | 10 September 2020 |

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| | | Exemptions granted for business reasons if letter of invitation from BiH legal entities hiring them available provided also that negative COVID-19 test not older than 48 hours available; other exemptions for funerals; other exceptions granted. All arriving pax and crew must complete a public health Pax Locator Form (PLF). FLIGHTS - | |
| | Expected evolution | Bosnia and Herzegovina opened its borders on May 22, 2020 for foreign business people with presentation of a PCR negative test for COVID-19 not older than 48h hours and an invitation letter from the company in the B&H. The 14-day quarantine for persons crossing the border of B&H was repealed in the Federation entity on 24 April 2020, then in Republika Srpska on May 12th 2020 and one day later, on May 13th, in the Brcko District. Bosnia and Herzegovina has opened its borders to all foreign nationals on June 01 st 2020. All foreign nationals are allowed to enter in the country without restriction. Currently there is no restriction measures implemented for travellers in the international traffic in B&H. | Next update |
| BULGARIA | Current situation based on NOTAMs | PAX – The entry to the territory of the republic of Bulgaria is prohibited for all persons regardless of their nationality, except for: 1. Bulgarian citizens, citizens of EU member states, Great Britain and Northern Ireland, states of Schengen agreement, San Marino, Andorra, Monaco, Vatican and their family members as well as persons who are in actual cohabitation with them, the citizens of Australia, Canada, Georgia, Japan, New Zealand, Rwanda, Republic Of Korea, Thailand, Tunisia, Uruguay, UAE, Ukraine, Republic Of North Macedonia, Serbia, Albania, Kosovo, Bosnia and Herzegovina, Montenegro, Moldova, Israel, Kuwait, Belarus and Turkey. 2. Individuals holding Bulgarian permanent or long-term residence permission and their family members and persons holding Bulgarian long-term residence visa type D. 3. Persons, having legal residence in EU member states, Great Britain and Northern Ireland, states of Schengen agreement, San Marino, Andorra, Monaco and Vatican and their family members. 4. Medical specialists, medical researchers and social workers and their supervisors when the purpose of the trip is related to their profession. 5. Workers engaged in the supply of medicines, medical devices and personal protective equipment, medical equipment, as well as during its installation and maintenance. 6. Officials /heads of state, members of governments, etc. and members of their delegations, as well as diplomats, officials from international organizations, military officers, security and public order officers and humanitarian workers in the performance of their duties and their family members. 7. Persons travelling due to humanitarian reasons when non-admission or leaving the territory of republic of Bulgaria of a foreign citizen will cause serious danger for his health or life due to objective circumstances or for the integrity of his family or the highest interest of the family or the child requires his admission or stay on the territory of the country. 8. Representatives of commercial economic and investment activities and persons directly involved in: building, maintaining, operating and ensuring the security of the strategic and critical infrastructure of the republic of Bulgaria, implementation of projects certified under the investment promotion act, analyses by projects of potential investors and other activities of importance for the country's economy, certified by a letter from the minister of economy or a minister responsible for the respective activity as well as persons involved in shipbuilding and ship repair and their family members. The letter from the respective minister should be presented to the border control authorities. 9. Seasonal agricultural workers and workers in the tourism sector. 10. Frontier workers. | 30 September 2020 EST |

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| | | <p>11. Persons traveling with educational purposes aiming to perform activities connected with finalizing 2019/2020 academic year as well as for education in the 2020/2021 academic year.</p> <p>12. International sports events organizers and participants for the time of the actual event certified by a letter from the minister of youth and sports stating the exact names and addresses / places of residence in Bulgaria. The letter should be presented to the border control authorities.</p> <p>13. Foreign citizens for delivering a decree under the law of Bulgarian citizenship for acquired Bulgarian citizenship proven officially by a letter of the minister of justice.</p> <p>14. organizers and participants in international cultural events- for the time of the respective cultural event, certified by the ministry of culture, in which the names of the persons and the place/address of their residence in republic of Bulgaria are indicated. The letter should be presented to the border control authorities.</p> <p>Aircraft operators allowed to transport pax for transit as follows: all persons who are allowed to entry Bulgaria stated in a separate NOTAM, citizens of Turkey when they travel to their country of residence. Immediate departure from Bulgaria must be guaranteed</p> <p>All persons who are allowed to enter to the territory of republic of Bulgaria stated in a separate NOTAM and when arriving from EU member states, states of the Schengen agreement, Great Britain and Northern Ireland, San Marino, Andorra, Monaco, Vatican, Australia, Canada, Georgia, Japan, New Zealand, Rwanda, republic of Korea, Thailand, Tunisia, Uruguay, UAE, Ukraine, Serbia, Belarus and Turkey are allowed to enter without covid-19 polymerase chain reaction /PCR/ test certificate.</p> <p>All persons who are allowed to enter to the territory of republic of Bulgaria stated in a separate NOTAM and are not from the above mentioned countries are allowed to enter only if they carry a negative covid-19 polymerase chain reaction /PCR/ test certificate made up to 72 hours prior entry into the country.</p> <p>Exceptions are applied to:</p> <ol style="list-style-type: none"> 1. Bulgarian citizens. 2. Citizens of other EU member states, Great Britain and Northern Ireland, states of Schengen agreement, San Marino, Andorra, Monaco and Vatican travelling due to humanitarian reasons. 3. Citizens of other EU member states, Great Britain and Northern Ireland, states of Schengen agreement, San Marino, Andorra, Monaco and Vatican travelling as representatives of commercial economic and investment activities and persons directly involved in: building, maintaining, operating and ensuring the security of the strategic and critical infrastructure of the republic of Bulgaria, implementation of projects certified under the investment promotion act, analyses by projects of potential investors and other activities of importance for the country's economy, certified by a letter from the minister of economy or a minister responsible for the respective activity as well as persons involved in shipbuilding and ship repair and their family members. 4. Medical specialists, medical researchers and social workers and their supervisors when the purpose of the trip is related to their profession. 5. Workers engaged in the supply of medicines, medical devices and personal protective equipment, medical equipment as well as during its installation and maintenance. 6. Officials /heads of states, members of governments, etc./ and members of their delegations, as well as diplomats, members of the governmental administrative and technical staff, officials from international organizations, military officers, security and public order officers and humanitarian workers in the performance of their duties. 7. Frontier workers. | |
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| | | <p>8. Civil servants in the line of duty, travelling on short-term business trips in accordance with the ordinance on business trips and specializations abroad.</p> <p>9. aircraft crews performing flights to/from the ad in republic of Bulgaria and persons involved in aircraft technical maintenance.</p> <p>10. Persons passing transit the territory of the republic of Bulgaria.</p> <p>Notes:</p> <p>1. Bulgarian citizens and citizens and individuals holding Bulgarian permanent or long-term residence permission and their family members arriving from countries different the above mentioned in para 1 who do not carry a negative covid-19 polymerase chain reaction /PCR/ test certificate made up to 72 hours prior entry into the country shall be placed under quarantine for a period of 14 days.</p> <p>2. The persons passing transit the territory of the republic of Bulgaria, indicated in a separate NOTAM.</p> <p>3. The negative PCR test certificate should clearly indicate the tested individual names precisely as they are written on the ID card/passport in Latin letters, address or other means of contact and actual time of testing.</p> <p>FLIGHTS -</p> | |
| | Expected evolution | <p>The restrictions and bans are imposed until September 30.</p> <p>In pursuance of Ordinances of the Minister of Healthcare the prohibition entering Bulgaria and special conditions are in place.</p> <p>There are no restrictions for flights from any country to the civil airports on the territory of Bulgaria.</p> | Next update |
| CROATIA | Current situation based on NOTAMS | <p>PAX – All pax must fill public health Passenger Locator Form (PLF).</p> <p>1. Crossing the border of Croatia is allowed to citizens of EU (including UK) and countries from Schengen area and Schengen associated states, their families, as well as third country nationals who are long-term residents, persons with long term visa or other legal status for permanent residence.</p> <p>2. Prior notice of entry to Croatia should be done through web app at https://entercroatia.mup.hr</p> <p>3. Crossing Croatia will be allowed to third country residents like: healthcare professionals, researchers, cross-border workers, cargo-transport workers, diplomats and some other categories;</p> <ul style="list-style-type: none"> - passengers in transit; - persons traveling for tourism or other business reasons or who have other economic interest - persons traveling for education or other urgent personal reasons <p>implementing the instructions and measures of the Croatian institute for public health.</p> <p>4. Compulsory self-isolation measures may also be specified for persons referred to in point /3</p> <p>5. Persons referred to in point /3 shall check whether they meet the conditions for crossing the border of Croatia via website https://mup.gov.hr/uzg-covid/english/286210. If they meet the conditions prior notice of entry to Croatia shall be done through web application on https://entercroatia.mup.hr</p> <p>6. Persons coming from:</p> <ul style="list-style-type: none"> - Bosnia and Herzegovina - Kosovo - North Macedonia - Serbia <p>will be subject to compulsory 14-day self-isolation measures. Exempted from this are passengers in transit through listed Countries before they enter to Croatia.</p> | <p>30 September 2020</p> <p>15 September 2020</p> |

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| | | FLIGHTS – Third country operators allowed (TCO) authorised to perform commercial air transport of passengers into Croatia must take ops measures to prevent spread of COVID-19 based on EASA Safety Directive (SD 2020-004). | 30 September 2020 |
| | Expected evolution | 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. 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. 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. Frequent cleaning and airing out of aircraft after each flight, disinfection after every day. 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). Limiting carry-on baggage will also facilitate the boarding procedure are reduce contact between passengers and staff. | Next update |
| CYPRUS | Current situation based on NOTAMs | PAX - All pax restrictions on www.cyprusflightpass.gov.cy For all international pax flights is - mandatory filling the required electronic documents https://www.cyprusflightpass.gov.cy 24HR before the flights. Airlines are obliged to remind this requirement to all pax and do not allow any passenger to board without filling the forms. Violation of this requirement may be subject to sanctions. FLIGHTS - All flight restrictions to/from Cyprus are removed. AOs to familiarise themselves with procedures for health protocol published on IATA TIMATIC. Further info available on www.cyprusflightpass.gov.cy . | 30 September 2020 20 October 2020 30 September 2020 |
| | Expected evolution | The epidemiological picture of various countries with regard to the COVID-19 disease has been re-evaluated by the Epidemiological Monitoring and Control of Infectious Diseases Unit of the Medical Services and the Public Health Services. The evaluation was based on the epidemiological indicators of the countries, such as: the effective reproduction number R(t) for SARS-CoV-2, the number of new diagnoses, the number of laboratory tests, the mortality rate per 100,000 inhabitants, the estimated prevalence and the impact and classification by the World Health Organization (WHO), as these indicators appear on valid databases. The following categorization of countries, based on the epidemiological risk assessment, is extremely dynamic and may be modified at any moment as the pandemic evolves and the epidemiological data changes. For this reason, new data will be announced and the list of countries will be updated frequently. It should be noted that in categorizing countries, the recommendation of the European Council, dated 30 June, on the gradual and coordinated lifting of travel restrictions to the European Union, has been taken into consideration. Category A –Low-risk countries at the current stage • European Union Member States: 1) Austria, 2) Germany, 3)Denmark, 4) Estonia, 5) Ireland, 6) Latvia, 7) Lithuania, 8) Hungary, 9) Slovakia, 10) Slovenia, 11) Finland • Schengen Area Members: 1) Switzerland, 2) Iceland, 3) Lichtenstein, 4) Norway • Third Countries: 1) Georgia, 2) Canada, 3) New Zealand, 4) South Korea, 5) Thailand | Next update |

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| | | <p>Included in this category are countries with an effective reproduction (Rt) number lower than 1 or/and small number of new diagnoses (<1/100,000 inhabitants per day) or/and small or very small COVID-19 mortality (<5-10/100,000 inhabitants) or/and classification of sporadic cases or clusters of cases according to the WHO or/and at least satisfactory laboratory testing (>3000 tests/100,000 inhabitants). It should be noted that passengers coming from Category A countries are not required to present a laboratory COVID-19 test certificate or go into self-isolation.</p> <p>Category B-Countries with possibly low risk but greater uncertainty compared to Category A</p> <ul style="list-style-type: none"> • European Union Member States: 1) Belgium, 2) France, 3) Greece, 4) Italy, 5) Croatia, 6) Netherlands, 7)Poland, 8) Portugal, 9) Czech Republic • United Kingdom • Small States:1) Andorra, 2) Monaco, 3) Vatican City, 4) San Marino • Third Countries: 1) Rwanda, 2) Tunisia, 3) Uruguay, 4) China, 5) Japan <p>Included in this category are countries with an effective reproduction (Rt) number greater than 1 or/and number of new diagnoses <1/100,000 inhabitants per day or/and increased COVID-19 mortality (>10/100,000 inhabitants) or/and limited laboratory testing (<2000 tests/100,000 inhabitants) or lack of WHO classification. It should be noted that passengers coming from Category B countries are required to undergo a laboratory test no earlier than 72 hours prior to departure and to possess a Certificate showing negative PCR examination for the virus. It is also clarified that passengers from Category B countries, falling into the following categories, may undergo the molecular examination upon arrival in the Republic: a) Cypriot citizens and their family members (their alien spouses, underage children and parents), b) all those legally residing in the Republic, c) persons entitled to under the Vienna Convention, d) persons, irrespective of nationality, whose countries of residence do not provide a laboratory testing service (public or private) to those wishing to travel to the Republic of Cyprus according to a relevant announcement. It should be noted that the examination cost will be borne by those persons themselves and in addition, such persons should remain in self-isolation at home until the examination result is issued.</p> <p>Category C—High-risk countries compared to categories A and B</p> <ul style="list-style-type: none"> • European Union Member States: 1) Bulgaria, 2) Sweden, 3) Luxembourg, 4) Romania, 5) Spain, 6) Malta • Third Countries: 1) Algeria, 2) Serbia, 3) Morocco, 4) Montenegro, 5) Australia <p>All countries not included in categories A or B are placed in this category. Some of the countries which are of high risk according to their epidemiological picture, are mentioned above. In accordance with the Infectious Diseases Decree (No.30) of 2020, entry into the Republic from Category C countries shall be allowed only for specific categories of citizens who have the possibility to choose whether to undergo a diagnostic test for COVID19 upon their arrival in Cyprus or have with them a negative RT-PCR test certificate for COVID-19, undertaken no earlier than 72 hours prior to departure. It must be noted that such persons shall have to remain in a state of self-isolation for 14 days. Relevant sanitary instructions are available at the following link: https://www.pio.gov.cy/coronavirus/en/info.html. It must be stressed that all passengers, regardless of country category, shall be obliged to file an application for the CyprusFlightPass within 24 hours prior to their departure flight. Moreover, in order to ensure public health and the monitoring of the epidemiological picture, a sample molecular laboratory testing of passengers on selected arriving flights will be carried out. It is noted that the above categorization of countries shall take effect on 20 August 2020.</p> | |
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| CZECH REPUBLIC | Current situation based on NOTAMs | PAX – FLIGHTS – | Not applicable as no COVID 19 restrictions NOTAMs |
| | Expected evolution | <p>Based on the epidemiological situation evaluation and based on the broader coordination at the European Union level, different rules shall apply to persons coming from a so-called green zone country (a country with a low risk of COVID-19) and to persons coming from a so-called red zone country (all other countries). The division of countries into each zone is available at the Ministry of Health website and the list is regularly updated.</p> <p>As of July 13th 2020, it is possible to travel to CZE without necessity of proving the purpose of the travel when travelling from any country on the list of the countries with a low risk of COVID-19.</p> <p>As of August 24th 2020, a new protective measure of the Ministry of Health came into effect. All persons coming from the countries with high risk of COVID-19 still have to undergo PCR test for the presence of SARS CoV-2 after they enter the territory of the Czech Republic and their free movement on the territory is limited. Also, there is a new obligation for workers, students and teachers from the countries not on the list of countries with a low risk of COVID-19 to undergo the second PCR test 14 days after the entry to the territory.</p> <p>If third-country citizens, who are on the list of countries with a low risk of COVID-19 (i.e. from so-called green zone countries), travel to the Czech Republic, the conditions of their entry depend on whether the country has set the rules for travel reciprocally. If so, they can arrive in the Czech Republic under the same conditions as before the outbreak of the COVID-19 pandemic and do not have to submit a test or quarantine after entry. If the rules are not set reciprocally, their entry is limited and governed by the conditions set out in the protective measure of the Ministry of Health. However, as it is an entry from a country with a low risk of infection, no test or quarantine is necessary. Czech citizens can come to the Czech Republic without restrictions.</p> <p>Foreigners from the so-called red zone countries, they can enter the Czech Republic only under conditions defined by protective measures of the Ministry of Health (entry is allowed, for example, for seasonal workers, scientists, students or family members, always with the appropriate residence permit). After entering the Czech Republic, they must submit a test or undergo quarantine (this obligation also applies to Czech citizens).</p> <p>There are no longer any restrictions on flights, but the entry of foreigners into the territory of the Czech Republic is governed by a protective measure of the Ministry of Health.</p> | Next update |
| DENMARK | Current situation based on NOTAMs | <p>PAX - Danish nationals are always permitted entry into Denmark.</p> <p>Persons residing in open countries are permitted entry into Denmark.</p> <p>Open countries outside of EU, Schengen and the UK include Australia, Canada, Georgia, Japan, New Zealand, South Korea, Thailand, Tunisia and Uruguay.</p> <p>Banned countries include other third countries and Andorra, Belgium, Croatia, France, Luxembourg, Malta, Monaco, Romania and Spain. Pax from banned countries will only be allowed to enter if they have a worthy purpose.</p> <p>Others will be rejected at the Danish border. Detailed information about restrictions and worthy purpose can be found on website:</p> <p>https://politi.dk/en/coronavirus-in-denmark/if-you-are-travelling-to-and-from-denmark</p> | 30 September 2020 EST |

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| | | <p>It is required to wear approved medical facemask at Danish airports.</p> <p>Social distancing is mandatory in Denmark.</p> <p>FLIGHTS - Only foreign military aircraft flights from Germany, Netherlands and Norway will be accepted in Danish military installations, exemptions granted with special request; reference military NOTAM M0201/20.</p> | <p>05 November 2020</p> <p>18 September 2020</p> |
| | Expected evolution | <p>No specific strategy as we do not have essential airport closures nor flight restrictions. Travel restrictions depend on actual spread of COVID-19 in different areas and may be adjusted as situation evolve. A list of open and closed countries is issued once a week. The list is updated per Saturday 29 August. See links below.</p> <p>Danish nationals are always permitted entry into Denmark. Persons residing in open countries are permitted entry into Denmark. Open countries outside of EU, Schengen and the UK include Australia, Canada, Georgia, Japan, New Zealand, South Korea, Thailand, Tunisia and Uruguay. Banned countries include other third countries and Andorra, Belgium, Croatia, France, Luxembourg, Malta, Monaco, Romania and Spain. Passengers from banned countries will only be allowed to enter if they have a worthy purpose. Others will be rejected at the Danish border. Detailed information about restrictions and worthy purpose can be found on website: https://politi.dk/en/coronavirus-in-denmark/if-you-are-travelling-to-and-from-denmark. It is required to wear approved medical facemask at Danish airports.</p> <p>Denmark has no flight restrictions.</p> | Next update |
| ESTONIA | Current situation based on NOTAMS | <p>PAX –</p> <p>FLIGHTS - Flights from (all airports except flights from Frankfurt, Helsinki, Copenhagen, London, Riga and Warsaw) Luxembourg, Portugal, Sweden, Bulgaria, Romania, Croatia, Spain, Malta, Monaco, Belgium, France, Netherlands, Switzerland, Austria, Czechia, Iceland, Liechtenstein, Ireland, Greece, Poland, Andorra, Russia, Ukraine, Morocco, Montenegro, Albania, Bosnia and Herzegovina, Kosovo, Serbia, North Macedonia are prohibited to land at any Estonian airport.</p> <p>Exempted are cargo flights, humanitarian flights, medical service flights, repatriation flights, ferry flights, technical flights, flights carried out in the context of the operations of defence and emergency and state administrative bodies.</p> | 28 November 2020 |
| | Expected evolution | <p>Travelling to Estonia is possible for the following persons</p> <ul style="list-style-type: none"> • Estonian citizens, residents and their family members. Estonian citizens and residents are allowed entry regardless of whether or not they show symptoms of the disease. • Citizens and residents of the European Union, the Schengen area, the United Kingdom of Great Britain and Northern Ireland, Andorra, Monaco, San Marino and Vatican, and individuals with a long-stay visa and their family members if they show no symptoms. • Residents of Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia and Uruguay, if they show no symptoms. • Citizens of foreign states without symptoms arriving in Estonia from states not named above for work or studies. On arrival they are subjects to 14-day restriction on freedom of movement, which means that: <ul style="list-style-type: none"> o the employer or educational institution must provide transport for the employee or student on their arrival in Estonia and ensure that they comply with the 14-day compulsory restriction on freedom of movement; o the employer or educational institution ensures that the employee or student undergoes two SARS-CoV-2 tests. The first test must be administered on their arrival and the second on the 14th day after their arrival; o the employee and student is not allowed to start working and studying respectively for the first 14 days following their arrival in Estonia; | Next update |

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| | | <p>o the employee and student can start work and studies respectively from the 15th day since their arrival on the condition that their second coronavirus SARS-CoV-2 test was negative.</p> <p>Who is subject to restrictions of the freedom of movement?</p> <p>Anyone arriving in Estonia who began their journey from or transited through a country without health data or with an infection rate above 16. Any citizen or resident of Estonia displaying symptoms of illness.</p> <ul style="list-style-type: none"> • Comprehensive information about border crossing, which has been compiled from various government authorities, is available on the kriis.ee site: https://www.kriis.ee/en/travelling-and-border-crossing. • Information is also provided by the Police and Border Guard Board: https://www.politsei.ee/en/instructions/emergency-situation. <p>Amendment in the government's order in connection with travel-related self-isolation and work.</p> <p>From 1 September, in the event of a negative COVID-19 test result, it will be possible to go to work after coming from countries at risk if this is absolutely necessary and a negative virus test is given immediately upon arrival in the country. Until the result of the test is known, the person must be in complete self-isolation. In case of a negative test result, the person must stay in self-isolation for the first seven days, i.e. they can go to work and, for example, a shop, but must avoid unnecessary contacts. A second test must be performed no earlier than 7 days after the result of the first test, and if it is negative, normal life can be resumed. This means that a person will not be subjected to 14-day self-isolation after two negative tests, which applies to all those coming from high-risk countries who do not take the test.</p> <p>This does not apply to people who have come to work and study from a third country on the EU's single list.</p> <p>The 14-day restriction on travel-related freedom of movement still does not apply to existing exemptions, such as for foreign diplomats, vital service providers, staff involved in passenger and freight transport, and so on. Foreigners whose arrival in Estonia is related to maintenance of equipment of a company operating here or to other essential work necessary to ensure the operation of the company must now take the test to work when crossing the state border.</p> <p>Exit plan from emergency Tallinn Airport Ltd (03.09.2020)</p> <p>PASSENGERS</p> <p>Tallinn Airport Ltd aims at ensuring safe services to passengers by the airport employees, using personal protective equipment and keeping a distance, where possible. We ensure continuous cleaning and disinfecting in the appropriate premises and on the surfaces at least after every peak hour. We protect our employees by protective glasses and ensure that disinfectants are available for the employees as well as passengers. We ask to follow the oral recommendations given to the passengers and different signs at the terminal.</p> <p>Arriving at the terminal</p> <ul style="list-style-type: none"> • We ask sick and symptomatic people not to enter the terminal. • Passengers are advised to arrive at the terminal at least 2 hours before their flight. • If possible, keep a distance of 2 metres from other persons (2+2). • Personal protective equipment can be bought at the open as well as closed area. • The passengers may disinfect their hands at the places designated for that purpose. | |
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| | | <ul style="list-style-type: none"> • Items to be used by the passengers (baggage trolleys, strollers) are cleaned regularly. Upon request, the passenger may additionally clean their items (the respective means are provided in gathering points). • Catering establishments shall ensure a safe distance of passengers in queues as well as when seating. Catering is provided following the recommendations of the Health Board. <p>Check-in</p> <ul style="list-style-type: none"> • We ask the passengers to check in electronically or use the self-service desks for that, if possible. • To protect the employees and passengers, protective glass has been mounted to check-in counters. • If possible, we serve the clients at check-in desks, not located side-by-side. <p>Security control</p> <ul style="list-style-type: none"> • We disinfect the boxes on the security conveyor belts and follow the special requirements established to security control. • We ensure a certain number of people in the security area. Please follow the recommendations of the security staff and the signs in the security area. <p>Gate service</p> <ul style="list-style-type: none"> • To avoid unnecessary contacts, please follow the instructions of the gate service staff. • We ask the passengers to comply with the restrictions concerning adjacent seats. • We ensure monitoring of the 2+2 rule in the pre-waiting area. • We notify the passengers of the need to wear a mask on board of a plane (if this is the requirement of the air carrier). • We try to ensure that passengers proceed to the plane via bridges or by foot; if passengers are transported by buses, we ensure the recommended distance between the passengers. <p>Business Lounge and VIP</p> <ul style="list-style-type: none"> • We only offer pre-packed food. • We disinfect the surfaces regularly. We disinfect the tables and chairs after each visitor. We disinfect other surfaces every 2–4 hours. • We ensure the recommended distance between tables and seats. • We inform the clients of changes and give recommendations. | |
| FINLAND | Current situation based on NOTAMS | <p>PAX – All current pax restrictions listed here: www.raja.fi/en 14 days self-quarantine recommended for pax arriving from EU or Schengen member state that is still subject to border control or countries outside EU or Schengen other than exempted ones. All details: www.thl.fi/en/web/thlfi-en.</p> <p>Finland has started to open borders for pax traffic. For details see: www.raja.fi/en</p> <p>FLIGHTS – the Finnish Transport and Communications Agency suspends air service on the route from Skopje in North Macedonia to Turku from 28 August to 10 September 2020</p> | 25 November 2020 EST |
| | Expected evolution | Lifting strategy to be defined. | 10 September 2020 |
| FRANCE | Current situation based on NOTAMS | <p>PAX –</p> <p>I - France maintains control at its borders and restricts travel, in accordance with decree 2020-860 modified dated 10 July 2020 and the Prime Minister instructions nr 6187/sg dated 1 July 2020 and nr 6204/sg dated 15 August 2020.</p> <p>II - passengers arriving in metropolitan France from member states of the European Union as well as Andorra, Iceland, Liechtenstein, Monaco, Norway, San Marino, Switzerland, United Kingdom and Vatican, Australia, Canada, South Korea, Georgia, Japan, New Zealand, Rwanda, Thailand,</p> | 15 September 2020 |

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| | | <p>Tunisia and Uruguay are not limited in their reasons for travel with regard to prevention of the risk related to the COVID-19 epidemic.</p> <p>III - passengers arriving from any other country shall be authorised to enter France only for the reasons given in the derogatory travel forms available on the internet (ministry of interior website). Provisions of present iii do not apply to Lebanese nationals residing in their country and providing proof of regular residents in Lebanon.</p> <p>IV - passengers aged eleven years old or older travelling to metropolitan France from:</p> <ul style="list-style-type: none"> - The United States of America, Bahrain, the United Arab Emirates or Panama shall present, prior to boarding, the result of a biological examination of virological screening carried out less than 72 hours before the flight, which does not conclude to a COVID19 contamination. Pax departing from the United States of America, may also be authorised to board if they alternatively present a permit issued by the French embassy or general French consulates. Those will be systematically invited to perform a test at the airport. - South Africa, Israel, Qatar, Brazil, Oman, Algeria, Turkey, Madagascar, India, Peru, Kuwait and Serbia and from 19 August 2020, Argentina, Armenia, Bolivia, Bosnia-Herzegovina, Chile, Colombia, Costa-Rica, Equatorial Guinea, Kirgizstan, Kosovo, Lebanon, Maldives, Mexico, Moldova, Montenegro, the Dominican republic and the Palestinian territories, who do not present the result of a biological examination of virological screening carried out less than 72 hours before the flight which does not conclude to a COVID 19 contamination, will be systematically invited to conduct such examination upon their arrival, on site at the airport. It is highly recommended all pax arriving from countries other than mentioned in II and IV to conduct a biological examination less than 72hr before flights; <p>V- Passengers aged eleven years old or older travelling to Guadeloupe, French Guyana, Martinique, Reunion, Saint Barthelemy, Saint Martin, Saint Pierre and Miquelon, Mayotte, Wallis and Futuna Islands, French Polynesia, and New Caledonia shall present prior to boarding the result of a biological examination of virological screening carried out less than 72hr before the flight which does not conclude to a COVID 19 contamination. This requirement does not apply to travel from Guadeloupe, Martinique, Reunion, Saint Barthelemy, Saint Martin, Saint Pierre et Miquelon, Wallis and Futuna Islands, French Polynesia and New Caledonia.</p> <p>VI - travel between, on the one hand, French Guyana, Mayotte, French Polynesia, New Caledonia or Wallis and Futuna Islands and, on the other hand, any point of French territory shall be authorised only for the reasons given in the derogatory travel forms available on the internet (ministry of interior website).</p> <p>VII - passengers shall present to the air carrier, before boarding:</p> <ul style="list-style-type: none"> - As applicable, the travel form corresponding to their travel from those listed in paragraphs III and VI, accompanied by the required supporting documents, - As applicable, the result of a biological examination of virological screening carried out less than 72 hours before the flight which does not conclude to a COVID 19 contamination, required in paragraph IV and V, - A sworn statement that they do not show any symptom of COVID 19 and that they have no knowledge of having been in contact with a confirmed COVID 19 case within 14 days before the flight, available on the internet. <p>These forms are completed online, printed or copied by hand. Failure to provide these documents shall result in boarding denial by the air carrier.</p> | |
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| | | <p>VIII - For persons who have stayed during the previous month in a foreign country not listed in paragraph II, or in French Guyana or in Mayotte, a quarantine or isolation measure :</p> <ul style="list-style-type: none"> - shall be prescribed upon arrival in France if those persons show symptoms of a COVID 19 infection, - may be prescribed upon arrival in France depending on the country of origin and the availability of the result of a biological examination of virological screening, carried out less than 72 hours before the flight, which does not conclude to a COVID 19 contamination. <p>IX - The air carrier may require passengers to undergo a temperature check before boarding. It may deny boarding to passengers who refuse screening.</p> <p>X - The air carrier denies boarding to any person aged eleven years or older who does not wear a surgical mask. This requirement shall not prevent the passenger from being asked to withdraw it for the purpose of identity check.</p> <p>XI - The air carrier shall ensure, to the extent practicable, physical distancing on board of each aircraft to avoid passengers seating next to each other whenever possible.</p> <p>XII - Air carriers shall inform their passengers of the provisions referred to in paragraphs III to X as soon as possible before the flight.</p> <p>XIII - The air carrier shall inform the passengers on board, in particular by means of sound announcements, about hygiene and social distancing measures known as 'barrier measures' and about health measures put in place on arrival.</p> <p>XIV - The air carrier shall ensure the distribution and collection of locator forms (see ICAO annex 9, appendix 13, and the order of 9 July 2014 relating to the passenger locator form) and verify that they are filled in by every passenger before disembarking.</p> <p>XV - The air carrier shall allow access to a water and soap point or to hydro-alcoholic gel for passengers.</p> <p>XVI - Long-stay visas, residence permits, provisional residence permits and residence permit applications with an expiry date between 16 March 2020 and 15 June 2020 are automatically extended by 6 months.</p> <p>FLIGHTS - There are no general flight restrictions, only passenger restrictions applying on flights from certain areas.</p> | |
| | Expected evolution | <p>Population containment measures were alleviated on 11th May.</p> <p>The 100 km travel restriction was lifted on 1st June.</p> <p>Inbound restrictions at French borders from States of the European area were lifted on 15th June (21st June for Spain).</p> <p>Travel restrictions to compelling reasons for overseas territories were lifted on 22 June, except to/from the following territories: Guyane, Mayotte, Polynésie française, Nouvelle-Calédonie, Wallis et Futuna.</p> <p>Inbound restrictions at French borders from the following States: Australia, Canada, South Korea, Georgia, Japan, Montenegro, Morocco, New Zealand, Rwanda, Serbia, Thailand, Tunisia and Uruguay were lifted on July 1st ("green list" to be updated every fifteen days).</p> <p>On July 18th, the inbound restrictions were put back in place for passengers coming from Serbia and Montenegro ("green list" updated).</p> <p>Since the 1st of August, additional requirements about PCR testing apply for travellers coming from a list of 16 States identified as risk areas. 17 States</p> | Next update |

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| | | <p>are added to the previous list of 16 States from August 19th (see paragraph "PCR TESTING" hereunder).</p> <p>On August 15th, inbound restrictions were put back in place for passengers coming from Morocco ("green list" updated).</p> <p>TRAVEL RESTRICTIONS</p> <p>1/ There is no more inbound restrictions at internal borders (European area).</p> <p>2/ Inbound restrictions still apply at external borders, for passengers coming from States not included in the above-mentioned "green list" : travels shall be authorised only for the derogatory reasons given in the corresponding form available on the internet (authorization essentially limited to French and European national and residents, with additional exceptions). See https://www.interieur.gouv.fr/Actualites/L-actu-du-Ministere/Attestation-de-deplacement-et-de-voyage Derogatory reasons for travel were expanded for passengers coming from Lebanon on August 15th</p> <p>3/ Passenger restrictions still apply for travels between Guyane, Mayotte, Polynésie française, Nouvelle-Calédonie, Wallis et Futuna, and any other point of the French territory: travels shall be authorised only for compelling family or personal reasons, health related emergencies or professional reasons that can't be postponed, as indicated in the corresponding form available on the internet. See https://www.interieur.gouv.fr/Actualites/L-actu-du-Ministere/Attestation-de-deplacement-et-de-voyage</p> <p>-----</p> <p>QUARANTINE, PCR TESTING</p> <p>1/ For persons who have stayed during the previous month in a foreign country out of the European area and not belonging to the « green list », or in French Guyana or in Mayotte, a quarantine or isolation measure :</p> <ul style="list-style-type: none"> - shall be prescribed upon arrival in France if those persons show symptoms of a COVID-19 infection ; - may be prescribed : - upon arrival in France, for persons who cannot present the negative result of a PCR test carried out less than 72 hours before the flight ; - upon arrival in Guadeloupe, French Guyana, Martinique, Reunion, Mayotte, Saint-Barthelemy, Saint-Martin, Saint-Pierre and Miquelon, Wallis and Futuna islands, French Polynesia and New Caledonia, for persons arriving from the rest of the French territory. <p>2/ Passengers aged eleven years or older travelling to Guadeloupe, French Guyana, Martinique, Reunion, Mayotte, Saint-Barthelemy, Saint-Martin, Saint-Pierre and Miquelon, Wallis and Futuna islands, French Polynesia and New Caledonia shall present the negative result of a PCR test carried out less than 72 hours before the flight. However,</p> <ul style="list-style-type: none"> - this does not apply to travel from Guadeloupe, Martinique, Reunion, Saint-Barthelemy, Saint-Martin, Saint-Pierre-et-Miquelon, Wallis and Futuna islands and French Polynesia. <p>3/ Since the 1st of August, passengers aged 11 years or older travelling to France from :</p> <ul style="list-style-type: none"> - The United States of America, Bahrain, The United Arab Emirates or Panama shall present, prior to boarding, the negative result of a PCR test carried out less than 72 hours before the flight ; - South Africa, Israel, Qatar, Brazil, Oman, Algeria, Turkey, Madagascar, India, Peru, Kuwait or Serbia, and from August 19th 2020, Argentina, Armenia, Bolivia, Bosnia-Herzegovina, Chile, Colombia, Costa-Rica, | |
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| | | <p>Equatorial Guinea, Kirghizstan, Kosovo, Lebanon, Maldives, Mexico, Moldova, Montenegro, The Dominican Republic And the Palestinian Territories, who do not present the negative result of a PCR test carried out less than 72 hours before the flight, will be systematically invited to carry out such a test upon their arrival, on-site at the airport.</p> <p>These provisions do not apply to crew members and diplomatic staff.</p> <p>-----</p> <p>PAX HEALTH REQUIREMENTS</p> <p>1/ At the airport :</p> <ul style="list-style-type: none"> - All persons aged 11 years or more shall wear a face mask in terminals or vehicles used for the transfer of passengers. - The airport operator may implement travellers' temperature checks. <p>2/ Before boarding/on board :</p> <ul style="list-style-type: none"> - All persons aged 11 years or more shall wear a surgical mask in aircraft. - The airline shall deny boarding to passengers unable to present the corresponding movement certificate (as applicable), as well as a sworn statement relating to the absence of COVID 19 symptoms, and (as applicable) the negative PCR test result. - The airline may decide to implement mandatory temperature checks for passengers. - The airline shall ensure the distribution and collection of passenger locator forms and verify that they are filled in by every passenger before disembarking. <p>There is no general flight restrictions, only passenger restrictions applying on flights from certain areas (see above).</p> <p>Passenger restrictions, quarantine conditions and passenger health measures, as well as sanitary requirements for airports and airlines, are set by decree 2020-860 of 10 July 2020 (modified on July 17th, July 27th and August 14th), and Prime minister's instructions n° 6167 dated 12 May, n°6180 dated 14 June, n°6187 dated 1st July, n°6203 dated August 14th and n°6204 dated August 15th.</p> <p>To date on August 17th, the NOTAM summarising COVID19 restrictions and health measures is F1270/20, valid until September 15th.</p> | |
| GEORGIA | Current situation based on NOTAMS | <p>PAX - FLIGHTS - International scheduled flights to/from Georgia prohibited; exemptions granted for flights between UGTB and EDDM, LFPG, EVRA; for ferry flights, cargo, governmental flights, ambulance, emergency landings, technical stop, areal works, search and rescue operations; for more info: www.mfa.gov.ge or www.stopcov.ge</p> | 30 September 2020 |
| | Expected evolution | Lifting strategy to be defined | Next update |
| GERMANY | Current situation based on NOTAMS | <p>PAX - Orders of the Federal Ministry of Health</p> <p>1. requirements</p> <p>Note 1: on all aircraft arriving in the Federal Republic of Germany air carriers must provide info of the German Federal Ministry of health about sars-cov-2, the applicable quarantine regulation and mandatory COVID-19 tests to passengers.</p> <p>Note 2: for passengers entering Germany from risk areas, quarantine regulations and mandatory sars-cov-2 testing apply.</p> <p>Note 3: air carriers transporting international travellers directly from a risk area to Germany must collect contact details from pax intending to enter Germany. For this purpose, a PLF in accordance with the template provided by the public health authorities must be used. The PLF must be handed out</p> | 5 November 2020 EST |

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| | | <p>to all pax intending to enter Germany, completed by the pax and handed over to the public health authorities at the destination airport.</p> <p>Note 4: air carriers must keep the pax data available to them for flights to Germany for 30 days after arrival. This applies, in particular, to electronically stored data for identification and contact details of travellers as well as to seating plans.</p> <p>Note 5: the crew of an en-route aircraft must inform upon identifying a suspected case of communicable disease or other public health risk on board the aircraft promptly the destination airport according to ICAO PANS ATM DOC 4444.</p> <p>2. information passenger information: www.rki.de/COVID-19-bmg-merkblatt risk area definition: https://www.rki.de/COVID-19-risikogebiete PLF: www.rki.de/COVID-19-aussteigekarten federal mot: www.bmvi.de federal moh: www.bundesgesundheitsministerium.de</p> <p>1. Restrictions Note 1: the temporary travel restriction applies to all non-essential travel from third countries to the federal republic of Germany. This does not include flight restrictions. Exempted from these travel restrictions are travellers who have resided and last stayed in the following countries: AUSTRALIA, GEORGIA, CANADA, NEW ZEALAND, THAILAND, TUNISIA, and URUGUAY. Note 2: extended entry possibilities will be given to travellers from all third countries who have an important reason for travel. Important reasons for travel from third countries: 1. German nationals, EU citizens and third-country nationals with current right of residence in Germany, 2. Healthcare workers, health researchers and geriatric care workers, 3. Skilled and highly qualified foreign workers if their employment is necessary from an economic perspective and the work cannot be postponed or performed abroad, 4. Freight transport and other transport personnel, 5. Seasonal workers in agriculture, 6. Seafarers, 7. Foreign students whose course of study is not fully possible from abroad, 8. Persons immigrating into Germany for the purpose of joining their families and visits for urgent family reasons or short term visits of core family members (husband/wife, minor children, parents of minor children) or unmarried partners in a relationship with German nationals, EU citizens and third-country nationals with current right of residence in Germany or joint short term visits of couples (third country national and German national/EU citizen) residing together in a third country for important reasons, 9. Persons in need of international protection or for other humanitarian reasons, 10. Diplomats, staff of international organisations, military personnel and humanitarian aid workers in the exercise of their functions, 11. Ethnic German resettlers, 12. Passengers in transit.</p> <p>2. Information Further information: www.bmi.bund.de chapter.coronavirus frequently asked questions Orders of the Federal Ministry of Health</p> <p>1. requirements note1: on all aircraft arriving in the Federal Republic of Germany air carriers must provide info of the German Federal Ministry of health about sars-cov-2 , the applicable quarantine regulation and mandatory COVID-19 tests to passengers. note2: for passengers entering Germany from risk areas, quarantine regulations and mandatory sars-cov-2 testing apply. note3: air carriers transporting international travellers directly from a risk area to Germany must collect contact details from pax intending to enter Germany. For this purpose, a PLF in accordance with the template provided by the public health authorities must be used. The PLF must be handed out</p> | 8 November 2020 EST |
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| | | <p>to all pax intending to enter Germany, completed by the pax and handed over to the public health authorities at the destination airport.</p> <p>note4: air carriers must keep the pax data available to them for flights to Germany for 30 days after arrival. This applies, in particular, to electronically stored data for identification and contact details of travellers as well as to seating plans.</p> <p>note5: the crew of an en-route aircraft must inform upon identifying a suspected case of communicable disease or other public health risk on board the aircraft promptly the destination airport according to ICAO PANS ATM DOC 4444.</p> <p>2. information</p> <p>passenger information: www.rki.de/COVID-19-bmg-merkblatt risk area definition: https://www.rki.de/COVID-19-risikogebiete PLF: www.rki.de/COVID-19-aussteigekarten federal mot: www.bmvi.de federal moh: www.bundesgesundheitsministerium.de.</p> <p>FLIGHTS - Flights from Iran prohibited to land in Germany.</p> | 22 September 2020 |
| | Expected evolution | <p>On 30 June 2020, the Council of the EU adopted the Council Recommendation on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction (Council document 2020/912). According to this recommendation, member states intend to lift, in a coordinated and gradual way, the temporary restriction of non-essential travel into the EU for residents of certain third countries (that is, those who have their domicile or habitual residence there). The list of these third countries is regularly reviewed and updated as necessary.</p> <p>Based on this recommendation, Germany lifted the restrictions on travel for residents of eight third countries as of 2 July.</p> <p>A first update removed two third countries from the EU positive list based on the Council Recommendation amending Recommendation (EU) 2020/912 of the Council on the temporary restriction on non-essential travel into the EU and the possible lifting of such restriction of 16 July 2020, which Germany implemented on 17 July 2020.</p> <p>Entry from third countries with low infection rates is possible without restriction. Based on current data on infection rates, Germany currently allows unrestricted entry from seven countries:</p> <ol style="list-style-type: none"> 1. Australia 2. Georgia 3. Canada 4. New Zealand 5. Thailand 6. Tunisia 7. Uruguay <p>The following exceptions continue to apply. The following persons may enter Germany if they have important reasons for travel:</p> <ol style="list-style-type: none"> 1. German nationals, EU citizens and third-country nationals with current right of residence in Germany, 2. healthcare workers, health researchers and geriatric care workers, skilled and highly qualified foreign workers if their employment is necessary from an economic perspective and the work cannot be postponed or performed abroad, 3. freight transport and other transport personnel, 4. seasonal workers in agriculture, 5. seafarers, 6. foreign students whose course of study is not fully possible from abroad, | Next update |

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| | | <p>7. persons immigrating into Germany for the purpose of joining their families and visits for urgent family reasons,</p> <p>8. persons in need of international protection or protection for other humanitarian reasons,</p> <p>9. diplomats, staff of international organisations, military personnel and humanitarian aid workers in the exercise of their functions,</p> <p>10. ethnic German resettlers,</p> <p>11. passengers in transit.</p> <p>The place of departure is decisive in regard to whether it is possible to enter Germany, not the nationality of the person wishing to enter.</p> <p>Unmarried partners may enter Germany since 10 August 2020 from third countries which are not on the "safe" list for short-term visits to the partner living in Germany (Germans, EU citizens or third-country nationals with a right of residence in Germany) when the general entry requirements (passport and visa, if applicable) are met, under the following conditions:</p> <p>The couple is in a long-term relationship/partnership and both partners have met in person in Germany at least once or the couple had a previous shared residence in another country until recently.</p> <p>Persons who enter the Federal Republic of Germany from abroad by land, sea or air and who have stayed in a risk area within 14 days prior to entry are - apart from the exceptions mentioned below - obliged to go directly to their own home or other suitable accommodation immediately after entry and to stay there permanently for a period of 14 days after entry (quarantine)</p> <p>They are also obliged to inform the health authority responsible for the address in Germany. For this purpose, the travellers must use a passenger locator card, provided that it is issued by the carrier. The competent health authority will monitor compliance with the quarantine obligation</p> <p>Exemptions depending on local regulation.</p> <p>Persons who enter the Federal Republic of Germany by land, sea or air and who at any time during the 14 days prior to entry have stayed in an area where there is an increased risk of infection with the coronavirus SARS-CoV-2, shall also, upon entry into the country, be required by the competent public health authority or other authority designated by the country to present a medical certificate stating that they have no evidence of infection with the coronavirus SARS-CoV-2. The requirement may be made up to 14 days after entry. High risk areas are those areas which the Robert Koch Institute has published on its website at https://www.rki.de/COVID-19-risikogebiete at the time of entry.</p> <p>Air carriers transporting international travellers directly from a risk area to the federal republic of Germany must collect contact details from passengers intending to enter the federal republic of Germany. For this purpose, a passenger locator form in accordance with the template provided by the public health authorities must be used. The passenger locator form must be handed out to all passengers intending to enter the federal republic of Germany, completed by the passengers and handed over to the public health authorities at the destination airport.</p> | |
| GREECE | Current situation based on NOTAMS | <p>PAX -</p> <p>By order of the government of the Hellenic republic, all flights commercial and GA/BA, originating from any aerodrome in the territory of Catalonia of Spain to any aerodrome in the Hellenic republic are suspended.</p> | 15 September 2020 |

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| | | <p>All pax to fill in Pax Locator Form previous day prior to check in. Form published on https://travel.gov.gr/# prior boarding the airline should check the confirmation receipt and PLF QR code; airlines that fail to comply with this checking obligation will be responsible to repatriate the pax on company's expenses.</p> <p>By order of the government of the Hellenic republic, all individuals entering the country from Bulgaria, Romania, The United Arab Emirates, Malta, Sweden, Belgium, Spain, Albania and North Macedonia are obliged to display negative molecular test (PCR) for COVID-19, performed by taking an oropharyngeal or nasopharyngeal smear, conducted up to 72 hours before arrival in Greece.</p> <p>Transit/transfer passengers at the airports of the aforementioned countries, originating from a country not requiring to display a negative molecular test (PCR) and having completed a passenger locator form (PLF), are exempted from the above requirement, on condition that they remain at the airport transit area.</p> <p>The tests must originate from reference laboratories of the country of origin or transit, public or private laboratories of that country, provided that these private laboratories have been certified by the competent national certification authority of the country.</p> <p>Passengers must have a certificate of the above diagnosis, in English, which includes the name and the passport or identity number of the person and which they display at the officers of the general secretariat for civil protection and of the national public health organization who are in charge of performing medical examinations. Airlines are required to verify this certificate before boarding and in the absence of this certificate are responsible to prohibit passenger boarding. In case of violation of this obligation, passengers will be repatriated at the airliner's responsibility and expenses.</p> <p>A completed passenger locator form (PLF) is also compulsory</p> | 15 September 2020 |
| | | <p>By order of the government of the Hellenic republic, all non-EU citizens are prohibited to enter the country. Citizens and permanent residents from AUSTRALIA, CANADA, GEORGIA, JAPAN, NEW ZEALAND, RWANDA, SOUTH KOREA, THAILAND, TUNISIA, URUGUAY and the UNITED ARAB EMIRATES are permitted to enter the Hellenic republic.</p> <p>Visitors will be subject to random tests upon arrival. Upon being tested, the visitor is free to move to the final destination. If the test is positive, 14-day quarantine under supervision is required at the final destination.</p> <p>In order to prove their place of residence, third-country nationals may present their residence permit, work permit, identity card, provided that it states place of residence, driving license or other documents.</p> <p>Exempted from the restriction are:</p> <ol style="list-style-type: none"> 1. EU member states nationals and the Schengen agreement, including their spouses or persons with whom they have a cohabitation agreement, as well as their minor children. 2. Passengers travelling for essential reasons, including health issues, business purposes, imperative family reasons, persons in need of international protection. 3. Medical and nursing staff, researchers and health professionals, if they demonstrate at the points of entry in the country, the exercise license profession or other appropriate evidence of their professional status and provided that their entry into the country relates to the exercise of their professional duties 4. Long - term residents of EU member states or Schengen agreement and third country nationals, holding a residence permit in EU member states or the Schengen agreement. 5. Members of government delegations 6. Members of diplomatic delegations or consulate authorities and delegations, members of international and European organizations, | 15 September 2020 |

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| | | <p>members of humanitarian organizations performing their duties, military and security forces officials and of general secretariat for civil protection.</p> <p>7. Personnel employed in the transport sector, including seamen, aircraft crews, the crews and technical personnel of the leased aircraft firefighting equipment, lorry drivers and the absolutely necessary support staff for the transport of goods.</p> <p>8. Transit passengers.</p> <p>9. Students.</p> <p>10. Persons caring for the elderly and people with disability (disabled).</p> <p>11. Seasonal workers in the field of agriculture.</p> <p>The above persons are obliged to display the appropriate documents and undergo laboratory medical examination.</p> <p>Third country nationals subject to the prohibition herein have the right to submit request to the Greek consular authority of their place of residence or stay for their exceptional entry in the country for business or personal reasons.</p> <p>A completed passenger locator form (PLF) is also compulsory.</p> <p>All pax to fill in Pax Locator Form previous day prior to check in. Form published on https://travel.gov.gr/#</p> <p>Prior boarding the airline should check the confirmation receipt and PLF QR code; airlines that fail to comply with this checking obligation will be responsible to repatriate the pax on company's expenses.</p> <p>By order of the Greek government, all individuals entering the country from Israel, are obliged to display negative COVID-19 (PCR) conducted up to 72 hours before arrival in Greece.</p> <p>Tests must originate from reference laboratories of the country of origin or transit, public or private laboratories of that country, provided that these private laboratories have been certified by the competent national certification authority of the country.</p> <p>PAX must have a certificate of the above diagnosis, in English, with the name and the passport or identity number of the person, to be displayed to the officers of the general secretariat for civil protection and of the national public health organization who are in charge of performing medical examinations.</p> <p>Airlines are required to verify this certificate before boarding and in the absence of this certificate are responsible to prohibit PAX boarding. In case of violation of this obligation, pax will be repatriated at the airliner's responsibility and expenses. A completed PLF) is also compulsory. A hotel booking receipt or other appropriate documents, are also required, from which the place of their temporary residence in the country is derived. PAX might also be tested randomly upon arrival. Until the publication of the results of the laboratory test for COVID-19, all individuals have to remain temporarily restricted, for precautionary reasons of protection of public health from further spread of COVID-19 in Greece, at their place of temporary residence.</p> <p>Pursuant to this, a maximum of six hundred (600) (from 31AUG 21:01 maximum of 1200) persons per week are allowed to enter Greece, exclusively through air connections at the airports of Athens, Thessaloniki, Heraklion and Corfu and Kos.</p> <p>These restrictions do not prevent the elaboration and implementation of a repatriation program for Greek citizens.</p> <p>Persons who violate the measure hereof, and without prejudice to the criminal penalties provided, shall be imposed for each violation, by a reasoned act of the competent authority within the meaning of circumstance (a) of par. 1 of article 23 of 14.3.2020 legislative content act, administrative fine of five thousand (5,000) euros.</p> | <p>15 September 2020</p> <p>15 September 2020</p> |
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| | | <p>FLIGHTS – By order of the government of the Hellenic republic all flights from Albania and North Macedonia, commercial and GA/BA, are permitted only to Athens international airport, LGAV. Flights to other aerodromes in the Hellenic republic are suspended. Exempted from the restriction are: 1. Flights designated to support the Hellenic national healthcare system. 2. Flights approved by the Hellenic ministry of foreign affairs for repatriation of Greek citizens and their family members, holders of special identity card for expatriates and holders of residence permit in Greece. 3. State flights. 4. Sanitary flights. 5. Humanitarian flights. 6. Emergency flights. 7. Military flights. 8. Cargo flights. 9. Firefighting flights. 10. FRONTEX flights. 11. Technical landings where passengers do not disembark.</p> <p>By order of the government of the Hellenic republic, all commercial flights and GA/BA, from/to any aerodrome in the territory of Turkey to any aerodrome in the Hellenic republic are suspended. Exempted from the restriction are: 1. Flights approved by the Hellenic ministry of foreign affairs for repatriation of Greek citizens, their family members and holders of residence permit in Greece. 2. State flights. 3. Sanitary flights. 4. Humanitarian flights. 5. Emergency flights. 6. Cargo flights. 7. Firefighting flights. 8. FRONTEX flights. 9. Technical landings where passengers do not disembark. 10. Ferry flights.</p> | 15 September 2020 |
| | Expected evolution | For the exit/de-escalation strategy are according to the epidemiological situation. | 15 September 2020 |
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| HUNGARY | Current situation based on NOTAMs | <p>PAX - Arrival entry at Hungarian airports is allowed only for Hungarian citizens. Citizens with permanent residence permit in Hungary and their family members. Citizens with any residence permit issued by the Hungarian immigration authority with a longer validity than 90 days and citizens of Czechia, Poland and Slovakia provided that they have at least one night booked accommodation in Hungary booked before 1st of September and they have one negative SARS-COV2 PCR test result within 5 days before entry.</p> <p>Everybody entering Hungary may be subject to the health screening and quarantined. Hungarian citizens arriving from Czechia, Poland and Slovakia having accommodation there before 1st of September may enter Hungary provided they undergo one SARS-COV2 PCR test after arrival. Any other individual exemption requires prior permission.</p> <p>FLIGHTS -</p> | 15 September 2020 EST |
| | Expected evolution | Lifting strategy to be defined. It varies depending on the spread of the virus. | Next update |
| ICELAND | Current situation based on NOTAMs | <p>PAX - Pax restrictions are in effect for travel to Iceland. AOs carrying pax to Iceland shall inform pax of the requirement to fill out a pre-registration form on www.covid.is before arrival in Iceland. Refer to www.covid.is and www.utl.is for further info.</p> <p>FLIGHTS - BIRK airport is closed for arriving international scheduled flights.</p> | 20 October 2020 |
| | Expected evolution | <p>As of August 19, all passengers arriving in Iceland will be tested for COVID-19 upon arrival and then have to quarantine for at least five days before being tested for a second time. The second test will be at least five days after arrival, depending if the second test would have fallen on a weekend.</p> <p>At this time, test results from other countries will not be accepted for exemption of quarantine.</p> <p>Aircraft operators carrying passengers to Iceland shall inform passengers of the requirement to fill out a pre-registration form on https://visit.covid.is/ before arrival in Iceland. Refer to www.covid.is/english and www.utl.is for further information.</p> | 19 September 2020 |
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| | | <p>At the moment all states are defined as high risk areas.</p> <p>No specific restrictions on flights due to COVID-19, only on passenger entry into Iceland.</p> <p>There will be a continuation on strict conditions for traveling to the country. For further information, please refer to Directorate of immigration: www.UTL.is and www.COVID.is.</p> <p>Passengers arriving in Iceland on and after 19 August 2020 may choose either to submit to two screening tests for COVID-19, separated by five days' quarantine until the results of the second test are known, or else not to undergo border screening but instead to spend 14 days in quarantine after arrival. Children born in or after 2005 are exempt from the screening and quarantine requirements, and the same exemption applies to persons who have been certified by the Icelandic health authorities, following a PCR test, as having previously been infected with COVID-19 and have completed a period of isolation, or if they have been shown by antibody measurements to have recovered from COVID-19. Transit passengers who do not leave the terminal facilities at the border are not required to undergo screening or quarantine</p> <p>Further information on the restrictions, exemptions, and what documents must be presented to enter Iceland are available on the website of the Directorate of Immigration www.utl.is.</p> <p>At the moment all states are defined as high risk areas.</p> <p>The Chief Epidemiologist shall regularly revalue which countries and areas are defined as risk having taken into consideration information from international organisations such as WHO and ECDC.</p> <p>The quarantine requirement does not apply to flight and freight ship crews subject to certain conditions which can be found on the website https://www.landlaeknir.is/servlet/file/store93/item41756/Exemption%20from%20requirement%20for%20quarantine%20in%20Iceland%20for%20ship%20crews.pdf.</p> <p>Passengers are required to fill out a pre-registration form (on www.COVID.is/english) before departure to Iceland, which requires passengers to provide their personal details and contact information, flight information, travel dates and address(es) during their stay in Iceland. The form also includes a declaration of health and passengers are required to provide information on countries they have visited before arrival, whether they have any symptoms of COVID-19, whether they have been diagnosed with COVID-19 before their arrival, or if they have been in close contact with an infected individual. The pre-registration form provides passengers with information on the conditions for entry into Iceland. Passengers can choose to be tested by a PCR-test for COVID-19 on arrival or self-quarantine for two weeks.</p> <p>Passengers are also encouraged to download and use the contract tracing app Rakning C-19. The app contains important information on COVID-19 and how to contact the health care service in Iceland. They are also encouraged to follow information on the official COVID-19 information portal www.covid.is/english, which hosts the most up to date information and important announcements in 10 different languages for tourists.</p> <p>Law enforcement authorities at border points will have a conversation with all arriving passengers and inform them about the requirements for quarantine, isolation and testing for COVID-19 according to regulation 580/2020, and about the contract tracing app, Rakning C-19. Also if a passenger must or chooses to go into self-quarantine it is looked into if the quarantine requirements are fulfilled. If serious grounds are for show to prove that the passenger will not obey the quarantine requirements he/she will be dismissed at the border.</p> <p>It must be ensured that quarantine requirements have been presented securely to travellers that have already booked tickets to Iceland. The requirements should also be available for all travellers booking tickets to Iceland, including on booking sites. Aircraft operators are urged to inform</p> | |
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| | | their passengers on the requirement to fill out a pre-registration prior departure to Iceland, on the contract tracing app, Rakning C-19, and about www.COVID.is where they will find useful information in 11 foreign languages. | |
| IRELAND | Current situation based on NOTAMS | <p>PAX – Operators of aircraft ensure that all persons entering Ireland are aware of the legal requirement to complete COVID-19 passenger locator form prior to arrival into Ireland. Operators have been asked to provide a link to passengers in advance so that it may be completed prior to their journey commencing and to ensure a receipt of completion is ready to present on arrival.</p> <p>The COVID-19 passenger locator form can be completed online at www.gov.ie/locatorform</p> <p>Completed forms will be checked by Irish authorities on arrival.</p> <p>FLIGHTS –</p> | 12 September 2020 EST |
| | Expected evolution | <p>Ireland's Phase 3 has been extended with revised measures that will remain in place until 13th September.</p> <p>For the latest information please consult https://www.gov.ie/en/campaigns/c36c85-COVID-19-coronavirus/</p> <p>There are no restrictions on passengers from other States.</p> <p>By law, passengers arriving to Ireland from overseas are required to complete a passenger locator form, with the exception of the following:</p> <ul style="list-style-type: none"> • Passengers arriving from Northern Ireland • Passengers leaving the State from their port or airport of arrival without otherwise exiting the port or airport • Holders of a Certificate for International Transport Workers, or drivers of a heavy goods vehicle, who are in the State in the course of performing their duties • Aircraft crew, including the pilot, who are in the State in the course of performing their duties • Ship crew, including the maritime master, who are in the State in the course of performing their duties • Foreign diplomats. <p>The Irish Health Authorities mandate anyone coming into Ireland, apart the exceptions above, to complete a Public Health Passenger Locator Form, available to complete online https://covid19plf-prod1.powerappsportals.com/en-us/</p> <p>This also includes passengers from Countries published on the "Green List" to facilitate contact tracing, see www.gov.ie for the latest "Green List".</p> <p>Passengers entering Ireland from "Green List" countries are not required to restrict movements.</p> <p>If you are travelling to Ireland from a location that is not on the COVID-19 Green List you will be requested to restrict your movements for 14 days. (For conditions see relevant information section).</p> <p>The COVID-19 Passenger Locator Form is now an online form and details can be found here https://www.gov.ie/en/publication/ab900-COVID-19-passenger-locator-form/</p> <p>Travelling to Ireland from a location that is not on the COVID-19 Green List https://www.gov.ie/en/publication/b4020-travelling-to-ireland-from-a-country-that-is-not-on-the-COVID-19-travel-advice-list/</p> <p>Travelling to Ireland from a location that is on the COVID-19 Green List</p> | Next update |

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| | | https://www.gov.ie/en/publication/74440-travelling-to-ireland-from-a-country-that-is-on-the-COVID-19-travel-advice-list/ Irish Statutory Instruments related to the COVID-19 Pandemic can be found https://www.gov.ie/en/collection/1f150-view-statutory-instruments-related-to-the-COVID-19-pandemic/ | |
| ISRAEL | Current situation based on NOTAMs | PAX - Pax from any other countries except Israel are prohibited to enter the country, including transit; exemptions granted for pax that have specific entry approval. FLIGHTS - All international flights arriving to Israel permitted to land only at Tel Aviv Ben Gurion airport, except flights with flight crewmembers only. | 1 October 2020 1 October 2020 |
| | Expected evolution | 1. Israeli citizens and residents are allowed to enter, from all states subject to health declaration. a. Entering from states defined as "Green States" (according to the Ministry of Health) is not restricted. b. Entering from other states requires 14 days quarantine 2. Other passengers: Only with special permit from the ministry of Health. Flights are not restricted. All operators to LLBG (TLV) received specific instructions and links to the relevant health forms for the passengers. List of "Green States": https://www.gov.il/en/Departments/DynamicCollectors/green-red-countries?skip=0 | Next update |
| ITALY | Current situation based on NOTAMs | PAX – Upon request of the Italian health ministry, entry and transit in the national territory is forbidden to people who have stayed or transited in the following countries: ARMENIA, BAHREIN, BANGLADESH, BOZNIA HERZEGOVINA, BRAZIL, CHILE, COLOMBIA, DOMENICAN REPUBLIC, KOSOVO, KUWAIT, MOLDOVA, MONTENEGRO, NORTH MACEDONIA, OMAN, PANAMA, PERU and SERBIA. Furthermore, entry Italian territory is forbidden to people who have stayed or transited in the previous 14 days in above countries. By way of derogation, people are allowed to enter Italy in accordance with art.4 paragraph 1 and 2 decree of president of council minister of 07/08/2020 published on www.enac.gov.it Such passengers are also required to comply with the requirements reported in art 6 para 1 letter A and B of the same decree each air operator before entering Italy fm any foreign state or territory must acquire from the passenger the declaration referred to art 5 paragraph 1 of the DPCM 07/08/2020 integrated with declaration art 2/1 of ordinance of the ministry of health of 09/07/2020 as published in www.enac.gov.it Passengers to/from states and territories other than - Member states of the European Union - Member states of the Schengen agreement - United Kingdom of Great Britain and Northern Ireland - Andorra, principally of Monaco - Republic of San Marino and Vatican City state are still prohibited. By way of derogation, people are allowed to enter Italy in accordance with art.4 paragraph 1 decree of president council minister of 07/08/2020 published on www.enac.gov.it | 7 September 2020 EST |

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| | | <p>Such passengers are also required to comply with the requirements reported in art 6 para 1 letter A and B of the same decree.</p> <p>Passengers from AUSTRALIA, BULGARIA, CANADA, GEORGIA, JAPAN, NEW ZEALAND, ROMANIA, RWANDA, SOUTH KOREA, THAILAND, TUNISIA and URUGUAY are also authorized to arrive in Italy with the requirement for all passengers that must stay 14 days in trustworthy isolation once arrived in Italy in accordance with art 6 para 1 letter A and B.</p> <p>All passengers entering Italy by air transport must check the entry conditions reported on the ministry of health's web site (www.salute.gov.it) and/or Italian civil aviation authority 'ENAC' (www.enac.gov.it) before flight.</p> <p>All flights from/to/internal Italian territory must comply also with ENAC documents n. 57190 of 12 Jun 2020 and n. 51694 of 26 may 2020 both available on ENAC web site (www.enac.gov.it) before flight.</p> <p>PAX/FLIGHTS – All flights arriving/departing to/from Italy must comply with the requirements of the decree of the president of the ministerial council of 11 Jun and 14 Jul 2020 with reference to the activation of the medical procedure and to improve appropriate infection prevention and control measures in case of presence of one or more passengers suspected to be affected by syndrome associated with a novel coronavirus, such as, cough, breathing difficulties, fever, cold, the pilot in command of the flight, before take further action should verify passengers health and according to the information received the flight can be carried out as follows:</p> <p>A. 'surgical' mask becomes mandatory both for crew and passengers</p> <p>B. if no sick passenger on board flight can proceed according to its flight plan unless different medical care force the pilot to divert to the first available airport.</p> <p>C. if sick passenger reported, if the pilot in command decides to land to Italian territory, following action shall be taken:</p> <ul style="list-style-type: none"> - divert the flight to LIRF (Roma/Fiumicino) or LIMC (Milano/Malpensa), the only Italian aerodromes equipped to handle passengers with suspected novel coronavirus. - As soon as practicable communicate such event to his own air carrier operations base, giving the following information (1 to 8): <ol style="list-style-type: none"> 1) Presence on board of a doctor (yes/no). If yes, diagnosis and administered therapy shall be specified 2) Fever (yes/no), maximum measured body temperature (Celsius or Fahrenheit) 3) Isolation of the sick passenger on board (yes/no) 4) Administered therapy: drug name and quantity 5) Any clinical data reported by the sick passenger 6) Beginning of symptoms (date/time UTC) 7) Seat occupied on board the aircraft by the sick passenger 8) Presence on board of contacts or partners of the sick passenger (yes/no) and occupied seat(s). <p>The air carrier operations base shall then relay the data received from the pilot to following aerodrome operator unit according to chosen destination available aerodrome:</p> <ul style="list-style-type: none"> - FIUMICINO +390665953022 - MALPENSA +390274862313 | 7 September 2020 EST |
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| | | <p>In case of unavailability or missing contact with his own air carrier operations base, the pilot in command shall inform the ATS unit in RDO ctc about the presence on board of one or more passengers with suspected novel coronavirus infection, requiring activation of sanitary emergency plan and transmit the above requested data.</p> <p>FLIGHTS - All flights arriving/departing to/from Italy must comply with the requirements of the decree of the minister of infrastructures and transport and minister of health number 245 of 14 Jun 2020. On following airports: LIBD, LIBP, LIBR, LICA, LICC, LICD, LICG, LICJ, LIEA, LIEE, LIEO, LIMC, LIME, LIMJ, LIMF, LIML, LIMZ, LIMP, LIPE, LIPR, LIPY, LIPX, LIPZ, LIRA, LIRN, LIRP, LIRF and LIRQ commercial flights, commercial flights on demand (Aerotaxi) and general aviation flights are allowed.</p> <p>General aviation activity and commercial aviation activity on demand (Aerotaxi) with aircraft having maximum approved cabin configuration equal or less than 19 seats, cargo flights and postal service are allowed on all remaining airports, according to each local regulation.</p> <p>Remark: general aviation activity and a commercial aviation flight on demand on LIRF (ROMA/FIUMICINO AD) is not permitted from 0401 to 2059.</p> | 7 September 2020 EST |
| | Expected evolution | <p>State of emergency extended to 15 October 2020.</p> <p>EU citizens, Schengen, UK and North Ireland (no condition); Bulgaria Romania (quarantine), Australia, Ruanda, Georgia, Japan, Morocco, New Zealand, Korea, Ruanda, Thailand, Tunisia, Uruguay (quarantine); Armenia, Bahrein, Bangladesh, Brazil, Bosnia, Chile, Kuwait, Macedonia, Moldova, Oman, Panama, Peru, Dominica republic, Serbia, Kosovo, Montenegro (persons are not allowed to enter if have stayed or transit in the last 14 days. Only resident since before the date of the Ordinance are allowed-quarantine). Other extra EU Countries (allowed to enter only for work reasons, health, absolute necessity repatriation-quarantine).</p> | Next update |
| LATVIA | Current situation based on NOTAMS | <p>PAX – International transport of pax, tourism and traveling restrictions are published in SUP 017/2020</p> <p>FLIGHTS - See AIP SUP 017/2020 for international transportation of passengers, tourism and traveling restrictions due to COVID-19.</p> <p>EVLA – according to new government decision pax flights are accepted only from COVID-19 low risk countries. At least 24H PPR.</p> <p>EVRA: Riga AD (EVRA) as of 28 Aug 2020 scheduled international pax flights not accepted from COVID-19 high risk EU and EEA area countries - Andorra, Luxembourg, Malta, Spain.</p> <p>Flights from outside European union and European economic area countries allowed from Australia, Canada, Georgia, Japan, New Zealand, Ruanda, South Korea, Thailand, Tunisia, Uruguay.</p> <p>All others countries are subject to individual approval from the ministry of transport of republic of Latvia.</p> | <p>14 September 2020</p> <p>14 September 2020</p> <p>10 September 2020</p> <p>07 September 2020</p> |
| | Expected evolution | <p>Since 03 June 2020, citizens of the European Union, the European Economic Area, and the Swiss Confederation, as well as people with permanent residence status in those countries, when travelling from their home countries to Latvia no longer face a 14-day self-isolation period, so long as in the European countries from which they travelled have a 14-day cumulative number of COVID-19 cases which does not exceed 15 individuals per 100,000 (or if they have been in Lithuania or Estonia during the 14 days immediately prior to entering Latvia).</p> <p>Regular scheduled passenger flights are accepted only from COVID-19 limited risk countries (as of 10 June 2020 - all European Union, European Economic Area countries, except Sweden, Portugal, United Kingdom.</p> <p>From 10 June 2020, the Cabinet of Ministers regulation No. 360 of 9 June 2020 "Epidemiological Safety Measures to Limit the Spread of COVID-19</p> | Next update |

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| | | <p>Infection” shall be applied in the Republic of Latvia, which prescribes restrictions on international passenger carriage, tourism and travel. International passenger carriage through airports shall not be operated to the countries published on the website of the Centre for Disease Prevention and Control https://spkc.gov.lv (hereinafter referred to as the Centre) where COVID-19 infection is known to pose a serious risk to public health, i.e. European Union and European Economic Area states where the COVID-19 cumulative incidence rate for the last 14 days does not exceed 25 per 100 000 inhabitants. The requirement doesn't apply to:</p> <ol style="list-style-type: none"> 1. Passenger carriage by state aircraft and military transport; 2. Passenger carriage (not more than five passengers) by private vehicles and business flights; 3. Non-scheduled passenger carriage when passengers cross the territory of the Republic of Latvia in transit; 4. Non-scheduled passenger services, which are specially organized for the carriage of workers for the performance of their work duties; 5. Carriage of workers performed on the basis of a list of workers submitted to the carrier by the respective employer. As of 10 June 2020, the movement of persons and vehicles through the external border crossing points of the European Union from/to the countries published on the Centre's website where the spread of COVID-19 infection may pose a serious risk to public health (other than cargo transport) is prohibited. <ol style="list-style-type: none"> 1. Nationals of the European Union, the European Economic Area and Switzerland and their family members, as well as persons who permanently reside in these countries, to return to their country of residence, including the Republic of Latvia, when crossing the territory of the Republic of Latvia in transit; 2. Employees and passengers of cargo and passenger carriage service providers, crews of cargo or technical flights who enter or leave the Republic of Latvia while performing their work duties; 3. Passenger carriage by state aircraft and military transport; 4. Passenger carriage (not more than five passengers) by private vehicles and business flights; 5. on-scheduled passenger carriage when passengers cross the territory of the Republic of Latvia in transit; 6. Foreigners who have confirmed the need for entry into Latvia for the fulfilment of the obligations of merchants has been confirmed by the Investment and Development Agency of Latvia; 7. Foreign diplomats and their family members who cross the territory of the Republic of Latvia in transit for the performance of official functions. Persons, who have stayed in a country which, according to the list of countries published on the Centre's website, has been recognised as having to comply with the special precautionary and restrictive measures and who arrive in the Republic of Latvia, must comply with self-isolation. These persons must complete the certification form that they will comply with the conditions of self-isolation when crossing the State border of the Republic of Latvia. If a person arrives in the Republic of Latvia to perform work duties or as a provider of transport and passenger transport services, the person shall sign a statement that he or she will comply with self-isolation measures outside the performance of work duties, which may be discontinued if the next trip is required. | |
| LITHUANIA | Current situation based on NOTAMs | <p>PAX – Crew of all flights arriving to Lithuanian airports have to ask passengers to fill the PLF card (ref ICAO Annex 9, appendix 13). Completed forms shall be submitted by pax to the public health authorities after landing in the arrival hall</p> <p>FLIGHTS -</p> | 14 September 2020 |
| | Expected evolution | <p>Foreigners are not allowed to enter the Republic of Lithuania exceptions are applied for:</p> <ol style="list-style-type: none"> 1) citizens and residents of EEA countries, 2) Citizens and residents of the Republic of Lithuania and their family members, | Next update |

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| | | <p>3) Foreigners with LR national visa, 4) Citizens and residents of third countries with incidence rate of less than 25 cases, 5) Persons under privileges of Vienna Convention on Diplomatic Relations and Vienna Convention on Consular Relations also their family members and service staff, 6) Persons serving in NATO and NATO military units, service staff and family members, 7) Crew members.</p> <p>Self-isolation is mandatory upon arrival from COVID-19 affected countries – interactive map in the link http://koronastop.lrv.lt/lt/valstybes-is-kuriu-grizus-butina-izoliacija-interaktyvus-zemelapis</p> | |
| LUXEMBOURG | Current situation based on NOTAMS | PAX - FLIGHTS – | Not applicable as no COVID 19 restrictions NOTAMS |
| | Expected evolution | <p>The national state of crisis will be lifted on 24 June 2020. Some sanitary measures will be imposed by law following the normal constitutional process.</p> <p>Passengers from Schengen Member States and Schengen Associated States are allowed to enter Luxembourg.</p> <p>Sources of information:</p> <ul style="list-style-type: none"> Government site on COVID-19: https://msan.gouvernement.lu/en/dossiers/2020/corona-virus.html Protection measures at Luxembourg airport: https://luxmain.blob.core.windows.net/wp-uploads/wp-content/uploads/2020/05/Protective-COVID-19-mesasures-V07.pdf | Next update |
| MALTA | Current situation based on NOTAMS | <p>PAX - Only pax arriving from the following countries are allowed: Austria, Cyprus, Czech Republic, Denmark, Estonia, Finland, Hungary, Iceland, Ireland, Germany, Latvia, Lithuania, Luxembourg, Norway, Italy, France, Slovakia, Switzerland, Greece, Croatia, Spain, Poland, United Kingdom, Belgium, Bulgaria, Netherlands, Canada, Australia, New Zealand, South Korea, Andorra, Monaco, San Marino, China, Vatican City, Rwanda, Uruguay, Slovenia, Japan, Morocco, Thailand, Tunisia, Portugal, Romania, Lebanon, Indonesia, United Arab Emirates, Turkey, Jordan and Liechtenstein.</p> <p>The superintendent of public health may grant an exemption for persons to travel to and from countries not on the list where such travel is deemed necessary or essential operators shall obtain prior approval from the Malta civil aviation Directorate before any operations.</p> <p>Cargo flights, ferry flights, Humanitarian flights, and repatriation flights exempted.</p> <p>Requirement for travel declaration and PLF available at https://www.maltairport.com/declarationforms. Crews required to announce pax about this requirement.</p> <p>Pax arriving from Bulgaria, Czech Republic, Romania, Barcelona, Girona, Madrid and Tunisia are required to present negative COVID-19 PCR test taken within 72hr prior arrival. Pax without PCR test will be tested upon arrival in Malta and may be subject to quarantine.</p> | 30 September 2020 |
| | | FLIGHTS - | 30 September 2020 |
| | Expected evolution | No input received from EACCC State Focal Point | 25 September 2020 |
| MOLDOVA | Current situation based on NOTAMS | <p>PAX – Flight/pax restrictions and crew/passengers requirements are published in the AIP SUP 001/2020 WEF 01 SEP 20 TIL 30 NOV 20.</p> <p>The Ministry of Health, Labor and Social Protection will set a list of countries with high or low epidemiological risk of transmitting of countries with high or low epidemiological risk of transmitting COVID-19, (web site:</p> | 30 November 2020 |
| | Expected evolution | | Next update |

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| | | <p>msmps.gov.md, ansp.md, mfa.gov.md or mai.gov.md) classified in red and green areas. Foreigners and stateless persons coming from countries classified as green areas are allowed to enter Moldova through the state border. Persons who cross the state border at the entry to Moldova and come from countries classified as green areas will not fill out the epidemiological card and will not be obliged to comply with the self-isolation regime of 14 (fourteen) days.</p> <p>Foreign citizens and stateless persons coming from countries classified as red zone are prohibited to enter Moldova through the state border foreign citizens and stateless persons coming from countries classified as red zone are prohibited to enter Moldova through the state border with the following exceptions:</p> <ol style="list-style-type: none"> 1. Family members of Moldovan citizens, 2. Persons holding a long-stay visa, a residence permit or a document equivalent to a residence permit issued by the authorities, 3. People traveling in the professional interest, proven by visa, residence permit or other document, which includes the invitation and/or the contract concluded with a legal person resident in Moldova, 4. Foreign students/students arriving for the purpose of enrolment or studying in educational institutions of the Republic of Moldova, 5. Family members of foreign citizens who have a residence permit in the Republic of Moldova, 6. Foreign citizens working as teachers in the Republic of Moldova, 7. Holders of diplomatic and service passports, members of diplomatic missions and consular offices accredited in the Republic of Moldova, international organizations/missions, as well as members of their families or personnel who can provide humanitarian assistance, 8. Transit passengers, including repatriated persons under the consular protection. The transit route will be established by the General Inspectorate of the Border Police, 9. Persons traveling for the health or humanitarian reasons, including an accompanying person, as appropriate (with the presentation of supporting documents), 10. Cross-border workers using the regime of small border traffic to the Republic of Moldova from Romania or Ukraine, who confirm contractual relations with economic agents of the Republic of Moldova, 11. Drivers of vehicles and service personnel of vehicles, engaged in the commercial transportation of goods and passenger vehicles with more than 9 seats, including the driver's seat, crew members and service personnel of aircraft/vessel, as well as crews and service personnel of trains. <p>Persons crossing the state border in the direction of entry into the Republic of Moldova and arriving directly or in transit from countries classified in the red zone must fill out the epidemiological card, and also sign a declaration of responsibility for self-isolation regime for 14 (fourteen) days. Exception for the following categories of persons, if they do not have clinical signs of a respiratory infection or a febrile condition, crew members and service personnel of aircraft. Air operators performing passenger flights to the Republic of Moldova shall comply with operational instructions on ensuring the health and safety of passengers, flight crew members and maintenance personnel through measures reducing the transmission risk of COVID-19 infection, approved by the joint order of the Civil Aviation Authority and the National Agency for Public Health that could be accessed on http://www.caa.md/rom/documents/directives/ (see other normative acts- no. 23/GEN form 12.06.2020).</p> | |
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| | | FLIGHTS - All scheduled and non-scheduled passenger flights to and from airports of the Republic of Moldova are permitted and shall be operated under conditions specified in the CAA Operational Directive nr.08-13/06/2020 published on http://www.caa.md/rom/documents/directives/ (see DO-08-13.06.2020). | 30 November 2020 |
| | Expected evolution | The Moldavian Government issued on 03.06.2020 a decision to restart regular scheduled and charter flights to and from Chisinau airport (LUKK) from 15.06.2020 instead of 30.06.2020. Lifting strategy to be defined. | Next update |
| MONACO | Current situation based on NOTAMS | PAX – Heliport LNMC - I- each passenger arriving Monaco have to present a solemn declaration certifying they do not show any COVID-19 symptom. The Form is available nearby helicopter companies reaching Monaco heliport. II - each private flight with or without handling crew arriving in Monaco have to comply to the same requirements than on paragraph I III - these forms have to be filled, printed or hand copied and gave to police authorities during identity check. IV - wearing mask is mandatory on board and in terminal. V - companies have to inform their passengers of I to IV paragraphs requirements as soon as possible before flight. FLIGHTS - | 30 November 2020 |
| | Expected evolution | No input received from EACCC State Focal Point | Next update |
| MONTENEGRO | Current situation based on NOTAMS | PAX – FLIGHTS - LYPG and LYTV are open for international air transport, but only for flights coming from certain countries. On their website (https://www.ijzcg.me) the institute for public health of Montenegro publishes three groups of countries: 1. countries from which arrival is permitted without restrictions, 2. countries from which arrival is permitted with negative test, 3. other countries. Flights from the first group of countries are permitted, and passengers and crew can enter Montenegro if during the 15 days prior to entering Montenegro they haven't been in any other country except those listed in the first group. Flights from the second group of countries are permitted, and passengers and crew can enter Montenegro with negative COVID test not older than 72 hours and if during the 15 days prior to entering Montenegro they haven't been in any country from the third group. From the countries from third group: - flights performed as non-commercial air transport and unscheduled flights, except charter flights, are permitted with the condition that passengers and crew have negative COVID test not older than 72 hours, - charter flights are permitted, with the condition that passengers and crew have negative COVID test not older than 72 hours and in accordance with the recommendation of the institute for public health of Montenegro. These restrictions do not affect: 1. acft in state of emergency) 2. cargo flights 3. technical landing 4. humanitarian/ medevac/repatriation flights Air operators may file LYPG and LYTV as alternate aerodrome | 15 September 2020 |

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| | Expected evolution | <p>General strategy for gradual relaxation of provisional measures is developed by the responsible public authorities depending on the epidemic situation, which is being assessed constantly. For up-to-date info visit http://www.gov.me/en/homepage and tab #COVID19 measures & recommendations.</p> <p>As of June 5, 2020 and according to Provisional Operational Guidelines for Air Traffic, issued by Institute for Public Health of Montenegro and developed in accordance with EASA Health Safety Protocol, regarding special provisions at airports:</p> <ul style="list-style-type: none"> - Airport terminal building to be occupied by traveling passengers only, - Mandatory social distancing, - Mandatory mask wearing during entire period of presence at the airport, - Obeying to coughing etiquette and hand hygiene, - Minimize use of airport facilities. <p>However, further special requirements may be effectuated and will be aligned with recommendations as published by the EASA/ICAO.</p> <p>As of June 5, 2020 and according to Provisional Operational Guidelines for Air Traffic, issued by Institute for Public Health of Montenegro and developed in accordance with EASA Health Safety Protocol, regarding special provisions for airlines:</p> <ul style="list-style-type: none"> - Social distancing in the cabin shall be exercised whenever possible, - Mandatory mask wearing while boarding, during a flight and disembarking the aircraft, - Obeying to coughing etiquette and hand hygiene during entire period of interaction with aircraft. <p>Additionally:</p> <ul style="list-style-type: none"> - Passengers need to afford enough time for the airport passenger handling procedures, - Online check-in is to be favored and communicated by the airport operator and aircraft operator, - Carry-on items are to be minimized, so airport operator and aircraft operators need to favour baggage check-in, - In-flight service to be minimized to basic service only, - Minimize the use of individual air outlets at the overhead bin, - Lavatory closest to the cockpit to be reserved for the use of flight- and cabin crew only, - Cabin crew shall manage lavatory waiting lines in a manner that social distancing is established. <p>However, further special requirements may be effectuated and will be aligned with recommendations as published by the EASA/ICAO.</p> <p>Additionally, as of July 7, 2020, Safety Directive on mandatory action of aviation entities for the purpose of restraining and preventing potential spread of Coronavirus „COVID-19“ regarding disinfection of aircraft is in force. The Safety Directive is published on the CAA of MNE web site. Respective NOTAM has been published by the CAA of Montenegro.</p> <p>As of June 27, 2020 LYPG and LYTV are open for international air transport, limited to flights originating from certain countries.</p> <p>The Institute for Public Health of Montenegro, on its website (https://www.ijzcg.me/me/novosti/COVID-19-popustanje-mjera-u-medunarodnom-saobracaju), publishes three groups of countries (names of countries are in local language only):</p> <ol style="list-style-type: none"> 1. A group of countries whose residents and Montenegrin citizens and residents may without restrictions enter from those countries and stay in Montenegro only if a passenger during the period of 15 days before entering Montenegro did not stay in any other country than a country from this group, 2. A group of countries whose residents and Montenegrin citizens and residents may enter and stay in Montenegro with a negative result of PCR | Next update |
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| | | <p>test for new coronavirus (SARS-CoV-2) or with a positive result of antibodies to new coronavirus (SARS-CoV-2) class IgG obtained by ELISA serological test or with a negative result of ELISA IgM test or negative ECLIA test, the two latter subject to the decision of a competent authority, all of them issued by a registered laboratory and not older than 72 hours, only if a passenger during a period of 15 days before entering Montenegro did not stay in any of the countries from the 3rd group,</p> <p>3. A group of countries whose citizens and residents are not permitted to enter Montenegro.</p> <p>Exemptions for the 3rd group:</p> <ul style="list-style-type: none"> - Montenegrin citizens and residents are allowed to enter and stay in Montenegro and are subject to the self-isolation or quarantine. Self-isolation means staying in personal accommodation or other facility and monitoring health condition of such a passenger and of all members of its joint family household by competent epidemiological authority in accordance with the decision issued upon entering to Montenegro by the sanitary inspection authority to the passenger, - passengers arriving by non-commercial air transport and non-scheduled flights, excluding charter flights, are permitted to enter Montenegro with a negative result of PCR test for new coronavirus (SARS-CoV-2) or with a positive result of antibodies to new coronavirus (SARS-CoV-2) class IgG obtained by ELISA serological test, issued by a registered laboratory and not older than 72 hours, - passengers and crew arriving by non-scheduled air charter transport service may enter Montenegro with a negative result of PCR test for new coronavirus (SARS-CoV-2) or with a positive result of antibodies to new coronavirus (SARS-CoV-2) class IgG obtained by ELISA serological test, issued by a registered laboratory and they are not older than 72 hours. <p>All testing provisions do not apply to children up to the age of five.</p> <p>If citizens and residents of the countries from 2nd and 3rd group have continuously stayed in one of the countries from the 1st group for a period of at least 15 days before entering Montenegro, they may without restrictions enter from a country from 1st group and stay in Montenegro.</p> <p>If citizens and residents of the countries from the 3rd group have continuously stayed in one of the countries from the 2nd group for at least 15 days before entering Montenegro, they may enter from a country from the 2nd group and stay in Montenegro with a negative the result of PCR test for new coronavirus (SARS-CoV-2) or with a positive result of antibodies to new coronavirus (SARS-CoV-2) class IgG obtained by ELISA serological test, issued by a registered laboratory and not older than 72 hours.</p> <p>In addition, passengers from the 2nd and 3rd group and those from the 2nd and 3rd group who stayed in a country from the 1st group for a period of at least 15 days prior to enter to Montenegro:</p> <ol style="list-style-type: none"> 1) will be subject to the sanitary monitoring in accordance with the recommendation of the Institute for Public Health of Montenegro, 2) for the arrival/departure of passengers from the airport terminal to the accommodation it is necessary to organize a special transport, as well as to organize accommodation in accordance with the recommendations of the Institute for Public Health of Montenegro. <p>Passengers and crew arriving by non-commercial air transport and non-scheduled air transport (including taxi transport, panoramic flights, etc.) from the Republic of Serbia, except for charter transport, may enter Montenegro with the application of the following temporary measures:</p> <ol style="list-style-type: none"> 1) must have a negative result of PCR test on SARS-CoV-2 not older than 72 hours, issued by a registered laboratory, in accordance with the recommendations of the Institute; | |
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| | | <p>2) must have a reservation in hotel accommodation, if staying in Montenegro.</p> <p>Regardless of the country groups, persons who perform activities of public interest and of an indispensable requirement for life and work of citizens of Montenegro, or are of special economic interest to the state, may enter and stay in Montenegro in accordance with the recommendations of the Institute for Public Health of Montenegro. In particular, these are:</p> <ul style="list-style-type: none"> - health workers and researchers; - persons performing or providing transport of passengers and goods; - diplomats, staff of international organizations, military personnel and persons providing humanitarian aid; - certain categories of passengers in transit; - persons in need of international protection or coming to Montenegro for other humanitarian reasons. <p>As of June 27, 2020 LYPG and LYTV are open for international air transport, limited to flights originating from certain countries.</p> <p>The Institute for Public Health of Montenegro, on its website (https://www.ijzcg.me/me/novosti/COVID-19-popustanje-mjera-u-medunarodnom-saobracaju), publishes three groups of countries (names of countries are in local language only):</p> <ul style="list-style-type: none"> - International air transport is allowed between Montenegro and countries from the 1st and 2nd group, - International air transport is not allowed between Montenegro and countries from the 3rd group, except for non-commercial air transport, non-scheduled air transport service (including air-taxi, panoramic flights, etc.), and air charter transport. <p>Regardless of the country groups, the restrictions do not apply to:</p> <ol style="list-style-type: none"> 1. ACFT in an emergency 2. Cargo flights 3. Technical landing 4. Humanitarian / medical / repatriation flights. <p>Aircraft operators may file LYPG and LYTV as alternative airports.</p> <p>Regarding the non-commercial air transport and non-scheduled air transport (including taxi transport, panoramic flights, etc.) from the Republic of Serbia, except for charter transport, the following applies:</p> <ol style="list-style-type: none"> 1) the aircraft operator must submit a request for flight approval to the airport operator 48 hours before the planned flight which, in addition to regular information, must contain names and surnames of the passenger and crew, if staying in Montenegro; 2) the airport operator reserves the right to approve or disapprove such a flight. | |
| MOROCCO | Current situation based on NOTAMs | <p>PAX - Aircraft operators must inform all pax for obligation to fill in passenger health form (FSP) online http://www.onda.ma/FORM.PHP Print it and sign it before arrival;</p> <p>FLIGHTS – 1. All flights from or to Morocco are suspended until further notice except over flight and cargo. Crew members of cargo must remain on board and stopovers shortened.</p> <p>2. Repatriation of foreigners is ensured by their government with condition of having authorization via the ministry of foreign affairs of Kingdom of Morocco.</p> <p>3. The Moroccan airlines will schedule as many flights as necessary to repatriate Moroccan citizens, foreign residents in Morocco and their families. The Moroccan airlines, after a coordination with the Ministry of foreign affairs, must request authorization from the air transport directory (DTA/DGAC).</p> | <p>10 September 2020</p> <p>10 September 2020</p> |

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| | | <p>4. The flights must be operated taking into account the health conditions imposed by competent authorities of each countries.</p> <p>5. Moroccans living abroad as well as foreigners resident in Morocco may leave Morocco, at the end of their stay by the same air means.</p> | |
| | Expected evolution | No input received from EACCC State Focal Point | Next update |
| NETHERLANDS | Current situation based on NOTAMs | <p>PAX – All non-Schengen nationals, non-EU nationals and non-citizens of the UK are prohibited to enter the Netherlands by order of the ministry of justice and security. Exempted from the travel restriction are residents from AUSTRALIA, CANADA, GEORGIA, JAPAN, NEW ZEALAND, RWANDA, SOUTH-KOREA, THAILAND, TUNISIA and URUGUAY.</p> <p>The following categories of travellers from non-Schengen/non EU/non UK countries not listed above are exempted:</p> <p>Specific categories of travellers with an essential function or need:</p> <p>I. healthcare professionals, health researchers, and elderly care professionals, II. Frontier workers, III. Transport personnel, IV. Diplomats, staff of international organisations and people invited by international organisations whose physical presence is required for the well-functioning of these organisations, military personnel and humanitarian aid workers and civil protection personnel in the exercise of their functions, V. passengers in transit, VI. Passengers travelling for imperative family reasons, VII. Seafarers, VIII. Persons in need of international protection or for other humanitarian reasons.</p> <p>The following categories of travellers from countries not listed above are also exempted but an urgent advice for a self-quarantine period for 14 days applies:</p> <p>A. EU nationals, long-term residents under the long-term residence directive and persons deriving their right to reside from other EU directives or national law or who hold national long-term visas as well as their respective family members, B. seasonal workers in agriculture, C. third-country nationals travelling for the purpose of study, D. highly qualified third-country workers if their employment is necessary from an economic perspective and the work cannot be postponed or performed abroad, E. partners in a long-distance relationship under certain conditions, for conditions applying to the temporary arrangement refer to https://www.government.nl/topics/coronavirus-COVID-19/tackling-new-coronavirus-in-the-netherlands/travel-and-holidays/temporary-arrangement-for-partners-in-long-distance-relationships.</p> <p>Urgent advice of 10 days self-quarantine applies for passengers from the regions and countries mentioned on https://www.government.nl/topics/coronavirus-COVID-19/tackling-new-coronavirus-in-the-netherlands/travel-and-holidays/self-quarantine</p> <p>Health declaration:</p> <p>For all passengers aged 13 years or older travelling to and from the Netherlands a health declaration is mandatory before boarding.</p> <p>Passenger locator data:</p> <p>The local health authorities may request operators to provide passenger locator data in a very short time (including seat number) for contact tracing. Operators should therefore keep this information for at least 2 weeks after each flight. A passenger locator form drafted in accordance with international standards can be used for this purpose. Please refer to https://www.government.nl/topics/aviation/documents/publications/2020/07/07/information-for-passengers-flying-to-and-from-the-netherlands for further instructions.</p> <p>FLIGHTS -</p> | 7 October 2020 EST |

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| | Expected evolution | <p>Every two weeks (Tuesdays/Wednesdays): EU-wide decision on travel bans for countries outside EU/Schengen/UK,</p> <ul style="list-style-type: none"> - last decision 2 September 2020; - Decision in-between possible when deemed necessary. <p>- Every week (Mondays) national decision on travel advice for countries within EU/Schengen/UK</p> <ul style="list-style-type: none"> - last decision 31 August 2020; - Decision in-between possible when deemed necessary; - Decision for other countries possible when deemed necessary. <p>Airlines and airports have put rules in place. Before you travel, contact your tour operator or airline and the airports you will be visiting to ask for more information</p> <p>People with symptoms that could be caused by coronavirus are not allowed to fly.</p> <p>All passengers must fill in a health screening form before departure, declaring that they do not have any symptoms associated with COVID-19. You are advised to check in online before you go to the airport.</p> <p>The same rules apply at Dutch airports as elsewhere in the Netherlands: if you have any symptoms stay at home, stay 1.5 metres away from others, and practise good hygiene.</p> <p>Because it is not always possible to keep a distance of 1.5 metres at airports, passengers must wear a non-medical face mask in certain areas, including at customs and security. At Amsterdam Schiphol Airport you must wear a non-medical face mask at check-in and at security.</p> <p>You must also wear a non-medical face mask on board the aircraft. Make sure you carry enough face masks with you. Replace the face mask after each use, if it is damp or after no more than 3 hours of wearing it.</p> <p>Urgent advice of 10 days self-quarantine applies for passengers from (among others) countries and regions:</p> <ul style="list-style-type: none"> - Andorra - Malta - Romania - Bulgaria - Croatia - Aruba - Sint Maarten - France: Paris, the departments of Bouches-du-Rhône, Seine-Saint-Denis, Val-de-Marne, Hauts-de-Seine, Seine-et-Marne, Essonne, Val-d'Oise, Yvelines, Sarthe, Rhône, Gironde, Haute-Garonne, Gard, Var, Vaucluse, Hérault, Alpes-Maritimes and Loiret. - Monaco - Spain, including the Balearic Islands of Majorca, Menorca, Ibiza and Formentera and the Canary Islands of Tenerife, Fuerteventura, Gran Canaria, Lanzarote, La Palma, La Gomera, El Hierro and La Graciosa among others - Portugal: Vale do Tejo, this includes Lisbon - Belgium: Antwerp and Brussels-Capital Region - A country outside the EU, the Schengen area and the United Kingdom, except for: Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia, Uruguay and China. <p>- This text is meant purely as a documentation tool and has no legal effect. Official texts are directly accessible through the links:</p> <p>https://www.government.nl/topics/coronavirus-covid-19/tackling-new-coronavirus-in-the-netherlands/travel-and-holidays/self-quarantine</p> <p>https://www.nederlandwereldwijd.nl/reizen/reisadviezen</p> <p>https://www.government.nl/topics/aviation/documents/publications/2020/07/07/information-for-passengers-flying-to-and-from-the-netherlands</p> | Next update |
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| NORTH MACEDONIA | Current situation based on NOTAMs | PAX – FLIGHTS – | Not applicable as no COVID 19 restrictions NOTAMs |
| | Expected evolution | The Government of North Macedonia allows foreigners without residency permits to enter North Macedonia for transit purposes only and for a maximum of five hours, beginning with 15 June 2020. Transiting foreigners are required to comply with all COVID-19 prevention regulations, may not deviate from their designated route and may only stop at gas stations along their route. Foreigners who do not comply with these regulations may be required to complete mandatory quarantine. Lifting strategy to be defined. | Next update |
| NORWAY | Current situation based on NOTAMs | PAX - Pax from trusted countries can enter Norway, the list with countries is published on https://www.fhi.no/en/ . The information will be updated twice a month. Pax coming from other than published countries will be returned to origin or be put in 10 days quarantine, if they reside in Norway. All air carriers must inform their passengers, that upon arrival they will receive txt message from Norwegian health authorities with info link with procedures to follow. Norway has started to open the border for European nationals. The list with countries and more info is published on https://www.fhi.no/en/ . The information will be updated twice a month. Pax coming from other than published countries will be returned to origin or be put in 10 days quarantine, if they reside in Norway. Temporary entry and exit controls will be performed at the internal Schengen border. All air carriers must inform their passengers, that upon arrival they will receive txt message from Norwegian health authorities with info link with procedures to follow. FLIGHTS – All flights are allowed | 10 October 2020 EST |
| | Expected evolution | Norway is continuously evaluating the infection figures in all EU countries and restrictions and quarantine measures can be implemented on short notice. There is an increase in the infection figures in Norway and a big part of this is related to travelling abroad. It is expected that Italy will be restricted during this week based on increase in infection figures. Norwegian government recommend all Norwegian citizens to avoid all travel abroad. All citizens from EU countries are allowed to visit Norway. Citizens travelling from Spain, Belgium, Bulgaria, Croatia, Luxembourg, Portugal, Romania, France, Switzerland, Czech republic, Poland, Netherlands, Iceland, Monaco, UK, Austria, Germany, Greece, Macedonia and parts of Sweden and parts of Denmark will have to stay 10 days in quarantine when arriving Norway. Norwegian citizens travelling to these countries will also have 10 days of quarantine when arriving Norway. All other non-EU citizens have to stay in 10 days of quarantine when arriving Norway. All passengers who are not habitants in Norway have to document the residence for 10 days quarantine. All flights are allowed. | Next update Next update |
| POLAND | Current situation based on NOTAMs | PAX - FLIGHTS – Restrictions on passenger traffic defining the categories of persons authorized to cross the border of Poland are included in the regulation of the minister of internal affairs and administration on the temporary suspension or restriction of border traffic at certain border crossing points. | 15 September 2020 EST |

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| | | <p>Landing of civil aircraft with passengers performing international flights on registered civil airports and on registered airstrips within the republic of Poland are banned. The ban applies to international flights from the territory of: Belize, Bosnia and Herzegovina, Montenegro, Brazil, Bahrain, Eswatini, Spain, Mexico, Israel, Qatar, Kuwait, Libya, Albania, Argentina, Armenia, Chile, Dominican Republic, Ecuador, Guatemala, Honduras, India, Iraq, Kazakhstan, Colombia, Kosovo, Costa Rica, Lebanon, North Macedonia, Maldives, Malta, Moldova, Namibia, Panama, Paraguay, Peru, South Africa, El Salvador, Suriname, Cape Verde, Romania, the United States of America, Luxembourg, Bolivia and the Bahamas.</p> <p>The ban referred above does not apply to aircraft performing international flights:</p> <ol style="list-style-type: none"> 1) On behalf of or with the consent of the prime minister. 2) Cargo flights, flights without cargo and without passengers. 3) Flights with status: HOSP, HUM, HEAD and other flights performed in order to save people's lives or health (e.g. with the rescue parole), flights to protect public order (e.g. with the guard parole). 4) Flights for the needs of the armed forces of the republic of Poland and foreign troops carrying out tasks on the territory of the republic of Poland. 5) Emergency flights. | |
| | Expected evolution | Lifting strategy to be defined | Next update |
| PORTUGAL | Current situation based on NOTAMs | <p>PAX – All pax and crew disembarking Madeira region airports who don't provide at their arrival a negative COVID-19 PCR test done within 72hr prior flight schedule will be subject to a free test. Inter-island flights between Madeira and Porto Santo are exempted. All pax must complete a travel registration, available online at https://madeirasafe.com/(hashtag)/login. The use of masks covering nose and mouth is mandatory for all users of Madeira airport and all public spaces in the island. These measures will be in force during the regional situation of calamity.</p> <ol style="list-style-type: none"> 1. All pax arriving to Azores Islands airports from infected areas designated by the WHO shall comply with one of the following procedures: have a negative PCR test not older than 72 hours, children age 12 years or less are exempted; be subject to a local test and isolation until the results of the test are obtained, children age 12 years or less are exempted; return to origin, continue to destination or remain in isolation in a hotel; 2. if a passenger refuses to comply with procedures above, the local health authority may determine a mandatory quarantine in a designated hotel at passenger expenses: <ol style="list-style-type: none"> a- until a sars-cov-2 virus screening test result is obtained or, should the passenger disagree to take the test, b- until a period of 14 consecutive days from the date of arrival is completed. 3. Passengers submitted to screening tests upon arrival from outside the region, whose final destination is another Azores island, shall remain in prophylactic isolation and will only be allowed to travel after being notified of a negative test result. 4. All passengers shall comply with mask use, social distancing and respiratory etiquette rules set by local health authority. 5. Additional information available at https://covid19.azores.gov.pt/ <p>In accordance with Portuguese government instructions aiming to improve appropriate infection prevention and spread mitigation, all boarding passengers exclusively for essential travel from/to non-EU and non-Schengen agreement countries, shall hold a negative COVID-19 RT-PCR test, done within 72 hours before departure, without which will not be permitted to board.</p> <p>Exemptions:</p> <ol style="list-style-type: none"> 1) Transit passengers who do not have to abandon airport facilities. 2) National citizens and foreign citizens and their family members with legal residence in national territory and diplomatic personnel placed in Portugal, | <p>30 September 2020</p> <p>15 September 2020</p> <p>14 September 2020</p> |

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| | | <p>on flights exclusively for essential travel, repatriation flights of national citizens or holders of a Portuguese residence permit, humanitarian or repatriation flights of foreign citizens promoted by the competent authorities of their home states and subject to previous request and agreement, with respect to reciprocity principles, that exceptionally do not hold a negative COVID-19 RT-PCR test, will be immediately forwarded to the competent authorities to carry out the test at their own expenses.</p> <p>FLIGHTS - Flights from/to non-EU member states are prohibited to land at/depart from Portuguese aerodromes. Exempted flights are: 1) flights from/to Liechtenstein, Norway, Iceland, Switzerland and UK. 2) flights from/to Australia, Canada, China, South Korea, Georgia, Japan, New Zealand, Rwanda, Thailand, Tunisia and Uruguay 3) flights exclusively for essential travel, as defined in the NOTAM. Exemptions also granted for repatriation, EMER, STATE, MIL, HOSP/MEDEVAC, FIRE FIGHTING, CARGO/MAIL, HUM, etc.</p> | 14 September 2020 |
| | Expected evolution | <p>Despite the progress made, remains the need to extend the measures regarding air traffic and passengers restrictions. Therefore, the Portuguese government adopted, by means of an order, specific health control measures that are necessary depending on the origin of the flights, taking into account Council Recommendation (EU) 2020/912 of 30 June 2020, and the epidemiological situation assessment by the Control and Prevention Centres of Diseases.</p> <p>Portugal Continental</p> <p>COVID-19: Flight restrictions – in force until 2008312359</p> <p>In accordance with Portuguese government instructions aiming to improve appropriate infection prevention and spread mitigation, flights from/to non-European union member states are prohibited to land at/depart from Portuguese aerodromes.</p> <p>Exemptions are:</p> <ol style="list-style-type: none"> 1) flights from/to Liechtenstein, Norway, Iceland, Switzerland and United Kingdom; 2) flights from/to Australia, Canada, China, Republic of Korea, Georgia, Japan, New Zealand, Rwanda, Thailand, Tunisia and Uruguay, including also the entry into Portugal of residents of these countries whenever they have only carried out international transits or transfers at airports located in countries that are not included in this list. 3) flights exclusively for essential travel. <p>It is considered as essential travel the transiting or entry and exit from Portugal of national European union citizens, nationals of states associated with the European Schengen agreement and members of their families, pursuant to directive 2004/38/EC of the European parliament and of the council, and third-country nationals with legal residence in a European union member state, or, third-country nationals travelling for professional, study, family reunion, health or humanitarian reasons.</p> <ol style="list-style-type: none"> 4) repatriation flights of national citizens or holders of a Portuguese residence permit; 5) repatriation flights of foreign citizens promoted by the competent authorities of their home states and subject to previous request and agreement, with respect to reciprocity principles; 6) emergency, state, military, hospital/medevac, firefighting, cargo/mail, humanitarian, united nations Flights, as well as technical stopovers for non-commercial purposes, technical landings where passengers do not disembark. <p>Regular enroute air traffic services (ATS) are in force and air operators may consider Portuguese aerodromes as alternates in the flight plans.</p> <p>COVID-19: Passenger restrictions: valid until 2008312359</p> | Next update |

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| | | <p>In accordance with Portuguese government instructions aiming to improve appropriate infection prevention and spread mitigation, all boarding passengers exclusively for essential travel from/to non-EU and non-Schengen agreement countries, shall hold a negative COVID-19 Rt-PCR test, issued at the most 72 hours prior departure. Without the test result passengers will not be allowed to board the flight.</p> <p>Exemptions are:</p> <ol style="list-style-type: none"> 1) transit passengers who do not have to abandon airport facilities. 2) national citizens and foreign citizens and their family members with legal residence in national territory and diplomatic personnel placed in Portugal, on flights exclusively for essential travel, repatriation flights of national citizens or holders of a Portuguese residence permit, humanitarian or repatriation flights of foreign citizens promoted by the competent authorities of their home states and subject to previous request and agreement, with respect to reciprocity principles, that exceptionally do not hold a negative COVID-19 Rt-PCR test, will be immediately forwarded to the competent authorities to carry out the test at their own expenses. <p>Madeira and Porto Santo islands.</p> <p>COVID 19: Passengers restrictions Madeira and Porto Santo islands, valid until 2008312300 UTC</p> <p>Due to the COVID-19 pandemic and by decision of Madeira regional government, all passengers and crew disembarking Madeira region airports who don't provide at their arrival a negative COVID-19 Rt PCR test issued at the most 72 hours prior flight schedule will be subject to a free test. Inter-island flights between Madeira and Porto Santo are exempt.</p> <p>Travel registration is mandatory, and it is available online at: https://madeirasafe.com/(hashtag)/login</p> <p>Note: The use of masks covering nose and mouth is mandatory for all users of Madeira and Porto Santo airports and all public spaces in the islands including physical distancing.</p> <p>Azores Islands.</p> <p>COVID-19: Passenger restrictions, valid until 2009012359</p> <ol style="list-style-type: none"> 1. in accordance with Azores regional government decision, all passengers from airports located in an active community transmission zone or with transmission chains active as designated by WHO, disembarking at Santa Maria, São Miguel, Terceira, Pico and Faial airports, shall comply with one of the following procedures: <ol style="list-style-type: none"> a- hold a negative SARS-CoV-2 virus Rt-PCR test, issued at the most 72 hours prior flight. Children who are under the age of 12 are exempted; b- be subject to SARS-CoV-2 virus test and immediate prophylactic isolation until test result is obtained, complying with local health authority directives. Children who are under the age of 12 are exempted; c- return to the origin or travel to any destination outside the region, remaining until departure in prophylactic isolation in a hotel. 2. if a passenger refuses to comply with procedures in number 1, the local health authority may determine a mandatory quarantine in a designated hotel at passenger expenses: <ol style="list-style-type: none"> a- until a SARS-CoV-2 virus screening test result is obtained or, should the passenger disagree to take the test; b- until a period of 14 consecutive days from the date of arrival is completed; 3. passengers submitted to screening tests upon arrival from outside the region, whose final destination is another Azores island, shall remain in prophylactic isolation and will only be allowed to travel after being notified of a negative test result; | |
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| | | <p>4. all passengers shall comply with mask use, social distancing and respiratory etiquette rules set by local health authority.</p> <p>5. additional information available at - https://covid19.azores.gov.pt/</p> <p>The epidemiological situation in Portugal caused by the COVID -19 disease pandemic has required the Government to approve extraordinary measures to prevent the transmission of SARS – CoV 2, within the framework of the prevention, containment and mitigation strategy. Therefore, some measures are implemented at the Portuguese airports complying with the indications of the WHO, EASA-ECDC COVID-19 Aviation Health Safety Protocol and national health and governmental entities.</p> | |
| ROMANIA | Current situation based on NOTAMs | <p>PAX - All aircraft operators are allowed to perform non-scheduled (charter flts) as follows: to carry out seasonal workers or repatriation of foreign pax from Romania to any other states; for repatriation of Romania citizens; to carry workers in the transportation domain (communication from the EU Commission C(2020)1897, ANNEX 3). All these flights are subject to PPR.</p> <p>FLIGHTS - 1. Based on the decision of state authorities, all flights operated by economic air carriers to/from airports located within Romanian territory are suspended if their destination/departure airports are located within the territory the following countries: Andorra, Argentina, Aruba, Bahamas, Bahrain, Belize, Bolivia, Bosnia and Herzegovina, Brazil, Cabo Verde, Chile, Colombia, Costa Rica, Dominican Republic, Faroe Island, Gibraltar, Guam, Turks and Caicos islands, Iraq, Israel, Kosovo, Kuwait, Luxemburg, Maldives, Malta, Moldova, Montenegro, Namibia, Palestine, Panama, Paraguay, Peru, Puerto Rico, Sint Maarten, U.S.A, U.S. Virgin Islands.</p> <p>2. Exempted from previous provisions are flights performed with state aircraft, cargo and mail flights, humanitarian or medical emergency flights, SAR flights, emergency situation intervention flights when requested by a Romanian public authority, flights for transportation of technical intervention personnel when requested by economical operators located in Romania, non-commercial technical landings, ferry flights and technical flights for aircraft maintenance.</p> <p>3. Pls also consult www.insp.gov.ro for updated list of states.</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>14 September 2020</p> <p>14 September 2020</p> |
| | Expected evolution | <p>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> <p>a. Family members of Romanian citizens,</p> <p>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,</p> <p>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,</p> <p>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,</p> <p>e. Diplomatic or consular personnel, personnel of international organizations, military personnel or personnel who can provide humanitarian aid,</p> | Next update |

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| | | <p>f. Passengers in transit, including those repatriated as a result of granting consular protection;</p> <p>g. Passengers traveling on imperative grounds;</p> <p>h. Persons who need international protection or for other humanitarian reasons;</p> <p>i) foreigners and stateless persons traveling for study purposes;</p> <p>j) foreigners and stateless persons, highly qualified workers, if their employment is necessary from an economic point of view, and the activity cannot be postponed or carried out abroad;</p> <p>k) foreigners and stateless persons, cross-border workers, seasonal agricultural workers, maritime and river navigating personnel;</p> <p>l) members of international sports delegations participating in sports competitions organized on the territory of Romania, in accordance with the law.</p> <p>The quarantine measure is established for persons arriving in Romania from countries / areas of high epidemiological risk.</p> <p>The National Institute of Public Health draws up the list of countries / areas of high epidemiological risk for which the quarantine measure is established for the persons who arrive in Romania from them.</p> <p>The list of countries/areas of high epidemiological risk is updated / reviewed weekly, every Monday, by the National Institute of Public Health and is published on the website http://www.cnsctb.ro/index.php/liste-zone-afectate-covid-19.</p> <p>The isolation/quarantine, are mandatory for passengers arriving from: Andorra, Argentina, Arruba, Bahamas, Bahrain, Belize, Bolivia, Bosnia And Herzegovina, Brazil, Cabo Verde, Chile, Colombia, Costa Rica, Dominican Republic, Faroe Islands, Gibraltar, Guam, Turks And Caicos Islands, Iraq, Israel, Kosovo, Kuwait, Luxemburg, Maldives, Malta, Moldova, Montenegro, Namibia, Palestine, Panama, Paraguay, Peru, Puerto Rico, Qatar, Sint Maarten, Spain (regions Aragon, Cataluña, Navarra, Comunidad de Madrid, Baleares Islands, Basque Country, Cantabria, Castilla La Mancha, Castilla y Leon, La Rioja), Suriname, U.S.A, U.S. Virgin Islands.</p> <p>The exceptions, to self-isolation/quarantine, are for asymptomatic passengers arriving from:</p> <ul style="list-style-type: none"> - EU and EEA: Austria, Belgium, Bulgaria, Czech Republic, Cyprus, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Liechtenstein, Monaco, Norway, Netherlands, Poland, Spain – excluding yellow regions, Slovakia, Slovenia, Switzerland, United Kingdom and Vatican. - Third countries: Algeria, Australia, Canada, South Korea, Georgia, Japan, Morocco, New Zealand, Rwanda, Thailand, Tunisia, Uruguay. <p>Also excluded from isolation/ quarantine are categories of persons who do not have symptoms associated with COVID-19, in compliance with the legal provisions in force regarding the use of individual protective materials against COVID-19, for example:</p> <ul style="list-style-type: none"> - persons coming to Romania from the areas / countries on the list of countries / areas for which the quarantine measure is established but who, before arrival in Romania, spent a consecutive period of at least 14 days in one or more areas / countries for which it is not established this measure; - the drivers traveling in the interest of pursuing their profession in their State of residence in another Member State of the European Union or in another State of the European Union in the State of residence, whether the journey is made by individual means or on their own account ; - members of the European Parliament, parliamentarians and staff belonging to international institutions and the national system of defense, public order and national security, as well as representatives of Romania in international bodies and organizations to which the Romanian state is a party; - pilots and flight crew; - Romanian maritime and river shipping personnel repatriating by any means of transport, presenting to the competent authorities the "certificate for workers in the international transport sector", a model of which is | |
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| | | <p>published in the Official Journal of the European Union, series C, no. 96 I of March 24, 2020.</p> <p>The complete list of persons exempted from isolation/ quarantine can be found in DECISION no. 36 of 21.07.2020 of the NATIONAL COMMITTEE FOR EMERGENCY SITUATIONS, regarding the finding of the COVID-19 pandemic and the establishment of measures necessary to be applied for the protection of the population.</p> <p>Are suspended flights to and from Romania, performed by aviation economic operators, from the countries listed in the list of countries/areas with high epidemiological risk, established by the National Institute of Public Health and approved by the National Committee for Emergency Situations (see above), except for flights to and from the Kingdom of Spain.</p> <p>The list is published on the website http://www.cnsct.ro/index.php/liste-zone-afectate-COVID-19</p> <p>The following categories of flights are exempted from the provisions:</p> <ul style="list-style-type: none"> a) performed with state aircraft; b) transport of goods and / or correspondence; c) humanitarian or providing emergency medical services; d) for search-rescue or intervention in emergency situations, at the request of a Romanian public authority; e) with the purpose of transporting the technical intervention teams, at the request of the economic operators established in Romania; f) non-commercial technical landings; g) positioning of aircraft, without commercial ferry cargo; h) technical, in order to perform works on aircraft; i) performed by air carriers holding an operating license in accordance with European Union regulations, by irregular flights (charter), for the transport of seasonal workers or for the repatriation of foreign nationals, from Romania to other states, with the approval of the Romanian Civil Aviation Authority and the competent authority of the State of destination; j) performed by air carriers holding an operating license in accordance with European Union regulations, by irregular flights (charter), from other states to Romania for the repatriation of Romanian citizens, with the approval of the Romanian Civil Aviation Authority, based on the agreement of the Ministry of Internal Affairs and Ministry of Foreign Affairs; k) performed by air carriers holding an operating license in accordance with European Union regulations, by irregular flights (charter), for the transport of workers in the transport sector provided in Annex no. 3 to the Communication on the implementation of Green Lanes under the Guidelines on border management measures to protect health and ensure the availability of essential goods and services - C (2020) 1897, of 23 March 2020, from Romania to other states and from other states to Romania, with the approval of the Romanian Civil Aviation Authority, of the Ministry of Foreign Affairs and of the competent authority of the destination state. | |
| SERBIA | Current situation based on NOTAMs | <p>PAX – Foreign citizens arriving to Serbia from North Macedonia, Bulgaria, Romania and Croatia, shall be allowed entry Serbia if they hold a negative PCR test not older than 48 hours, issued by the national reference laboratory of the state they are coming from or entering from, into Serbia.</p> <p>This measure does not apply to the citizens of Serbia arriving from the said states nor to the foreign citizens transiting through Serbia, if they are:</p> <ul style="list-style-type: none"> 1) are transiting through Serbia for not longer than 12 hours from entering into the territory of Serbia 2) were transiting through North Macedonia, Bulgaria, Romania and Croatia for not longer than 12 hours 3) are aircraft crew and cabin crew whose final destination is Serbia or the aircraft crew, cabin crew and passengers who are in transit or transfer through international airport of Serbia 4) are accredited members of staff of foreign diplomatic missions and consular posts and offices of international organizations, as well as to members of their families who hold special identity cards, or identification | 14 September 2020 |

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| | | <p>documents issued by the ministry of foreign affairs and the general secretariat of the government</p> <p>5) are children under the age of 12 if the parent, custodian or the person from the same household accompanying the child holds negative COVID test not older than 48 hours, if required</p> <p>6) have been granted temporary residence or permanent residence in Serbia</p> <p>7) are members of foreign military, police or other security services transiting through Serbia or arriving to Serbia with prior notification in order to perform official duties.</p> <p>FLIGHTS –</p> | |
| | Expected evolution | <p>I. From 18-05-20 – All restrictions lifted</p> <p>II. From 15-08-20 – Entry restrictions for passengers from 4 states</p> <p>Since mid-August restriction for passengers from North Macedonia, Bulgaria, Romania and Croatia. (PCR test negative not older than 48 hours). Exemptions and details in NOTAM A4047.</p> <p>Passengers from all other countries allowed to entry without restrictions.</p> <p>Flights allowed for all states since May 2020.</p> <p>Situation for the beginning of September 2020:</p> <ul style="list-style-type: none"> - Second peak of the epidemic is about its minimum - Epidemiological situation under constant surveillance and control - Restrictions for Serbian passengers are changing according to the epidemiological situation in Serbia and from state to state - Starting mid-August – Entry restriction for passengers from some countries (North Macedonia, Bulgaria, Romania and Croatia) for entering Serbia – necessary to have negative PCR test not older than 48 hours. Details and exemptions given in NOTAM A 4047 - According to the relevant international medical and aviation documents appropriate measures for aviation community in Serbia defined (collaboration of relevant Serbian medical authorities and CAA). <p>Outlook for the first decade of the September 2020:</p> <ul style="list-style-type: none"> - All restrictions for passengers and flights are lifted except passengers from, North Macedonia, Bulgaria, Romania and Croatia. - Possible change of the list of states from which passengers are restricted to entry in Serbia. - Epidemiological situation in the State under constant surveillance and control. - The State COVID-19 Medical Crisis Cell is active constantly updating necessary measures and recommendations for the population. - Necessary actions, if needed, will be immediately advised to the Government for a new decisions. - Situation in Europe and worldwide is under constant surveillance. - International bodies' recommendations are followed to the maximal possible extent. - Correlation to the measures of other states exit strategy is necessary. | Next update |
| SLOVAKIA | Current situation based on NOTAMs | <p>PAX -</p> <p>FLIGHTS - Civil flights to/from Slovakia are prohibited except flights from Australia, Austria, Belgium, Bulgaria, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Japan, Latvia, Lichtenstein, Lithuania, Hungary, Malta, Monaco, Montenegro, the Netherlands, New Zealand, Norway, Poland, Republic of Korea, Slovenia, Spain Switzerland or UK and Northern Ireland; exemptions granted for cargo, postal flights, search and rescue mission, firefighting, emergencies without possibility of disembarking, HUM/MED, technical and positioning flights of aircraft, repatriation flights with pax with Slovak citizenship, technical stops for non-commercial purpose to refuel the aircraft, or emergency situation with no disembarking of pax and without loading or unloading cargo, flights for supporting economic and social functions of the state with approval of the minister of transport.</p> | 20 October 2020 |

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| | Expected evolution | <p>As of 7 September the general prohibition of the civil flights departing from the territory of another state and landing in the territory of the Slovak republic should be lifted. Instead the system of green-red zones should be used.</p> <p>All passengers, including transfer passengers, landing at an airport in the Slovak Republic must fill in the public health passenger locator form.</p> <p>The list of lower-risk countries (i.e. "green zone" countries) has been amended and the following countries have been excluded from the list, valid from 1 September 2020 7:00 CET: Belgium, Croatia, France, Malta, Netherlands and Spain.</p> <p>The list of lower-risk countries valid from 1 September 7:00 CET is as follows: Australia, Austria, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, Germany, Greece, Iceland, Ireland, Italy, Japan, Latvia, Lichtenstein, Lithuania, Hungary, Monaco, New Zealand, Norway, People's Republic of China, Poland, Republic of Korea, Slovenia, Switzerland and United Kingdom of Great Britain and Northern Ireland.</p> <p>If a person is entering the territory of the Slovak Republic and in the past 14 days had visited a country that is not on the list of lower-risk countries ("green zone"), he/she must do the following:</p> <ol style="list-style-type: none"> (1) register via the form https://korona.gov.sk/ehranica/# (2) move to home isolation immediately, (3) at earliest on the 5th day after the arrival take the RT-PCR COVID-19 test if the person has not visited an EU country on of the "red zone". If the person had visited an EU country on the red zone, he/she may either take the RT-PCT test at earliest on the 5th day after arrival or home isolate for 10 days and in case is asymptomatic may leave home isolation not earlier than on the 10th day after the arrival. <p>The same as above applies to flights.</p> | Next update |
| SLOVENIA | Current situation based on NOTAMS | <p>PAX – Based on the government ordinance covid-19 passenger restrictions are in place. Certain restrictions apply for crossing the state borders and these depend on the country from which person is arriving in Slovenia. Epidemiologically safe countries or administrative units of countries are included on the green list. Persons with permanent or temporary residence in a country that has been added to the green list, and arriving from such countries, can enter Slovenia without restrictions and quarantine. Countries with an unstable epidemiological situation or administrative units of countries are included on the red list. 14-day quarantine shall be ordered for everyone who enters Slovenia and has either permanent or temporary residence in countries on the red list, and for everyone, regardless of their citizenship or country of residence, who is travelling to Slovenia from such countries. Certain exemptions apply. In some cases, the exemption from quarantine is grounded if negative COVID-19 test result, not be older than 36 hours, is submitted. All restrictions, list of countries and detailed exceptions are published on the government website of: https://tinyurl.com/bordercrossing-si.</p> <p>Based on the government ordinance persons shall be excluded from quarantine requirements if involved in transport of goods to and from the republic of Slovenia and posted to performing tasks in the international transport sector if so demonstrated by means of a 'certificate for workers in the international transport sector' contained in annex 3 of the commission communication on the implementation of green lanes or any other relevant document which indicates that the person has been referred by the employer.</p> | 04 September 2020 EST |

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| | | <p>FLIGHTS: All international flights arriving to any public airport in fir LJLA shall make first landing at international airports LJLJ, LJMB or LJPZ, where border crossing points for flights are established. These restrictions do not apply for international flights operated by the Slovenian nationals and arriving from the Schengen area member states, which are on the list of epidemiologically safe countries or administrative state units. The list of epidemiologically safe countries is available at:</p> <p>https://www.tinyurl.com/green-list</p> | 04 September 2020 EST |
| | Expected evolution | <p>The Government and National health authorities are adjusting COVID-19 related measures corresponding the situation.</p> <p>Certain restrictions apply for crossing the state borders and these depend on the country from which you are arriving in Slovenia.</p> <p>Green list of countries</p> <p>Epidemiologically safe countries or administrative units of countries are included on the green list.</p> <p>Persons with permanent or temporary residence in a country that has been added to the green list, and arriving from such countries, can enter Slovenia without restrictions and quarantine.</p> <p>Green list of countries (valid as of 30 August 2020): Austria, Cyprus, Estonia, Finland, Georgia, Germany, Hungary, Italy, Latvia, Liechtenstein, Lithuania, New Zealand, Norway, Rwanda, San Marino, Slovakia, United Kingdom of Great Britain and Northern Ireland, Uruguay, Vatican</p> <p>14-day quarantine and red list of countries</p> <p>Countries with an unstable epidemiological situation or administrative divisions of countries are included on the red list.</p> <p>14-day quarantine shall be ordered for everyone who enters Slovenia and has either permanent or temporary residence in countries on the red list, and for everyone, regardless of their citizenship or country of residence, who is travelling to Slovenia from such countries.</p> <p>Exemptions are, for instance:</p> <ul style="list-style-type: none"> - persons engaged in economic activities; - persons who transport goods to or from Slovenia and for transit freight transport; - diplomatic passport holders; - persons in transit; - persons who provide services for which a certificate has been issued by the competent ministry; - representatives of foreign security authorities (the police or justice); - professional athletes, accompanying personnel of professional athletes, sports delegates or sports referees to participate in official competitions of international sport associations; - persons who are members of foreign official delegations; - persons who have been brought to Slovenia in an ambulance. <p>Red list of countries (valid as of 30 August, 2020): Albania, Andorra, Argentina, Armenia, Azerbaijan, Bahamas, Bahrain, Belgium, Belize, Bolivia, Bosnia and Herzegovina, Brazil, Cape Verde, Chile, China, Columbia, Costa Rica, Croatia, Ecuador, El Salvador, Equatorial Guinea, Eswatini, Gabon, Gambia, Gibraltar, Guam, Guatemala, Honduras, India, Iran, Iraq, Israel, Kazakhstan, Kosovo, Kuwait, Kyrgyzstan, Lebanon, Libya, Luxembourg, Maldives, Malta, Mexico, Moldova, Monaco, Montenegro, Morocco, Namibia, North Macedonia, Oman, Panama, Paraguay, Peru, Puerto Rico, Qatar, Romania, Russia, Saint Martin, São Tomé and Príncipe, Saudi Arabia, Singapore, South Africa, Spain, Suriname, The Dominican Republic, The Faroe Islands, The Netherlands, The Philippines, The Ukraine, Turks and Caicos Islands, S. Virgin Islands, United Arab Emirates, United States of America, Venezuela</p> | Next update |

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| | | <p>Negative COVID-19 test result In some cases, the exemption from quarantine is grounded if negative COVID-19 test result is submitted. The test shall not older than 36 hours, which was carried out in an EU Member State or a member of the Schengen Area or by an organisation or an individual recognised by the Institute of Microbiology and Immunology and the National Laboratory of Health, Environment and Food as suitable and credible.</p> <p>Border crossing points at international airports All international flights shall land first at one of the three international airports (Ljubljana Jože Pučnik Airport (LJU), Maribor Edvard Rusjan Airport (LJMB) or Portorož Airport (LJPZ)). This restriction does not apply for international flights operated by the Slovene nationals (and passengers of Slovene nationality on board) and arriving from EU or Schengen area member states, which are on the list of epidemiologically safe countries or administrative state units.</p> <p>At the airport each passenger shall wear his/her own facial mask, which should be worn at all times during debarking and in the passenger terminal. Before entering, the passenger terminal disinfection of hands is obligatory. Social distance is 1,5 m.</p> <p>Aerodrome operator is limiting the number of arriving and departing passengers in the passenger terminal. Capacity will be initially lowered: - max 280 pax/h departing & 200 pax/h arriving - number of movements will depend on load-factor - 2 to 4 pax rotations/h plus cargo/mail/etc.</p> <p>National Institute of Public Health is publishing information relevant to air travel: https://www.nijz.si/sl/navodila-za-letalisce-ob-pojavu-suma-na-koronavirus-sars-cov-2 (in Slovenian)</p> <p>For details on red, green and yellow lists of states and exemptions please refer to: https://www.gov.si/en/TOPICS/CORONAVIRUS-DISEASE-COVID-19/BORDER-CROSSING/ and https://www.nijz.si/en/list-countries-crossing-national-borders-without-restrictions</p> | |
| SPAIN | Current situation based on NOTAMs | <p>PAX – Airlines operating at Spanish airport should comply with pax/crew mandatory guidelines in Annex I to resolution of 9JUL2020, of Spanish aviation safety and security agency (AESA); should submit to AESA statement of compliance with the above mentioned guideline;</p> <p>All pax should fill in Public health passenger locator form and deliver it upon arrival in Spain; sanitary and health control are carried out at Spanish airports.</p> <p>Mandatory use of masks for air transport pax (aged 6 years and over) and crew. More info and exceptions on https://www.boe.es</p> <p>Third country nationals shall be denied entry into Spain unless belong to one of the following categories:</p> <ul style="list-style-type: none"> a) regular residents in the EU, Schengen associated states, Andorra, Monaco, Vatican or San Marino, on their way to such country, with documentary proof b) holders of a long-term visa issued by a EU member state or Schengen associated state, on their way to such country. c) healthcare professionals, including health researchers, and elderly care professionals going to or returning from exercising their working activity | <p>PERM</p> <p>PERM</p> <p>PERM</p> <p>16 September 2020</p> |

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| | | <p>d) transport personnel, sailors and the necessary aeronautical personnel to carry out air transport activities.</p> <p>e) diplomatic, consular, international organization, military, civil protection and humanitarian organization personnel in the exercise of their duties.</p> <p>f) students pursuing their studies in the EU member states or Schengen associated states, holding the appropriate permit or visa and medical insurance, provided that they travel to the country in which they are studying and that the entry takes place during the academic year or within the 15 days prior to it.</p> <p>g) highly qualified workers whose labour is necessary and cannot be postponed or carried out remotely, including participants in high-level sports competitions taking place in Spain. These circumstances must be justified by supporting documentation.</p> <p>h) people traveling for duly accredited imperative family reasons.</p> <p>i) people who provide documentary evidence of force majeure reasons or in-need situation, or whose entry is permitted for humanitarian reasons.</p> <p>j) legal residents in the following countries: Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia, Uruguay and China.</p> <p>For residents in China reciprocity remains to be verified.</p> <p>FLIGHTS -</p> | |
| | Expected evolution | <p>15th June 2020:</p> <ul style="list-style-type: none"> Start of a pilot programme for a safe tourist corridor established for some specific flights to the Balearic Islands. <p>21st June 2020:</p> <ul style="list-style-type: none"> End of the state of alarm. <p>1st July 2020:</p> <ul style="list-style-type: none"> Restrictions to EU citizens suspended. Restrictions concerning internal air borders control with Portugal suspended. Passenger flights departing from any airport located outside European Union and Schengen associated States arriving in Spain can use any airport. <p>4th July 2020:</p> <ul style="list-style-type: none"> Change in the restrictions to third country citizens based in EU Council Recommendation. Gradual lifting of the temporary restrictions on non-essential travel into Spain. <p>23rd July 2020:</p> <ul style="list-style-type: none"> The criteria for a temporary restriction on non-essential travel from third countries are modified. This restriction will remain in place, at least, until 31 July 2020. <p>31st July 2020:</p> <ul style="list-style-type: none"> The criteria for a temporary restriction on non-essential travel from third countries are modified. This restriction will remain in place, at least, until 31 August 2020. <p>29th August 2020:</p> <ul style="list-style-type: none"> The criteria for a temporary restriction on non-essential travel from third countries are modified. This restriction will remain in place, at least, until 16 September 2020. <p>In accordance with Order INT/657/2020 (modified by Orders INT/734/2020 and INT/805/2020), from 23 July 2020 to 16 September 2020, restrictions to third country citizens will remain with the exceptions contained in such Order. Entry to legal residents in the following countries is permitted:</p> <ul style="list-style-type: none"> - Australia - Canada - Georgia - Japan - New Zealand - Rwanda - South Korea | Next update |

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| | | <ul style="list-style-type: none"> - Thailand - Tunisia - Uruguay - China. <p>For residents in China, reciprocity remains to be verified.</p> <p>As per RD-L 23/2020 and Directorate-General for Public Health Resolution of 24 July 2020, sanitary controls are carried out to international passengers arriving in Spain, in addition to the preventive measures adopted in application of the Guidelines EASA / ECDC. These may include a temperature measurement, a documentary control and a state of the passenger visual control.</p> <p>Regarding the documentary control, all passengers departing from any airport located outside Spanish territory shall be required to complete a Public Health Form through the internet site 'www.spth.gob.es' or via the free app 'SPAIN TRAVEL HEALTH-SPTH'. Once the form is completed, each passenger will obtain a QR code, which must be submitted upon arrival in Spain.</p> <p>The mandatory submission requirement of the Public Health Form at the destination airport shall be informed to passengers by travel agencies/tour operators/airlines at the beginning of the process of selling tickets to Spain. These agencies/tour operators/airlines must also ensure that all passengers have completed the form before their arrival in Spain.</p> <p>If during the sanitary control process, it is detected that a passenger can suffer from COVID-19 or other pathology that may pose a risk to public health, a medical evaluation will be carried out. If it is confirmed, the established protocols will be activated for patient referral to a health centre.</p> <p>As above mentioned, the restrictions apply to passengers and not to specific flights from any State.</p> <p>OTHER RELEVANT INFORMATION</p> <p>From 21st of June on, Royal Decree-law 21/2020, of 9 June, on urgent prevention, containment and coordination measures to deal with the health crisis caused by COVID-19, establishes:</p> <ul style="list-style-type: none"> - The obligation for interregional air transport operators, with numbered preassigned seats, to collect contact information from all passengers and keep the listings a minimum of four weeks after the trip will be set. Likewise, they must provide these lists to public health authorities when required with the purpose of tracing contacts as per RD-L 21/2020. - Mandatory use of masks for air transport passengers (aged six years and over) and crews. <p>In accordance with Royal Decree-law 26/2020, of 7 July, on economic recovery measures to deal with the impact of COVID-19 on transport and housing:</p> <ul style="list-style-type: none"> - The Spanish Committee for Air Transport Facilitation has established in Spanish language the operational guidelines for the management of air passengers and aviation personnel in relation to the COVID-19 pandemic, applicable to operations carried out at the general interest airports located in national territory and based on those adopted by the European Union Aviation Safety Agency (EASA) and the European Centre for Disease Prevention and Control (ECDC). - The adapted EASA/ECDC Guidelines have been published in the "Spanish Official State Gazette" as per Resolution of the Directorate of Spanish Aviation Safety and Security Agency (AESA), of July 9, 2020. - This Resolution applies, in order to minimize the risk of SARS-Cov-2 transmission in air transport, to the management companies of general interest airports open to civil traffic located in national territory; airlines | |
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| | | <p>operating in the aforementioned airports, including those that carry out air taxi operations, and those carrying out general aviation operations; passengers passing through these infrastructures and companies that develop auxiliary services in such airports, as well as, in general, all personnel involved in conducting air operations</p> <p>- The aforementioned Resolution establishes:</p> <p>O Mandatory and recommended standards, described in ANNEX I.</p> <p>O Statement of compliance with the Operational Guidelines for managing airline passengers and aviation personnel in relation to the COVID-19 pandemic, ANNEX II.</p> <p>- Royal Decree-law 26/2020 also establishes passenger obligations/responsibilities when arriving at airports and the access limitations to terminal buildings.</p> | |
| SWEDEN | Current situation based on NOTAMS | <p>PAX - Passengers arriving from outside Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland (rep.), Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Switzerland and United Kingdom are not allowed to enter Sweden.</p> <p>This does not apply to nationals of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland (rep.), Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom, and their family members.</p> <p>This does not apply to the following:</p> <ol style="list-style-type: none"> 1. Passengers who are an EEA citizen or a citizen of Andorra, Monaco, San Marino, Switzerland or the Vatican City. 2. Passengers who have long term resident status in Sweden or another EU state. 3. Passengers with a permanent residence permit issued by Sweden or another EEA state, Andorra, Monaco, San Marino, Switzerland or the Vatican City. 4. Passengers with a national visa issued by Sweden or a national visa valid longer than three months in another EEA state, Andorra, Monaco, San Marino, Switzerland, or Vatican City. 5. Passengers who have family ties as specified in chapter 3a, section 2, first paragraph or chapter 5, section 3, first paragraph, points 1-4, or section 3a of the aliens act(2005:716) to a person covered by any of points 1-4 or to Swedish citizen. 6. Passengers who live in Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia, Uruguay. <p>This does not apply to the following passengers with an essential function or need, for example:</p> <ol style="list-style-type: none"> 1. Healthcare personnel, researchers in health and medical care and elderly staff 2. Border workers 3. Seasonal workers in the agricultural, forestry and horticulture sectors 4. Personnel transporting goods and other personnel in the transport sector 5. Persons covered by chapter 2. section 10 of the aliens act (2005:716) 6. Persons working in international organizations or are invited by such organisations and whose presence is necessary for the organisation activities, military personnel, aid workers and civil defence staff 7. Passengers in transit 8. Persons with imperative family reasons 9. Seafarers 10. Persons in need of international protection or for other humanitarian reasons 11. Persons who travel for the purpose of studying 12. Persons who are highly skilled workers, if the job the alien is to perform cannot be postponed or performed remotely. | 31 October 2020 |

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| | | 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. | Next update |
| | Expected evolution | <p>Generally the Ministry of Foreign Affairs (MFA) advice from non-essential travels abroad.</p> <p>However the MFA has removed the advice against non-essential travel to the following countries: Belgium, Croatia, France, Greece, Iceland, Italy, Luxembourg, Portugal, Spain, Andorra, Poland, Germany Hungary, Monaco, San Marino, Vatican City, Denmark, Norway, Switzerland, Czech Republic, Austria, Lichtenstein, Bulgaria, Netherlands and Romania.</p> <p>Within the EU/EES and Schengen area the travel advices still apply until September 9th (except the countries mentioned above). For all other countries the travel advices apply until November 15th.</p> <p>Sweden apply to the EU entry restrictions but have not enforced other travel restrictions. Following third countries resident are allowed to enter Sweden: Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia and Uruguay.</p> <p>Traffic permission to/from Iran withdrawn regarding the outbreak of COVID 19 due to request from Swedish Public Health Agency.</p> | Next update |
| SWITZERLAND | Current situation based on NOTAMs | <p>PAX -</p> <p>As prescribed by the Swiss federal council, entry into Switzerland refused to all foreign nationals who wish to enter Switzerland</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. Nationals of EEA member states and Switzerland. 2. British nationals. 3. Pax arriving from Schengen member states. 4. Pax arriving directly (or indirectly via one or more transit airports given that they do not leave the international transit zone of the airport, from 31AUG2020) from ANDORRA, AUSTRALIA, BULGARIA, CANADA, CROATIA, CYPRUS, GEORGIA, IRELAND (REP), JAPAN, KOREA (REP.), MONACO, NEW ZEALAND, ROMANIA, RWANDA, SAN MARINO, THAILAND, TUNISIA, URUGUAY and VATICAN CITY (HOLY SEE). 5. Family members of nationals of EEA member states. They must present proof of their relationship. 6. Family members of British nationals. They must present proof of their relationship. 7. Residents of Liechtenstein and Switzerland. 8. Residents of Schengen member states rtn directly via Switzerland to their country of residence. 9. PAX with d visa issued by Switzerland. 10. PAX with Schengen C visa issued by Switzerland aft 16 mar 2020. 11. PAX who represent justified individual case of hardship, in case of persons exempted from visa requirements, Swiss representations abroad may certify existence of justified individual case of hardship. 12. All crew and maintenance support staff required to carry out cargo and pax flights. <p>Travellers who have stayed in one of the following countries at any time within 14 days before entering Switzerland are obliged to go directly to their apartment or other suitable accommodation immediately after entry. They must stay there permanently for 10 days after entry (quarantine): Albania, Andorra, Argentina, Armenia, Aruba, Bahamas, Bahrain, Belize, Belgium, Bolivia, Bosnia and Herzegovina, Brazil, Cabo Verde, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Eswatini (Swaziland), Faeroe Island, Gibraltar, Guam, Guatemala, Honduras, India, Iraq, Israel, Kazakhstan, Kyrgyzstan, Kosovo, Kuwait, Luxembourg, Libya,</p> | <p>30 September 2020</p> <p>30 September 2020</p> |

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| | | <p>Maldives, Malta, Mexico, Moldova, Monaco, Montenegro, Namibia, Northern Macedonia, Oman, Palestine, Panama, Peru, Qatar, Romania, Sint Maarten, South Africa, Spain including Balearic Islands (wo Canary Islands), Suriname, Turks and Caicos islands and United States of America. Following persons are exempt from the obligation to quarantine:</p> <ul style="list-style-type: none"> - Persons who, on a professional basis, transport persons or goods across borders by road, rail, sea or air - Persons who, in the course of their professional activity in rail, bus, ship or air transport companies, transport persons across borders and who have stayed for this purpose in the country or area with an increased risk of infection - Persons who, as transit passengers, have stayed for less than 24 hr in a state or territory with an increased risk of infection. <p>FLIGHTS -</p> | |
| | Expected evolution | <p>Switzerland has been gradually easing the restrictions at the borders since the beginning of May.</p> <p>Since 6 June 2020, all businesses and institutions have been able to reopen. Since 22 June 2020, gatherings in public of more than 30 people are allowed, events with more than 300 people are possible.</p> <p>At its meeting on 12 August, the Federal Council decided that masks will have to be worn during flights from 15 August. The wearing of masks on public transport has been compulsory since 6 July. The measure concerns all scheduled and charter flights taking off from or landing in Switzerland, regardless of airline.</p> <p>Furthermore, the Federal Council took the decision to re-allow events for more than 1000 people from 1 October (strict protective measures will apply).</p> <p>As of 6 July 2020, anyone entering Switzerland from a country or area with a high risk of infection must remain in quarantine for ten days. The list of these countries and further information can be found on the page of the Federal Office of Public Health which updates the list regularly. The last update became applicable on 20 August 2020. The persons concerned are specifically informed in the aircraft, on the coach and at the border crossings. They must report to the cantonal authorities within two days after entering Switzerland and have to follow the instructions of the authority. The airline and coach companies are instructed not to transport sick passengers.</p> <p>All passengers need to fill in a contact tracing card.</p> <p>Since 1 August 2020, mandatory COVID-19 tests are conducted at EuroAirport Basel for all passengers arriving from Israel, Serbia and Turkey. The test is free of charge. The tests are conducted by France's regional health authority, Agence Régionale de Santé Grand Est, directly at the airport before passport control.</p> <p>Passengers with a recent COVID test, which must not be more than 72 hours old, are released from the testing requirement.</p> <p>On 15 June 2020 corona-related border controls were lifted at all land and air borders between Switzerland and the Schengen states. The State Secretariat for Migration maintains a list of countries whose nationals may enter Switzerland without restrictions. All other countries are still on the risk list. Entry restrictions continue to apply to entry from these states. This list of risk countries is regularly updated and published on the website of The State Secretariat for Migration.</p> <p>The Federal Council has decided to downgrade the situation status under the terms of the Epidemics Act from 'extraordinary' to 'special' with effect from 19 June 2020.</p> | Next update |

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| TURKEY | Current situation based on NOTAMs | <p>PAX – All pax must wear mask any time at the airport or on board; all arriving pax need to fill passenger locator forms; all pax with symptoms will be examined and tested; pax with positive test will not be deported, being treated.</p> <p>FLIGHTS – All flights regardless seat configuration, will be allowed from/to any Turkish Ads with the following conditions: all pax must wear mask any time at the airport or on board; all arriving pax need to fill passenger locator forms; all pax with symptoms will be examined and tested; pax with positive test will not be deported, being treated; flight permissions to be granted for countries will be coordinated with the ministry of health; operators shall meet the requirements published by Turkish DGCA on airport and airline pandemic guidelines for all flights.</p> <p>(http://web.shgm.gov.tr/documents/sivilhavacilik/files/COVID-19/dgca-airport-guidelines.pdf, http://web.shgm.gov.tr/documents/sivilhavacilik/files/COVID-19/dgca-airline-guidelines.pdf)</p> | 31 December 2020 |
| | Expected evolution | Lifting strategy to be defined. | 31 December 2020 |
| UKRAINE | Current situation based on NOTAMs | <p>PAX - when arriving at UKKK the aircraft operator should report the epidemiological situation of board on frequency.</p> <p>Foreigners and stateless persons are prohibited entering Ukraine, except for: one of the spouses, parents or children of a citizen of Ukraine, transit pax having documents confirming dep abroad within two days, arriving in Ukraine for training purposes, serving in the armed forces, permanently or temporarily living in Ukraine and who have a permanent residence permit or a temporary residence permit, recognized as refugees or persons in need of additional protection, having a work permit for foreigners and stateless persons, employees of diplomatic missions and consular institutions of foreign countries, representations of official international missions, organizations accredited in Ukraine and their families, heads and members of official delegations of foreign states, employees of international organizations, as well as persons accompanying them, and enter Ukraine at the invitation of the president of Ukraine, the parliament of Ukraine, the cabinet of ministers of Ukraine, the office of the president of Ukraine, the ministry of foreign affairs of Ukraine, persons who are arriving at the invitation of the ministry of foreign affairs of Ukraine, drivers and/or crew members of freight vehicles, buses engaged in regular transportation, crew members of aircraft, ships and river vessels, members of train and locomotive crews, instructors of the armed forces of NATO members states and NATO partnership for peace program who participate in training events for units of the armed forces of Ukraine or arriving at the invitation of the ministry of defence of Ukraine, cultural figures who arrive at the invitation of a cultural institution together with one person accompanying each of them, arriving to participate in official sports competitions held in Ukraine and accompanying persons, technical specialists arriving in Ukraine at the invitation of representatives of Ukrainian enterprises, persons who carry out the transportation of hematopoietic stem cells for transplantation, persons who arrive for treatment in health care institutions of Ukraine.</p> <p>FLIGHTS -</p> | 18 September 2020 |
| | Expected evolution | <p>05/06/2020 internal passenger flights are allowed by CAA Ukraine.</p> <p>15/06/2020 international passenger flights are allowed by CAA Ukraine.</p> <p>No states limitations.</p> <p>According to the legislation, persons crossing the state border of Ukraine shall choose one of two options (CMU Resolution №211 of March 11, 2020):</p> <ol style="list-style-type: none"> 1. Hospitalization to specialized observatories (isolators). 2. 14-day self-isolation at the place of residence for persons who have agreed to undergo it using the "Act at Home" mobile application. | 27 September 2020 |
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| UNITED KINGDOM | Current situation based on NOTAMS | <p>Lifting strategy to be defined.</p> <p>PAX - All pax arriving from Spain, including Balearic and Canary islands, advised as from 0001 on 26JUL2020 to follow 14 days quarantine. The list with exceptions is published on GOV.CO.UK. Airlines must inform pax about latest requirements and fulfilment of general aircraft declaration (GAD).</p> <p>UK-Jersey - Aircrew must broadcast pax for med legislation introduced on Jersey island; Commercial aircrew and flight staff operating essential staff into Jersey are excluded from quarantine but must keep physical distancing; Non-scheduled arrivals must submit general declaration prior departure https://www.gov.je/travel/maritimeaviation/civilaviation/pages/privatepilots.aspx</p> <p>All arriving pax must register for contact tracing and proceed 14 days quarantine and other requirements.</p> <p>UK – Bailiwick of Guernsey, Jersey - EGJJ: non-scheduled arrivals from outside Jersey must submit a general declaration prior to departure via the web link: www.gov.je/travel/maritimeaviation/civilaviation/pages/privatepilots.aspx</p> <p>All persons planning to travel to Jersey must complete an online registration form before departure and comply with the government of Jersey COVID-19 safe travel policy via web link: www.gov.je/health/coronavirus/travel/pages/coronavirustraveladvice.aspx</p> <p>Non-scheduled flight arrivals may be restricted during the following hours: Mon Wed Fri 1230-1400, Tue Thu 1200-1330 due to border control requirements.</p> <p>UK – Bailiwick of Guernsey; Jersey - EGJB - all persons arriving in the Bailiwick from anywhere in the world must self-isolate for 14 days on arrival. This is a legal requirement, and failure to comply is a criminal offence. Crew and passengers are to be reminded that all non-essential travel to the Bailiwick of Guernsey, being Guernsey and Alderney has ceased. You will be required to self-isolate for 14 days and provide your personal contact details on arrival. On arrival you will be provided with a form to complete and required to hand it and identification documents to the Guernsey border agency when requested. More info will be provided upon arrival.</p> <p>Crews are required to brief passengers via announcement if landing in the UK. This is a public health message from the UK public health agencies. The symptoms of coronavirus are a new continuous cough with or without a high temperature if you experience either of those, however mild, please make yourself known to the cabin crew for onward reporting to public health agencies at your receiving airport. Simple measures you can take to help protect yourself and family are wash your hands avoid touching your face with hands and catch coughs and sneezes in a tissue and dispose of it immediately. If you follow these simple rules, together we will help combat the spread of coronavirus. Further information is available on the posters and leaflets available in the airport when you land. 2020-05-0200/AS4.</p> <p>EGAA – in all flights to UK should be displayed a public health message on behalf of the UK public health agencies, concerning COVID-19 symptoms and public health measures and regulations.</p> <p>All pax must complete contact locator form online prior entering UK.</p> <p>Pax must isolate for 14 days after arrival, unless arrivals from exempt category. Exemptions are listed on www.gov.uk</p> | <p>30 September 2020</p> <p>30 September 2020</p> <p>31 October 2020</p> <p>4 November 2020</p> <p>30 November 2020</p> |
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| | | <p>FLIGHTS - EGLL - All arriving international flights required to provide 2 hrs prior to arrival an inflight update, including NIL reports, about potentially symptomatic pax. Other requirements listed.</p> <p>Carriers are required to complete a general aircraft declaration (GAD) for all flights coming into the UK, confirming the health status of the flight including the active reporting of NIL returns. Public health England's health control unit (HCU), based at Heathrow, will continue to be the central contact point in England for the enhanced GAD process and support on public health queries. HCU can be contacted on +44 (0)2087457209 or heathrow.hcu(a)phe.gov.uk. 2020-05-0201/AS4</p> | <p>30 September 2020</p> <p>4 November 2020</p> |
| | Expected evolution | <p>The UK Government reviews all its travel measures on a daily cycle, any further escalation and de-escalation measures will be assessed in these review meetings. Introduction of escalation measures can be implemented within a timescale of less than 24 hours if the monitored R number of community infection rates in a State increases above a level of 1, or the levels and rate of infection in that State increases significantly or suddenly.</p> <p>The UK Government reserves the right to implement urgent and immediate travel and quarantine measures at any time out with minimum notice.</p> <p>There is no restriction on where passengers may arrive from into the UK, but a mandatory passenger notification form must be completed and provided to UK Border Force officials, and a 14 day quarantine period on arrival is mandatory for all arriving passengers. Those exceptions are outlined in UK Government and Public Health websites. Links to lists of those exempt States and exempt occupations from quarantine is dynamic and are shown in the link below. All passengers arriving into the UK will not have to self-isolate for 14 days, if those passengers:</p> <ul style="list-style-type: none"> • are travelling or returning from one of the countries with travel corridor exemption • have not been to or stopped in a country that's not on the travel corridors exemption list in the previous 14 days <p>This applies to all travel by train, ferry, coach, air or any other route.</p> <p>*The UK Devolved Administrations' have local competency in implementing their own quarantine policy and travel corridor arrangements and exemptions.</p> <p>At this time the quarantine rules and exemption lists for International Travel Corridors are broadly aligned in England, Scotland, Wales or Northern Ireland. Although each Administration has the ability to change their rules or arrangements at any time and with minimum notice to reflect the level of infection in their regions.</p> <p>For travel to the UK, if you have been to or stopped in a country that's not on the travel corridors exemption list you will have to self-isolate until 14 days have passed since you left that country.</p> <p>The Exemptions from quarantine will be applied to freight transport workers, medical personnel engaged in COVID related activity, travellers from the Common Travel Area (i.e. Republic of Ireland, Channel Islands, Isle of Man, where proof of residing in those locations for a minimum of 14 days prior to travelling can be provided).</p> <p>The UK Government has relaxed some of its travel advice to UK citizens for non-essential travel, travel is permitted to those States which the UK has an agreed International Travel Corridor arrangement and exist on the UK inbound State exemption list (although it is accepted that the travel destination may have local quarantine measures in place), all other non-essential travel to other States is advised against travel by the UK Government for UK citizens.</p> | Next update |

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| | | <p>The UK Government has introduced a formal internal review structure and protocols to assess States' COVID-19 infection risk in States which supports the establishment and update of International Travel Corridors arrangements into the UK</p> <p>Further details on States included in the International Travel Corridor arrangements and other related information can be found at the following Government link: https://www.gov.uk/guidance/coronavirus-COVID-19-travel-corridors</p> <p>The UK does not apply any 'sub-national' or 'regionally focussed' application of the mandatory UK arrival quarantine measures at this time. Measures apply to the whole State and its regions and islands as appropriate.</p> <p>While continuing to use and follow scientific and medical advice and data to drive health measures in the UK, it is probable that the UK Government may introduce more stricter measures and tighter metrics as UK Schools and Educational Facilities return to full time operation and workers return to office environments and away from a default working from home regime.</p> | |
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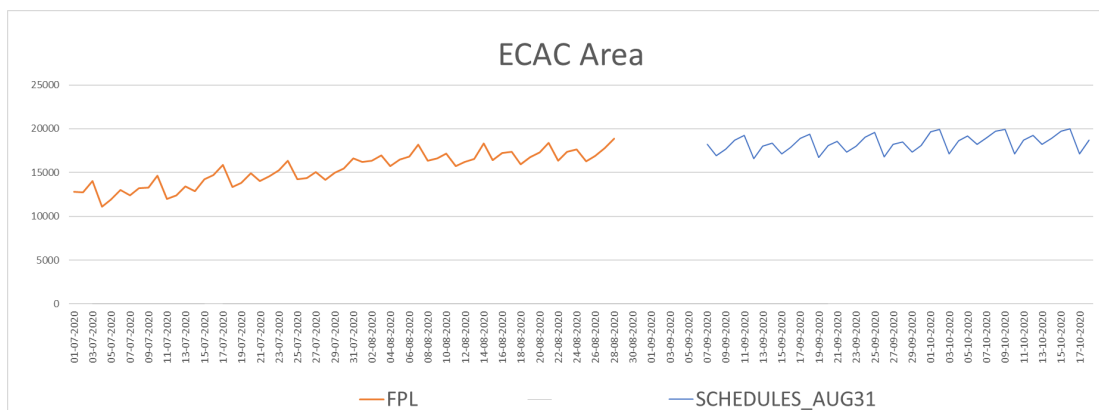
4.3 COVID-19 Related NOTAMs

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



Based on the assumption that the current conditions for international travel in Europe are maintained, and that the airlines continue operating the currently planned schedules, the network traffic shows the potential for an increase at the beginning of September. The weekly traffic pattern through the month of September appears stable. **Traffic is currently expected to have some peak days close to 20000 flights in September. This would represent 55% of the traffic during the similar period in 2019.**

This new traffic outlook for September and the first part of October is lower than the ones presented in previous weeks as it reflects the changes in schedules resulting from the various new state restrictions. **This traffic outlook remains highly dependent on the evolution of State restrictions.**

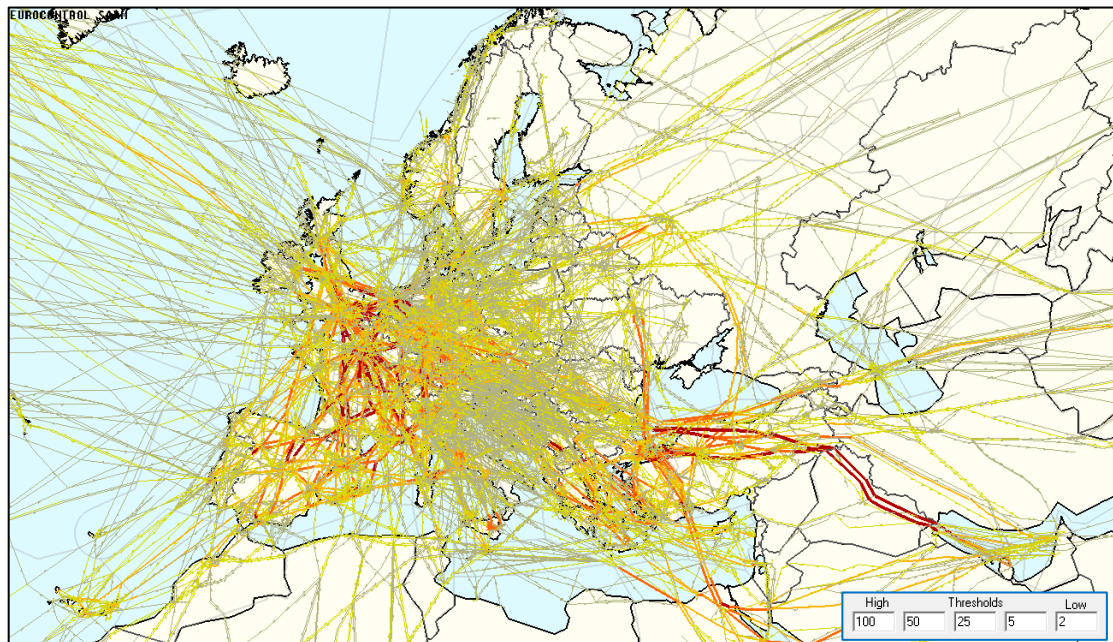
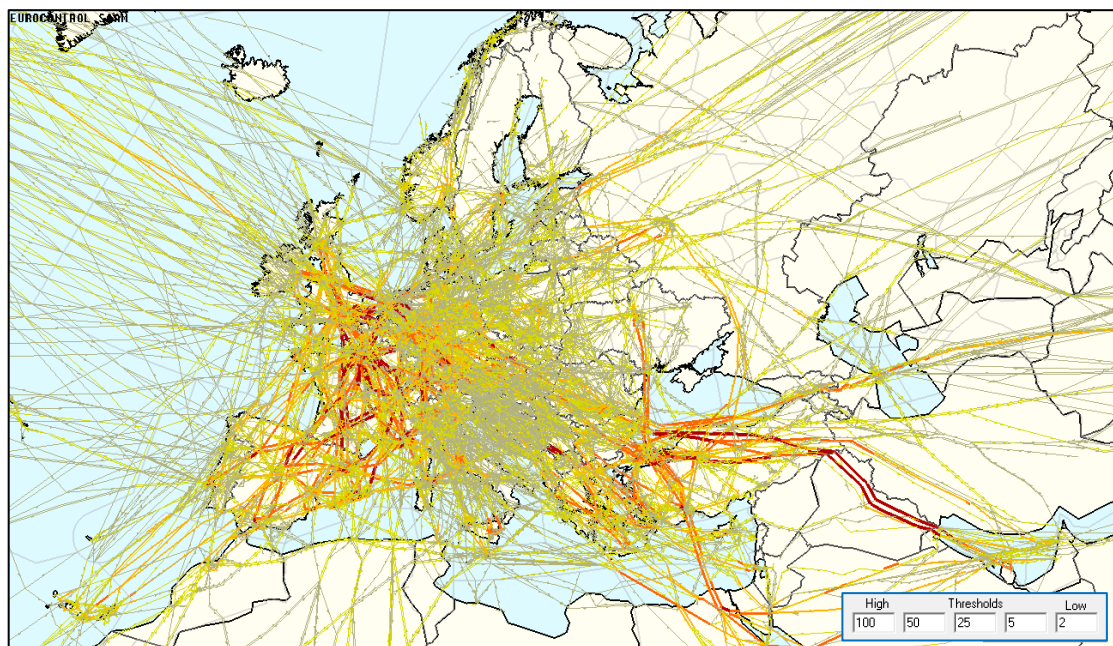
The traffic developments since 30 April 2020 confirmed that the actual traffic was consistent with the NOP 2020 Recovery Plan traffic outlook.

There is also a significant number of ad-hoc flights (repatriation, training, pax aircraft converted into cargo, etc.). **As a result, airports and ANSPs should foresee at least a 10% buffer in the traffic demand outlook to avoid sudden capacity problems and possible weather issues** during the summer season.

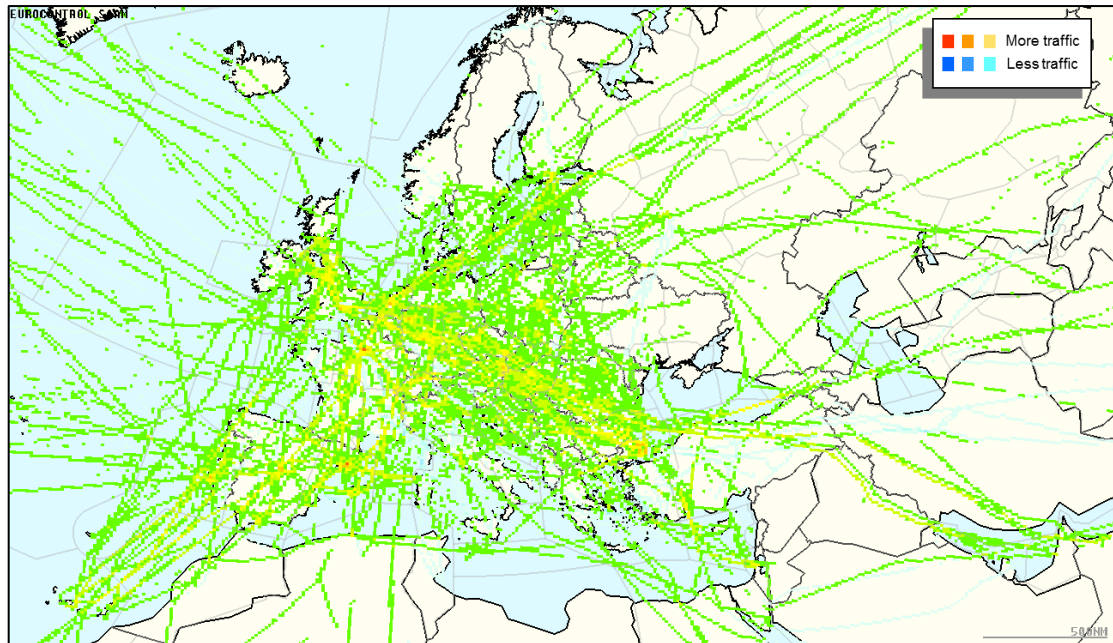
Readers of this report are invited to share their feedback with NM Strategic Operational Planning via their email address

NM.STRATEGIC.OPERATIONAL.PLANNING@eurocontrol.int.

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: Friday 11th September 2020****One day traffic: Friday 16th October 2020**

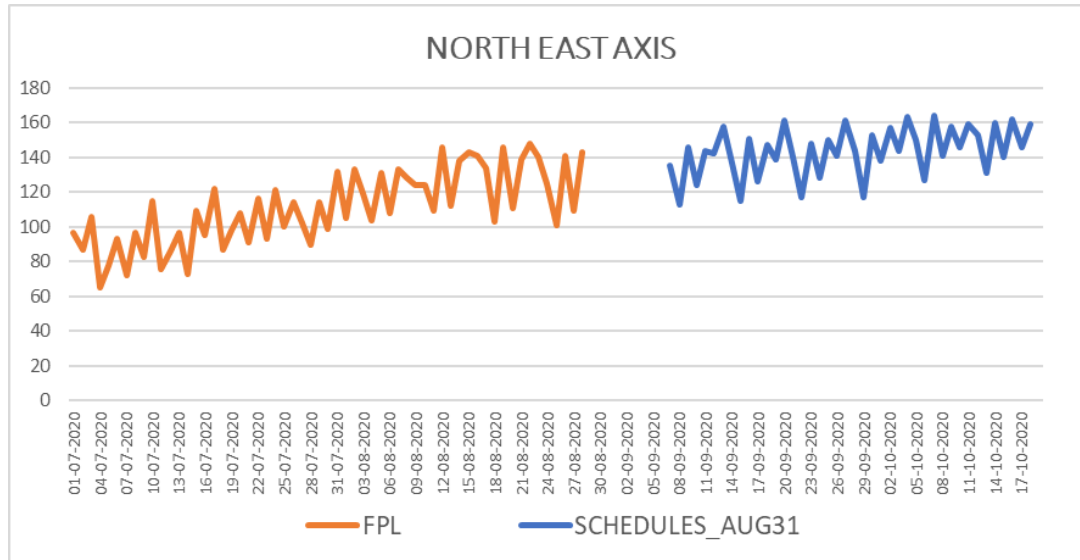
The map below presents the expected changes in traffic between 11th September and 16th October.



Major flows in NM area

NORTH EAST AXIS

North East Axis traffic is expected to slightly increase in September compared to August, mainly for some holiday destinations, to remain stable during the month of September. October schedules have not been fully updated yet.



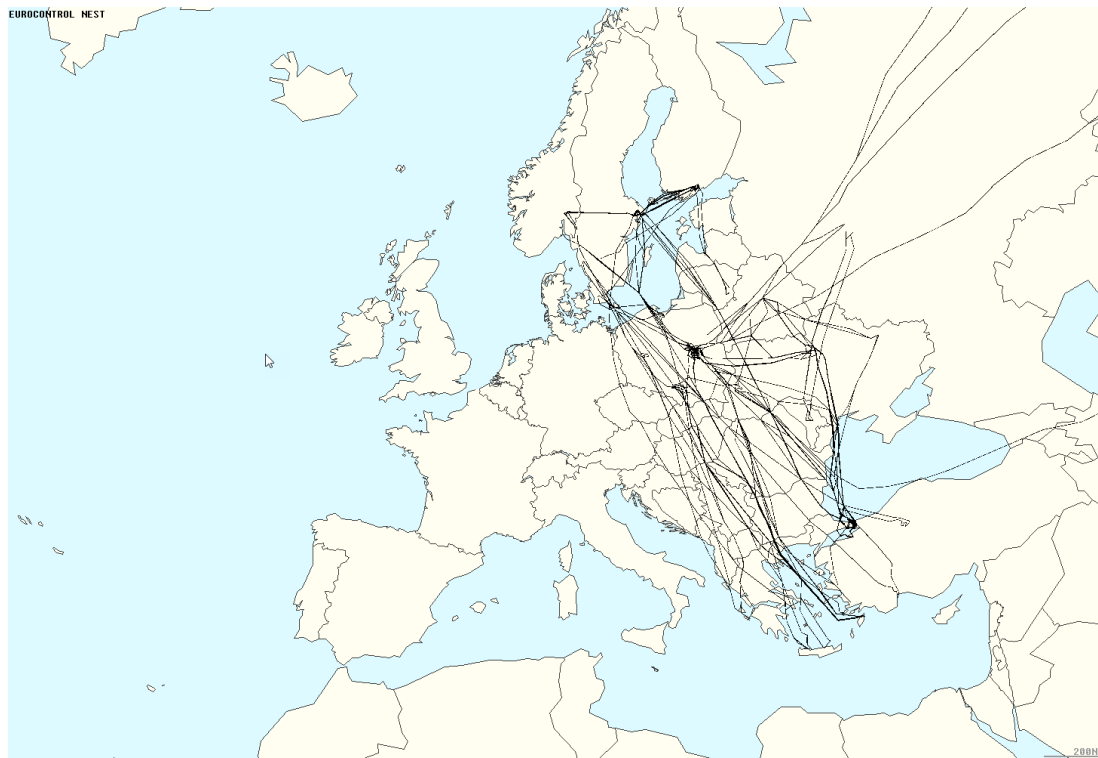
CURRENT DENSITY



Friday 11th September 2020



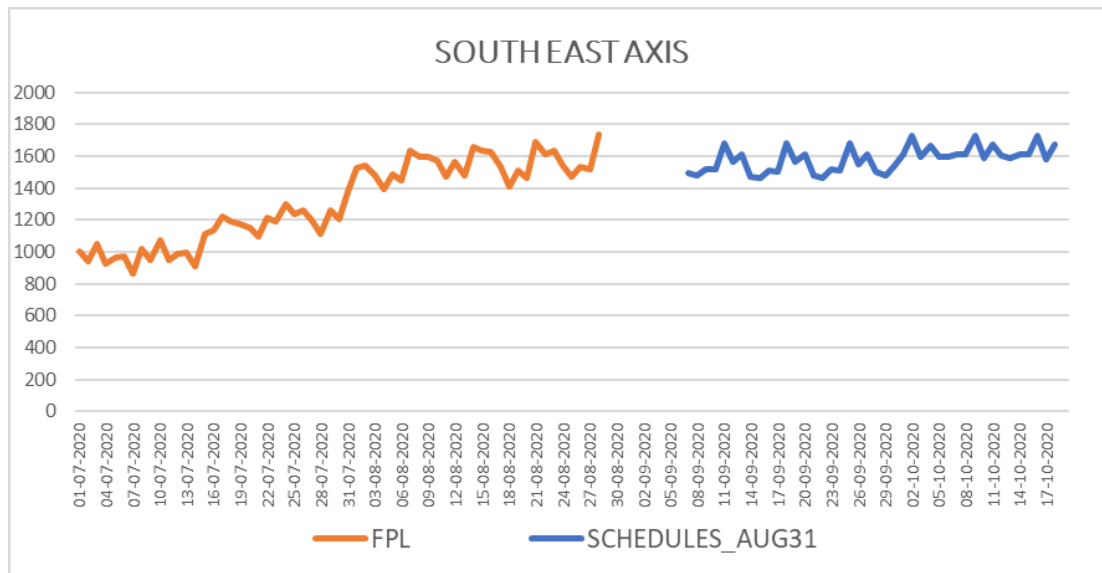
Friday 16th October 2020



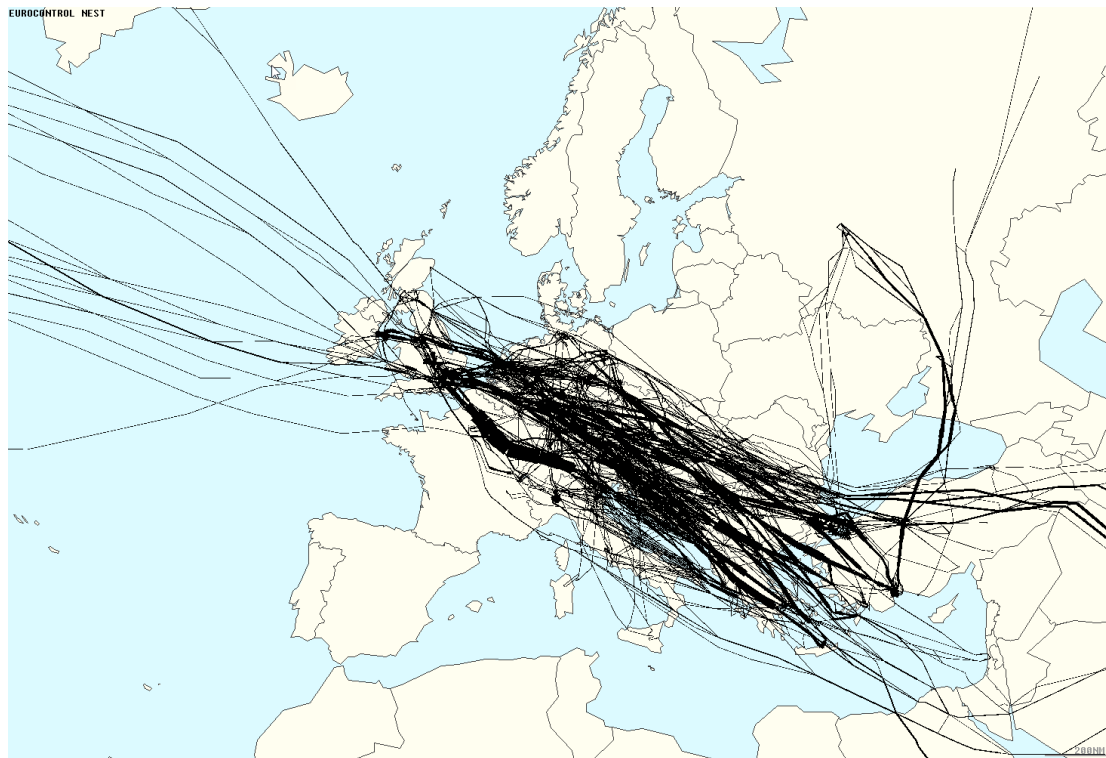
SOUTH EAST AXIS

South East axis traffic is expected to remain stable throughout the outlook period. October schedules have not been fully updated yet.

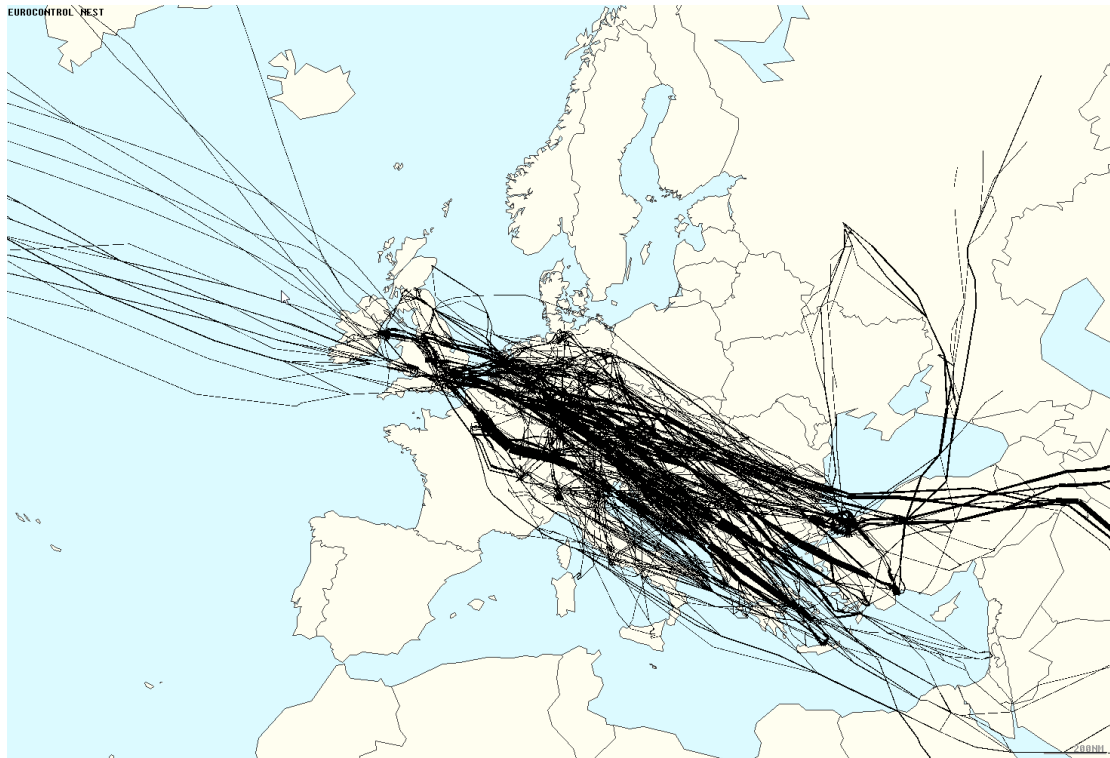
For planning purposes particular attention should be given to the evolution of South East axis flows in the next weeks as the traffic outlook is highly dependent on state restrictions.



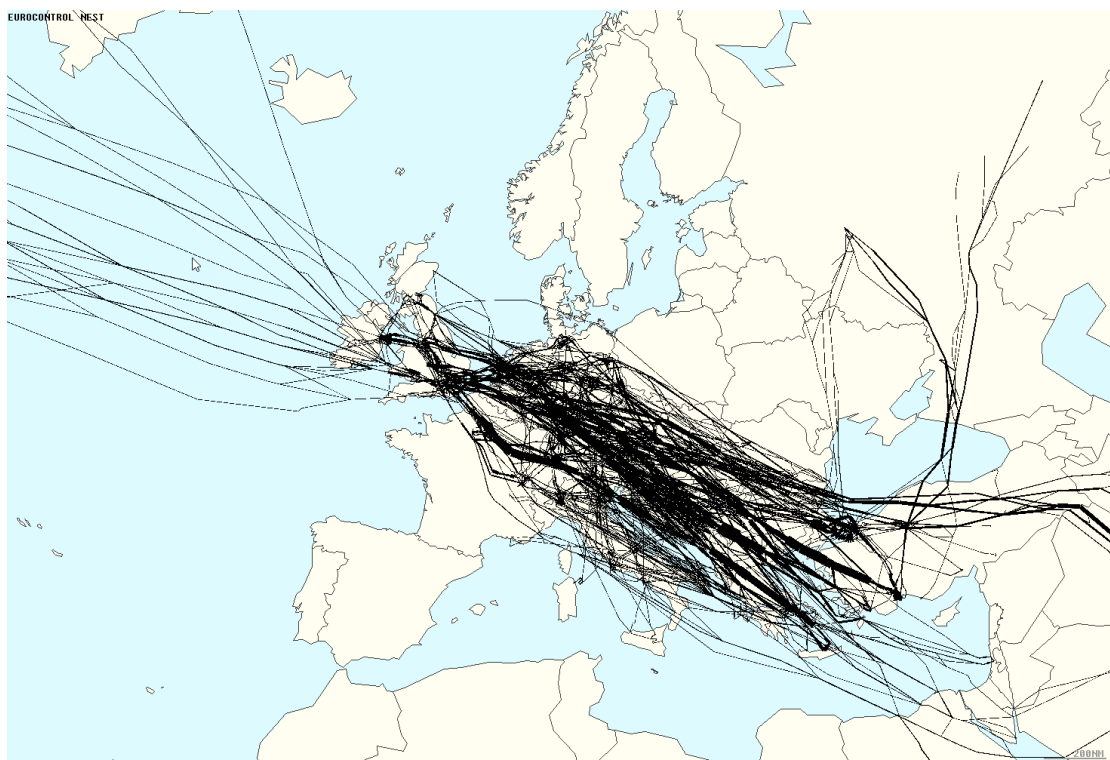
CURRENT DENSITY



Friday 11th September 2020



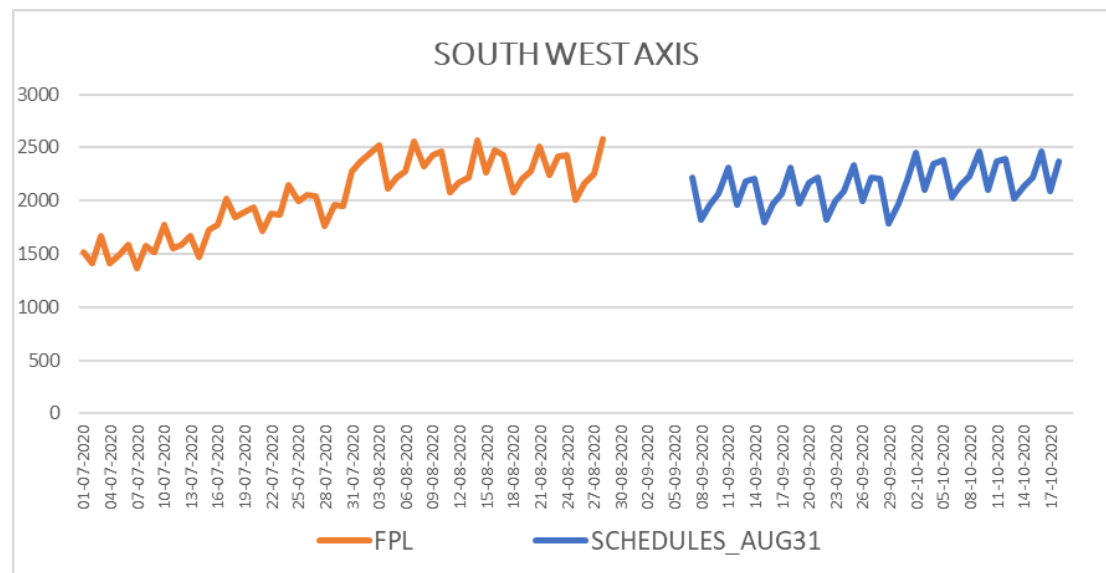
Friday 16th October 2020



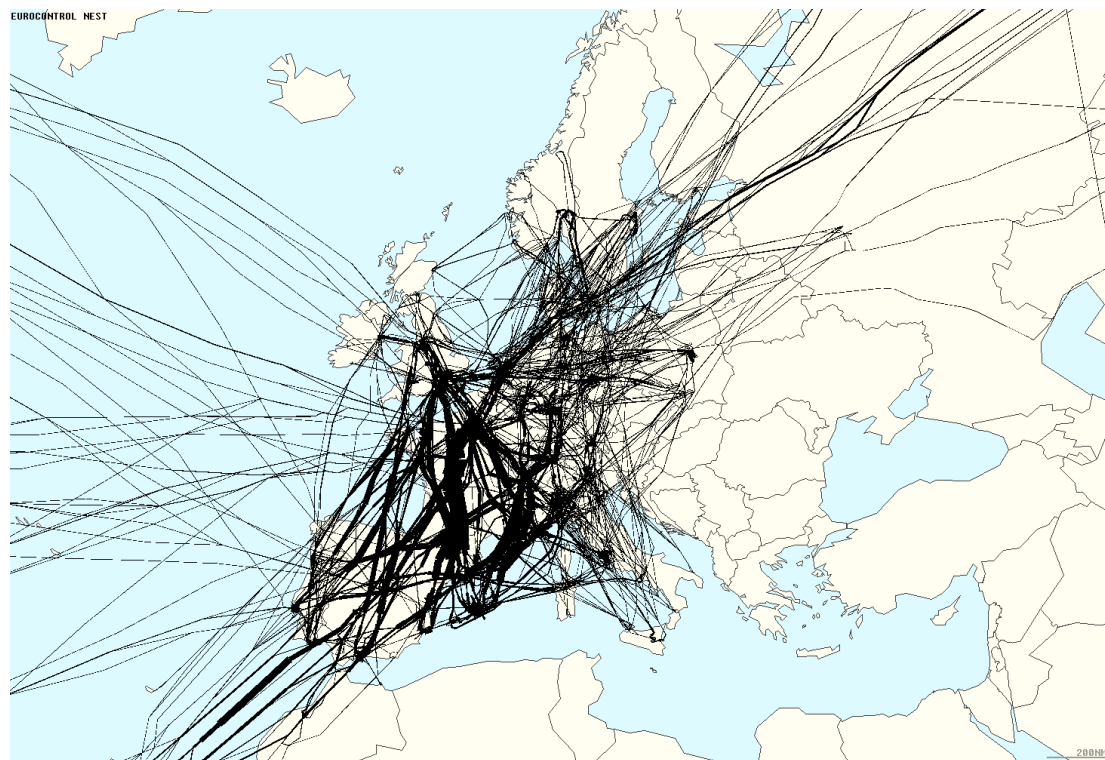
SOUTH WEST AXIS

South West axis is expected to remain stable throughout the month of September, but at a lower level compared to August. The October schedules have not been fully updated yet.

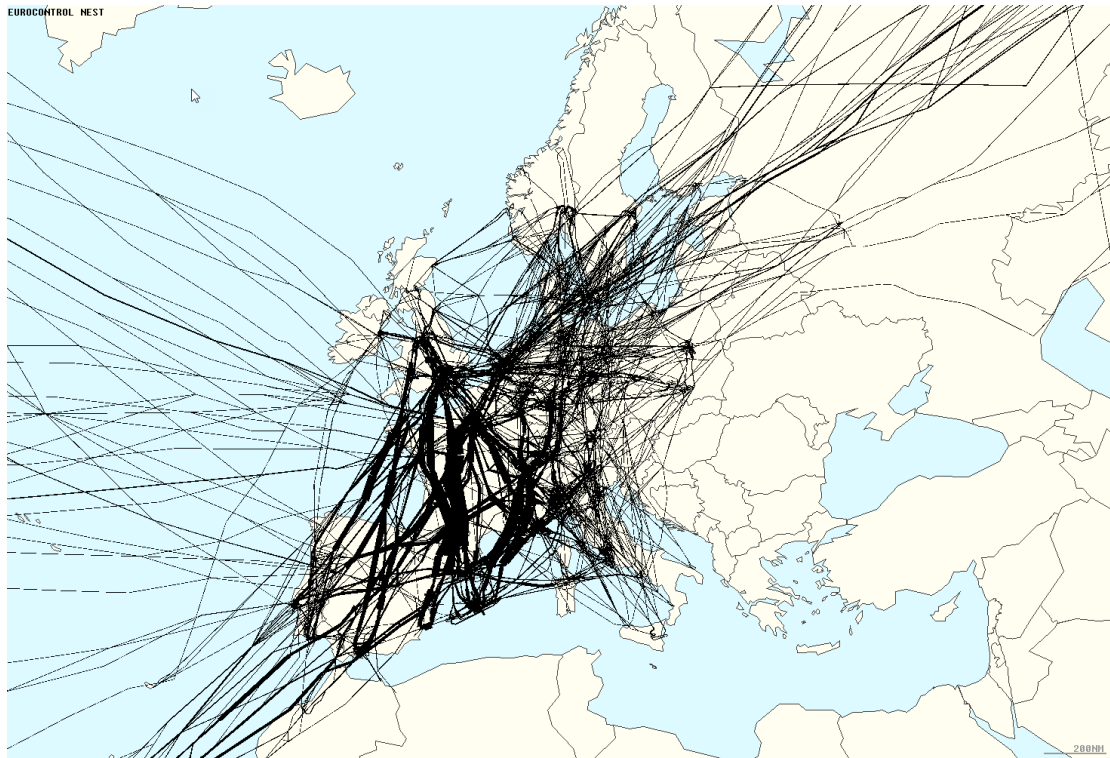
For planning purposes particular attention should be given to the evolution of South West axis flows in the next weeks as the traffic outlook is highly dependent on state restrictions.



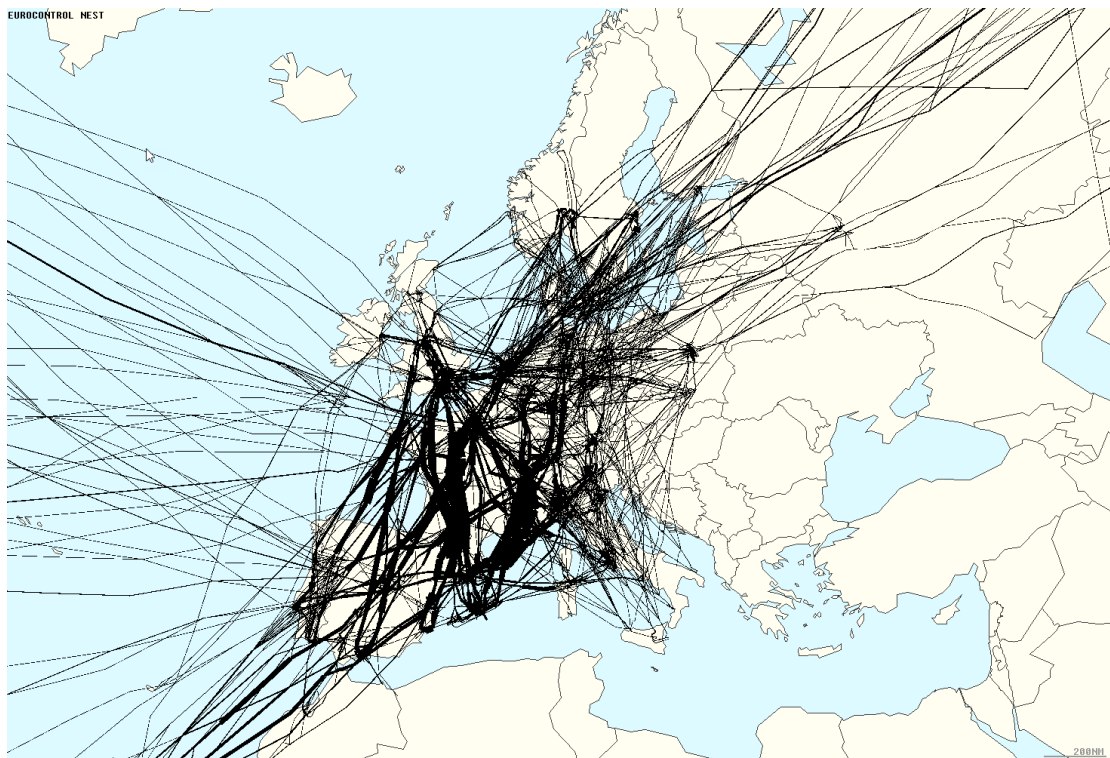
CURRENT DENSITY



Friday 11th September 2020

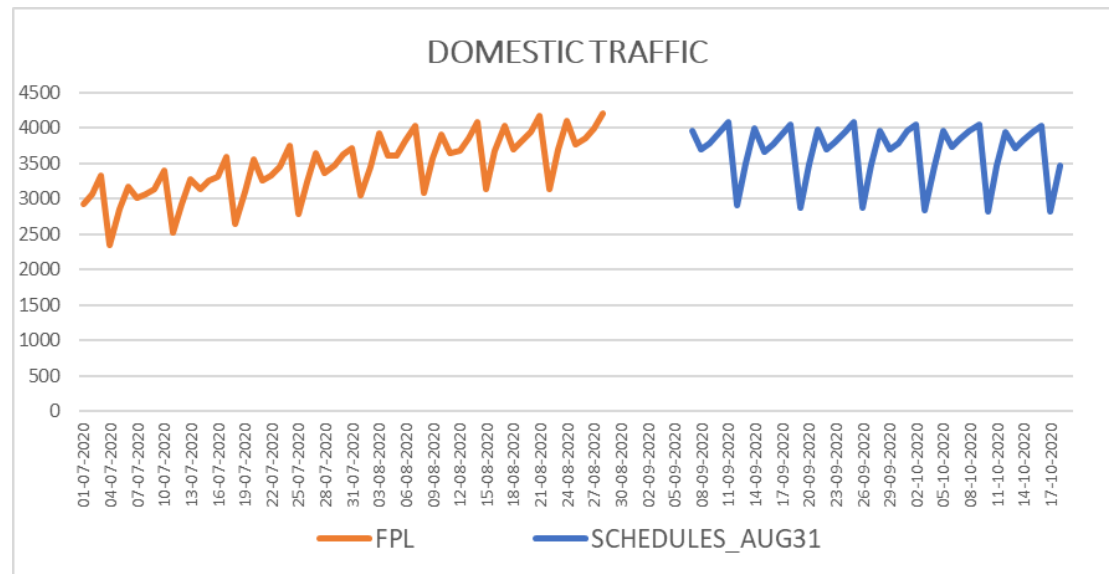


Friday 16th October 2020

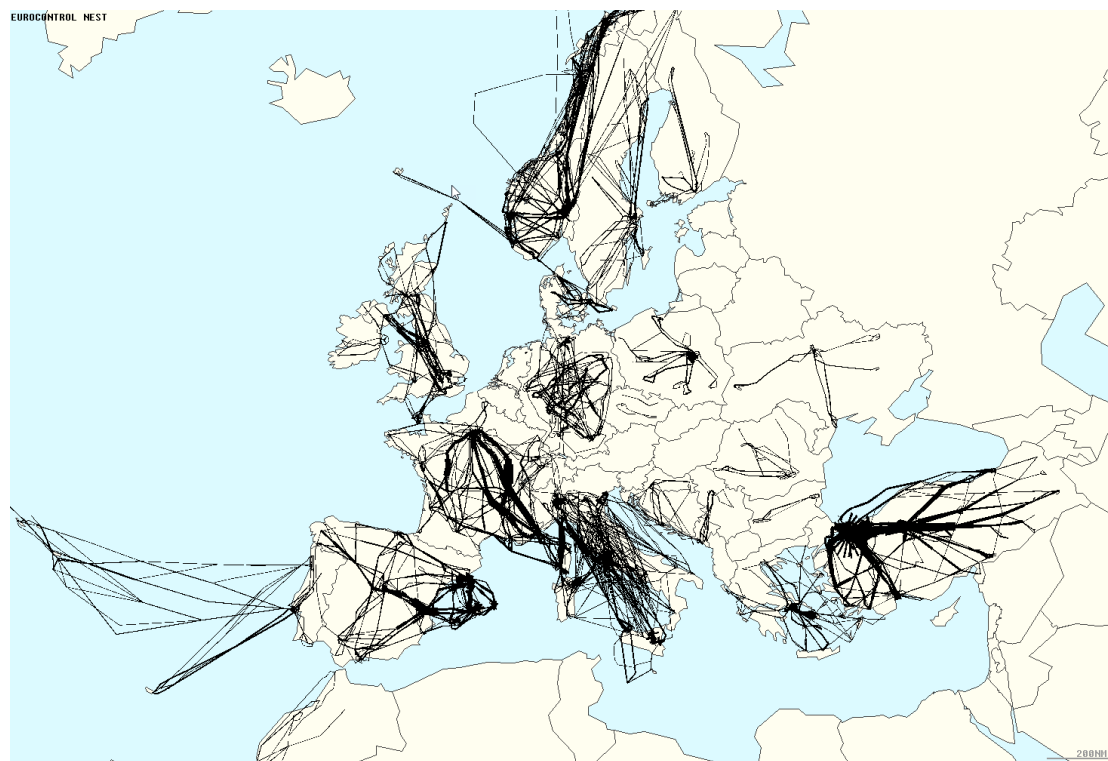


DOMESTIC TRAFFIC

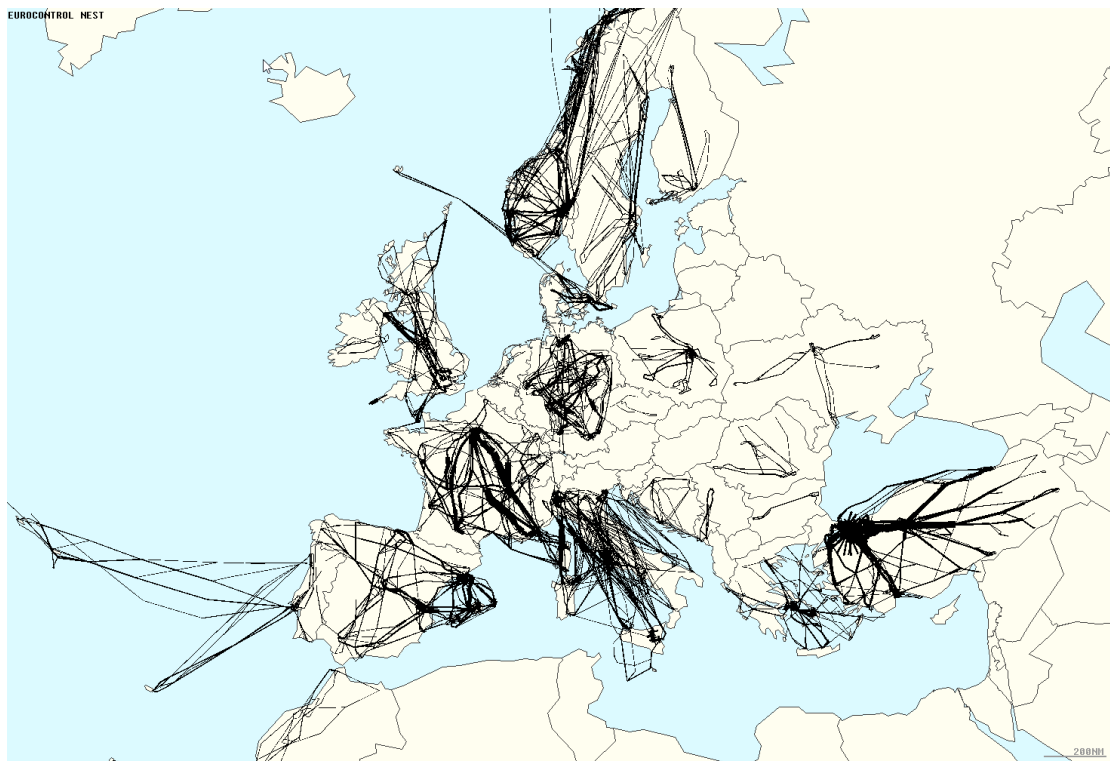
Domestic flight schedules show to remain stable throughout the outlook period.



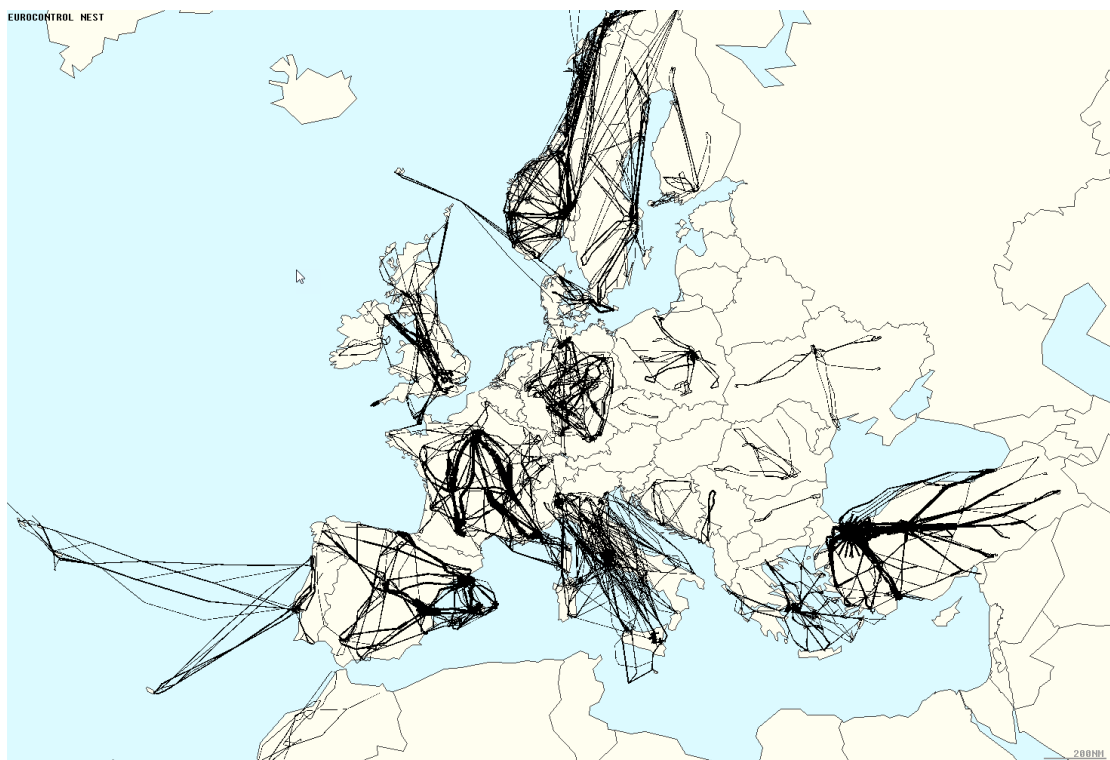
CURRENT DENSITY



Friday 11th September 2020



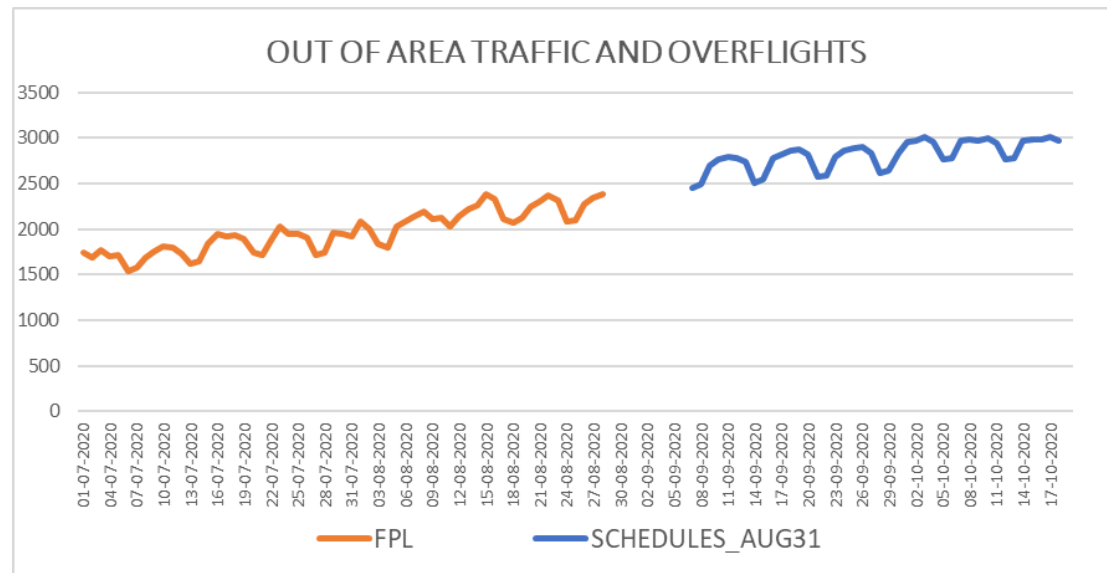
Friday 16th October 2020



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. Therefore please note that the numbers reflected in the chart below are also covered by the previous charts for South West, South East and North East axes.

This flow is expected to grow at the beginning of September leading to stability during the rest of the outlook period. The October schedules have not been fully updated yet.



CURRENT DENSITY



Friday 11th September 2020



Friday 16th October 2020



Traffic outlook - 07 September to 13 September 2020

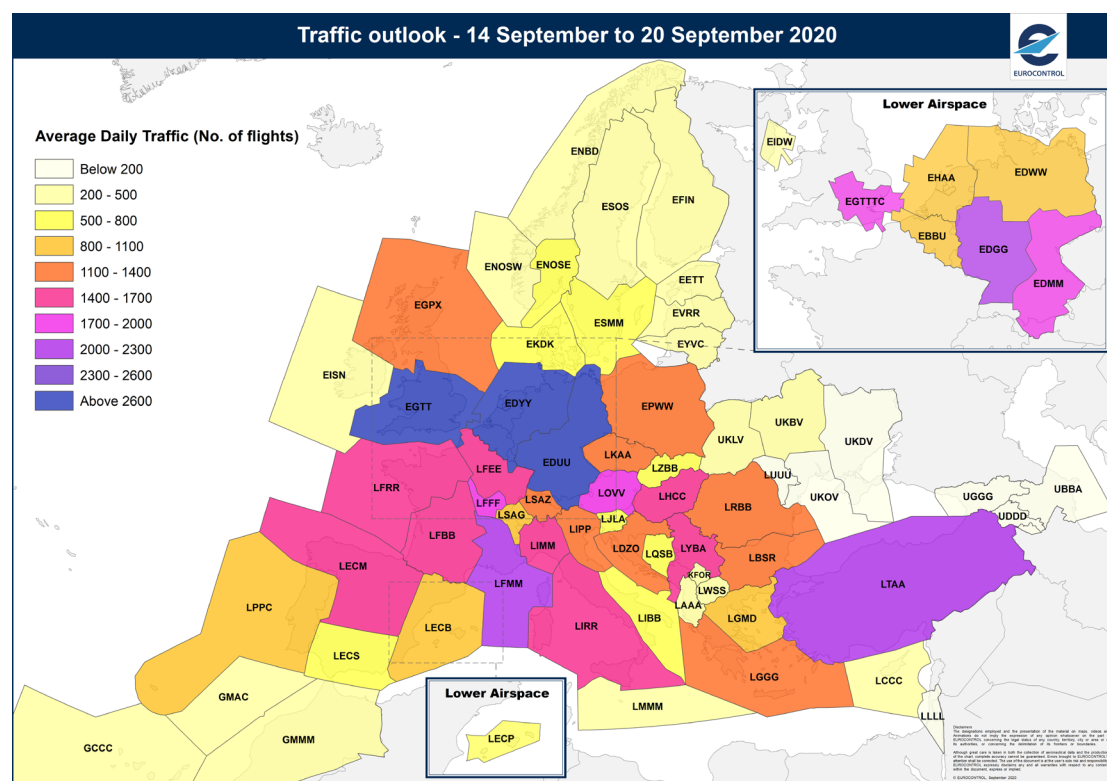
Average Daily Traffic (No. of flights)

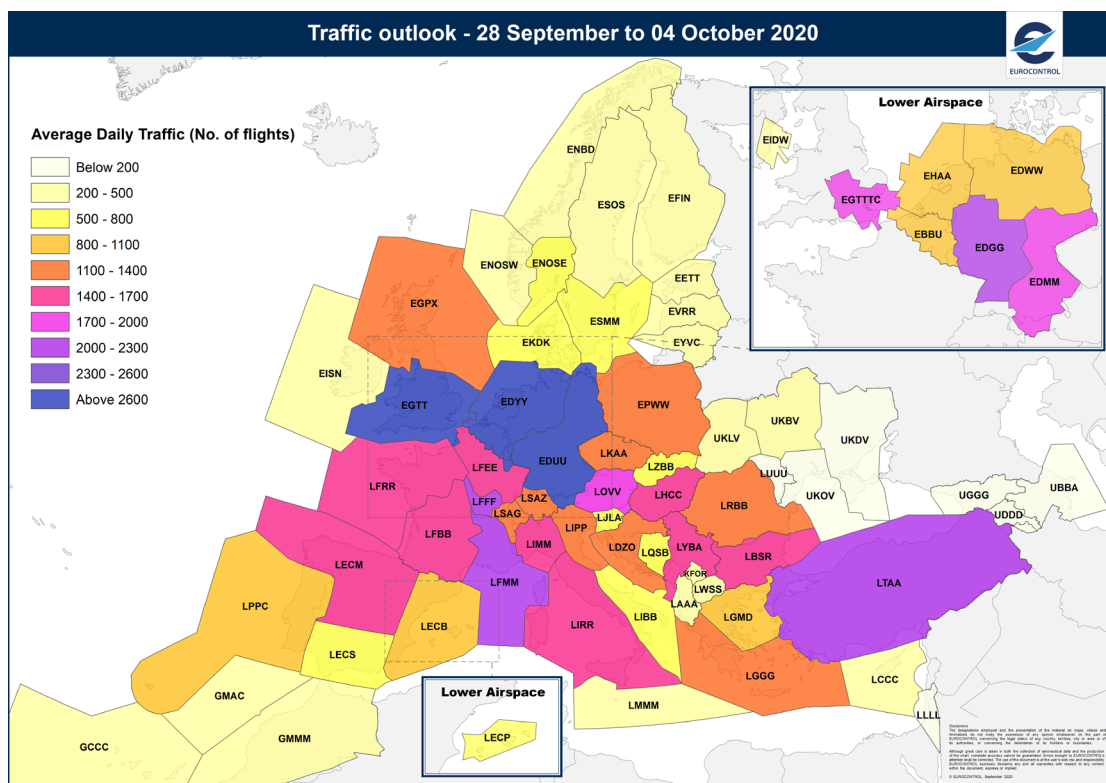
- Below 200
- 200 - 500
- 500 - 800
- 800 - 1100
- 1100 - 1400
- 1400 - 1700
- 1700 - 2000
- 2000 - 2300
- 2300 - 2600
- Above 2600

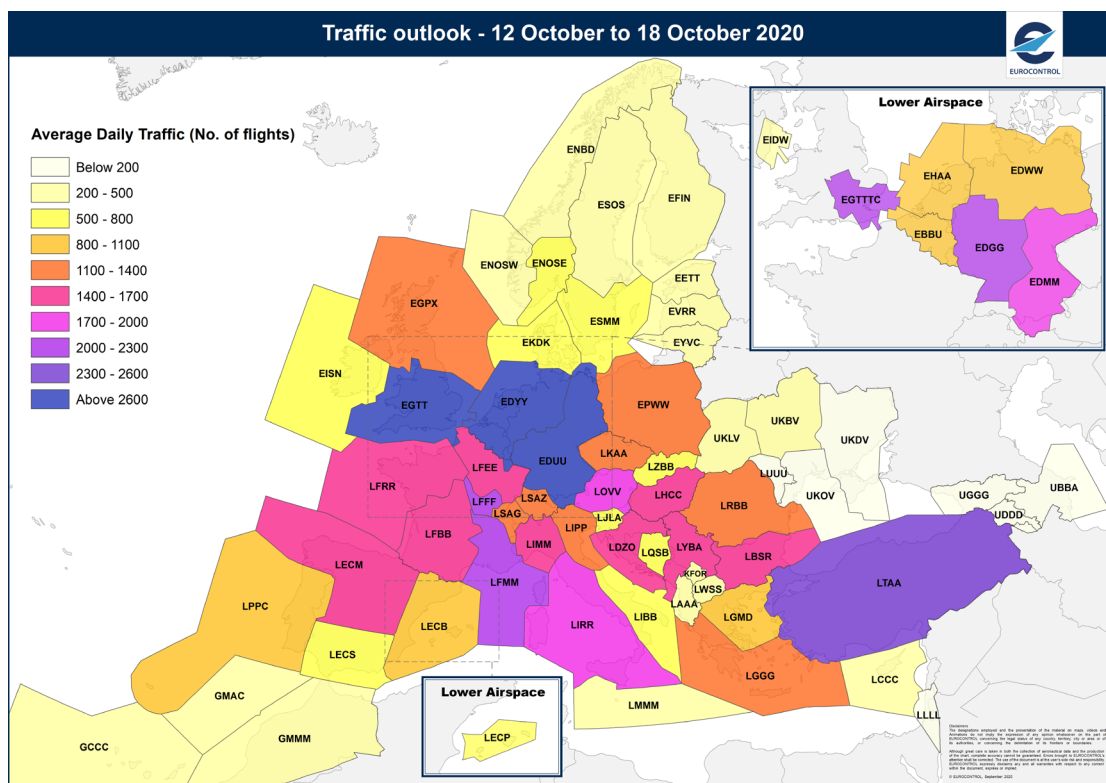
Lower Airspace

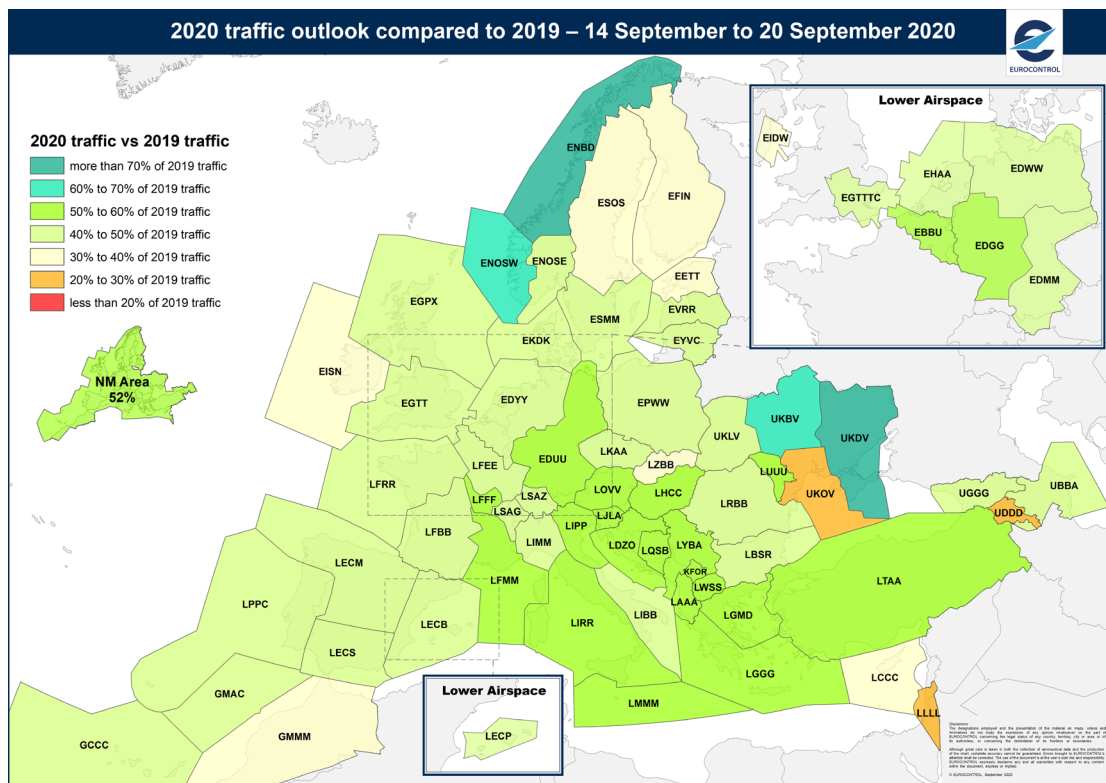
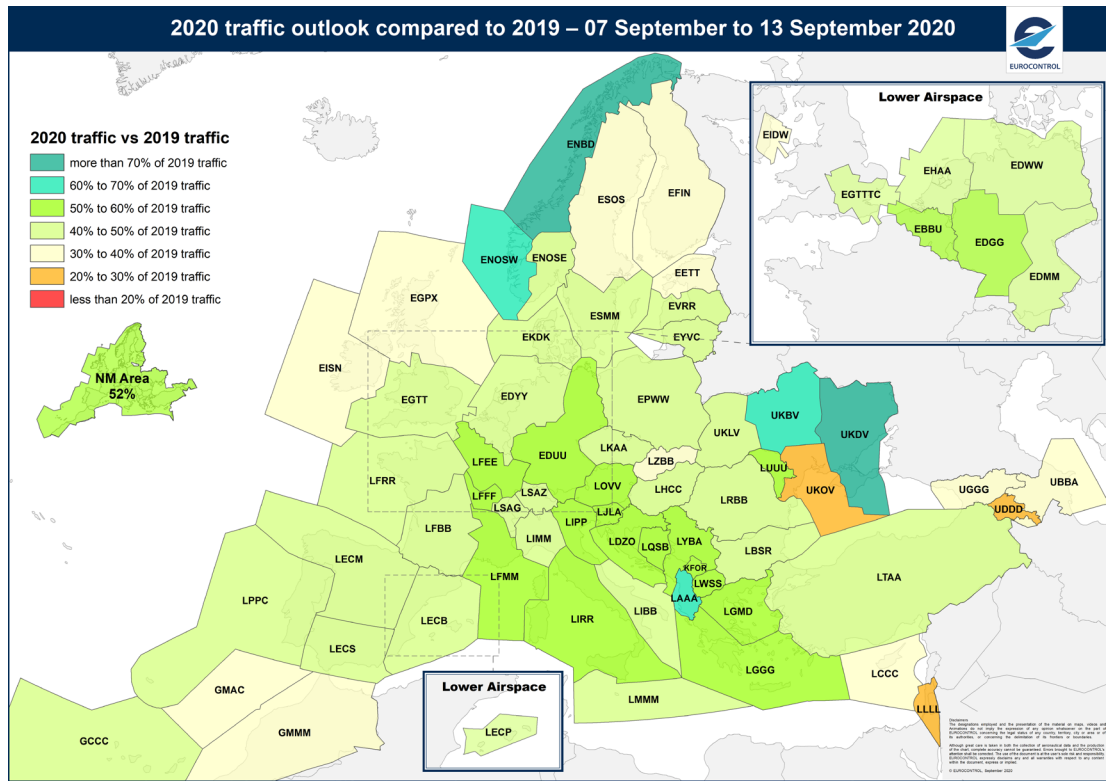
Lower Airspace

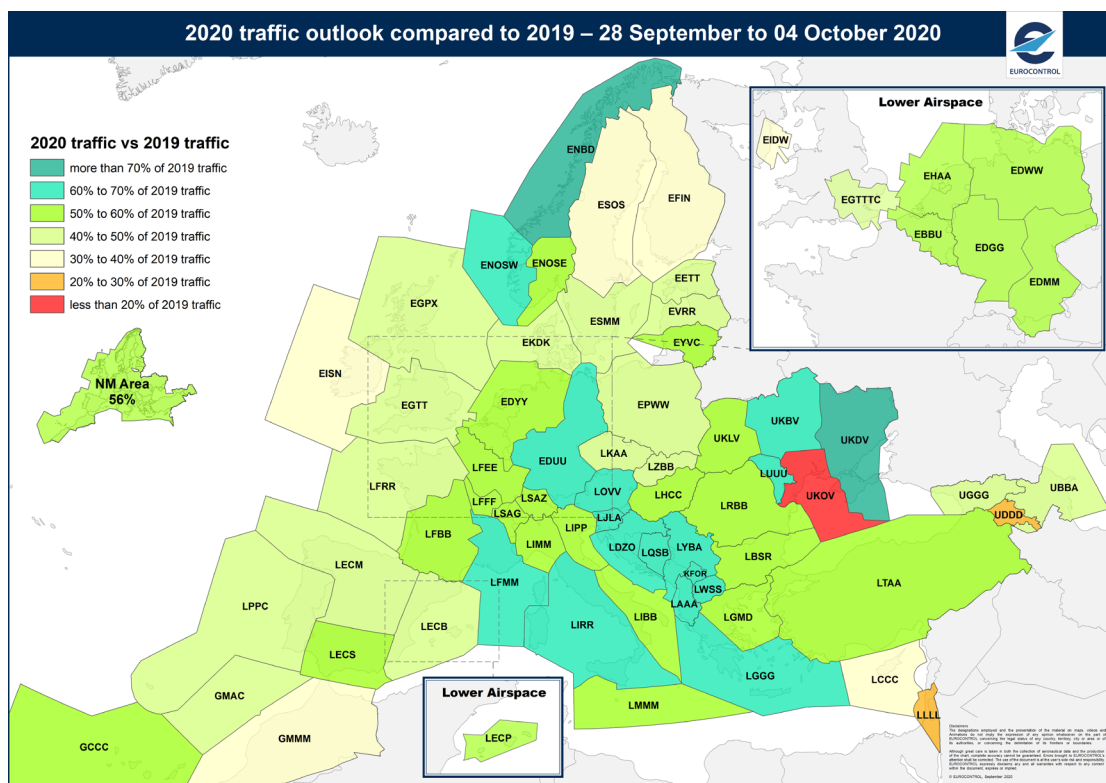
Information provided and the presentation of the material on maps, charts and other documents is for information only. It is not intended to be used for navigation. The user of this material is responsible for the accuracy of the information and for the consequences of its use. The user of this material is also responsible for the accuracy of the information and for the consequences of its use. The user of this material is also responsible for the accuracy of the information and for the consequences of its use.

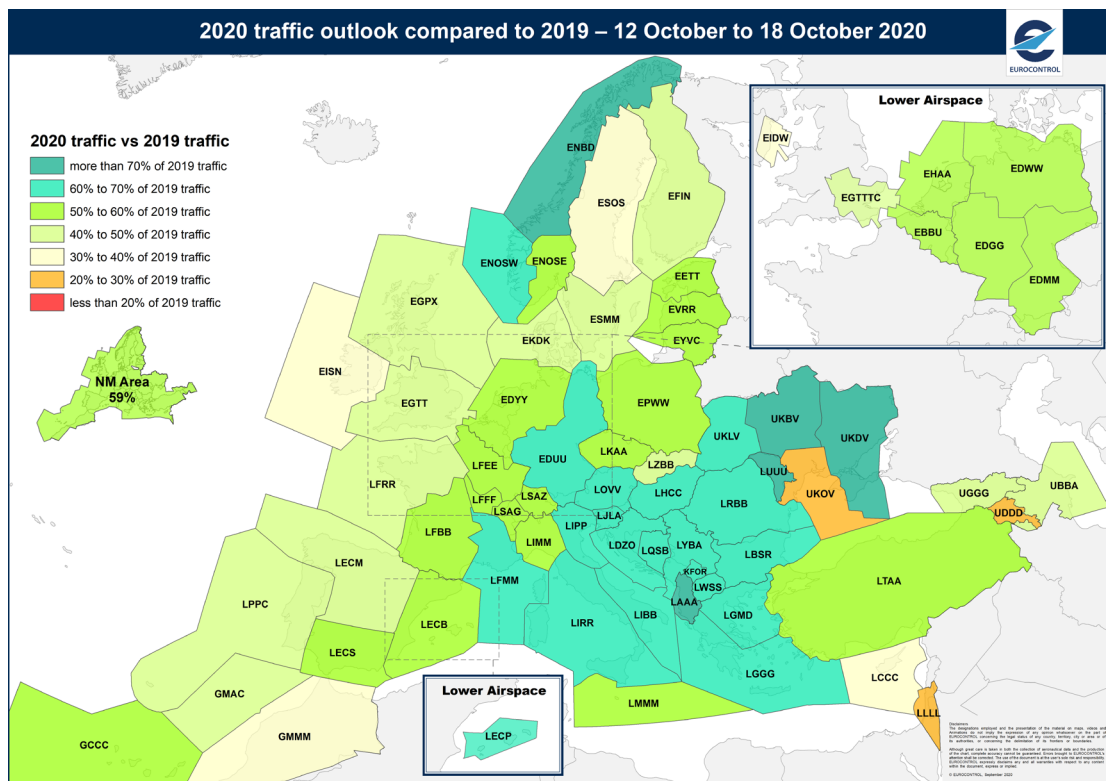
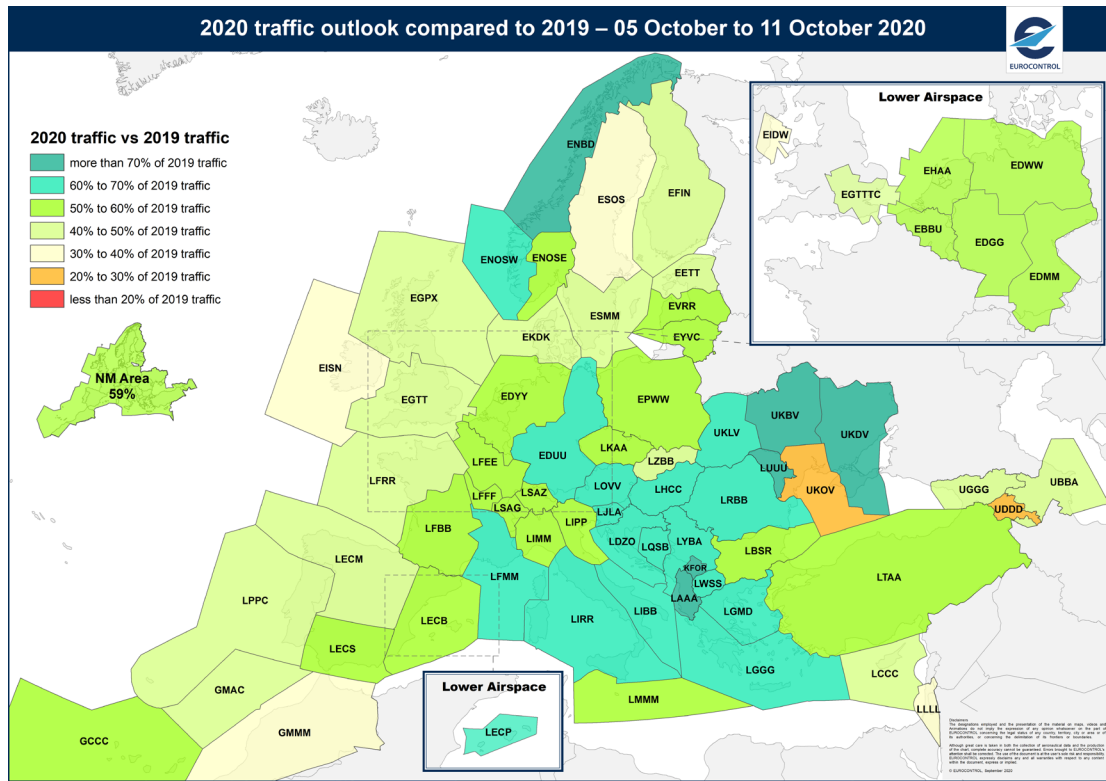












Traffic distribution by airport

| Country | Airport | Airport Name | Average Daily Traffic per Week (No of flights) | | | | | |
|-----------------|---------|----------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| | | | Week 07/09/2020 - 13/09/2020 | Week 14/09/2020 - 20/09/2020 | Week 21/09/2020 - 27/09/2020 | Week 28/09/2020 - 04/10/2020 | Week 05/10/2020 - 11/10/2020 | Week 12/10/2020 - 18/10/2020 |
| Albania | LATI | Tirana | 75 | 74 | 75 | 76 | 78 | 78 |
| Austria | LOWW | Wien Schwechat | 386 | 398 | 406 | 426 | 448 | 448 |
| Belgium | EBBR | Brussels National | 255 | 263 | 269 | 281 | 292 | 292 |
| Belgium | EBCI | Charleroi/Brussels South | 110 | 112 | 114 | 114 | 114 | 114 |
| Bulgaria | LBSF | Sofia | 116 | 119 | 119 | 122 | 126 | 126 |
| Cyprus | LCLK | Larnaka/Intl | 94 | 97 | 97 | 105 | 109 | 109 |
| Czech Republic | LKPR | Praha Ruzyně | 191 | 196 | 204 | 213 | 225 | 225 |
| Denmark | EKCH | Kobenhavn/Kastrup | 296 | 302 | 303 | 311 | 323 | 323 |
| Finland | EFHK | Helsinki-Vantaa | 165 | 164 | 164 | 190 | 218 | 218 |
| France | LFBD | Bordeaux-Mérignac | 106 | 105 | 109 | 103 | 102 | 102 |
| France | LFBO | Toulouse Blagnac | 135 | 139 | 143 | 145 | 148 | 148 |
| France | LFLY | Lyon Saint-Exupéry | 166 | 169 | 175 | 175 | 181 | 181 |
| France | LFML | Marseille Provence | 165 | 168 | 169 | 169 | 174 | 174 |
| France | LFMN | Nice-Côte d'Azur | 356 | 352 | 353 | 353 | 355 | 355 |
| France | LFPB | Paris Le Bourget | 136 | 136 | 136 | 136 | 136 | 136 |
| France | LFPG | Paris Ch de Gaulle | 703 | 726 | 758 | 771 | 784 | 784 |
| France | LFPO | Paris Orly | 328 | 327 | 327 | 328 | 353 | 353 |
| France | LFRS | Nantes Atlantique | 93 | 94 | 94 | 96 | 97 | 97 |
| France | LFSB | Bale-Mulhouse | 130 | 129 | 132 | 131 | 134 | 134 |
| Germany | EDDB | Schoenefeld-Berlin | 136 | 137 | 137 | 137 | 138 | 138 |
| Germany | EDDF | Frankfurt Main | 572 | 569 | 576 | 596 | 621 | 621 |
| Germany | EDDH | Hamburg | 225 | 228 | 231 | 240 | 249 | 249 |
| Germany | EDDK | Koeln-Bonn | 268 | 269 | 270 | 272 | 276 | 276 |
| Germany | EDDL | Duesseldorf | 262 | 264 | 273 | 285 | 298 | 298 |
| Germany | EDDM | Muenchen | 454 | 456 | 461 | 476 | 490 | 490 |
| Germany | EDDP | Leipzig/Halle | 180 | 180 | 181 | 182 | 183 | 183 |
| Germany | EDDS | Stuttgart | 195 | 194 | 194 | 203 | 212 | 212 |
| Germany | EDDT | Berlin-Tegel | 190 | 190 | 193 | 206 | 213 | 213 |
| Germany | EDDV | Hannover Langenhagen | 103 | 105 | 107 | 115 | 119 | 119 |
| Greece | LGAV | Athens | 477 | 481 | 481 | 487 | 497 | 497 |
| Greece | LGIR | Iraklion/Nikos Kazantzakis | 170 | 171 | 169 | 168 | 165 | 165 |
| Greece | LGTS | Thessaloniki/Makedonia | 131 | 132 | 131 | 128 | 126 | 126 |
| Hungary | LHBP | Budapest Liszt Ferenc Int. | 166 | 169 | 172 | 182 | 192 | 192 |
| Ireland | EIDW | Dublin | 241 | 243 | 244 | 250 | 255 | 255 |
| Israel | LLBG | Tel Aviv/Ben Gurion | 113 | 138 | 134 | 141 | 151 | 151 |
| Italy | LICC | Catania Fontanarossa | 143 | 139 | 136 | 137 | 138 | 138 |
| Italy | LICJ | Palermo Punta Raisi | 115 | 108 | 107 | 107 | 110 | 110 |
| Italy | LIMC | Milano Malpensa | 285 | 293 | 291 | 285 | 286 | 286 |
| Italy | LIME | Bergamo/Orio Alserio | 150 | 151 | 152 | 152 | 152 | 152 |
| Italy | LIMF | Torino Caselle | 60 | 56 | 56 | 57 | 60 | 60 |
| Italy | LIML | Milano Linate | 156 | 154 | 154 | 151 | 150 | 150 |
| Italy | LIPE | Bologna/Borgo Panigale | 122 | 116 | 121 | 123 | 125 | 125 |
| Italy | LIPZ | Venezia Tessera | 144 | 138 | 135 | 137 | 142 | 142 |
| Italy | LIRA | Roma Ciampino | 119 | 119 | 119 | 120 | 120 | 120 |
| Italy | LIRF | Roma/Fiumicino | 284 | 284 | 286 | 303 | 313 | 313 |
| Italy | LIRN | Napoli Capodichino | 149 | 145 | 147 | 146 | 149 | 149 |
| Italy | LIRP | Pisa San Giusto | 101 | 100 | 100 | 100 | 101 | 101 |
| Latvia | EVRA | Riga Intl | 126 | 129 | 133 | 134 | 134 | 134 |
| Lithuania | EYVI | Vilnius Intl | 73 | 72 | 72 | 75 | 76 | 76 |
| Luxembourg | ELLX | Luxembourg | 136 | 136 | 139 | 138 | 139 | 139 |
| Malta | LMML | Luqa Airport | 100 | 99 | 101 | 104 | 107 | 107 |
| Morocco | GMMN | Casablanca/Mohammed | 78 | 93 | 93 | 90 | 88 | 88 |
| Netherlands | EHAM | Amsterdam/Schiphol | 760 | 774 | 782 | 823 | 827 | 827 |
| North Macedonia | LWSK | Skopje | 29 | 31 | 31 | 40 | 41 | 41 |

| | | | Average Daily Traffic per Week (No of flights) | | | | | |
|----------------|------|--------------------------|--|-----|-----|-----|-----|-----|
| Norway | ENBR | Bergen/Flesland | 199 | 200 | 199 | 199 | 195 | 195 |
| Norway | ENGM | Oslo/Gardermoen | 355 | 361 | 362 | 364 | 368 | 368 |
| Norway | ENVA | Trondheim/Vaernes | 113 | 114 | 113 | 114 | 114 | 114 |
| Norway | ENZV | Stavanger/Sola | 139 | 139 | 138 | 141 | 141 | 141 |
| Poland | EPGD | Gdansk/Lech Walesa | 90 | 90 | 91 | 92 | 94 | 94 |
| Poland | EPKK | Krakow/Balice | 98 | 100 | 100 | 100 | 101 | 101 |
| Poland | EPKT | Katowice Pyrzowice | 76 | 79 | 81 | 83 | 84 | 84 |
| Poland | EPMO | Modlin | 35 | 35 | 35 | 34 | 34 | 34 |
| Poland | EPPO | Poznan/Lawica | 48 | 48 | 48 | 48 | 49 | 49 |
| Poland | EPWA | Chopina W Warszawie | 258 | 269 | 277 | 284 | 290 | 290 |
| Portugal | LPFR | Faro | 166 | 170 | 169 | 123 | 122 | 122 |
| Portugal | LPPR | Porto | 178 | 177 | 176 | 147 | 155 | 155 |
| Portugal | LPPT | Lisboa | 318 | 331 | 341 | 318 | 340 | 340 |
| Romania | LRDP | Bucuresti/Henri Coanda | 149 | 156 | 156 | 171 | 187 | 187 |
| Serbia | LYBE | Beograd/Nikola Tesla | 121 | 125 | 135 | 137 | 140 | 140 |
| Spain | GCLP | Gran Canaria | 188 | 189 | 189 | 193 | 197 | 197 |
| Spain | GCCR | Lanzarote | 96 | 97 | 97 | 95 | 96 | 96 |
| Spain | GCTS | Tenerife Sur/Reina Sofia | 71 | 78 | 79 | 79 | 80 | 80 |
| Spain | GCXO | Tenerife Norte | 154 | 140 | 142 | 143 | 146 | 146 |
| Spain | LEAL | Alicante | 137 | 140 | 143 | 151 | 159 | 159 |
| Spain | LEBB | Bilbao | 59 | 56 | 60 | 62 | 61 | 61 |
| Spain | LEBL | Barcelona/El Prat | 344 | 315 | 321 | 391 | 452 | 452 |
| Spain | LEIB | Ibiza | 224 | 218 | 221 | 216 | 213 | 213 |
| Spain | LEMD | Madrid/Barajas | 347 | 345 | 376 | 413 | 435 | 435 |
| Spain | LEMG | Malaga/Costa Del Sol | 212 | 213 | 216 | 223 | 233 | 233 |
| Spain | LEPA | Palma De Mallorca | 337 | 327 | 340 | 365 | 382 | 382 |
| Spain | LEVC | Valencia | 115 | 111 | 115 | 120 | 123 | 123 |
| Spain | LEVT | Vitoria | 30 | 30 | 30 | 28 | 28 | 28 |
| Spain | LEZL | Sevilla | 97 | 94 | 94 | 100 | 109 | 109 |
| Sweden | ESGG | Goteborg/Landvetter | 66 | 67 | 68 | 71 | 74 | 74 |
| Sweden | ESSA | Stockholm-Arlanda | 207 | 215 | 213 | 219 | 228 | 228 |
| Sweden | ESSB | Stockholm-Bromma | 51 | 49 | 49 | 49 | 49 | 49 |
| Switzerland | LSGG | Geneva | 254 | 259 | 262 | 269 | 273 | 273 |
| Switzerland | LSZH | Zurich | 341 | 355 | 367 | 392 | 407 | 407 |
| Turkey | LTAC | Ankara-Esenboga | 150 | 148 | 148 | 149 | 151 | 151 |
| Turkey | LTAI | Antalya | 336 | 339 | 354 | 363 | 365 | 365 |
| Turkey | LTBJ | Izmir-Adnan-Menderes | 175 | 171 | 173 | 176 | 179 | 179 |
| Turkey | LTBS | Mugla Dalaman | 117 | 118 | 120 | 115 | 113 | 113 |
| Turkey | LTFJ | Istanbul/Sabiha Gokcen | 482 | 485 | 488 | 495 | 499 | 499 |
| Turkey | LTFM | Istanbul Airport | 523 | 536 | 534 | 577 | 614 | 614 |
| Ukraine | UKBB | Kyiv/Boryspil | 195 | 203 | 205 | 204 | 207 | 207 |
| United Kingdom | EGAA | Belfast/Aldergrove | 67 | 69 | 69 | 68 | 66 | 66 |
| United Kingdom | EGBB | Birmingham | 101 | 110 | 111 | 114 | 118 | 118 |
| United Kingdom | EGCC | Manchester | 214 | 227 | 228 | 224 | 225 | 225 |
| United Kingdom | EGGD | Bristol | 100 | 98 | 99 | 96 | 94 | 94 |
| United Kingdom | EGGW | London/Luton | 269 | 263 | 262 | 254 | 251 | 251 |
| United Kingdom | EGKK | London/Gatwick | 246 | 236 | 232 | 219 | 215 | 215 |
| United Kingdom | EGLC | London/City | 30 | 32 | 35 | 37 | 42 | 42 |
| United Kingdom | EGLL | London/Heathrow | 496 | 504 | 509 | 548 | 603 | 603 |
| United Kingdom | EGNT | Newcastle | 54 | 61 | 61 | 63 | 65 | 65 |
| United Kingdom | EGNX | East Midlands | 141 | 141 | 141 | 141 | 141 | 141 |
| United Kingdom | EGPD | Aberdeen/Dyce | 69 | 76 | 76 | 75 | 76 | 76 |
| United Kingdom | EGPF | Glasgow | 97 | 108 | 110 | 117 | 122 | 122 |
| United Kingdom | EGPH | Edinburgh | 143 | 149 | 150 | 156 | 165 | 165 |
| United Kingdom | EGSS | London/Stansted | 325 | 323 | 323 | 318 | 319 | 319 |

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. It included for each ACC a 4(four) week outlook until 26 June 2020 (edition 1.8), extended to 6(six) weeks as from 03 July 2020 (edition 1.9), 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:

Most of the ACCs have a stable sector opening plan throughout the period.

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

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.
- Canarias ACC: Some TVs are already at 100% capacity, other still at 80%. Sector capacities will gradually return to nominal values on a case-by-case basis. For simulation purposes, the TVs at 80% capacity were considered to remain at 80% during the full period, according to ENAIRE input.

Availability of support staff:

The majority of ACCs have support staff working as normal.

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. In this figure, the daily number of airports reporting capacity are depicted with bars. The colour of the bars represent the average capacity reported for the day. Thus 100% corresponds to 100% average capacity of all airports providing capacity information via the Airport Corner

In summary, all daily predictions are above 82% of capacity, two points above last week. The number of airports reporting up to the end of September is 55 or above with the expected small decrease from October onwards.

Please note that some landside constraints (such as social distancing and passenger screening) are provided in a timely manner although the situation remains dynamic.

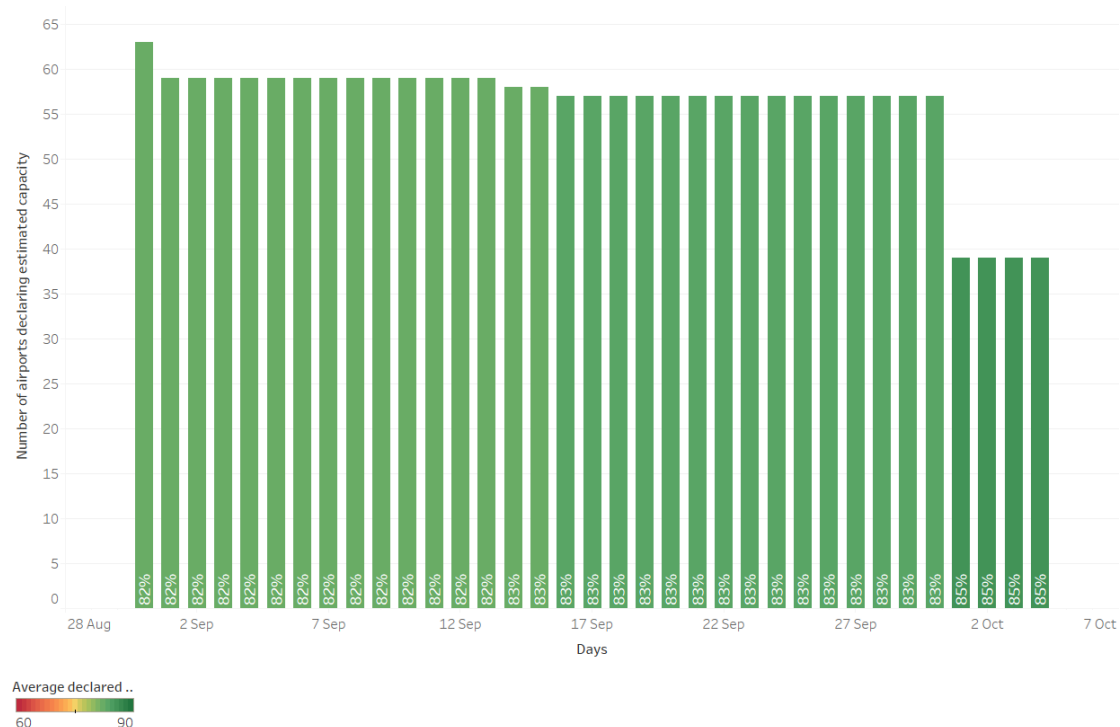


Figure 1: Overall airport capacity based on available airport prediction in Airport Corner COVID page

Figure 2 consists of a map 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. Please note that 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 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.

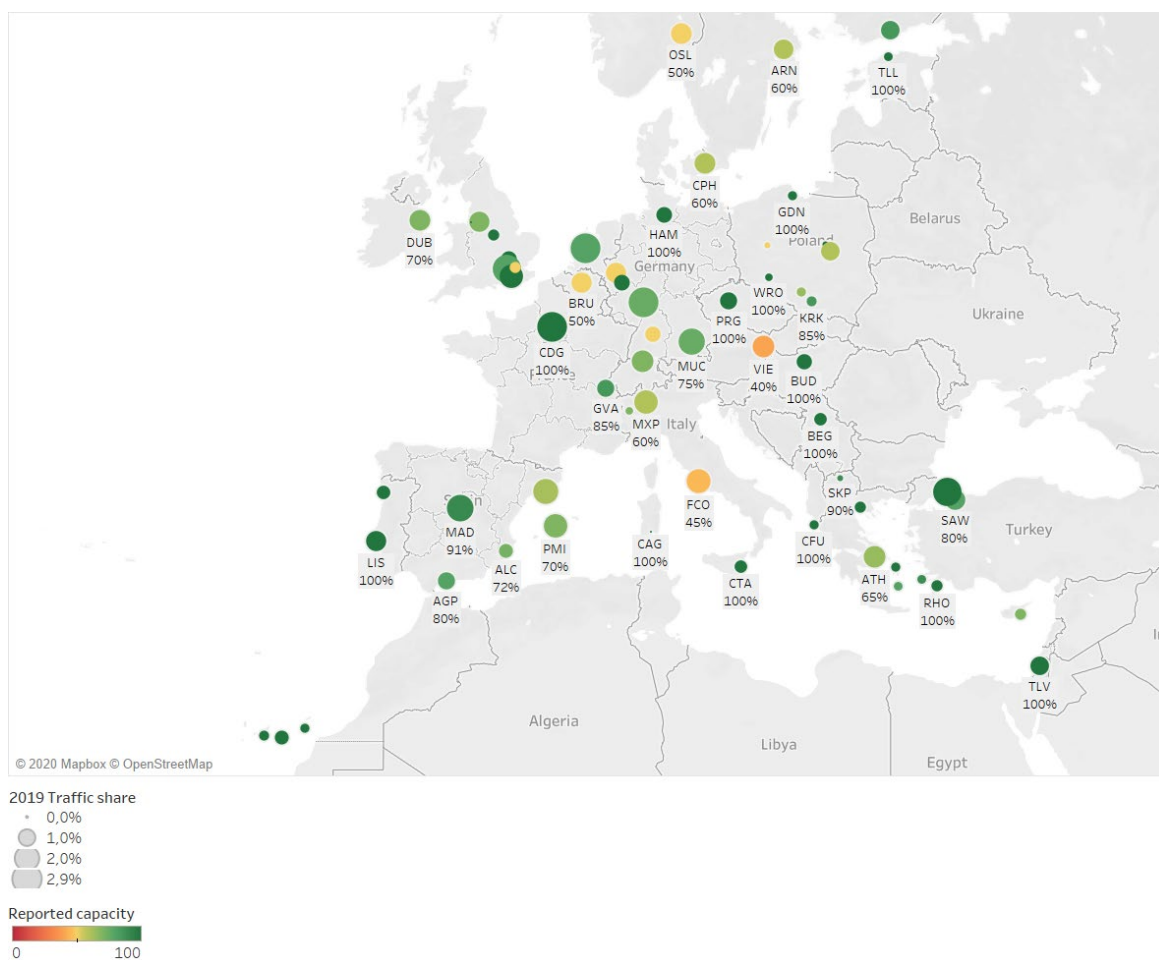


Figure 2: Airport capacity (31/08/2020)

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 in terms of traffic. 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 (31st August 2020). Please note that 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. The detail of all airports reporting their capacity in the Airport Corner is included in Annex 2, Figure 9.

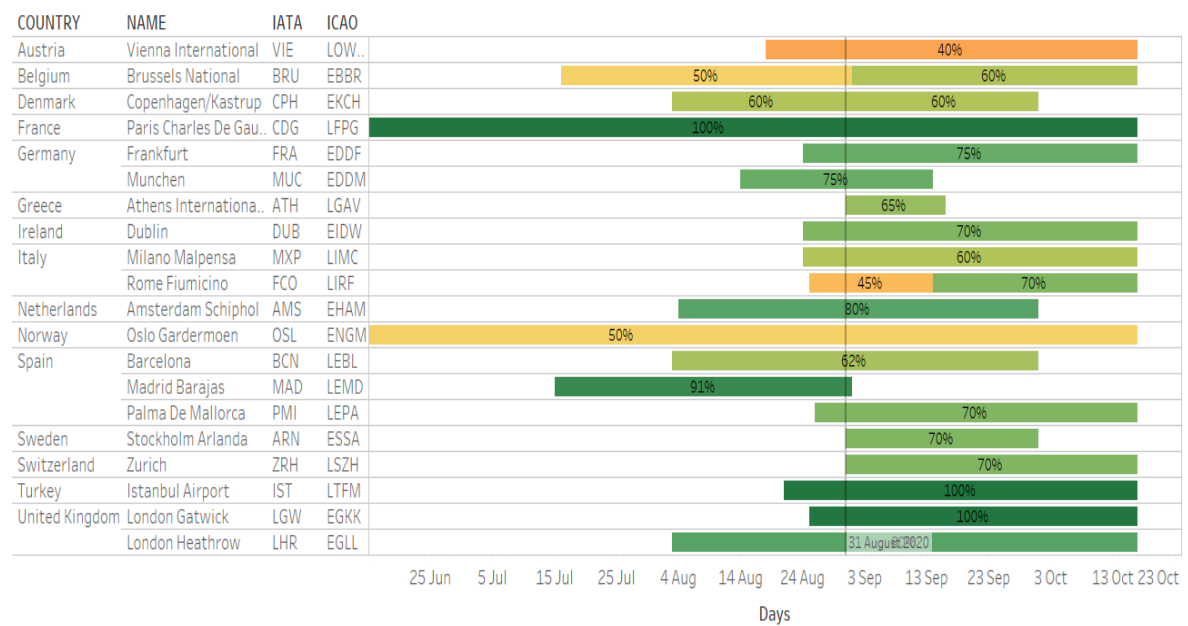


Figure 3: Reported airport capacity based on Airport Corner information and expressed in percentage of nominal airport capacity for the top 20 airports

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.

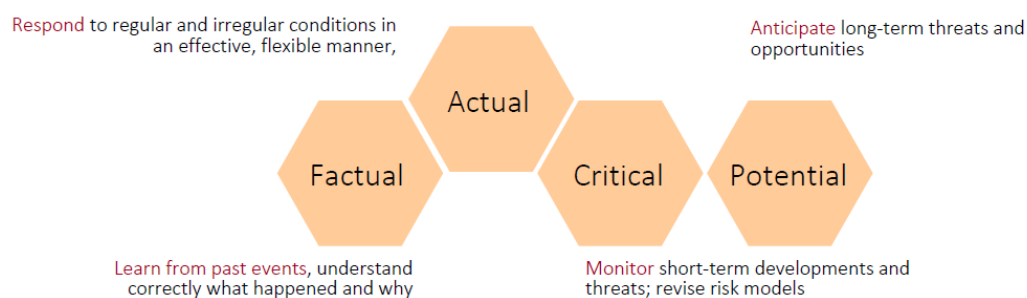
6.4.2.1 Approach in applying the Safety Argument

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 |
|--------------------|------------------|-------------|-------------------------------------|---------------------|----------------|
| 18-Sep-20 | 20-Sep-20 | EHAA | Skydive event Big Waves Hoogeveen | CANCELLED | |
| 25-Sep-20 | 27-Sep-20 | EHAA | Skydive event Shark Boogie II Teuge | CANCELLED | |

7.2.2 2020 Planned events

| Start Date | End date | ACC Airport | Event |
|------------|-----------|----------------|---|
| 29-Aug-20 | 20-Sep-20 | LF | Tour de France |
| 10-Sep-20 | 13-Sep-20 | EHAA | Skydive event Zeeland Boogie Midden Zeeland |
| 12-Sep-20 | 13-Sep-20 | EHAA | Skydive event Harbour Heroes Skillscamp Rhoon |
| 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 |
| 24-Sep-20 | | LHBP | UEFA Super Cup |
| 27-Sep-20 | 28-Sep-20 | LLLL/LLBG/ER | Day of Atonement Closure Yom Kippur |
| 28-Sep-20 | 29-Sep-20 | EHAA | PJE Lowlands Ginkelse Heide |
| 03-Oct-20 | 04-Oct-20 | EHAA | Skydive event Legend of the Fall Seppe |
| 04-Oct-20 | | EGTT | London Marathon 2020 |
| 24-Nov-20 | 25-Nov-20 | EHAA | PJE Lowlands EHTRA59 |
| 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 | Event | Postponed Cancelled | New start date |
|--------------------|------------------|------|--|---------------------|----------------|
| 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 |
| 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 | Event |
|------------|-----------|---------------------------|--|
| 02-Mar-20 | 31-Oct-20 | ED | Training for Berlin airport opening at Bremen ACC |
| 01-Jun-20 | 20-Sep-20 | LF/EG/MUAC/LO/LE/LS/LD/ED | Cross border wx procedure |
| 02-Jun-20 | 20-Jan-21 | LFEE | New ATM system 4Flight - training at LFEE- |
| 01-Sep-20 | 08-Sep-20 | LFMM | Marseille 4Flight- Day Live Operations 1 Sept (back up 3/9 or 8/9) |
| 07-Sep-20 | 08-Sep-20 | LSAG | Skyserver implementation -10% Cap Red LSAG UTA CTA |
| Sep-20 | | UK | New ATM System (AIRCON2100) implementation Odessa |
| 21-Sep-20 | 22-Sep-20 | ESMM | System Upgrade TOPSKY (COOPANS) |
| 23-Sep-20 | 24-Sep-20 | ESOS | System Upgrade TOPSKY (COOPANS) |
| 29-Sep-20 | 14-May-21 | LFMM | New ATM system 4Flight - training at LFMM- |
| 08-Oct-20 | | LE/GM/FAB SW | Interface Agadir/Canarias ACCs - phase 1c |
| 12-Oct-20 | 30-Apr-21 | LH | Hardware upgrade of ATM system and move from OPS to Contingency room. |
| 04-Nov-20 | | EDBB | 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. |
| 04-Nov-20 | 04-Feb-21 | EDWW | Capacity reduction of 10% in sector group EAST (following the opening of airport BER) |
| 05-Nov-20 | | EG | UK CTA Improvements |
| 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. |

| Start Date | End date | ACC | Event |
|--------------|-----------|--------------|--|
| 05-Nov-20 | | UM | New Orsha aerodrome |
| 05-Nov-20 | | UK | Airspace structure improvement Kyiv UIR/Dnipro FIR |
| 14-Nov-20 | 02-Dec-20 | EYVL/EYVI | New ATC system implementation for Vilnius ACC and Vilnius TWR/APP. Normal operations 3/12/20 |
| 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 area re-organisation- reviseATS network and adapt airspace organisation |
| 03-Dec-20 | | LOVV | To implement Night Cross Border Free Route Airspace between SECSI FRA and FRALB. |
| 05-Dec-20 | | EDWW | operation on back up system - no delays expected |
| 12-Dec-20 | | EDWW | operation on back up system - no delays expected |
| winter 20/21 | | LG | Extension of HELLAS UIR upper limit to FL660 |
| winter 20/21 | | LI | Lamezia CTR re-org and new Calabria CTA implementation |
| winter 20/21 | | LI | Ronchi CTR re-org and new Venezia Giulia CTA |
| 31-Dec-20 | | GM/GMFI/GMFF | RNP APCH & RNAV procedure design for GMFI & GMFF airports |
| 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 |
|--------------------|------------------|-----------|-------------|---------------------|----------------|
| 31/08/2020 | 13/09/2020 | ESAA | NOCO 20 | Cancelled | |
| 07/09/2020 | 18/09/2020 | LE | ETAP-C-20-4 | Cancelled | |
| 21/09/2020 | 02/10/2020 | LECM/LECB | TLP 20-3 | Cancelled | |
| 19/10/2020 | 23/10/2020 | LF | CHAMPAGNE | Cancelled | |

7.4.2 2020 Planned events

| Start Date | End date | FIR | Event | AIS publication | Potential Network Impact |
|------------|------------|-----|------------------------------------|-----------------|--------------------------|
| 10/08/2020 | 01/10/2020 | EG | TYPHOON WARRIOR | | No impact |
| 17/08/2020 | 01/10/2020 | LV | NAMEJS 2020 | | No impact |
| 19/08/2020 | 11/09/2020 | EP | ADR 20-4 | AIP SUP 78/20 | Low impact |
| 06/09/2020 | 18/09/2020 | LK | AMPLE STRIKE 2020 (exl 12-13 sept) | AIP SUP 6/20 | Low impact |
| 07/09/2020 | 18/09/2020 | LF | RAFALE | | No impact |
| 07/09/2020 | 18/09/2020 | EK | BRONZE TIGER | | No impact |
| 08/09/2020 | 11/09/2020 | EP | USTKA 2020 | AIP SUP 77/20 | Low impact |
| 14/09/2020 | 18/09/2020 | EF | HÄJY | | Low impact |
| 14/09/2020 | 18/09/2020 | LF | GABIAN | | No impact |
| 14/09/2020 | 25/09/2020 | LF | BACCARAT | | No impact |

| Start Date | End date | FIR | Event | AIS publication | Potential Network Impact |
|------------|------------|------------|--------------------------|------------------|--------------------------|
| 15/09/2020 | 17/09/2020 | LF | POKER 20-03 | | Low impact |
| 17/09/2020 | 25/09/2020 | EP | ASTRAL KNIGHT | AIP SUP 91/20 | Low impact |
| 21/09/2020 | 23/09/2020 | EY | RAMSTEIN ALLOY 2 | | Low impact |
| 21/09/2020 | 25/09/2020 | EY | TOBRUQ LEGACY (TOLY) | AIP SUP 007/2020 | Low impact |
| 21/09/2020 | 09/10/2020 | LF | VOLFA | | No impact |
| 21/09/2020 | 25/09/2020 | EN | GEMINI | | |
| 21/09/2020 | 27/09/2020 | LECM | SIRIO 2020 | AIP SUP 85/20 | Low impact |
| 24/09/2020 | 24/09/2020 | EFIN | TORSTAI | | Low impact |
| 28/09/2020 | 09/10/2020 | LF | DYNAMIC MARINER | | Low impact |
| 28/09/2020 | 06/10/2020 | EF | RUSKA | | Low impact |
| 29/09/2020 | 15/10/2020 | LF | GORGONES | | |
| 01/10/2020 | 09/10/2020 | EY | BRILLIANT JUMP II | | |
| 03/10/2020 | 04/10/2020 | LF | BELOTE 20-03 | | Low impact |
| 03/10/2020 | 15/10/2020 | EG | JOINT WARRIOR | | |
| 06/10/2020 | 09/10/2020 | EP | USTKA 2020 | AIP SUP 77/20 | Low Impact |
| 06/10/2020 | 22/10/2020 | LFBB/LFRR | OPERATION BALBUZARD 2020 | | Low impact |
| 12/10/2020 | 16/10/2020 | LF | TARTANE | | |
| 12/10/2020 | 16/10/2020 | EHAA | CROSS SERVICING | | |
| 17/10/2020 | 30/10/2020 | GCCC | OCEAN SKY 2020 | AIP SUP 92/20 | |
| 18/10/2020 | 06/11/2020 | EG | CRIMSON WARRIOR | | |
| 19/10/2020 | 23/10/2020 | ED | COLD IGLO | | |
| 28/10/2020 | 06/11/2020 | EY | BRILLIANT JUMP II | | |
| 02/11/2020 | 13/11/2020 | LIBB/RR | MARE APERTO 2020 | | |
| 03/11/2020 | 17/11/2020 | EY | IRON WOLF II | | |
| 09/11/2020 | 20/11/2020 | LF | ATLANTIC TRIDENT | | |
| 09/11/2020 | 11/12/2020 | LF | CIRCAETE | | |
| 09/11/2020 | 20/11/2020 | LF | MDCN | | |
| 09/11/2020 | 22/11/2020 | EY | IRON WOLF II | | |
| 09/11/2020 | 04/12/2020 | EG | YORKNITE | | |
| 09/11/2020 | 27/11/2020 | LF | CASALPS/CERCES | | |
| 16/11/2020 | 18/11/2020 | EF | IPH | | |
| 16/11/2020 | 27/11/2020 | LF | CASEX ATC 20-3 | | |
| 16/11/2020 | 27/11/2020 | LECM/LE CB | TLP 20-4 | | |
| 18/11/2020 | 22/11/2020 | EY | BRILLIANT JUMP II | | |
| 30/11/2020 | 03/12/2020 | EG | RISING PANTHER 20-2 | | |
| 30/11/2020 | 11/12/2020 | LF | ZEST | | |
| 30/11/2020 | 04/12/2020 | LF | ELETRONIC WARFARE | | |
| 08/12/2020 | 10/12/2020 | LF | POKER 20-04 | | |
| TBD | TBD | ESAA | SWENEX20 | | |
| TBD | TBD | ESAA | TEX20 | | |
| TBD | TBD | ESAA | HTIC | | |

7.5 Airport Events

7.5.1 Events cancelled / postponed due to COVID

| Initial Start Date | Initial End date | Airport | Event | Postponed Cancelled | New start date |
|--------------------|------------------|---------|---|---------------------|----------------|
| May 2020 | Oct 2020 | LFPG | Changing ILS on RWY 09L/27R due to maintenance reasons | On hold | |
| Nov 2020 | | EGLL | Trial AOP-NOP integration for arrival and departure flights | Postponed | Spring 2021 |

7.5.2 2020 Planned events

| Start Date | End date | Airport | Event |
|------------|-----------|---------|---|
| 01-Aug-19 | 01-Feb-21 | LFPG | Construction works on taxiways to reduce taxi times from 27L to terminals |
| 21-Oct-19 | 31-Jan-21 | LFBD | LFBD to be used as a base to access a training zone for the Qatari pilots training on Dassault Rafale fighters. |
| 20-Jan-20 | 30-Sep-20 | EDDH | Full depth Reconstruction Work of main apron |
| 01-Mar-20 | 24-Sep-20 | EFHK | Construction works on Apron 1N. |
| 01-Jul-20 | 31-Dec-20 | EDDK | Reconstruction TWY B segmented - part 7 |
| 02-Jul-20 | 24-Sep-20 | LPPR | TWY F extension - nightly closures |
| 29-Jul-20 | 10-Sep-20 | LIPE | RWY 12/30 Night closure from 2230 to 0330 Z |
| 01-Aug-20 | 15-Sep-20 | EVRA | New RET construction. RWY night closure from Monday to Fridays |
| 03-Aug-20 | 21-Oct-20 | EGLL | RWY 09R/27L night closures Mon-Fri from 1900-0600 |
| 31-Aug-20 | 21-Sep-20 | EIDW | RWY28 Threshold works scheduled mon-fri 1900-0400 local time |
| 02-Sep-20 | 09-Sep-20 | EDDH | RWY 15/33 Closed for maintenance |
| 06-Sep-20 | 10-Sep-20 | LFPB | Airport closed at night 2000-0400 UTC |
| 06-Sep-20 | 13-Sep-20 | EHAM | TWY Q and Z closed |
| 11-Sep-20 | 21-Sep-20 | LIPE | airport closure due to renovation of part of RWY and taxiways |
| 13-Sep-20 | 17-Sep-20 | LFPB | Airport closed at night 2000-0400 UTC |
| 16-Sep-20 | 02-Oct-20 | LIMC | RWY 17R/35L Closed |
| 21-Sep-20 | 28-Sep-20 | EHAM | RWY 06/24 closed due to regular maintenance |
| 21-Sep-20 | 04-Oct-20 | EHAM | TWY A closed between TWY A3 and TWY A2 |
| 21-Sep-20 | 09-Oct-20 | LIPE | RWY 12/30 Night closure |
| 28-Sep-20 | 04-Oct-20 | EHAM | RWY 18L/36R closed due to regular maintenance |
| 04-Oct-20 | 01-Nov-20 | EHAM | TWY B closed between N2 and TWY A17 |
| 08-Oct-20 | | EIDW | Existing RWY10/28 will become RWY 10R/28L |
| 15-Oct-20 | 07-Nov-20 | LPPR | TWY F extension - nightly closures |
| 19-Oct-20 | 06-Nov-20 | LSGS | New VCS installation |
| 19-Oct-20 | 29-Nov-20 | LFMN | Closure RWY 04L/22F |
| 26-Oct-20 | 27-Mar-21 | LPPR | TWY F closed for repair work - Reduced capacity |
| 01-Nov-20 | 29-Nov-20 | EHAM | TWY A closed between TWY A13 and TWY A15 |
| Nov-20 | | LFPG | trial eAMAN-NOP integration |
| 04-Nov-20 | | ED | Berlin Brandenburg International (BER) airport |

| Start Date | End date | Airport | Event |
|------------|-----------|-----------|---|
| 05-Nov-20 | | UM | New Orsha aerodrome |
| 09-Nov-20 | 26-Nov-20 | LPPR | TWY F extension - nightly closures |
| 29-Nov-20 | 20-Dec-20 | EHAM | TWY A closed between TWY A14 and TWY A17 |
| 30-Nov-20 | 18-Dec-20 | LFMN | Closure RWY 04R/22L |
| 31-Dec-20 | | GMFI/GMFF | RNP APCH & RNAV procedure design for GMFI & GMFF airports |

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-making¹ 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.

¹ 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 6-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

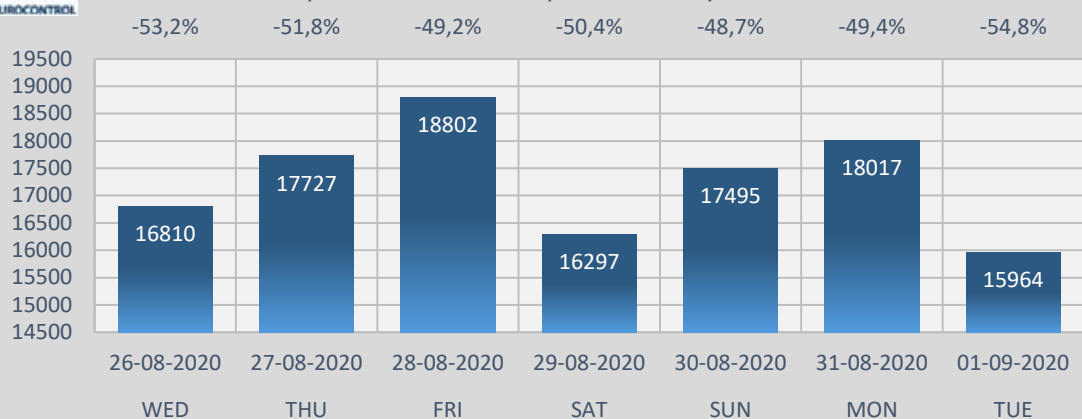
9.1.1 Network

| Day | Date | Traffic | Traffic Year-1 | % Traffic diff | ATFM delay | Enroute Delay | Airport Delay |
|-----|------------|---------|----------------|----------------|------------|---------------|---------------|
| WED | 26-08-2020 | 16810 | 35899 | -53,2% | 2218 | 124 | 2094 |
| THU | 27-08-2020 | 17727 | 36746 | -51,8% | 1045 | 284 | 761 |
| FRI | 28-08-2020 | 18802 | 37027 | -49,2% | 562 | 138 | 424 |
| SAT | 29-08-2020 | 16297 | 32841 | -50,4% | 2363 | 1963 | 400 |
| SUN | 30-08-2020 | 17495 | 34075 | -48,7% | 1809 | 4 | 1805 |
| MON | 31-08-2020 | 18017 | 35612 | -49,4% | 445 | 134 | 311 |
| TUE | 01-09-2020 | 15964 | 35352 | -54,8% | 116 | 54 | 62 |

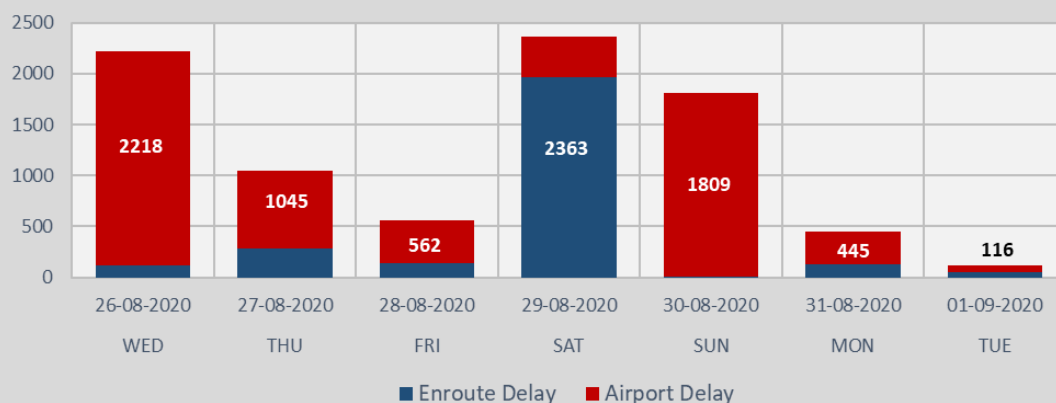


Rolling 7 days | Daily Network Traffic Evolution

% difference compared to the same operational day



Rolling 7 days | Daily Network ATFM delay Evolution



9.1.2 ACCs

| Period | ACC | ACC Name | Avg daily traffic | Avg daily traffic Year-1 | % Traffic diff | Avg Daily ER Delay |
|-------------------|---------|----------------|-------------------|--------------------------|----------------|--------------------|
| 20200826-20200901 | EBBUACC | BRUSSELS ACC | 932 | 1978 | -52,9% | 0 |
| 20200826-20200901 | EDGGALL | LANGEN ACC | 1862 | 4041 | -53,9% | 0 |
| 20200826-20200901 | EDMMACC | MUENCHEN ACC | 1499 | 3694 | -59,4% | 0 |
| 20200826-20200901 | EDUUUAC | KARLSRUHE UAC | 3082 | 5598 | -44,9% | 0 |
| 20200826-20200901 | EDWWACC | BREMEN ACC | 866 | 1948 | -55,6% | 0 |
| 20200826-20200901 | EDYYUAC | MAASTRICHT UAC | 2832 | 5683 | -50,2% | 7 |
| 20200826-20200901 | EETTACC | TALLIN ACC | 236 | 675 | -65,0% | 0 |
| 20200826-20200901 | EFINACC | HELSINKI ACC | 200 | 563 | -64,4% | 0 |
| 20200826-20200901 | EGPXALL | PRESTWICK ACC | 1249 | 3213 | -61,1% | 0 |
| 20200826-20200901 | EGTTACC | LONDON ACC | 2874 | 6735 | -57,3% | 10 |
| 20200826-20200901 | EGTTTC | LONDON TC | 1904 | 4368 | -56,4% | 0 |
| 20200826-20200901 | EHAAACC | AMSTERDAM ACC | 912 | 1782 | -48,8% | 0 |
| 20200826-20200901 | EIDWACC | DUBLIN ACC | 272 | 794 | -65,8% | 0 |
| 20200826-20200901 | EISNACC | SHANNON ACC | 506 | 1465 | -65,4% | 0 |
| 20200826-20200901 | EKDKACC | KOBENHAVN ACC | 660 | 1717 | -61,6% | 0 |
| 20200826-20200901 | ENBDACC | BODO ACC | 420 | 615 | -31,7% | 0 |
| 20200826-20200901 | ENOSACC | OSLO ACC | 494 | 1090 | -54,7% | 0 |
| 20200826-20200901 | ENSVACC | STAVANGER ACC | 415 | 719 | -42,3% | 0 |
| 20200826-20200901 | EPWWACC | WARSAWA ACC | 1130 | 2875 | -60,7% | 0 |
| 20200826-20200901 | ESMMACC | MALMO ACC | 660 | 1748 | -62,2% | 0 |
| 20200826-20200901 | ESOSACC | STOCKHOLM ACC | 404 | 1236 | -67,3% | 0 |
| 20200826-20200901 | EVRRACC | RIGA ACC | 357 | 919 | -61,1% | 0 |
| 20200826-20200901 | EYVCACC | VILNIUS ACC | 354 | 835 | -57,5% | 0 |
| 20200826-20200901 | GCCCACC | CANARIAS ACC | 570 | 967 | -41,0% | 0 |
| 20200826-20200901 | GMMMACC | CASABLANCA ACC | 214 | 778 | -72,4% | 0 |
| 20200826-20200901 | LAAAACC | TIRANA ACC | 504 | 861 | -41,5% | 0 |
| 20200826-20200901 | LBSRACC | SOFIA ACC | 1316 | 3071 | -57,2% | 0 |
| 20200826-20200901 | LCCCACC | NICOSIA ACC | 419 | 1356 | -69,1% | 0 |
| 20200826-20200901 | LDZOACC | ZAGREB ACC | 1384 | 2541 | -45,5% | 0 |
| 20200826-20200901 | LECBACC | BARCELONA ACC | 1490 | 3391 | -56,1% | 280 |
| 20200826-20200901 | LECMALL | MADRID ACC | 1638 | 3526 | -53,6% | 0 |
| 20200826-20200901 | LECPACC | PALMA ACC | 759 | 1466 | -48,2% | 0 |
| 20200826-20200901 | LECSACC | SEVILLA ACC | 658 | 1323 | -50,3% | 0 |
| 20200826-20200901 | LFBALL | BORDEAUX ACC | 1605 | 3267 | -50,9% | 0 |
| 20200826-20200901 | LFEEACC | REIMS ACC | 1638 | 3257 | -49,7% | 11 |
| 20200826-20200901 | LFFFALL | PARIS ACC | 1908 | 3752 | -49,2% | 0 |
| 20200826-20200901 | LFMMACC | MARSEILLE ACC | 2168 | 4027 | -46,2% | 0 |
| 20200826-20200901 | LFMMAPP | MARSEILLE TMA | 789 | 1138 | -30,7% | 59 |
| 20200826-20200901 | LFRRACC | BREST ACC | 1687 | 3571 | -52,8% | 0 |
| 20200826-20200901 | LGGGACC | ATHINAI ACC | 1202 | 2541 | -52,7% | 0 |
| 20200826-20200901 | LGMDACC | MAKEDONIA ACC | 1000 | 1989 | -49,7% | 0 |
| 20200826-20200901 | LHCCACC | BUDAPEST ACC | 1384 | 2921 | -52,6% | 0 |
| 20200826-20200901 | LIBBACC | BRINDISI ACC | 617 | 1508 | -59,1% | 0 |
| 20200826-20200901 | LIMMACC | MILANO ACC | 1537 | 3058 | -49,8% | 0 |
| 20200826-20200901 | LIPPACC | PADOVA ACC | 1286 | 2800 | -54,1% | 0 |
| 20200826-20200901 | LIRRACC | ROMA ACC | 1702 | 3211 | -47,0% | 0 |
| 20200826-20200901 | LJLAACC | LJUBLJANA ACC | 728 | 1334 | -45,4% | 0 |
| 20200826-20200901 | LKAAACC | PRAHA ACC | 1084 | 2673 | -59,4% | 0 |
| 20200826-20200901 | LLLLACC | TEL-AVIV ACC | 117 | 679 | -82,8% | 0 |
| 20200826-20200901 | LMMMACC | MALTA ACC | 178 | 429 | -58,6% | 0 |
| 20200826-20200901 | LOVVACC | WIEN ACC | 1760 | 3193 | -44,9% | 1 |
| 20200826-20200901 | LPPCACC | LISBOA ACC | 833 | 1819 | -54,2% | 0 |

| Period | ACC | ACC Name | Avg daily traffic | Avg daily traffic Year-1 | % Traffic diff | Avg Daily ER Delay |
|-------------------|---------|----------------|-------------------|--------------------------|----------------|--------------------|
| 20200826-20200901 | LQSBACC | BH ACC | 748 | 179 | 318,5% | 0 |
| 20200826-20200901 | LRBBACC | BUCURESTI ACC | 1091 | 2514 | -56,6% | 0 |
| 20200826-20200901 | LSAGACC | GENEVA ACC | 1019 | 2152 | -52,7% | 0 |
| 20200826-20200901 | LSAZACC | ZURICH ACC | 1163 | 2638 | -55,9% | 17 |
| 20200826-20200901 | LTAAACC | ANKARA ACC | 2208 | 4711 | -53,1% | 0 |
| 20200826-20200901 | LTBBACC | ISTANBUL ACC | 1245 | 2335 | -46,7% | 0 |
| 20200826-20200901 | LUUUACC | CHISINAU ACC | 76 | 189 | -59,6% | 0 |
| 20200826-20200901 | LWSSACC | SKOPJE ACC | 464 | 871 | -46,7% | 0 |
| 20200826-20200901 | LYBAACC | BEOGRAD ACC | 1499 | 2830 | -47,0% | 0 |
| 20200826-20200901 | LZBBACC | BRATISLAVA ACC | 704 | 1951 | -63,9% | 0 |
| 20200826-20200901 | UDDDAC | YEREVAN ACC | 21 | 184 | -88,7% | 0 |
| 20200826-20200901 | UGGGACC | TBILISI ACC | 145 | 444 | -67,4% | 0 |
| 20200826-20200901 | UKBVACC | KYIV ACC | 303 | 604 | -49,8% | 0 |
| 20200826-20200901 | UKDVACC | DNIPRO ACC | 55 | 70 | -21,9% | 0 |
| 20200826-20200901 | UKLVACC | L'VIV ACC | 216 | 639 | -66,1% | 0 |
| 20200826-20200901 | UKOVACC | ODESA ACC | 234 | 377 | -37,9% | 0 |

9.1.3 Airports

| Period | Airport | Airport Name | Avg Daily Traffic | Avg Daily Traffic Year-1 | % Traffic Diff | Avg Daily Airport Delay |
|-------------------|---------|----------------------------|-------------------|--------------------------|----------------|-------------------------|
| 20200826-20200901 | EHAM | AMSTERDAM/SCHIPHOL | 806 | 1494 | -46,1% | 218 |
| 20200826-20200901 | LPPT | LISBOA | 290 | 669 | -56,7% | 63 |
| 20200826-20200901 | LFMN | NICE-COTE D'AZUR | 328 | 508 | -35,4% | 42 |
| 20200826-20200901 | LPPR | PORTO | 175 | 310 | -43,5% | 31 |
| 20200826-20200901 | LGIR | IRAKLION/NIKOS KAZANTZAKIS | 174 | 290 | -40,0% | 30 |
| 20200826-20200901 | EDDP | LEIPZIG/HALLE | 166 | 216 | -23,1% | 27 |
| 20200826-20200901 | LICC | CATANIA FONTANAROSSA | 166 | 268 | -38,1% | 14 |
| 20200826-20200901 | LTFJ | ISTANBUL/SABIHA GOKCEN | 450 | 689 | -34,7% | 12 |
| 20200826-20200901 | EGSS | LONDON/STANSTED | 347 | 614 | -43,5% | 5 |
| 20200826-20200901 | LFSB | BALE-MULHOUSE | 134 | 259 | -48,3% | 1 |
| 20200826-20200901 | EBBR | BRUSSELS NATIONAL | 258 | 714 | -63,9% | 0 |
| 20200826-20200901 | EBCI | CHARLEROI/BRUSSELS SOUTH | 105 | 162 | -35,2% | 0 |
| 20200826-20200901 | EDDB | SCHOENEFELD-BERLIN | 126 | 252 | -50,0% | 0 |
| 20200826-20200901 | EDDF | FRANKFURT MAIN | 565 | 1526 | -63,0% | 0 |
| 20200826-20200901 | EDDH | HAMBURG | 190 | 445 | -57,3% | 0 |
| 20200826-20200901 | EDDK | KOELN-BONN | 243 | 446 | -45,5% | 0 |
| 20200826-20200901 | EDDL | DUESSELDORF | 235 | 688 | -65,8% | 0 |
| 20200826-20200901 | EDDM | MUENCHEN | 411 | 1247 | -67,0% | 0 |
| 20200826-20200901 | EDDN | NUERNBERG | 62 | 157 | -60,5% | 0 |
| 20200826-20200901 | EDDS | STUTTGART | 174 | 412 | -57,8% | 0 |
| 20200826-20200901 | EDDT | BERLIN-TEGEL | 176 | 554 | -68,2% | 0 |
| 20200826-20200901 | EDDV | HANNOVER LANGENHAGEN | 89 | 210 | -57,6% | 0 |
| 20200826-20200901 | EFHK | HELSINKI-VANTAA | 162 | 573 | -71,7% | 0 |
| 20200826-20200901 | EGBB | BIRMINGHAM | 102 | 352 | -71,0% | 0 |
| 20200826-20200901 | EGCC | MANCHESTER | 239 | 674 | -64,5% | 0 |
| 20200826-20200901 | EGGD | BRISTOL | 102 | 214 | -52,3% | 0 |
| 20200826-20200901 | EGGW | LONDON/LUTON | 295 | 442 | -33,3% | 0 |
| 20200826-20200901 | EGKK | LONDON/GATWICK | 270 | 889 | -69,6% | 0 |
| 20200826-20200901 | EGLC | LONDON/CITY | 23 | 232 | -90,1% | 0 |
| 20200826-20200901 | EGLL | LONDON/HEATHROW | 507 | 1365 | -62,9% | 0 |
| 20200826-20200901 | EGNT | NEWCASTLE | 53 | 154 | -65,6% | 0 |

| Period | Airport | Airport Name | Avg Daily Traffic | Avg Daily Traffic Year-1 | % Traffic Diff | Avg Daily Airport Delay |
|-------------------|---------|-------------------------------|-------------------|--------------------------|----------------|-------------------------|
| 20200826-20200901 | EGNX | EAST MIDLANDS | 143 | 219 | -34,7% | 0 |
| 20200826-20200901 | EGPF | GLASGOW | 99 | 261 | -62,1% | 0 |
| 20200826-20200901 | EGPH | EDINBURGH | 146 | 396 | -63,1% | 0 |
| 20200826-20200901 | EIDW | DUBLIN | 258 | 732 | -64,8% | 0 |
| 20200826-20200901 | EKCH | KOBENHAVN/KASTRUP | 289 | 793 | -63,6% | 0 |
| 20200826-20200901 | ELLX | LUXEMBOURG | 122 | 225 | -45,8% | 0 |
| 20200826-20200901 | ENBR | BERGEN/FLESAND | 184 | 277 | -33,6% | 0 |
| 20200826-20200901 | ENGM | OSLO/GARDERMOEN | 334 | 767 | -56,5% | 0 |
| 20200826-20200901 | ENVA | TRONDHEIM/VAERNES | 104 | 171 | -39,2% | 0 |
| 20200826-20200901 | ENZV | STAVANGER/SOLA | 128 | 199 | -35,7% | 0 |
| 20200826-20200901 | EPKK | KRAKOW/BALICE | 100 | 192 | -47,9% | 0 |
| 20200826-20200901 | EPWA | WARSZAWIE CHOPINA W | 277 | 596 | -53,5% | 0 |
| 20200826-20200901 | ESGG | GOTEBORG/LANDVETTER | 60 | 203 | -70,4% | 0 |
| 20200826-20200901 | ESSA | STOCKHOLM-ARLANDA | 202 | 707 | -71,4% | 0 |
| 20200826-20200901 | ESSB | STOCKHOLM-BROMMA | 46 | 162 | -71,6% | 0 |
| 20200826-20200901 | EVRA | RIGA INTL | 99 | 270 | -63,3% | 0 |
| 20200826-20200901 | GCLP | GRAN CANARIA | 221 | 323 | -31,6% | 0 |
| 20200826-20200901 | GCRR | LANZAROTE | 112 | 170 | -34,1% | 0 |
| 20200826-20200901 | GCTS | TENERIFE SUR/REINA SOFIA | 74 | 170 | -56,5% | 0 |
| 20200826-20200901 | GCXO | TENERIFE NORTE | 185 | 209 | -11,5% | 0 |
| 20200826-20200901 | GMMN | CASABLANCA/MOHAMMED | 74 | 317 | -76,7% | 0 |
| 20200826-20200901 | LBBG | BURGAS | 43 | 156 | -72,4% | 0 |
| 20200826-20200901 | LBSF | SOFIA | 112 | 186 | -39,8% | 0 |
| 20200826-20200901 | LCLK | LARNAKA/INTL | 92 | 224 | -58,9% | 0 |
| 20200826-20200901 | LEAL | ALICANTE | 172 | 335 | -48,7% | 0 |
| 20200826-20200901 | LEBL | BARCELONA/EL PRAT | 434 | 1057 | -58,9% | 0 |
| 20200826-20200901 | LEIB | IBIZA | 237 | 367 | -35,4% | 0 |
| 20200826-20200901 | LEMD | MADRID-BARAJAS ADOLFO SUAREZ | 492 | 1213 | -59,4% | 0 |
| 20200826-20200901 | LEMG | MALAGA/COSTA DEL SOL | 267 | 473 | -43,6% | 0 |
| 20200826-20200901 | LEMH | MAHON/MENORCA | 101 | 172 | -41,3% | 0 |
| 20200826-20200901 | LEPA | PALMA DE MALLORCA | 426 | 916 | -53,5% | 0 |
| 20200826-20200901 | LEVC | VALENCIA | 132 | 220 | -40,0% | 0 |
| 20200826-20200901 | LEZL | SEVILLA | 102 | 156 | -34,6% | 0 |
| 20200826-20200901 | LFBD | BORDEAUX-MERIGNAC | 118 | 232 | -49,1% | 0 |
| 20200826-20200901 | LFBO | TOULOUSE BLAGNAC | 134 | 260 | -48,5% | 0 |
| 20200826-20200901 | LFLL | LYON SAINT-EXUPERY | 155 | 359 | -56,8% | 0 |
| 20200826-20200901 | LFML | MARSEILLE PROVENCE | 167 | 323 | -48,3% | 0 |
| 20200826-20200901 | LFPG | PARIS CH DE GAULLE | 752 | 1550 | -51,5% | 0 |
| 20200826-20200901 | LFPO | PARIS ORLY | 315 | 641 | -50,9% | 0 |
| 20200826-20200901 | LFRS | NANTES ATLANTIQUE | 99 | 210 | -52,9% | 0 |
| 20200826-20200901 | LGAV | ATHINAI/ELEFTHERIOS VENIZELOS | 482 | 799 | -39,7% | 0 |
| 20200826-20200901 | LGRP | RODOS/DIAGORAS | 112 | 211 | -46,9% | 0 |
| 20200826-20200901 | LGTS | THESSALONIKI/MAKEDONIA | 117 | 198 | -40,9% | 0 |
| 20200826-20200901 | LHBP | BUDAPEST LISZT FERENC INT. | 169 | 373 | -54,7% | 0 |
| 20200826-20200901 | LICJ | PALERMO PUNTA RAISI | 139 | 186 | -25,3% | 0 |
| 20200826-20200901 | LIEO | OLBIA COSTA SMERALDA | 207 | 208 | -0,5% | 0 |
| 20200826-20200901 | LIMC | MILANO MALPENSA | 319 | 915 | -65,1% | 0 |
| 20200826-20200901 | LIME | BERGAMO/ORIO ALSERIO | 151 | 307 | -50,8% | 0 |
| 20200826-20200901 | LIPE | BOLOGNA/BORGIO PANIGALE | 115 | 235 | -51,1% | 0 |
| 20200826-20200901 | LIPZ | VENEZIA TESSERA | 159 | 331 | -52,0% | 0 |
| 20200826-20200901 | LIRF | ROMA/FIUMICINO | 324 | 964 | -66,4% | 0 |
| 20200826-20200901 | LIRN | NAPOLI CAPODICHINO | 160 | 287 | -44,3% | 0 |
| 20200826-20200901 | LIRP | PISA SAN GIUSTO | 95 | 163 | -41,7% | 0 |

| Period | Airport | Airport Name | Avg Daily Traffic | Avg Daily Traffic Year-1 | % Traffic Diff | Avg Daily Airport Delay |
|-------------------|---------|---------------------------|-------------------|--------------------------|----------------|-------------------------|
| 20200826-20200901 | LKPR | PRAHA RUZYNE | 167 | 501 | -66,7% | 0 |
| 20200826-20200901 | LLBG | TEL AVIV/BEN GURION | 98 | 580 | -83,1% | 0 |
| 20200826-20200901 | LMML | MALTA/LUQA | 101 | 190 | -46,8% | 0 |
| 20200826-20200901 | LOWW | WIEN SCHWECHAT | 386 | 846 | -54,4% | 0 |
| 20200826-20200901 | LPFR | FARO | 166 | 243 | -31,7% | 0 |
| 20200826-20200901 | LROP | BUCURESTI/HENRI COANDA | 169 | 377 | -55,2% | 0 |
| 20200826-20200901 | LSGG | GENEVA | 266 | 506 | -47,4% | 0 |
| 20200826-20200901 | LSZH | ZURICH | 318 | 802 | -60,3% | 0 |
| 20200826-20200901 | LTAC | ANKARA-ESENBOGA | 147 | 268 | -45,1% | 0 |
| 20200826-20200901 | LTAI | ANTALYA | 412 | 936 | -56,0% | 0 |
| 20200826-20200901 | LTBJ | IZMIR-ADNAN-MENDERES | 173 | 250 | -30,8% | 0 |
| 20200826-20200901 | LTBS | MUGLA-DALAMAN | 121 | 171 | -29,2% | 0 |
| 20200826-20200901 | LTFE | LTFE - MUGLA/MILAS-BODRUM | 128 | 179 | -28,5% | 0 |
| 20200826-20200901 | LTFM | ISTANBUL AIRPORT | 485 | 1279 | -62,1% | 0 |
| 20200826-20200901 | LYBE | BEOGRAD/NIKOLA TESLA | 122 | 254 | -52,0% | 0 |
| 20200826-20200901 | UKBB | KYIV/BORYSPIL | 183 | 377 | -51,5% | 0 |

9.2 Expected En-route Performance of the European ATM Network

The en-route performance outlook is based on the 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

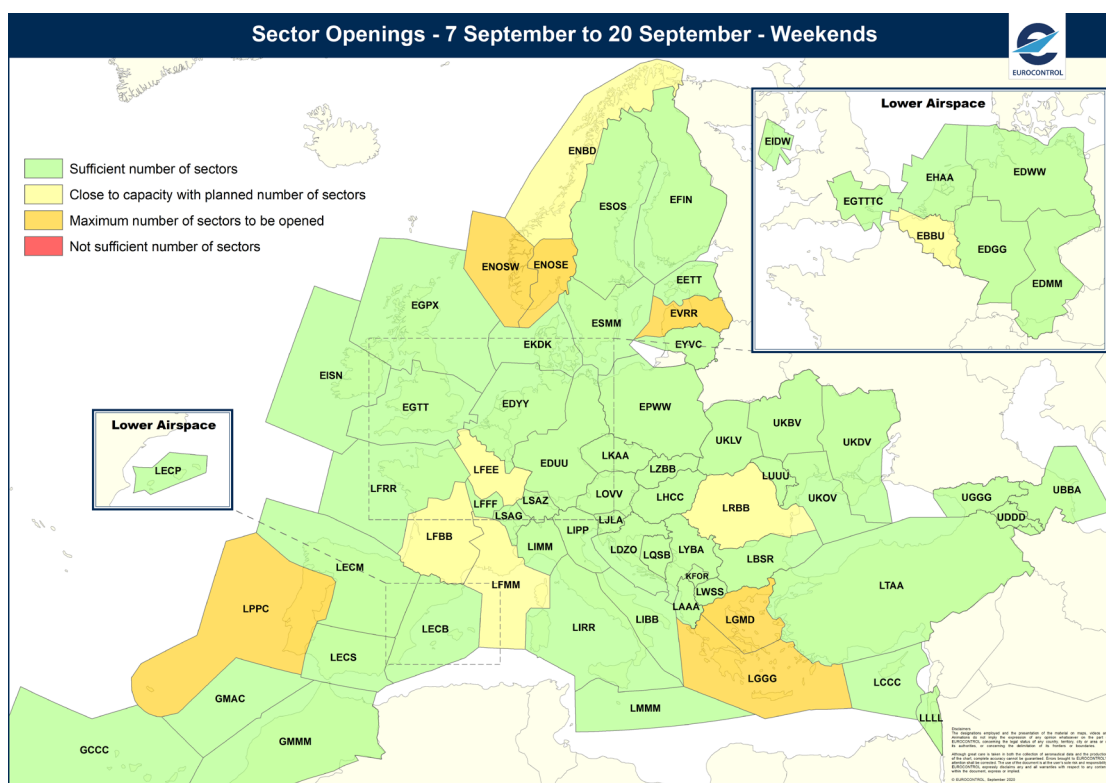
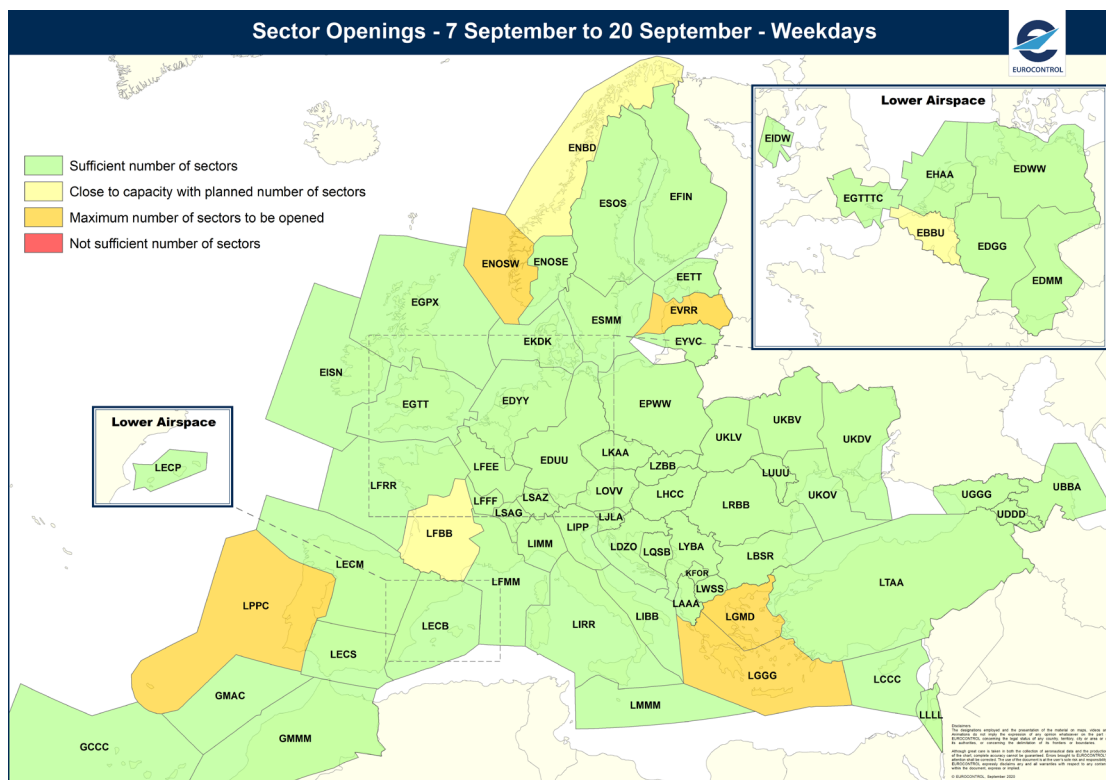
Details are provided in Annex 1.

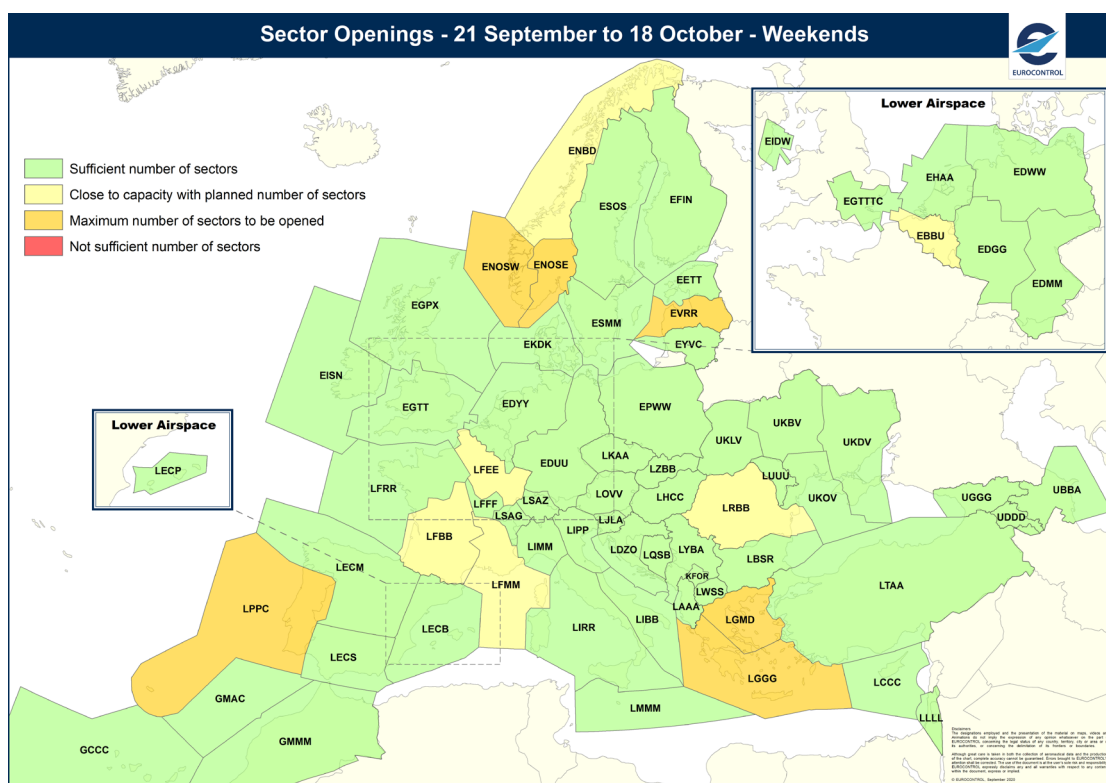
Capacity/demand highlights

No en-route capacity issues are expected for the period 7 September to 18 October.

Nevertheless:

- For some ACCs, **some planned sector openings would not be sufficient, but the requirements for the traffic outlook are still within the maximum possible sector openings.**
- **Some flexibility** might be required to **open more sectors during the peak hours or to extend the opening hours**, but no capacity issues are expected.
- **Some elementary sectors might start being saturated for short periods.** Those situations can be handled **tactically with no need for ATFM restrictions.**
- It is strongly advised to take into account in the planning of sector openings that **weather might punctually affect negatively sector capacities during the summer season.**





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 reported airport capacity for global movements, arrivals and departures for the next six 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 typical number of movements per day (arrivals or departures, respectively) based on the same month in 2019. To account for the maximum capacity, a leeway of 5% of typical number of movements is added to the calculation. 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 reported capacity is detected to be lower than the traffic outlook and blue dots identify when capacity is detected to cope with expected demand. All detected possible unbalances are reviewed in section 10.2.

This section presents information about individual airports that reported via the Airport Corner until Tuesday 1st September.

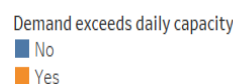


Figure 1: Detection of potential unbalanced capacity/demand (global movements) using airport capacity reported into the Airport Corner and traffic simulation (from 7th September)

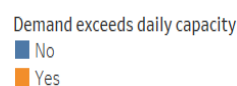


Figure 2 Detection of potential unbalanced capacity/demand at departures using airport capacity reported into the Airport Corner and traffic simulation (from 7th September)



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 until 24th October. 2 of 3 piers (and gates) closed. As soon as slot-demand rises capacity will be increased. |
| Belgium | Brussels National | EBBR | BRU | As of 01st September to the 31st December, we expect to operate at 60% of the nominal capacity. All partners will remain ready to increase capacity as soon as demand resumes. Long-term aircraft parking on taxiways and terminal stands. |
| Czech Republic | Prague | LKPR | PRG | 100% capacity available. Long-term aircraft parking on taxiways. Crew operating flights from the "RED" countries are obliged to wear facemasks if entering the territory of the Czech Republic. |
| Denmark | Copenhagen | EKCH | CPH | 60% capacity available from the 01st July to the 30th September. Requirement for arriving Schengen passengers to pass through immigration. Social distancing measures reducing terminal capacity. Long-term aircraft parking on terminal stands and taxiways. |
| Finland | Helsinki | EFHK | HEL | 85% capacity available from the 02nd September to the 15th November. Social distancing measures reduce terminal capacity. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. Ground handling services reduced. |
| France | Nice | LFMN | NCE | 100% capacity available. |
| France | Paris Charles de Gaulle | LFPG | CDG | 100% capacity available until 31st December. |
| France | Paris Orly | LFPO | ORY | 40% capacity available. Aircraft parked on runway and terminal parking stands. |
| Germany | Berlin Tegel | EDDT | TXL | No information provided |
| Germany | Dusseldorf | EDDL | DUS | 60% capacity available from the 02nd to the 30th September. Reduced terminal and ground handling resources. Capacity can be increased according to traffic demand. There may be temporary ground handling restrictions at certain times. Northern RWY planned to be utilised for the peak hours. Long-term aircraft parking on terminal stands. |
| Germany | Frankfurt | EDDF | FRA | 75% capacity available from 5th August to 24th October. 3 of 4 runways operational, Terminal 2 withdrawn from use until further notice - additional capacity can be added as soon as traffic forecast requires. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. |
| Germany | Munich | EDDM | MUC | 75% capacity available from 5th August to 13th September. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. Reduced capacity Ground Handling, passenger-Operations at Terminal 1 closed. |
| Greece | Athens | LGAV | ATH | 65% capacity available until 15th September. Long-term parking on normal terminal parking stands. Dual runway operations between 07:00 & 20:30 LT, daily. Satellite Terminal operation suspended. Overall capacity by all airport stakeholders can be adapted according to traffic demand. |
| Italy | Milano Malpensa | LIMC | MXP | 60% capacity available from 15th July to 24th October. Landside contingency measures: - Terminal 2 closed - due to social distancing procedures in Terminal 1, estimated capacity available is 60% of the operating infrastructure. |
| Italy | Rome Fiumicino | LIRF | FCO | 45% capacity available until 13th September. Long term parked aircraft on terminal stands. Landside contingency measures: Terminal 1 closed and 40% of gates available for ops. 70% capacity from 7th September to 25th October. |

| Country | Airport name | ICAO | IATA | Constraints |
|----------------|------------------------|------|------|---|
| | | | | Landside contingency measures: Terminal 1 closed and increase of airport facilities in use in order to adapt the capacity available to traffic demand. Social distancing (1m in Italy) changes the surface available in different areas and processes. Capacity can be increased according to traffic demand forecast and changes in social distancing procedures. |
| Ireland | Dublin | EIDW | DUB | 70% capacity available until the 24th October. |
| Israel | Tel Aviv | LLBG | TLV | 100% capacity available until the 31st October. Reduced capacity expected due to Covid-19 requirements, passengers testing and distancing. Expected Full AD capacity BUT - max Passenger flights 8 - ARR/H & 10 DEP/H. |
| Netherlands | Amsterdam Schiphol | EHAM | AMS | 80% capacity available to the 24th October. To ensure the required physical distancing in the terminal, alternative gate/stand allocation is applied. Shortage in ground handling capacity might affect the turnaround process. |
| Norway | Oslo | ENGM | OSL | 50% capacity available until 31st December. Operating on Single Runway. Capacity 40 movements per hour. |
| Poland | Warsaw Chopin | EPWA | WAW | 60% capacity available from 5th August to 24th October. Aircraft parking restrictions, social distancing. |
| Portugal | Lisbon | LPPT | LIS | 100% capacity available until 31st December. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. Ground handling challenges due to lay off of staff. |
| Spain | Barcelona | LEBL | BCN | 62% capacity available until 30th November. Long-term parking on normal terminal parking stands. Crossing runway configuration applied as such, lower than maximum airport capacity. Parallel runway configuration can be applied from August 1st in case of necessity, so runway capacity can be increased above 62%. |
| Spain | Madrid Barajas | LEMD | MAD | 91% capacity available until 31st August. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. 1 runway closed due to demand reduction. |
| Spain | Malaga | LEMG | AGP | 80% capacity available until 30th September. |
| Spain | Palma de Mallorca | LEPA | PMI | 70% capacity available until 24th October. Partial opening of terminal. |
| Sweden | Stockholm | ESSA | ARN | 60% capacity until 30th September. All passenger handling allocated to one terminal. Extra cleaning, document checks and reduced boarding throughputs will affect the turn-around times. |
| Switzerland | Geneva | LSGG | GVA | 85% capacity until 24th October. 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. Long-term parking on normal terminal parking stands. |
| Switzerland | Zurich | LSZH | ZRH | 70% capacity available until 24th October. ATC Arrival Capacity of a maximum of 28 per hour as staff is still limited but covering the demand. Capacities vary throughout the day and we have options to increase when needed. Evolution is monitored daily. Long-term parking on normal terminal parking stands. Note: SWISS has extended all turnaround times by 25% due to slower disembarkation and boarding processes. |
| Turkey | Antalya | LTAI | AYT | No information. |
| Turkey | Istanbul | LTFM | IST | 100% capacity available until 31st October. |
| Turkey | Istanbul Sabiha Gökçen | LTFJ | SAW | 80% capacity available until 24th October |
| United Kingdom | London Gatwick | EGKK | LGW | 100% capacity available until 30th November. Requests for departures intending to operate between 22:00 and 04:00 local require approval by the airport coordinator (to ensure staffing availability). Currently, airport operations will remain consolidated into the North Terminal. Airlines, which would normally operate from the South Terminal, will remain temporarily relocated to the North Terminal. Long-term parking on normal terminal parking stands. |
| United Kingdom | London Heathrow | EGLL | LHR | 80% capacity available to 21st October. Dual Runway Operations 0700-1900L ONLY (daily alternation at 1500L) due WIP 09R/27L. Weekend capacity 100% Dual Runway Operations. Long-term parking on normal terminal parking stands. |

| Country | Airport name | ICAO | IATA | Constraints |
|----------------|-----------------|------|------|---|
| United Kingdom | London Stansted | EGSS | STN | 100% capacity available. Long-term parking on taxiways / taxi lanes and normal terminal parking stands. |
| United Kingdom | Manchester | EGCC | MAN | 70% capacity available until 21st September. Currently operating on a mixed mode single runway configuration. Demand can be accommodated and ATC capacity will be adjusted when needed. Terminal capacity limited to observe COVID-19 social distancing rules. Airport and Ground Handling resources will be adjusted to meet demand. From Wednesday 02 nd September, Terminal 2 will close and all flights will be consolidated into Terminals 1 and 3. |

9.3.3 Main potential un-balanced airport capacity and expected demand

Based on the information shown in Figures 1, 2 and 3, this section identifies potentially unbalanced airport capacity and expected demand. As a result, follow up actions taken with individual airports are further detailed in Section 10.2. Refer to each airport's individual capacity information and influencing factors in Annex 2.

| Country | Airport ICAO Code | Airport IATA Code | Airport name | Explanation | Time horizon |
|---------|-------------------|-------------------|--------------|---|---------------------------------|
| Austria | LOWW | VIE | Vienna | The reported capacity is 40%, which makes availability for a total number of movements of 322. The predicted demand varies from 400 to 490 movements. The over demand happens also in arrivals and departures. | Every day in October |
| Norway | ENGM | OSL | Oslo | Oslo has reported an estimated capacity of 50% reducing the typical number of departures to 184. The demand on the weekdays in October is above 200 departures per day, which triggers the unbalances both in departures and in global movements. However, the capacity is sufficient to cope with the expected arrivals. | Almost every weekday in October |

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

Some planned/maximum available sector openings will have to be reassessed and adapted to expected traffic demand, and **some flexibility** will be required to open **more sectors during the peak hours or to extend the opening hours**.

Some elementary sectors might get close to capacity in layered sector groups. STAM measures might need to be implemented to better balance traffic between the different layers.

ANSPs should foresee a **10% buffer in the traffic demand outlook** to avoid **sudden capacity problems and possible weather issues** during the summer season.

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 |
|-------------------|-------------------|--------------|---|--|--|------------------------------|-------------|
| LOWW | VIE | Vienna | Demand is greater than the 40% capacity notified to airport corner for October. | Airport is monitoring demand and has indicated it can increase capacity further if needed. | Continually monitoring demand, can increase capacity if really needed but does not expect eventual demand to cause any problems. | | N |
| ENGM | OSL | Oslo | Demand is greater than the 50% capacity notified to airport corner for October. | Airport is monitoring demand and can increase capacity further if needed, but is expecting further schedule cancellations. | Further schedule cancellations expected for October, airport is monitoring demand. | | N |

Note: Airport Slot cancellations are continuing for the remainder of the summer season, albeit at a reduced rate as airlines commit to revised schedules and adjust for Governmental restrictions.

10.3 Proposed Actions at Network Level

10.3.1 NM En-route Capacity Enhancement Proposed Actions

All the actions proposed for individual ANSPs in the previous editions of the NOP 2020 Recovery Plan have been implemented.

The following general actions are maintained to ensure a **“close to zero” ATFM delay performance and greener trajectories:**

Action 1

Some ANSPs should reassess their planned/maximum available sector openings to meet the expected traffic demand, and **some flexibility** will be required to open **more sectors during the peak hours or to extend the opening hours.**

Action 2

Some ANSPs should plan to open their currently indicated **maximum sector opening schemes** to avoid any en-route capacity delay over the next months.

Action 3

Some **elementary sectors** might get close to capacity in layered sector groups. Those situations **can be handled tactically** and STAM measures might need to be implemented to better balance traffic between the different layers, **with no need for ATFM restrictions.**

Action 4

ANSPs should foresee a **10% buffer in the traffic demand outlook** to avoid **sudden capacity problems and possible weather issues** during the summer season.

10.3.2 NM Flight Efficiency Proposed Actions

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 up to 26000 NM saved per day, depending on the daily traffic.

Further actions have been agreed at the 3rd Ad Hoc Enlarged NDOP Recovery Cell:

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**.

No en-route capacity issues are expected for the period 7 September – 18 October 2020. All the actions proposed for individual ANSPs in the previous editions of the NOP 2020 Recovery Plan have been implemented.

For this edition of the NOP 2020 Recovery Plan, no network capacity related actions are required, but **some flexibility** will be required to open more sectors during the peak hours or to extend the opening hours, and some ANSPs should plan to open their currently indicated **maximum sector opening schemes** to avoid any en-route capacity delay over the next months. Some elementary sectors might start being saturated for short periods. Those situations can be handled tactically with no need for ATFM restrictions.

The actions concerning the removal of the airspace utilisation restrictions shall continue.

Airports and ANSPs should foresee a 10% buffer in the traffic demand outlook to avoid sudden capacity problems and address possible weather issues during the summer season.

ANNEX 1 – ACC TRAFFIC OUTLOOK & CAPACITY PLANS

ALBANIA

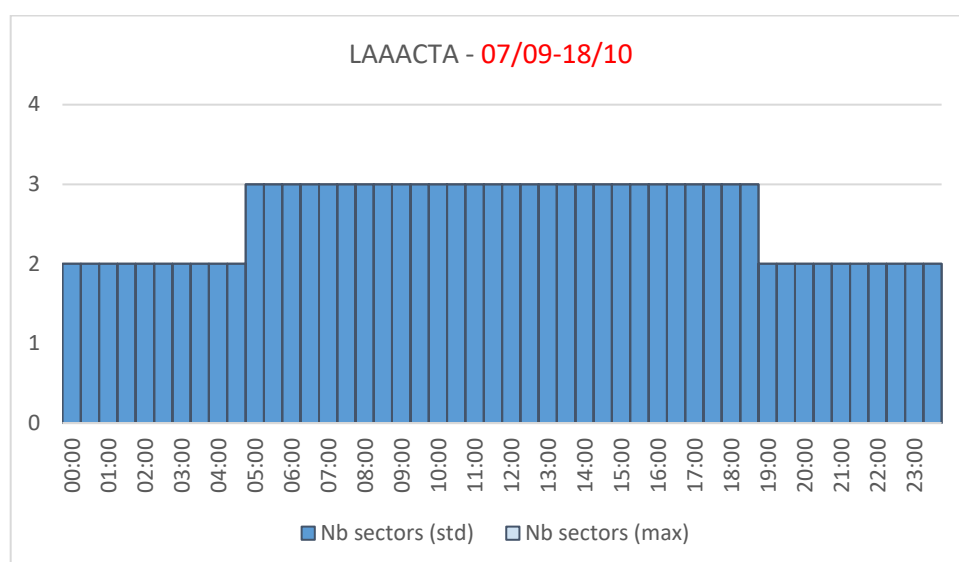
TIRANA ACC

Expected traffic

| Tirana | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 420 | 430 | 430 | 460 | 490 | 590 | 580 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 420 | 440 | 430 | 440 | 490 | 590 | 580 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 420 | 440 | 430 | 450 | 500 | 600 | 580 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 420 | 450 | 430 | 460 | 520 | 580 | 590 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 470 | 430 | 460 | 520 | 580 | 600 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 450 | 470 | 440 | 450 | 520 | 580 | 600 |

Sector openings – Planned and maximum

The new roster allows to open up to 3 sectors during the day to adapt to traffic demand.



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

No limitation on staff.

Shift supervisor in charge of FMP duties during weekends.

Sanitary measures

N/A

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

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

Special events and major projects

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

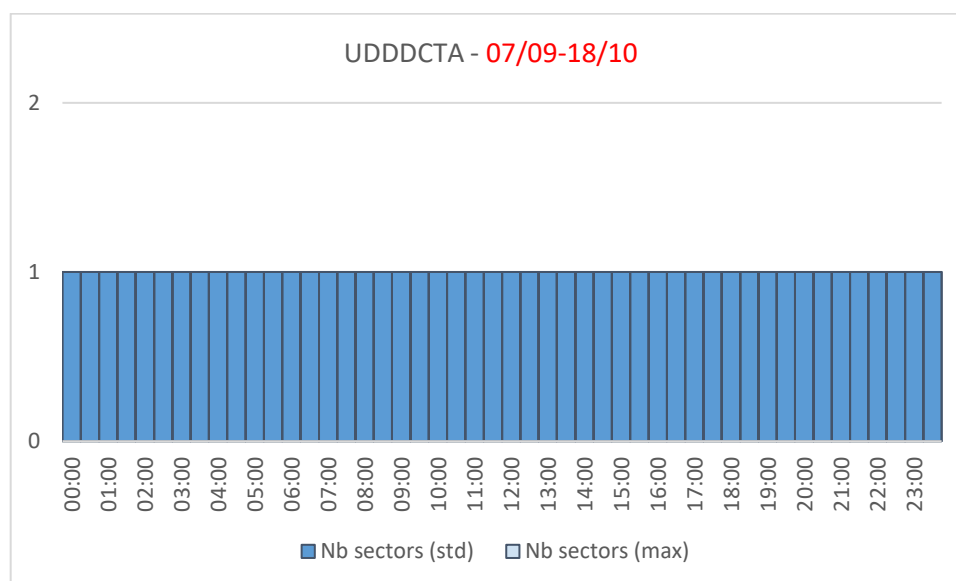
FRALB / SECSI FRA Night FRA – AIRAC of December 2020

NM Assessment

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

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

| Yerevan | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 40 | 50 | 40 | 50 | 40 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 40 | 50 | 40 | 50 | 40 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 40 | 50 | 40 | 50 | 40 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 40 | 50 | 40 | 50 | 40 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 50 | 50 | 40 | 50 | 40 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 50 | 50 | 40 | 50 | 40 | 50 | 40 |

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.

Sanitary measures

N/A

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

N/A

Special events and major projects

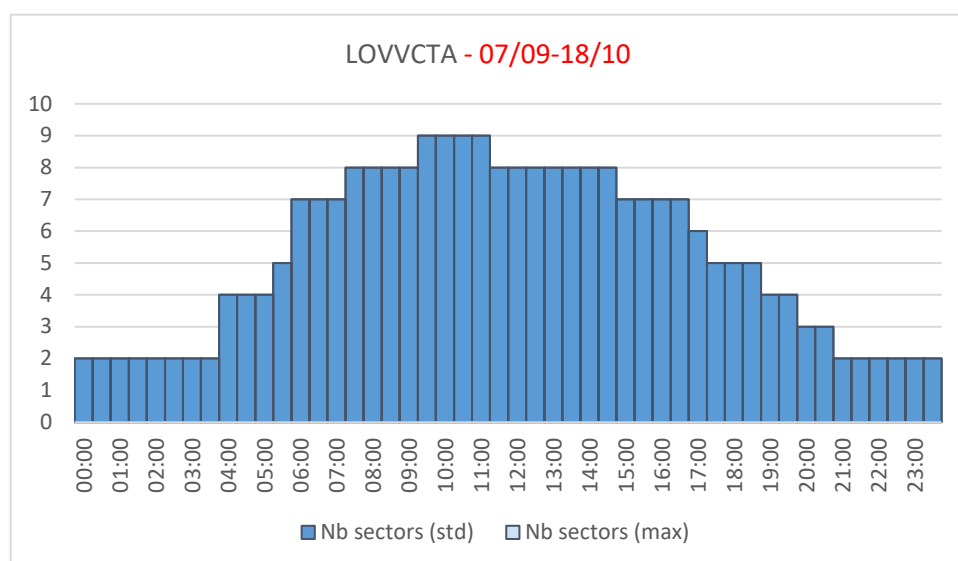
N/A

NM Assessment

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

AUSTRIA**WIEN ACC****Expected traffic**

| Wien | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1720 | 1570 | 1660 | 1690 | 1840 | 1870 | 1900 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1710 | 1570 | 1690 | 1710 | 1850 | 1900 | 1930 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1750 | 1610 | 1710 | 1760 | 1880 | 1920 | 1960 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1770 | 1640 | 1740 | 1870 | 1940 | 2000 | 2020 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1870 | 1760 | 1840 | 1870 | 1940 | 2000 | 2030 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1880 | 1760 | 1840 | 1870 | 1930 | 1990 | 2020 |

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, ...) is fully available.

Sanitary measures**OPS:**

“Segregation and containment of OPS and necessary OPS-support staff”

- Reduction of daily rostered staff to the required minimum
- Minimum distance (1 Meter) must be observed
- Dedicated working position per ATCO per shift (reduction of intermediate disinfection needs)
- increased spacing between operational working positions or acrylic glass
- Increased sanitary measures incl. surface disinfection (working positions, recreation and social rooms, restrooms,...)
- Only OPS, OPS-support and maintenance staff accepted in the OPS rooms
- Mandatory face masks outside the designated OPS area if the minimum distance cannot be assured

Admin:

- Home office to the maximum extent
- Recovery of on-site office work (if the presence at the building is needed)
 - Only one person per office at a time – wherever possible
 - Minimum distance (1 Meter) must be observed
 - Mandatory face masks if the minimum distance cannot be assured
 - Increased sanitary measures

“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.

An additional sector is anytime ready for (pre-)tactical implementation.

Special events and major projects

2023 – Vienna ACC airspace restructuring.

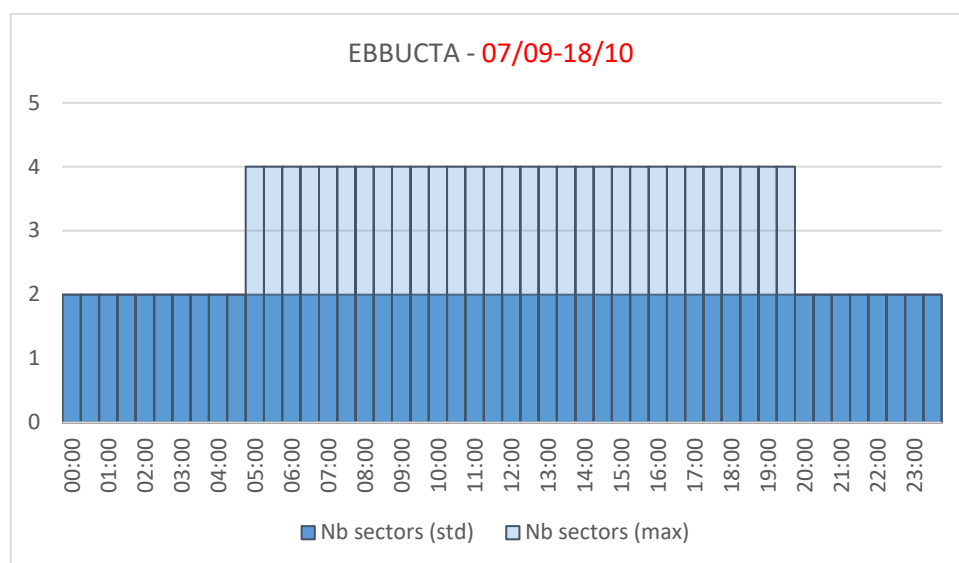
Dec. 2020 : Night FRA Extension of SECSIFRA to Albania.

NM Assessment

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

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

| Brussels | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1040 | 950 | 1050 | 1090 | 1050 | 850 | 960 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1050 | 970 | 1070 | 1110 | 1060 | 880 | 950 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1060 | 990 | 1080 | 1120 | 1070 | 880 | 980 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1070 | 1010 | 1090 | 1170 | 1110 | 890 | 1020 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1100 | 1040 | 1120 | 1180 | 1110 | 900 | 1020 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1100 | 1040 | 1120 | 1180 | 1110 | 900 | 1020 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

- Specific sectorization plan to allow for more distance between the working positions.
- Installation of plexiglass screens between working positions.
- Temporary closure of the the company restaurant. Distribution of sandwiches instead.
- Re-arrangement of the rest rooms to allow for social distancing

- Teleworking is the rule for non-operational staff, only keyes staff allowed on-site and suspension of visits in order to allow for essential staff only on the premises.
- Distribution of mouth masks, alco-gel and disinfection tissues.
- All staff need to have a mouth mask with them: rule is 1,5m distance or a mouth mask.
- Thermometers available for SVRs.
- Circulation plan in the buildings.
- Drastically increased cleaning and disinfection by the cleaning teams
- Adapted procedures for technical interventions.
- Restricted entrance to the ops-rooms.

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

N/A

Special events and major projects

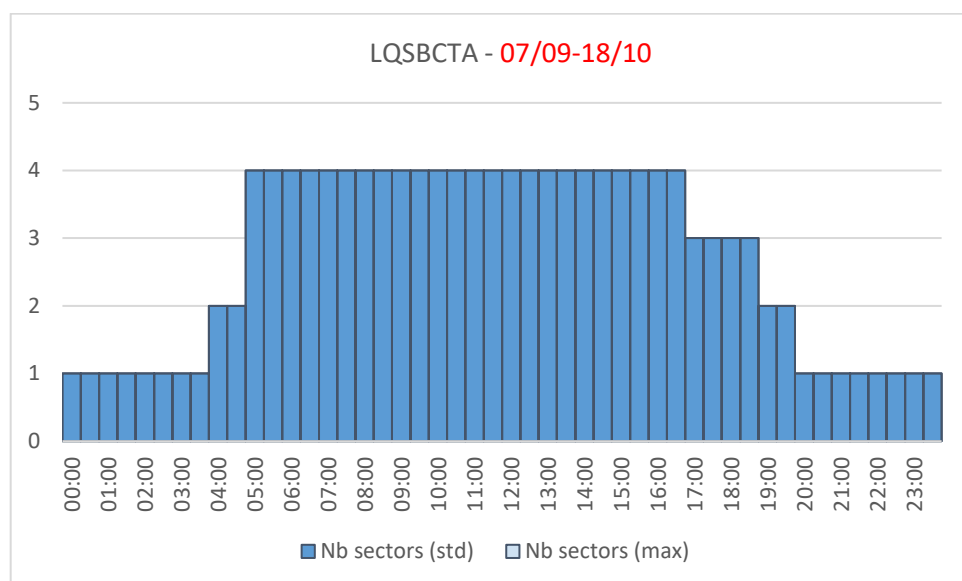
N/A

NM Assessment

According to the traffic outlook, demand is expected to get close to capacity on some days of the period. Some flexibility might be needed during traffic peaks.

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

| BH | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 670 | 640 | 710 | 640 | 720 | 850 | 790 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 670 | 660 | 710 | 650 | 730 | 860 | 800 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 670 | 670 | 700 | 660 | 740 | 870 | 810 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 680 | 680 | 720 | 720 | 790 | 920 | 850 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 730 | 740 | 760 | 710 | 780 | 920 | 860 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 740 | 730 | 770 | 720 | 780 | 920 | 860 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

All the measures are proposed by Crisis Cell (in continuous session since the pandemic outbreak) and then confirmed and enforced by executive decisions. Sanitary measures are reinforced for all the premises and in particular in OPS rooms. Team(s) are being health checked (body temperature measurement and short interview) prior to shift start and provided with disinfection material and protective gear (masks and

gloves) for shift duration. Disinfection material and protective gear is also conveniently placed throughout the premises in large quantities. Working positions are separated away to the largest extent where possible. Thorough cleaning is being performed once in 24 hours and each employee additionally has to disinfect desks, input devices (keyboards, mouse, touch screens) at least upon arrival and prior departure from the working position. So far and for the near future there is no evidence these measures could affect daily OPS routine.

“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

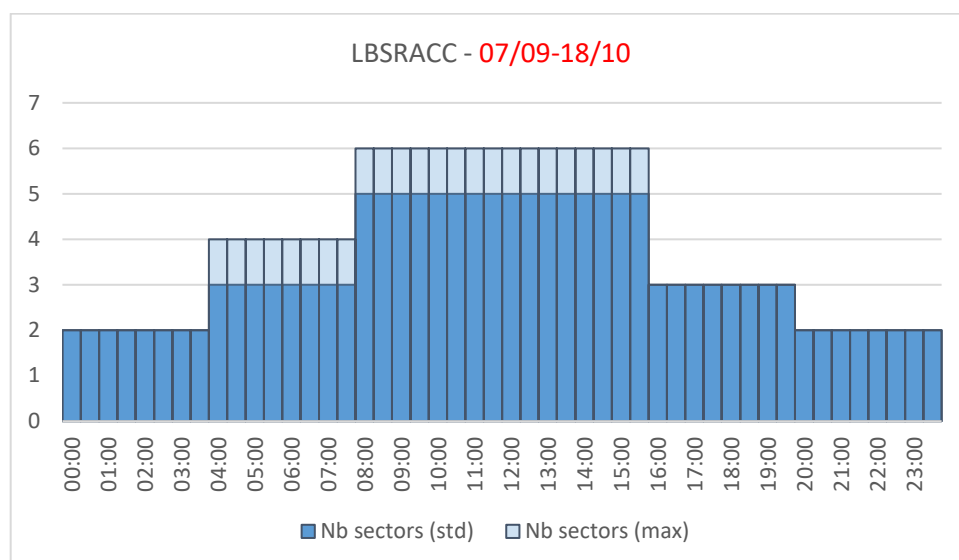
No special events and/or major projects in progress or planned.

NM Assessment

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

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

| Sofia | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1230 | 1190 | 1270 | 1300 | 1370 | 1480 | 1470 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1230 | 1210 | 1300 | 1320 | 1390 | 1500 | 1500 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1240 | 1320 | 1340 | 1430 | 1520 | 1510 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1280 | 1270 | 1350 | 1490 | 1540 | 1650 | 1630 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1440 | 1430 | 1520 | 1510 | 1550 | 1650 | 1630 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1450 | 1440 | 1520 | 1500 | 1550 | 1640 | 1630 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

- Teams of ATCOs were defined to reduce the risk of virus transmission;
- Social distance measure in place;
- “Home office” where applicable;
- Increased rates of cleaning/disinfecting of BULATSA premises;
- Procedure for cleaning/disinfecting of personal work-space.

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

No constraints of any type

Special events and major projects

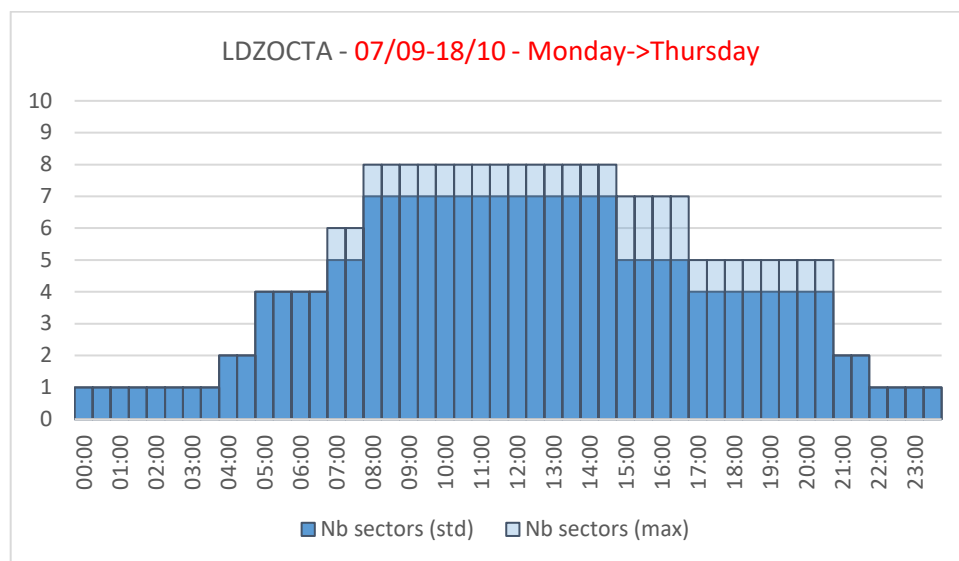
No special events and/or major projects that have effect on provision of service.

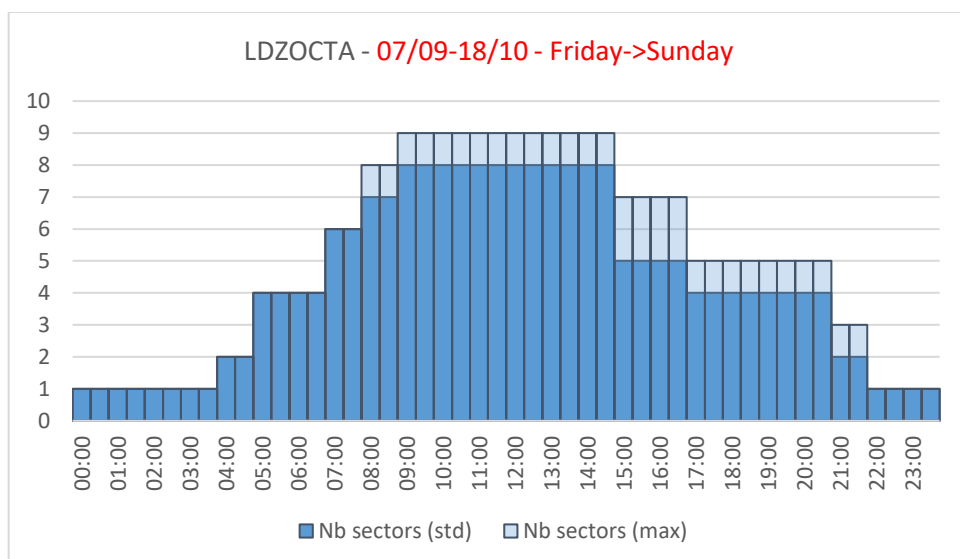
NM Assessment

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

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

| Zagreb | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1220 | 1150 | 1200 | 1210 | 1370 | 1670 | 1540 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1230 | 1160 | 1200 | 1210 | 1380 | 1680 | 1550 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1230 | 1170 | 1210 | 1230 | 1410 | 1680 | 1570 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1260 | 1190 | 1240 | 1300 | 1460 | 1730 | 1630 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1320 | 1270 | 1280 | 1290 | 1460 | 1730 | 1630 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1350 | 1270 | 1290 | 1280 | 1460 | 1720 | 1640 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

National guidelines and recommendations are published on <https://koronavirus.hr/en> and other linked sites.

“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 number of sectors during the period.

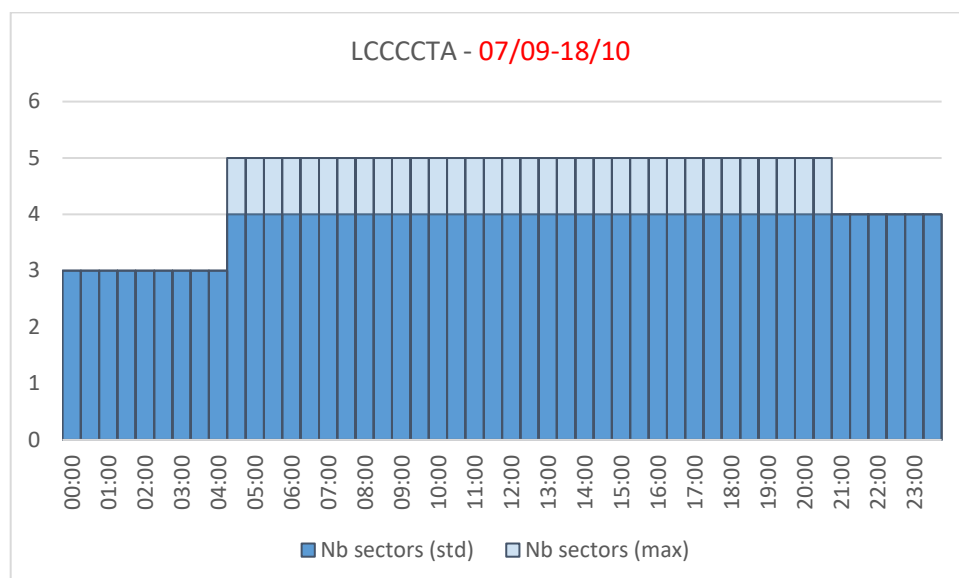
CYPRUS**NICOSIA ACC****Expected traffic**

| Nicosia | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 390 | 460 | 470 | 440 | 430 | 500 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 440 | 430 | 500 | 520 | 460 | 460 | 530 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 460 | 440 | 490 | 520 | 460 | 470 | 490 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 440 | 450 | 510 | 550 | 490 | 500 | 540 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 460 | 470 | 540 | 560 | 490 | 500 | 540 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 460 | 460 | 540 | 550 | 480 | 500 | 530 |

Sector openings – Planned and maximum

Currently and until the 18th of October the rosters can provide for the operation for up to five sectors as needed by traffic demand and as coordinated with the NM NMOC.

Opening sector availability shall follow the traffic numbers predicted by NM on a weekly basis. The roster management will be reassessed based on the covid-19 epidemiological picture of the State.

**Sector capacities**

Sector capacities remain at normal levels, as traffic increases are being monitored.

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

Availability of support to operations staff

Rosters have been adjusted so that both staff and traffic demand are facilitated.

Summer rostering allows for the baseline operation of three sectors but that can easily be extended to four and five sectors if needed.

Sector openings and availability will be continuously provided to NM.

No issues with the expiry of ratings as all ATCOs are part of the roster as normal.

Sanitary measures

Staff travelling abroad are not allowed to return to work until they can present a negative COVID-19 test.

More disinfection measures (disinfectant spraying) are planned, due to the increased COVID cases, spotted within the general population.

All positions will continue to be supplied with liquid hand disinfectant.

Shift rostering has been adjusted to minimize contact between members of staff.

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

All technical infrastructure is available and ready for operation.

The COVID situation is being continuously monitored.

The Network Manager will be proactively informed of any measure that is likely to affect sector availability and/or capacity.

Special events and major projects

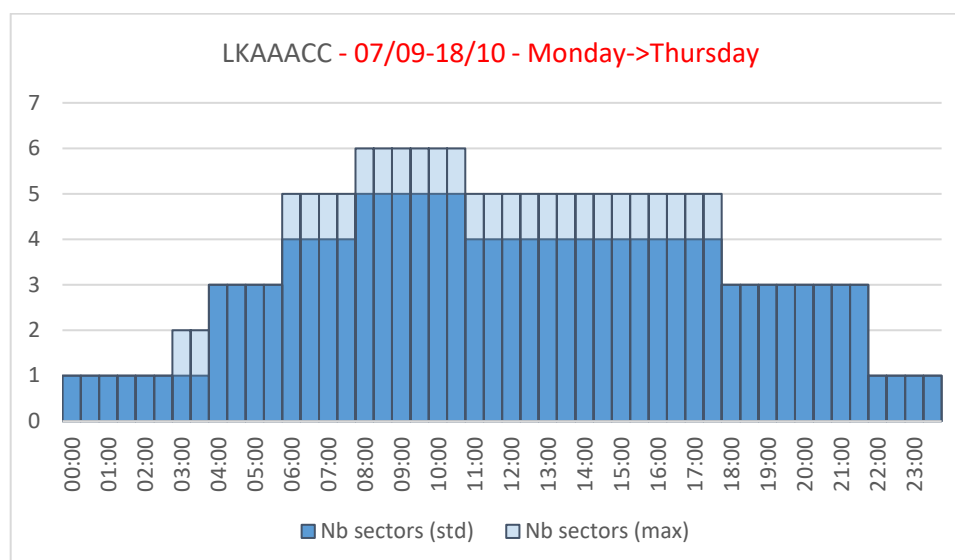
Nothing foreseen at the moment. Almost all projects are resuming in normal mode

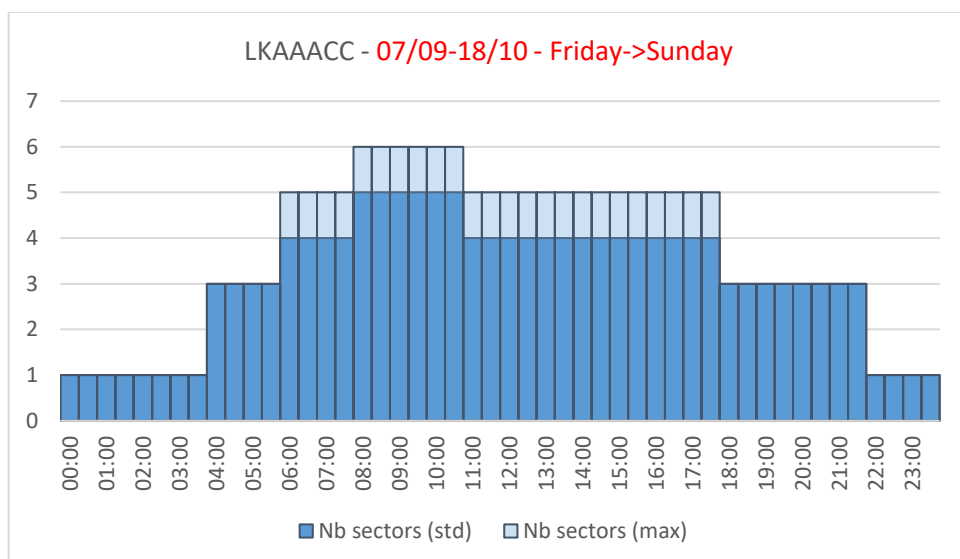
Nothing foreseen at the moment. Almost all projects are resuming in normal mode NM Assessment

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

CZECH REPUBLIC**PRAHA ACC****Expected traffic**

| Praha | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 1030 | 1050 | 1150 | 1220 | 1170 | 1240 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1150 | 1040 | 1090 | 1170 | 1250 | 1190 | 1260 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1170 | 1060 | 1110 | 1180 | 1270 | 1200 | 1280 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1180 | 1070 | 1130 | 1280 | 1330 | 1250 | 1330 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1170 | 1230 | 1280 | 1330 | 1240 | 1330 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1280 | 1170 | 1230 | 1280 | 1340 | 1250 | 1330 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

“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.

DENMARK**KOBENHAVN ACC****Expected traffic**

| Kobenhavn | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 750 | 680 | 720 | 790 | 770 | 610 | 680 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 760 | 690 | 730 | 810 | 770 | 630 | 700 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 770 | 710 | 730 | 810 | 780 | 630 | 710 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 780 | 720 | 740 | 860 | 820 | 660 | 750 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 820 | 770 | 810 | 870 | 840 | 640 | 750 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 820 | 760 | 800 | 860 | 830 | 650 | 750 |

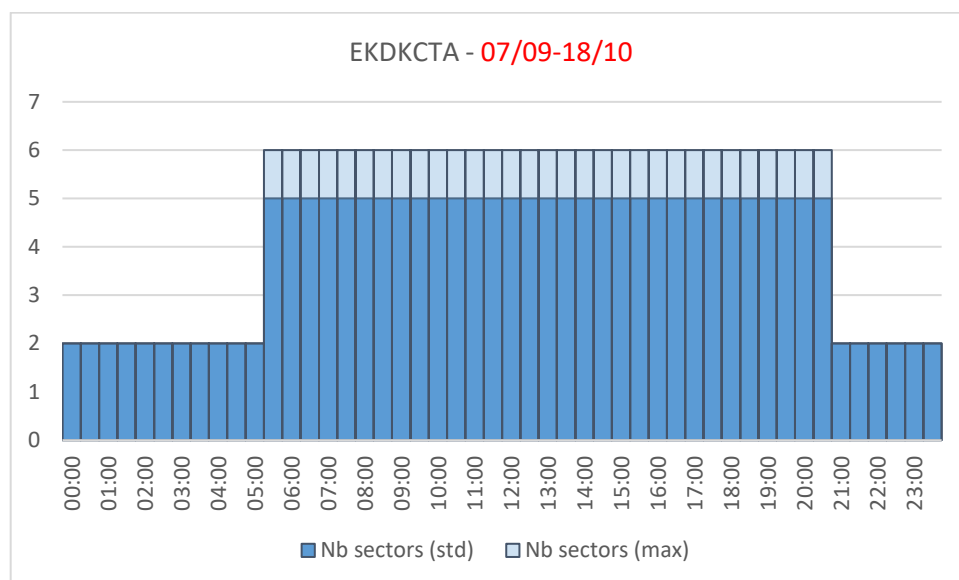
Sector openings – Planned and maximum

EKCH APP:

21.00 - 05.30 : 1 sector

05.30 – 21.00: 3 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.

Sanitary measures

Cleaning of equipment after each break on a shift and extensive use of hand sanitizer.
Extra cleaning in general.

Restricted access to the operational areas (segregation of OPS staff and other staff) including break areas, kitchen, bathrooms and such.

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

N/A

Special events and major projects

National Military exercise:

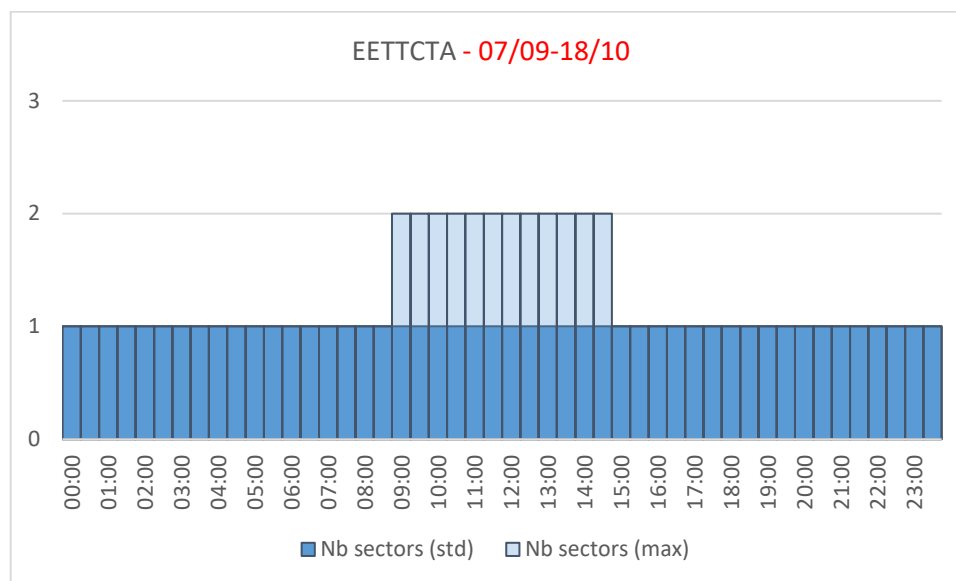
- BRONZE TIGER, September 7th – September 18th :
 - No impact on capacity expected

NM Assessment

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

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

| Tallinn | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 260 | 260 | 270 | 270 | 260 | 260 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 260 | 270 | 270 | 270 | 270 | 270 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 270 | 270 | 280 | 280 | 280 | 270 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 280 | 280 | 330 | 320 | 310 | 320 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 310 | 320 | 320 | 330 | 330 | 320 | 320 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 300 | 320 | 320 | 340 | 330 | 320 | 330 |

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

EETTALL: MV 36/60

EETTWF: MV 37/60

EETTEC: MV 26/60

Availability of support to operations staff

No limitations.

Sanitary measures

Disinfectant, face masks and gloves are available throughout EANS premises.

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

NIL

Special events and major projects

NIL

NM Assessment

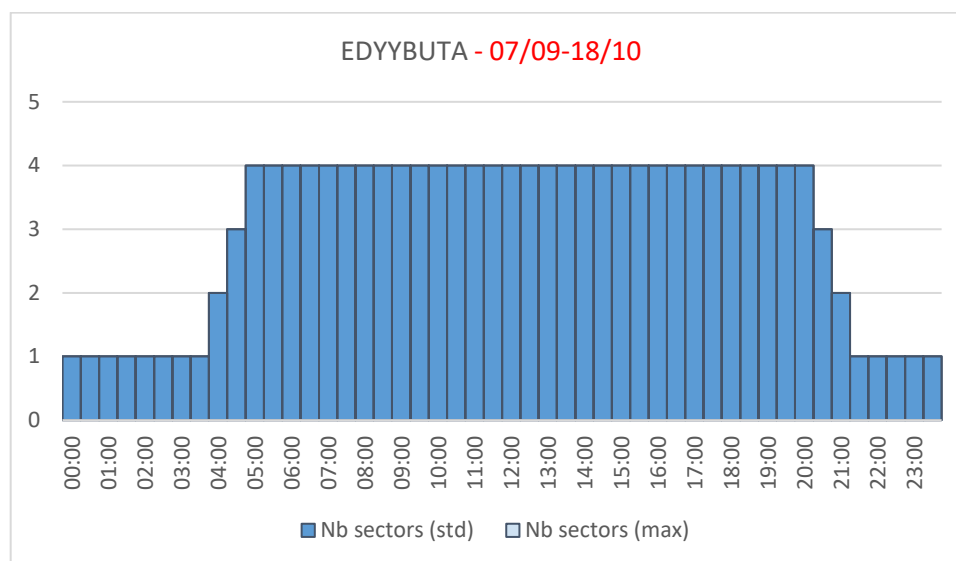
No capacity issues expected with planned number of sectors during the period.

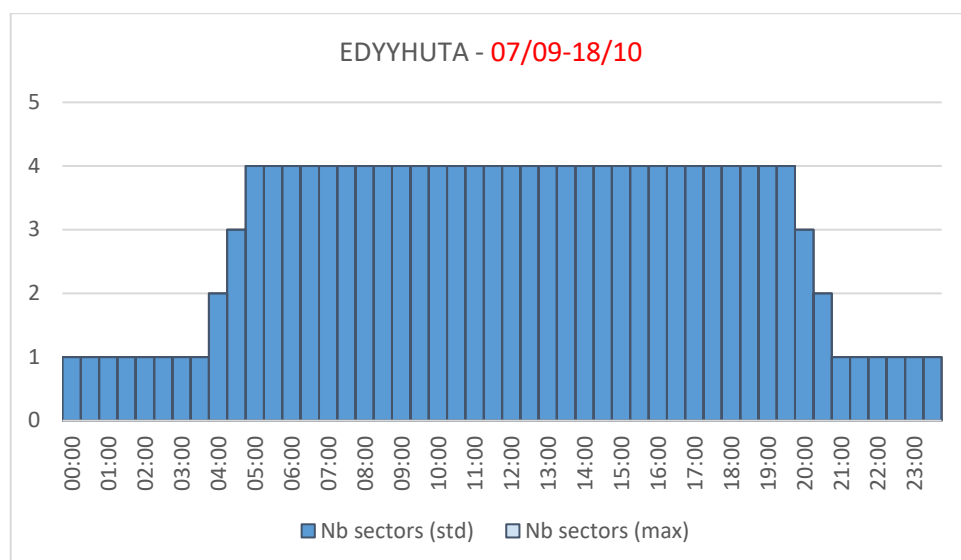
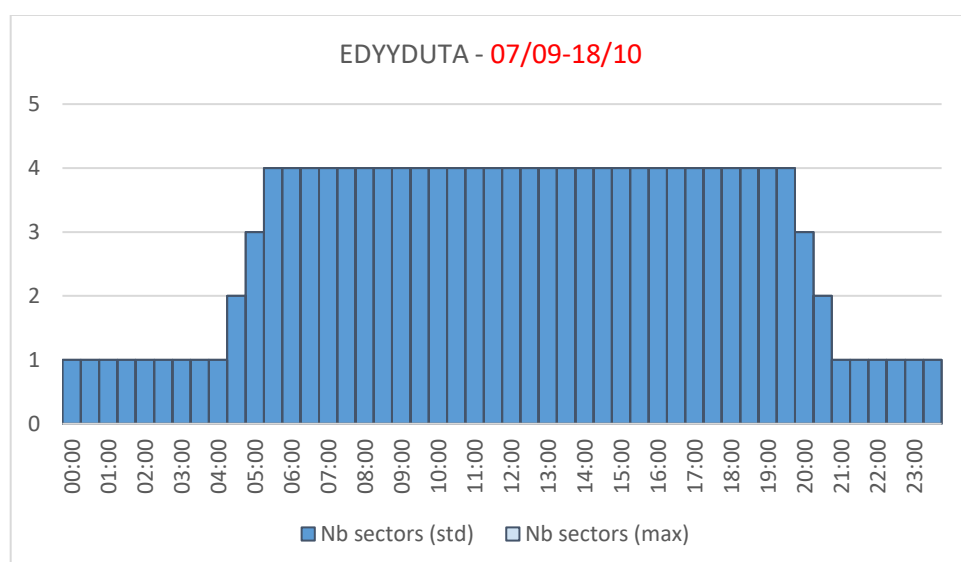
EUROCONTROL**MAASTRICHT UAC****Expected traffic**

| Maastricht | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2710 | 2440 | 2680 | 2730 | 2910 | 2630 | 2840 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2740 | 2470 | 2720 | 2760 | 2920 | 2660 | 2870 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2770 | 2520 | 2760 | 2780 | 2980 | 2680 | 2890 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2800 | 2540 | 2780 | 2960 | 3110 | 2790 | 3050 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2950 | 2730 | 2970 | 2950 | 3100 | 2760 | 3050 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2960 | 2740 | 2960 | 2950 | 3100 | 2760 | 3040 |

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. Staff release is only done within the planning horizon of the NM forecasts made for the NOP Recovery Plan. MUAC is keeping a close eye on traffic evolution and predictions and is able to scale up operations with a short reaction time. 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.

Sanitary measures

General measures

- General rules continue to apply with regard to people who feel sick, hand and cough hygiene, avoid physical contact, etc to avoid spreading COVID-19, be mindful and aware;
- Staff with underlying health conditions work from home;
- Only essential staff are physically attending the MUAC premises to be periodically reviewed and revised as the business comes out of the crisis;
- Encourage use of virtual meetings, e.g. Teams as far as possible;
- Expand the video conference facilities;
- Remove seats in physical meeting rooms/offices to support 1.5 metres spacing;
- Put up signs about need for social distancing and max amount of staff in the room at any one time;
- Corridors of less than 1.8 metres width and staircases are controlled in one direction;
- Place explanation signs, floor markers and physical barriers (e.g. chains);
- Staff is requested NOT to hold conversations in hallways, corridors etc where space is limited.

OPS Room measures

- One way entry & exits to Ops Room;
- Signs and floor markers at entrance and exits of directions to enter and exit;
- Maintain 1.5 metres physical separation through assigning staff to positions which meet minimum distance criteria in Configs 1, 2, 3, and 4;
- Use of Touch pens on touch panels in Ops Room, TTR etc to avoid contamination;
- Plexiglass dividers are installed in the Training room and in the OPS Room;
- Mark flows around Supervisory & Systems Control positions;
- Mark floor around each position showing social distance area;
- Crisis cleaning regime of Controller Working Positions and OPS Room (as well as for the rest of the building).

FFP2 masks/gloves can be used for work or training where distance below 1.5 metres is required (notice that The Netherlands does NOT implement a requirement for its citizens to wear masks).

“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. Where required, plexiglass dividers have now been installed in the OPS Room, allowing continuation of Ab Initio training up to a 4-sector configuration per sector group. More than 4 sectors per sector group is not possible in this set-up. Additional dividers will be installed in September to allow for higher configurations.

Plexiglass dividers have been installed in the Training room to allow continuation of simulator training.

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).

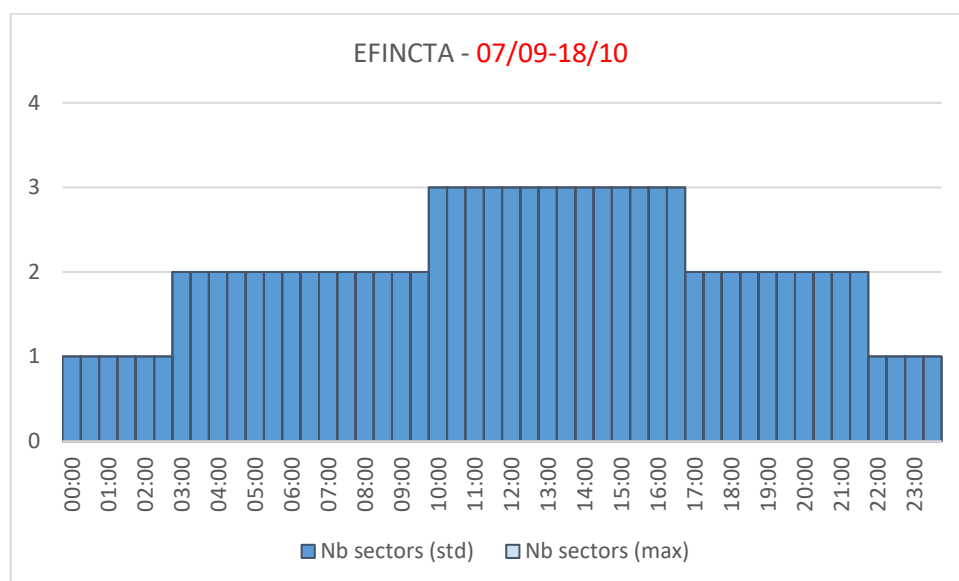
Major projects are continuing, and MUAC is making assessments whether additional availability of ATCO staff during the traffic downturn is allowing accelerated advancements in some project areas. ATCO staffing for operational shifts however will take precedence over any additional project planning.

NM Assessment

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

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

| Helsinki | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 210 | 230 | 230 | 230 | 140 | 180 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 210 | 230 | 230 | 230 | 140 | 180 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 210 | 230 | 230 | 230 | 140 | 180 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 210 | 230 | 270 | 260 | 170 | 200 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 280 | 250 | 270 | 270 | 260 | 170 | 200 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 280 | 250 | 270 | 270 | 260 | 170 | 200 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

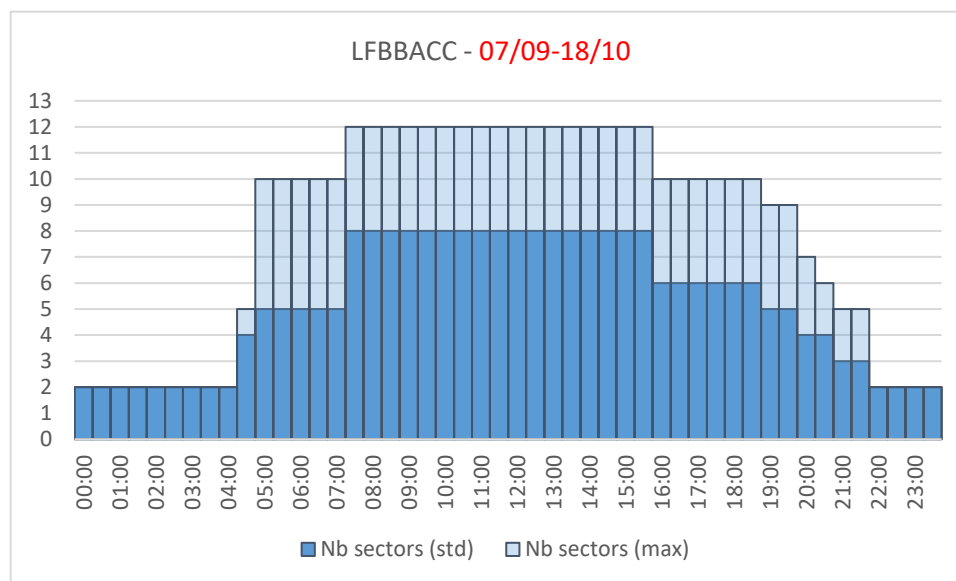
N/A

NM Assessment

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

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

| Bordeaux | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1580 | 1350 | 1420 | 1510 | 1650 | 1620 | 1610 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1580 | 1350 | 1440 | 1530 | 1680 | 1640 | 1600 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1610 | 1390 | 1440 | 1560 | 1700 | 1640 | 1620 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1610 | 1400 | 1430 | 1580 | 1710 | 1640 | 1640 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1640 | 1490 | 1540 | 1610 | 1700 | 1640 | 1650 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1640 | 1490 | 1540 | 1610 | 1710 | 1650 | 1650 |

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

No reduction in sector capacities.

Availability of support to operations staff

FMP staff in ops room back to normal time slots.

80% minimum Ops division staff on premises, other working from home.

Sanitary measures

DSNA adapts sanitary measures to its activity in order to ensure the safety of employees in the workplace in the light of changes in the sanitary context, in close

coordination with preventive medicine, and by ensuring the necessary consultation at the national and local levels.

The recovery plan provides for appropriate sanitary measures and work organization, while offering a service that meets demand (customers, users, territory).

The health measures are of different types:

- The measures for ATCOs or Supervisors are based on a combination of individual responsibilities and unit responsibilities (provision of hydro-alcoholic gel and masks, pathways if necessary, cleaning of the workstation, etc.) ;
- Distancing measures and, to the extent possible in view of traffic and resources, measures aimed at greater physical and temporal segregation in work organisation (teamwork, non-recoverable shifts) ;
- The layout of shared premises, whether operational or not (partitioning, specific coatings on equipment) ;
- Wearing protection such as masks for the general public or surgical masks.

Wearing masks for the general public or equivalent is mandatory for all activities made in common or shared areas; in any case, masks must be worn in the control, supervision and simulation rooms.

Visor or Plexiglas protections can be additional measures decided and concerted locally to respond to specific situations. In any event, these measures additional equipment to complement the wearing of the mask.

It must be possible to trace on-site presence for 14 days in order to determine possible contact case.

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

50% from each division on premises.

Technical operations can be realised (eg. TCT in progress, new SCTA).

Special events and major projects

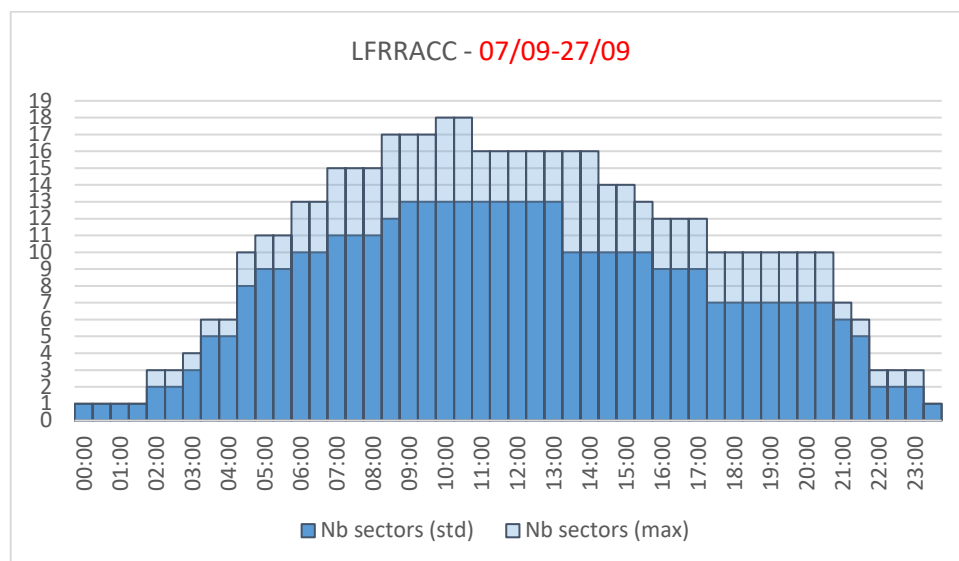
None

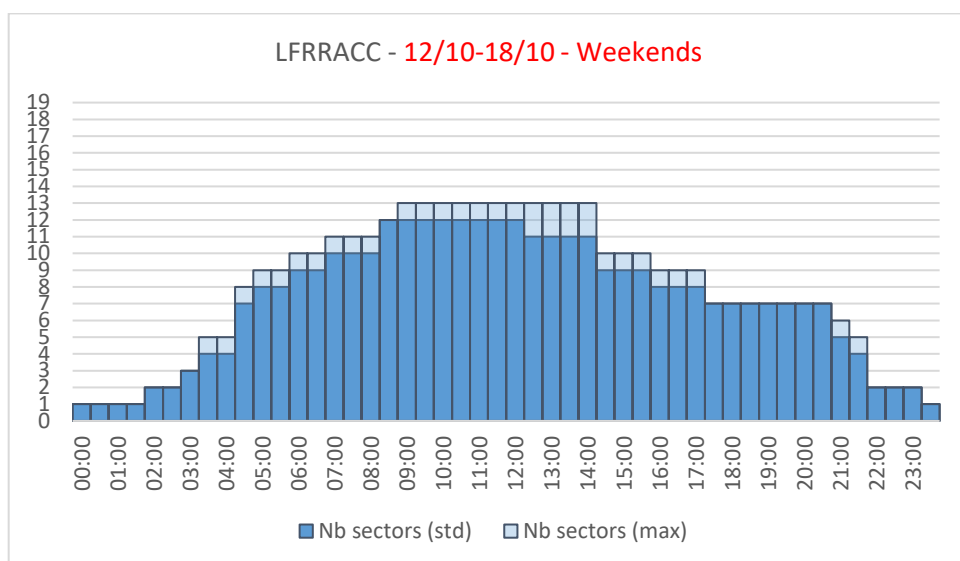
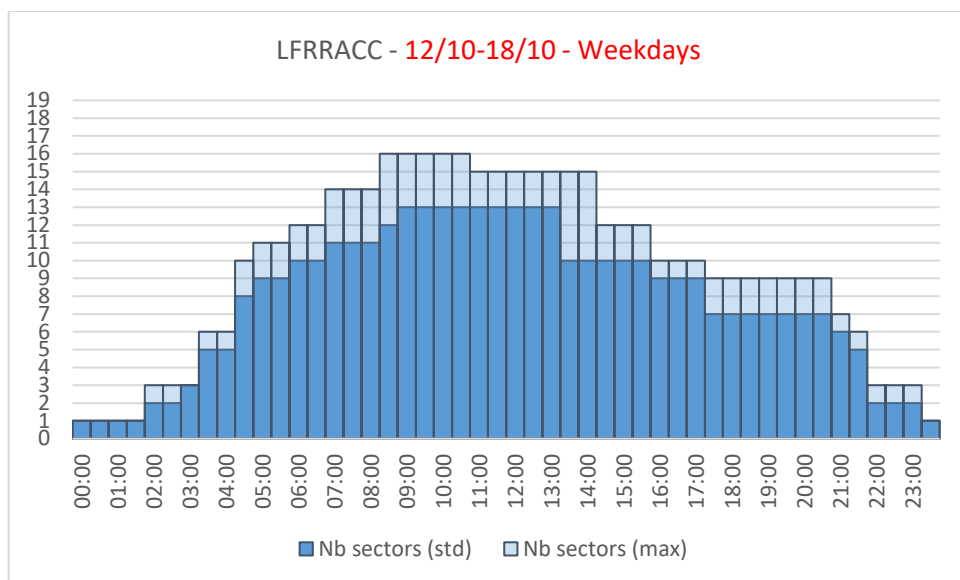
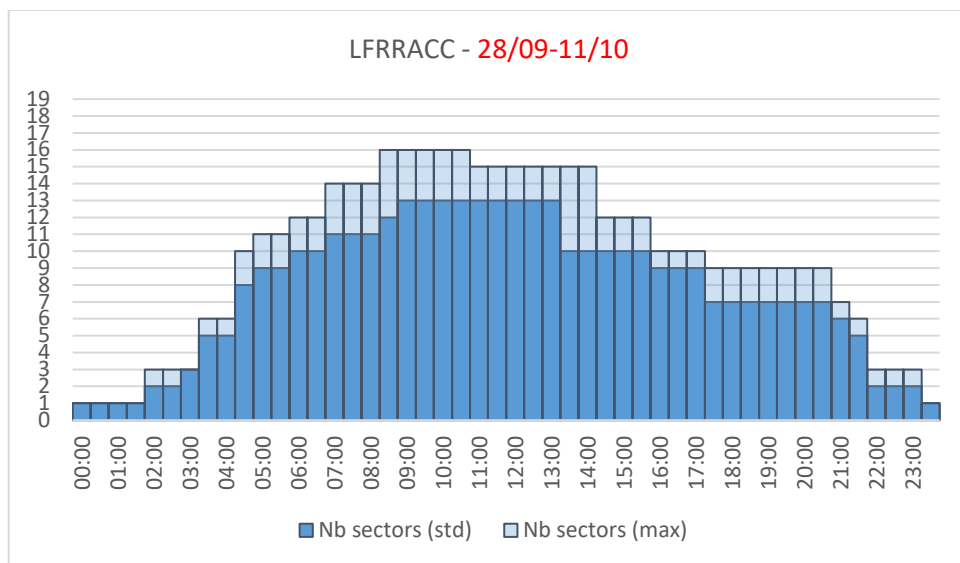
NM Assessment

According to the traffic outlook, with the number of sectors planned, demand is expected to be close to capacity almost every day of the period. Some flexibility might be needed to handle traffic peaks.

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

| Brest | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1530 | 1380 | 1420 | 1510 | 1630 | 1750 | 1670 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1540 | 1410 | 1440 | 1550 | 1630 | 1790 | 1640 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1540 | 1430 | 1440 | 1560 | 1640 | 1790 | 1650 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1510 | 1390 | 1400 | 1510 | 1620 | 1710 | 1620 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1540 | 1440 | 1460 | 1520 | 1610 | 1710 | 1620 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1540 | 1440 | 1460 | 1530 | 1610 | 1710 | 1630 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

Back to normal operations.

Sanitary measures

DSNA adapts sanitary measures to its activity in order to ensure the safety of employees in the workplace in the light of changes in the sanitary context, in close coordination with preventive medicine, and by ensuring the necessary consultation at the national and local levels.

The recovery plan provides for appropriate sanitary measures and work organization, while offering a service that meets demand (customers, users, territory).

The health measures are of different types:

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Visor or Plexiglas protections can be additional measures decided and concerted locally to respond to specific situations. In any event, these measures additional equipment to complement the wearing of the mask.

It must be possible to trace on-site presence for 14 days in order to determine possible contact case.

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

N/A

Special events and major projects

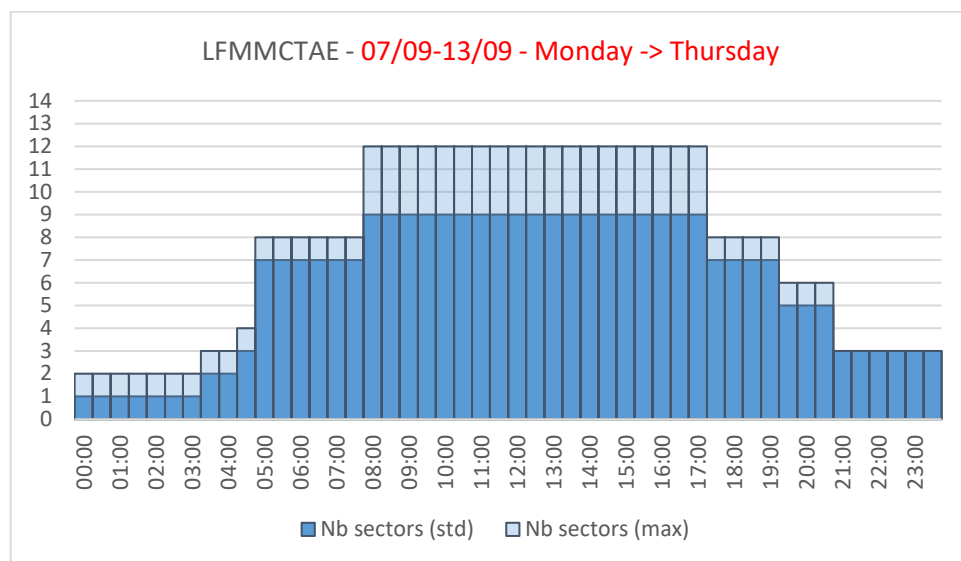
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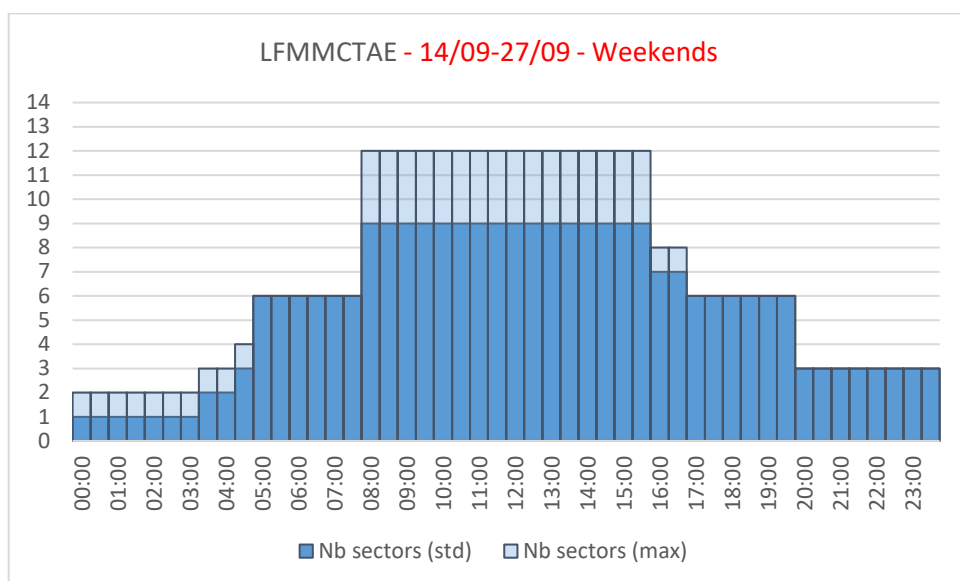
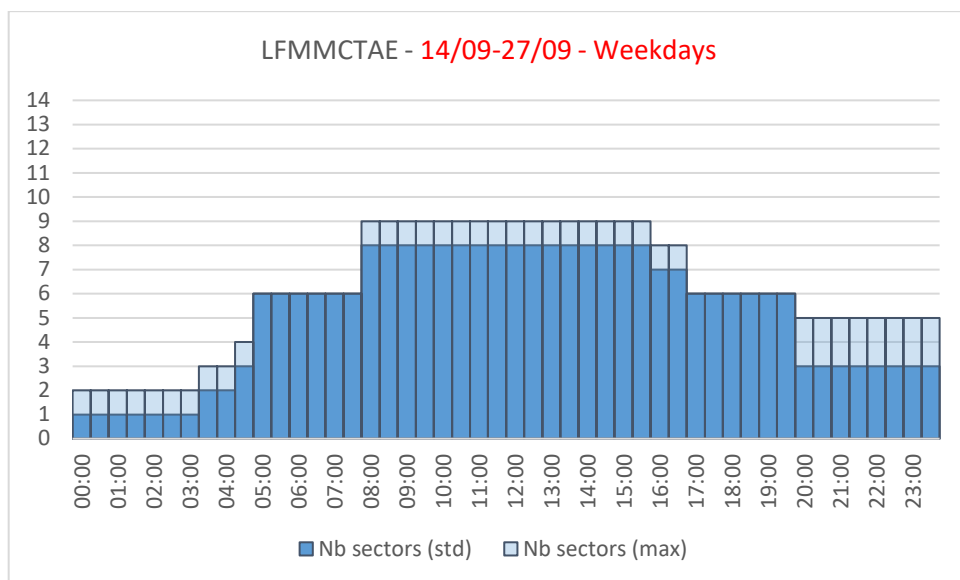
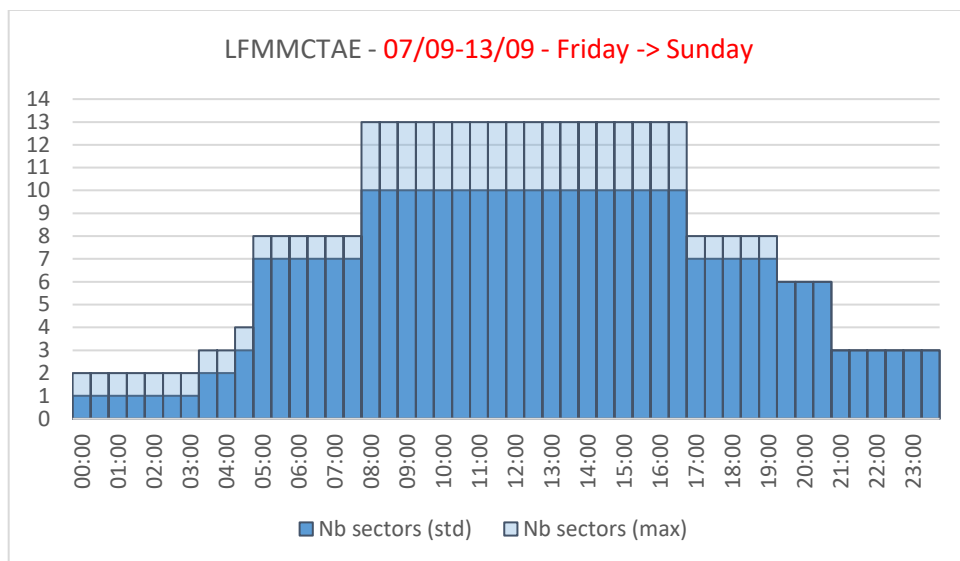
NM Assessment

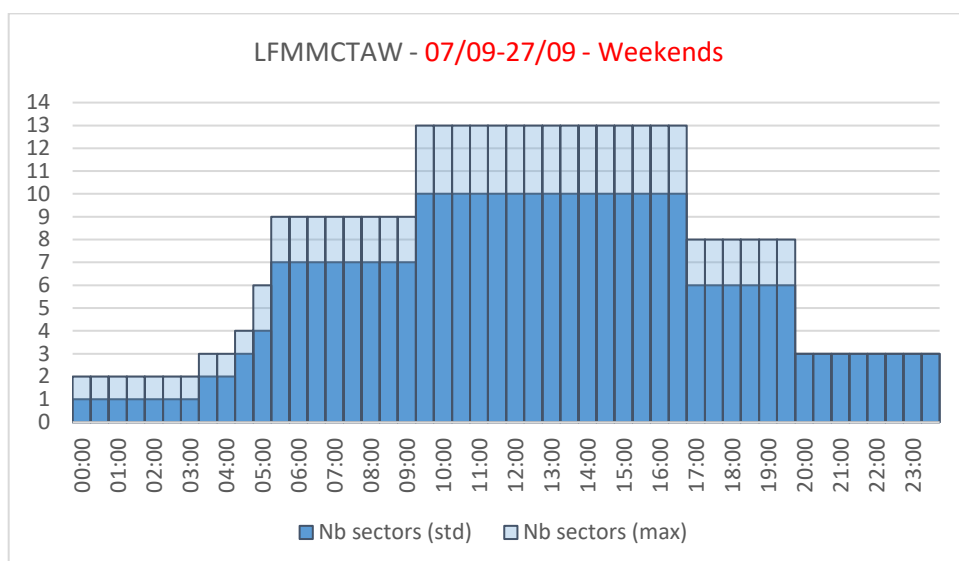
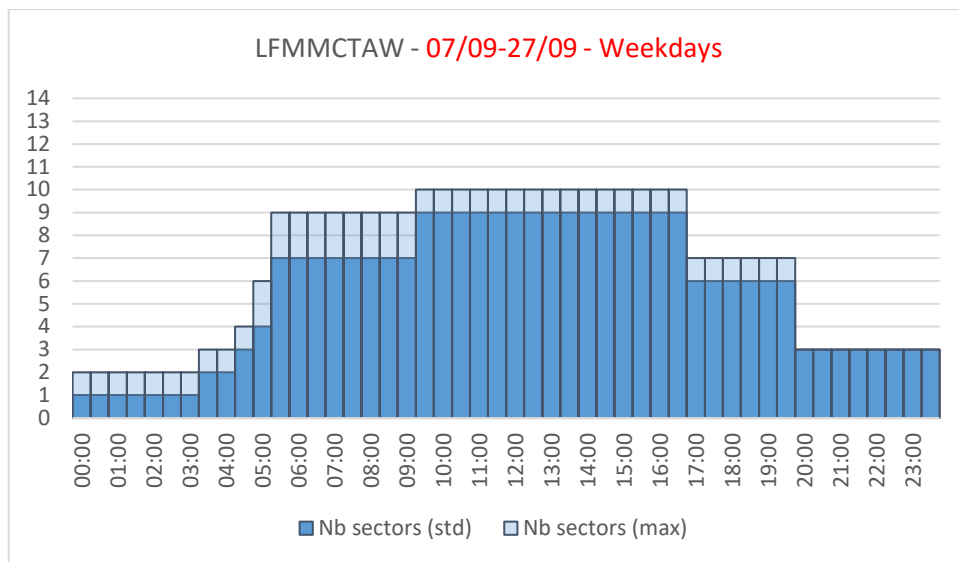
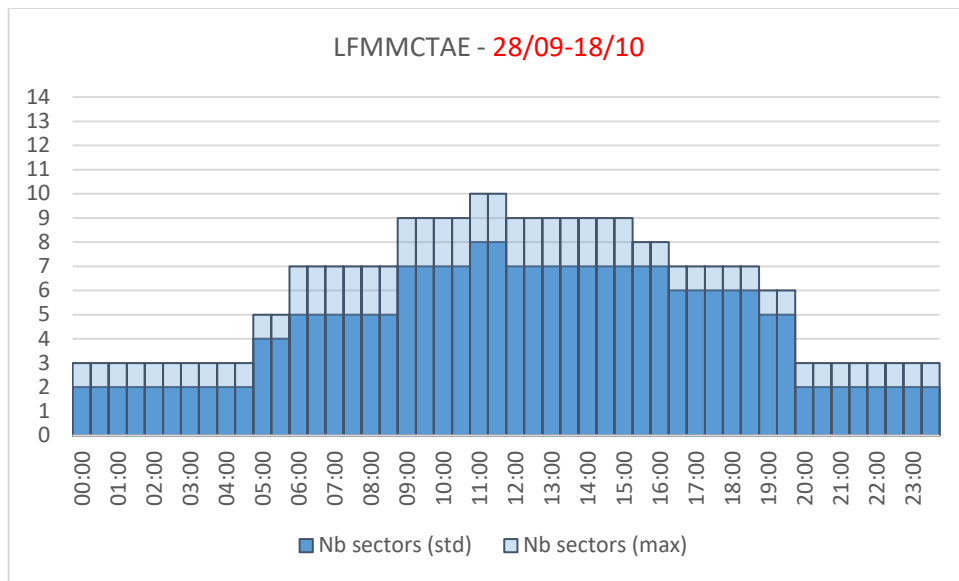
No capacity issues expected with planned number of sectors during the period.

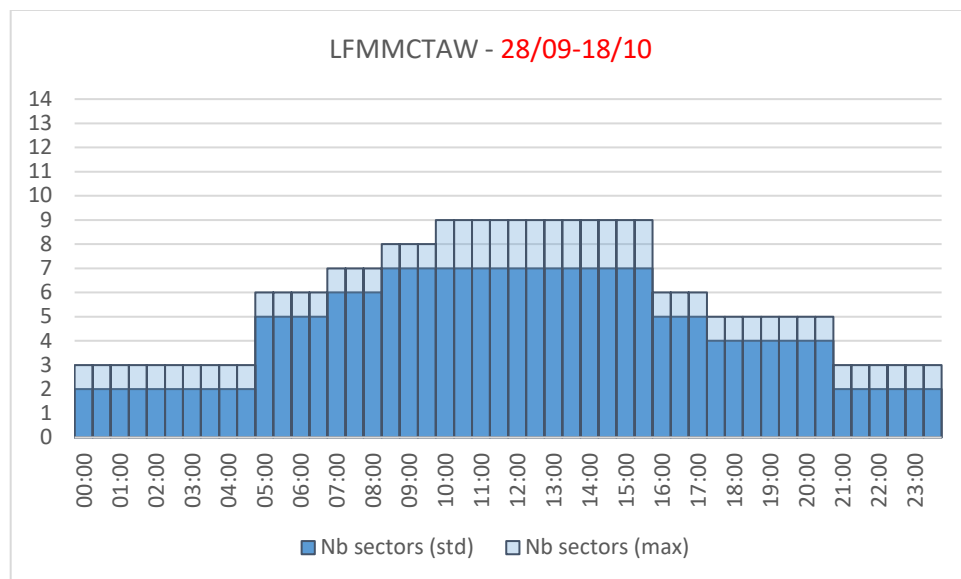
FRANCE**MARSEILLE ACC****Expected traffic**

| Marseille | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2150 | 1800 | 1860 | 2050 | 2190 | 2250 | 2390 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2140 | 1800 | 1860 | 2070 | 2220 | 2250 | 2400 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2180 | 1830 | 1890 | 2090 | 2220 | 2240 | 2410 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2150 | 1830 | 1880 | 2160 | 2250 | 2260 | 2460 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2220 | 1970 | 2030 | 2180 | 2250 | 2250 | 2470 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2220 | 1970 | 2030 | 2180 | 2240 | 2250 | 2480 |

Sector openings – Planned and maximum







Sector capacities

No reduction in sector capacities.

Capacities reduced for APP - due to health protocole.

Availability of support to operations staff

FMP staff: Normal shift - ACDS from 0630 to 1930 local time.

Ops division staff : on site.

Sanitary measures

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The health measures are of different types:

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Visor or Plexiglas protections can be additional measures decided and concerted locally to respond to specific situations. In any event, these measures additional equipment to complement the wearing of the mask.

It must be possible to trace on-site presence for 14 days in order to determine possible contact case.

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

N/A

Special events and major projects

01/06-20/09: Cross border wx trial

29-30/08: First stage of the Tour de France at Nice close to LFMN (with Patrouille de France airshow)

01/09-08/09: 4FLIGHT Live Operations

4FLIGHT Training started (taking place during week only but some impacts possible on week end days due to regulation on working time)

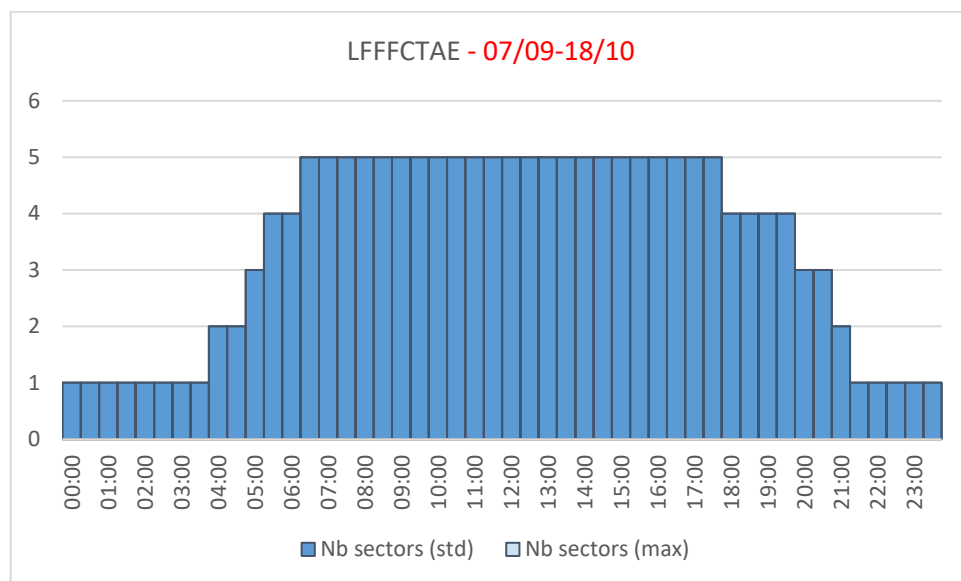
- 29th September 2020 until 16th October 2020
- 2nd November 2020 until 13th November 2020
- 16th November 2020 until 19th December 2020
- 4th January 2021 until 5th February 2021
- 8th February 2021 until 24th April 2021
- 10th May 2021 until 14th May 2021

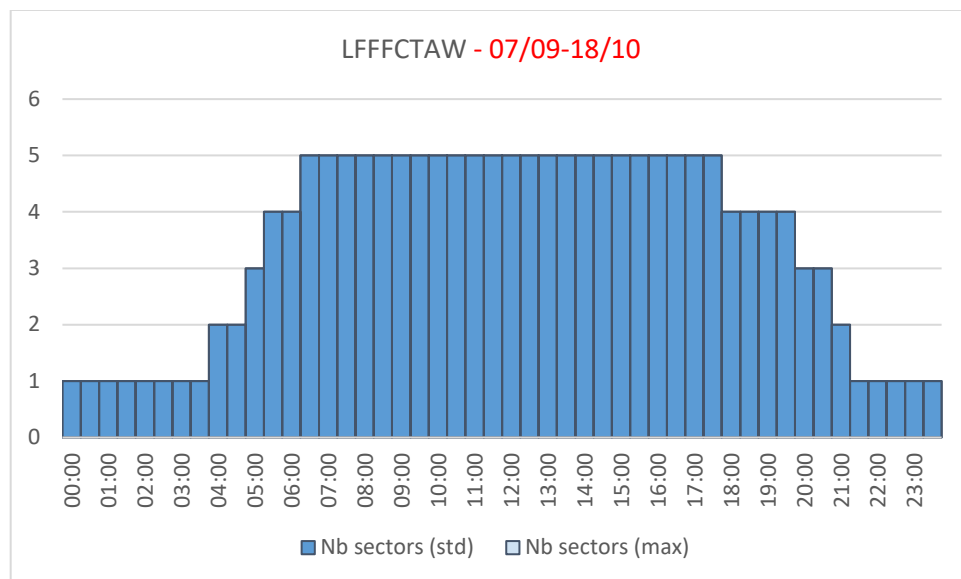
NM Assessment

- LFMMCTAE: According to the traffic outlook, demand might get close to capacity at weekends during the whole period.
- LFMMCTAW: According to the traffic outlook, no capacity issues expected with the planned number of sectors during the whole period, although demand might get close to capacity during weekends in October.

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

| Paris | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2050 | 1840 | 1970 | 2080 | 2090 | 1880 | 1910 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2050 | 1850 | 1980 | 2100 | 2140 | 1920 | 1900 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2100 | 1900 | 2020 | 2130 | 2160 | 1940 | 1940 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2070 | 1890 | 2020 | 2140 | 2190 | 1920 | 1950 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2120 | 1960 | 2090 | 2160 | 2180 | 1930 | 1950 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2140 | 1970 | 2100 | 2170 | 2200 | 1950 | 1960 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

FMP staff in ops room all day long.

In support division, 1 or 2 person on premises other teleworking.

Sanitary measures

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The health measures are of different types:

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It must be possible to trace on-site presence for 14 days in order to determine possible contact case.

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

N/A

Special events and major projects

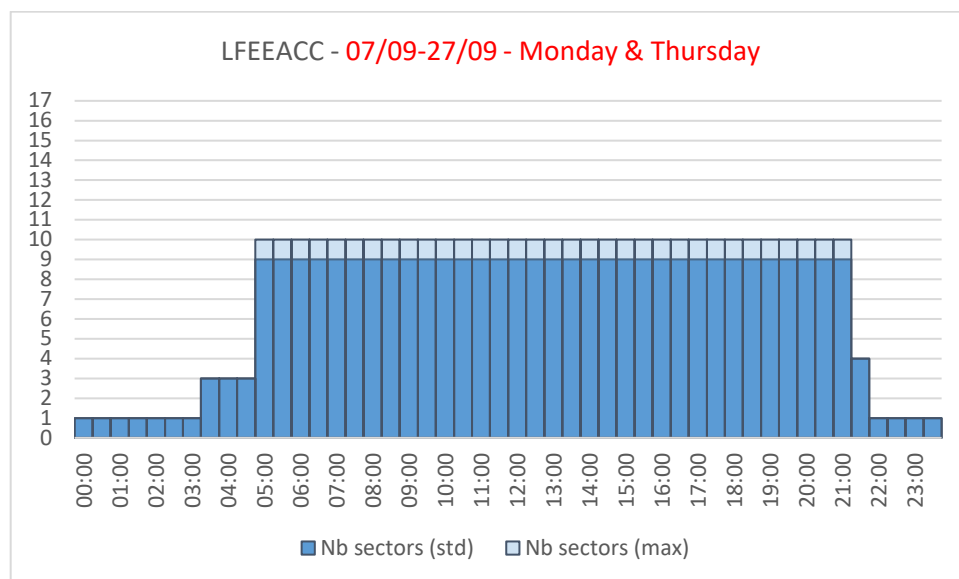
N/A

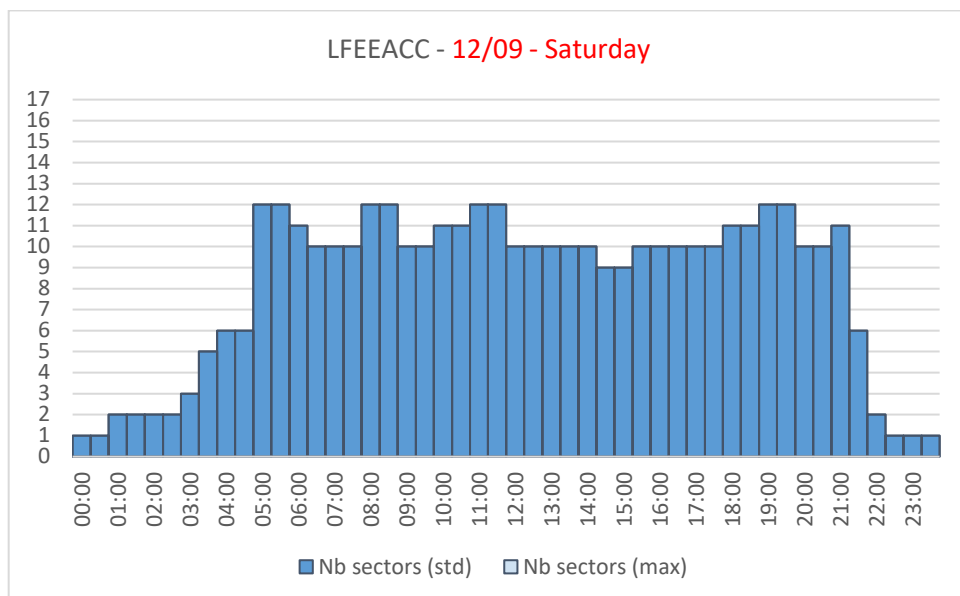
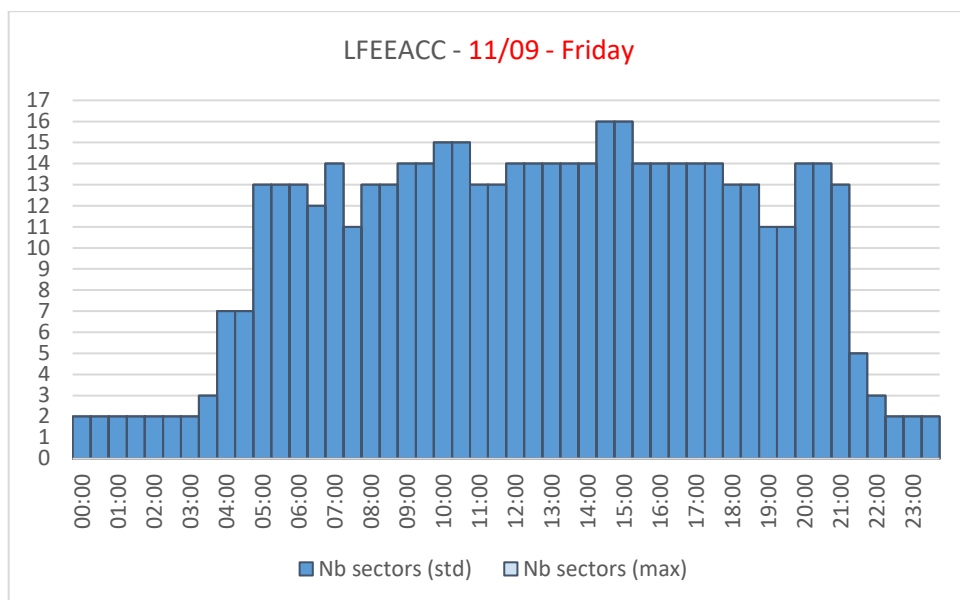
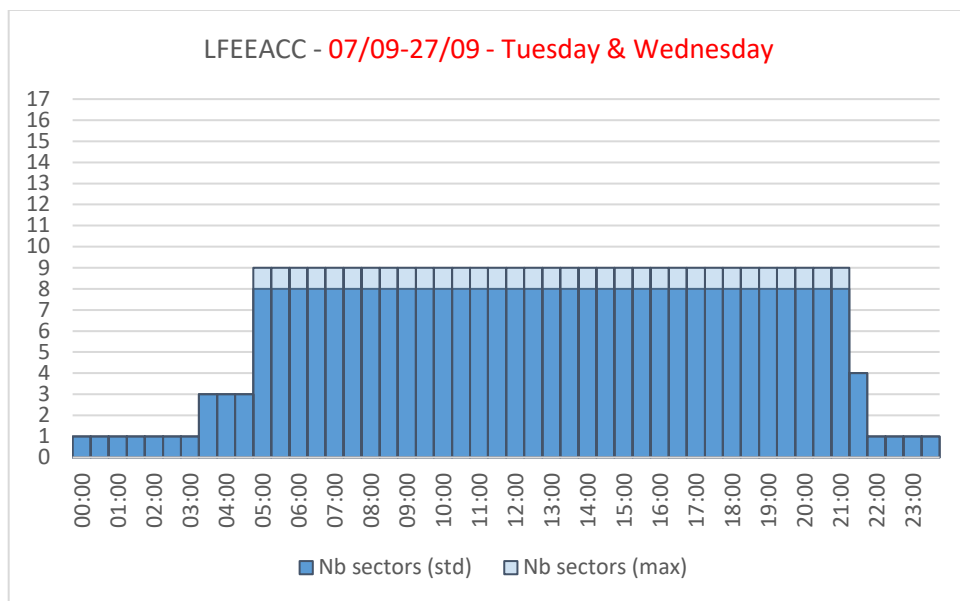
NM Assessment

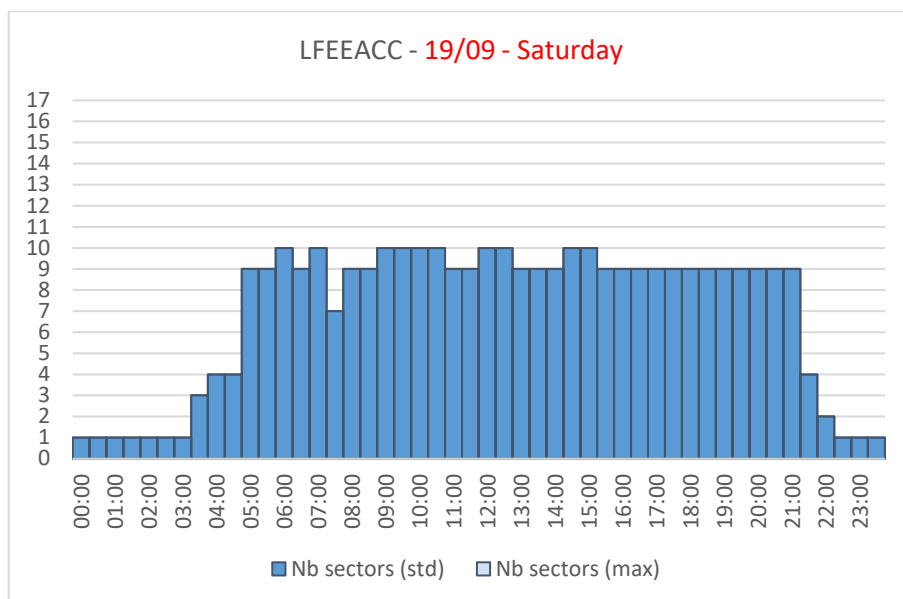
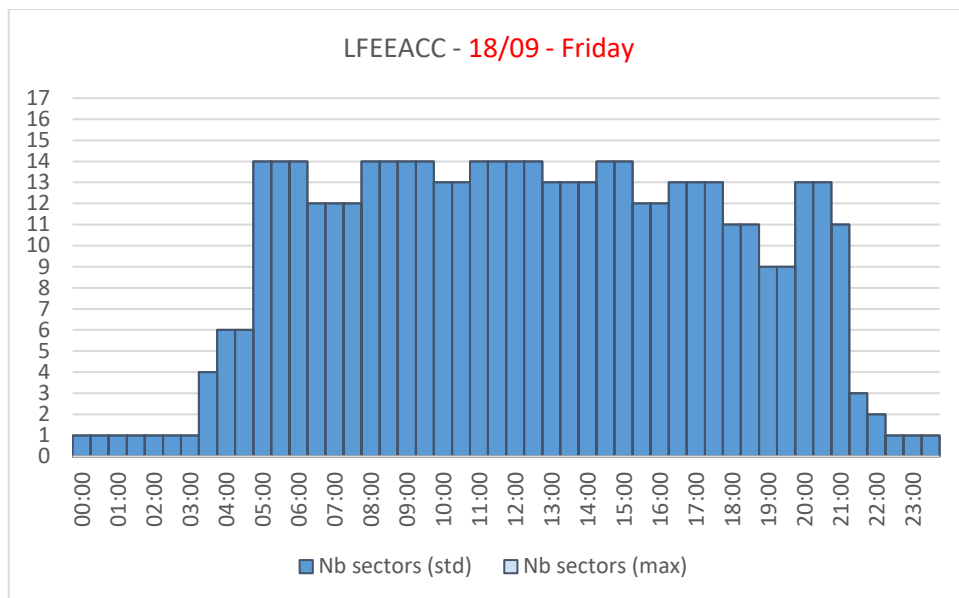
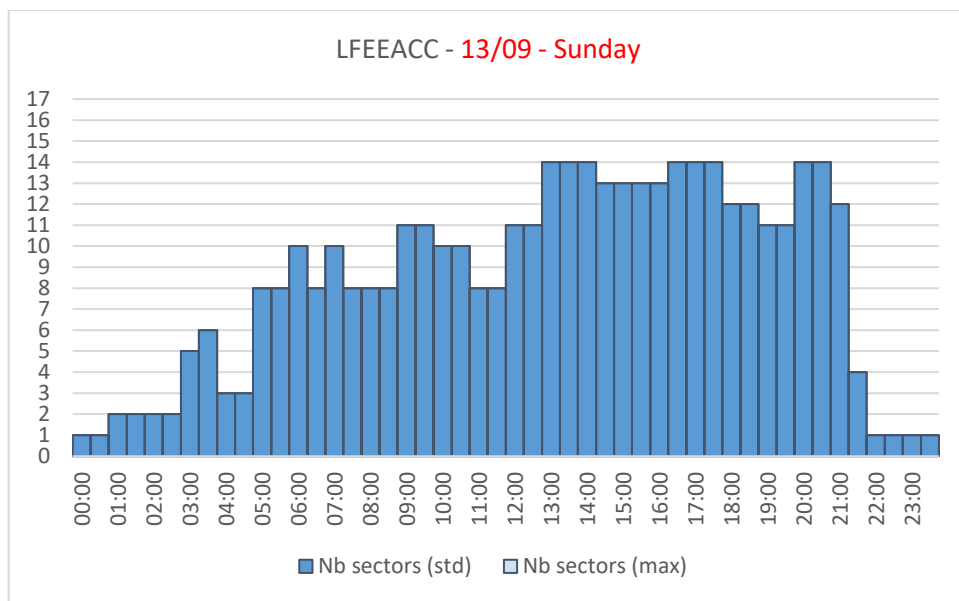
No capacity issues expected with planned number of sectors during the period.

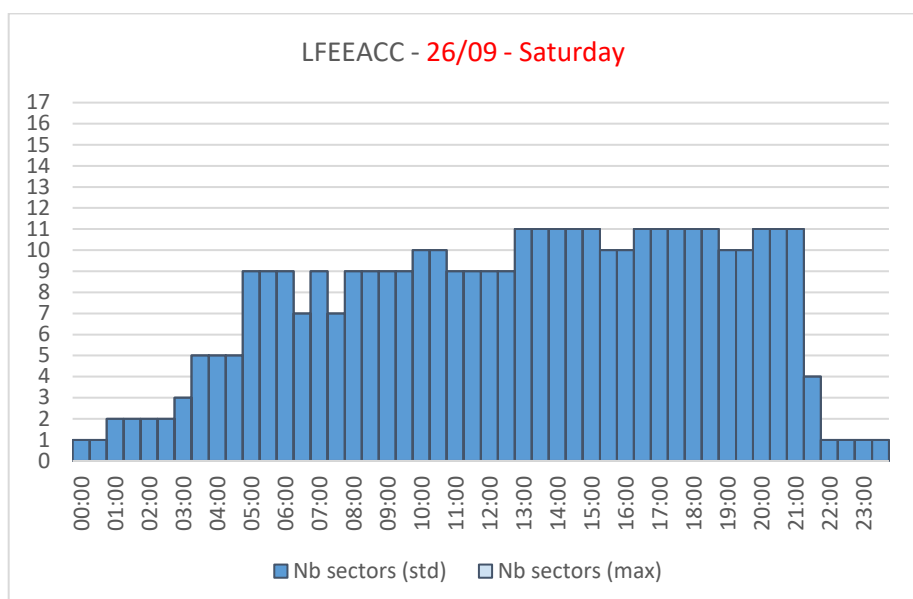
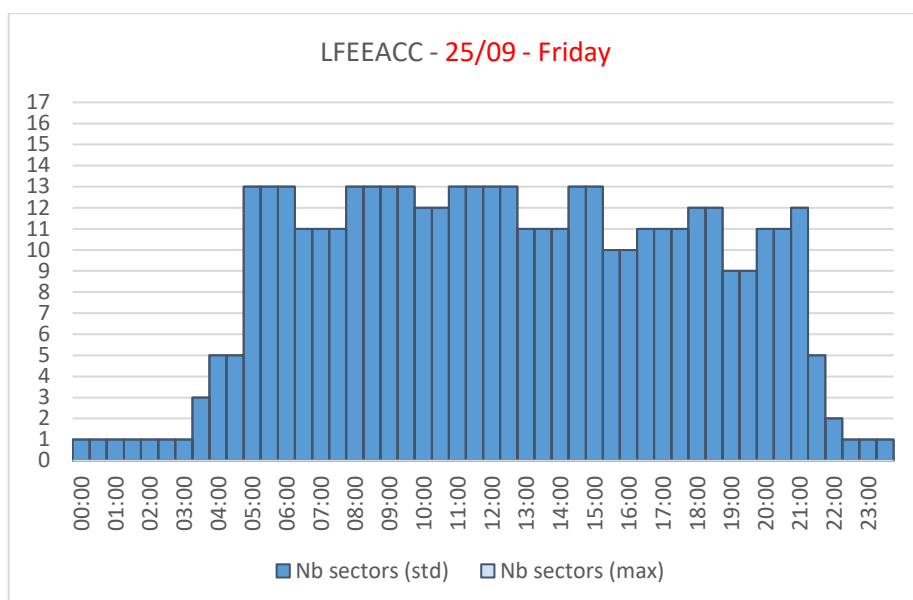
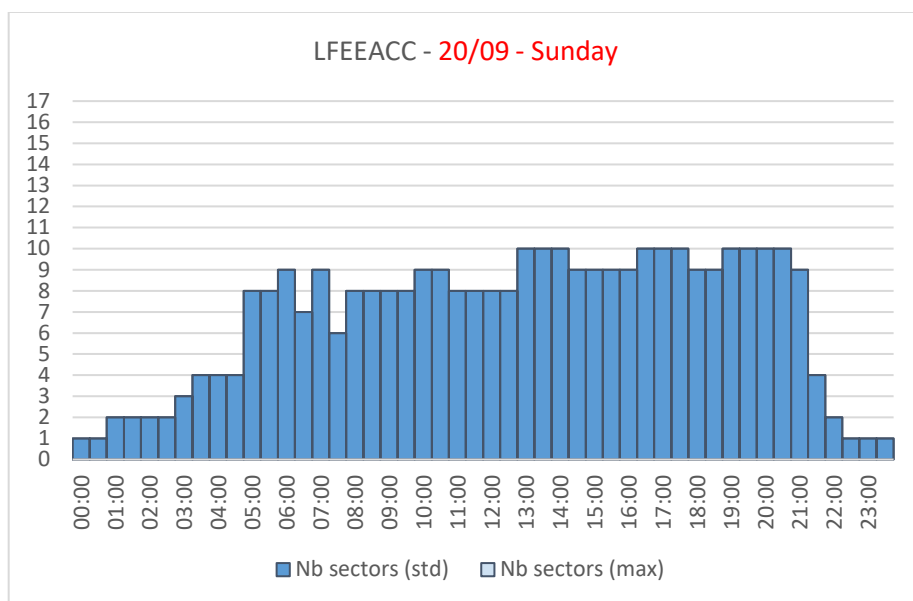
FRANCE**REIMS ACC****Expected traffic**

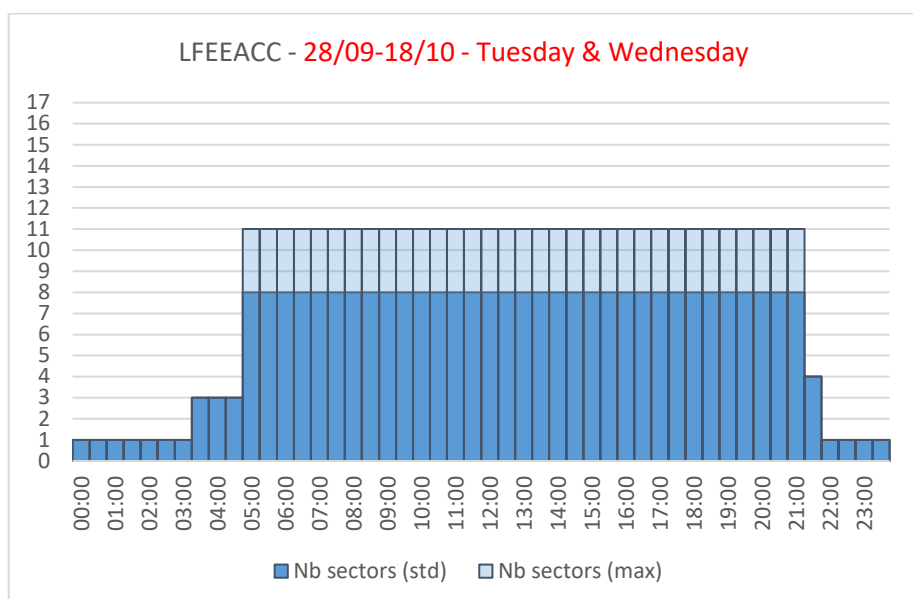
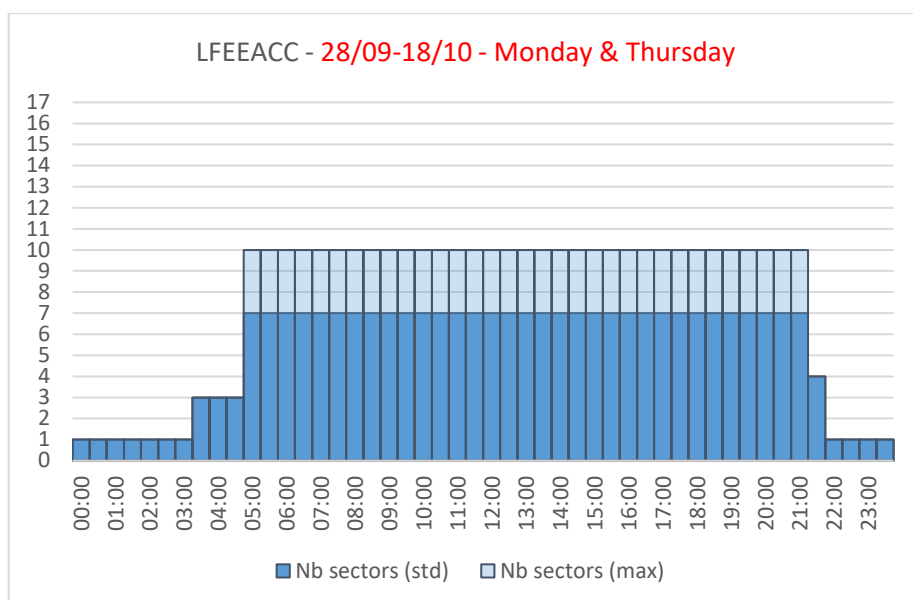
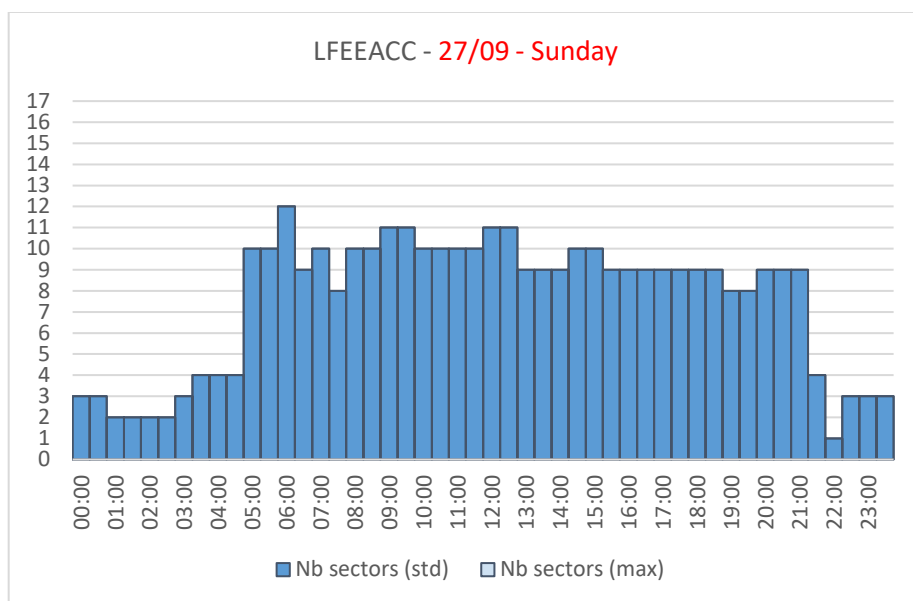
| Reims | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1560 | 1330 | 1450 | 1500 | 1630 | 1650 | 1630 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1550 | 1350 | 1470 | 1520 | 1630 | 1670 | 1610 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1590 | 1380 | 1490 | 1540 | 1660 | 1660 | 1640 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1580 | 1380 | 1490 | 1570 | 1680 | 1650 | 1650 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1610 | 1450 | 1540 | 1570 | 1670 | 1660 | 1660 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1630 | 1450 | 1550 | 1570 | 1680 | 1660 | 1670 |

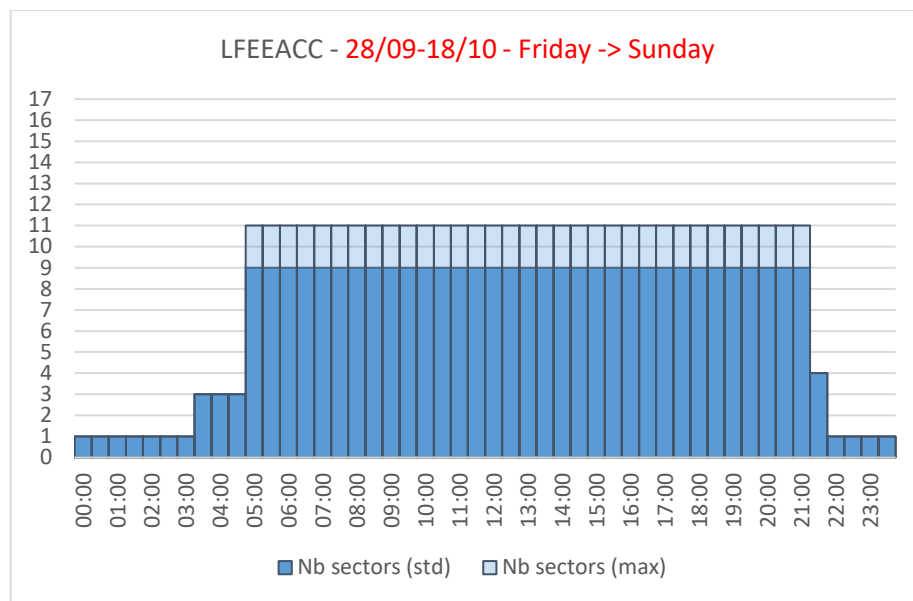
Sector openings – Planned and maximum











Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

Back to standard operations.

Sanitary measures

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It must be possible to trace on-site presence for 14 days in order to determine possible contact case.

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

N/A

Special events and major projects

4FLIGHT Training restarted (taking place during week only)

- 31st August 2020 until 15th October 2020
- 2nd November 2020 until 17th December 2020
- 4th January 2021 until 20th January 2021

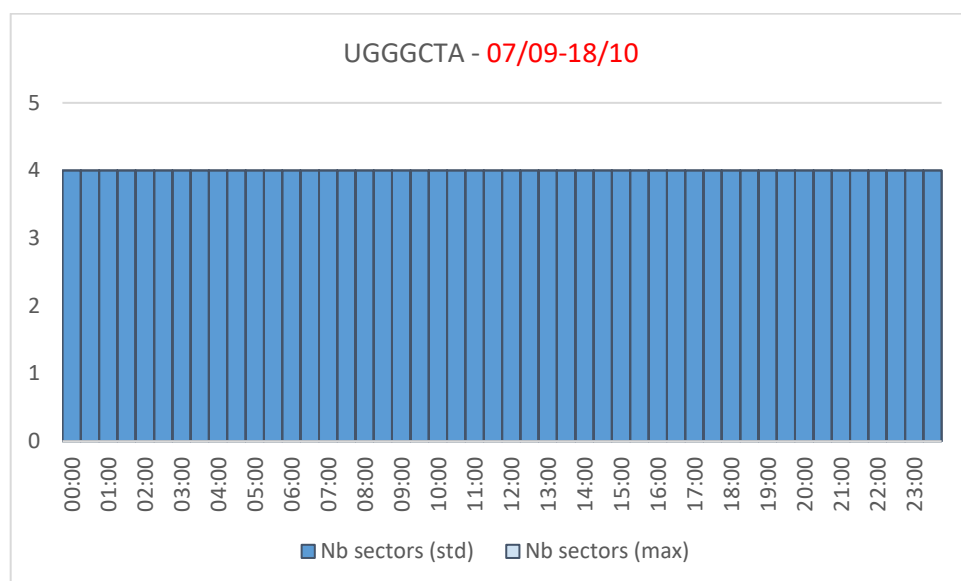
01/06-20/09: Cross border wx procedure + VIGIAERO Trial

NM Assessment

According to the traffic outlook, demand is close to capacity several days of the period mostly on Fridays and during weekends. Some flexibility might be needed to open extra sector to handle traffic peaks. Some elementary sectors are also getting peaks close to capacity and STAM measures might be needed to better balance traffic between sector layers. NMOC monitors the situation and is ready to offer any assistance if needed. Particular attention should be given to the LFEEHYR sectors.

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

| Tbilisi | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 170 | 160 | 190 | 160 | 170 | 160 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 170 | 170 | 190 | 160 | 170 | 170 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 170 | 160 | 190 | 160 | 160 | 170 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 170 | 170 | 210 | 180 | 180 | 180 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 210 | 190 | 180 | 210 | 190 | 180 | 180 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 210 | 190 | 180 | 210 | 190 | 180 | 180 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

All working positions are provided with disinfectant solutions. Twice a day medical and technical personal makes surface treatment with relevant disinfectant liquids.

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

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

Special events and major projects

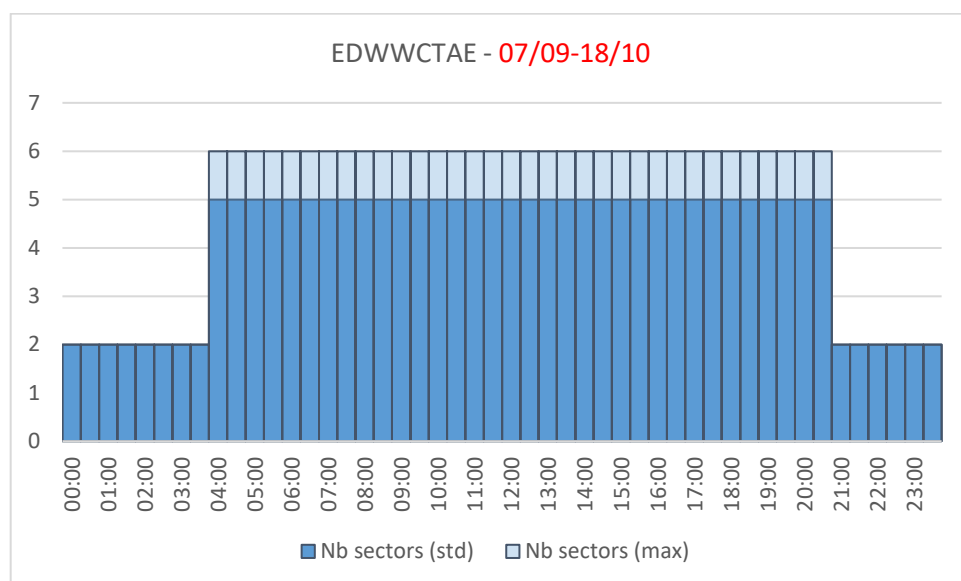
N/A

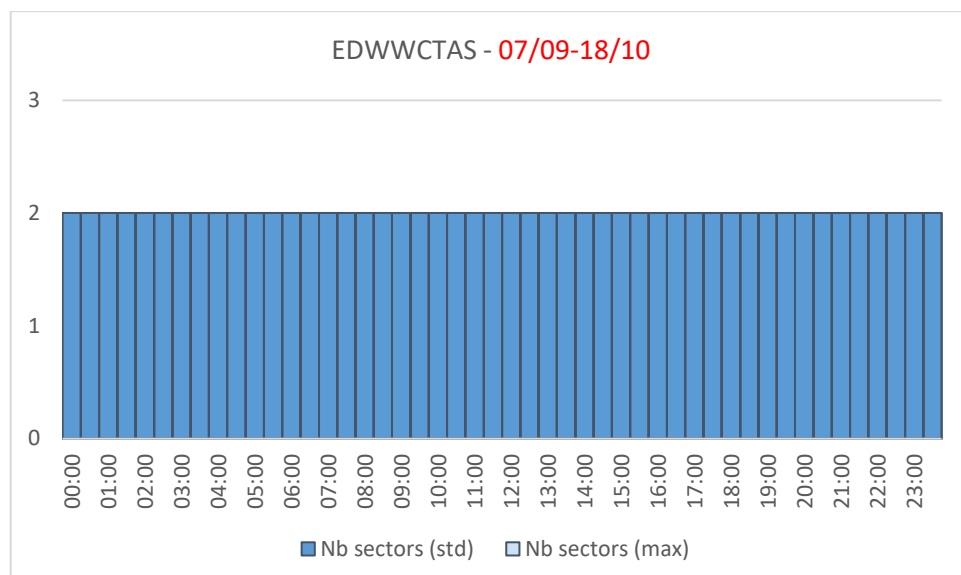
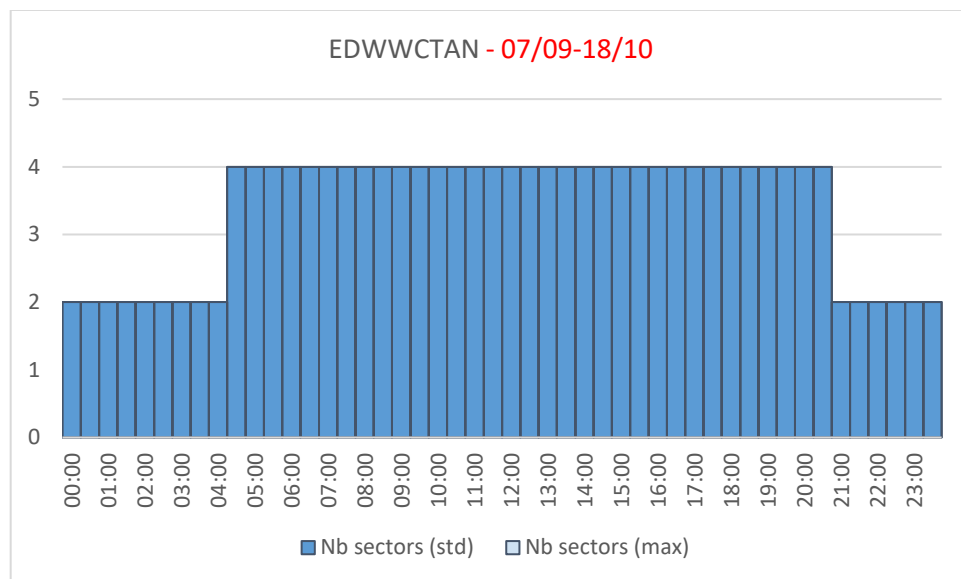
NM Assessment

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

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

| Bremen | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1060 | 1020 | 1020 | 1230 | 1130 | 790 | 910 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1060 | 1030 | 1030 | 1250 | 1130 | 790 | 930 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1070 | 1050 | 1050 | 1250 | 1150 | 800 | 930 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1070 | 1050 | 1070 | 1320 | 1210 | 830 | 980 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1120 | 1130 | 1120 | 1310 | 1190 | 830 | 980 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1120 | 1120 | 1120 | 1310 | 1190 | 830 | 980 |

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.

Sanitary measures

DFS is organising all measures according to national law (released by Ministry of Work and Social Affairs), e.g.:

- Distance
- Home Office
- Hygiene
- Physical and organisational measures

“Good practices” were established regarding e.g.:

- Intense use of physical barriers such as Plexiglass between working positions
- Minimum Working hours and Home Office of different groups of staff
- Use of mouth and nose covers

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

N/A

Special events and major projects

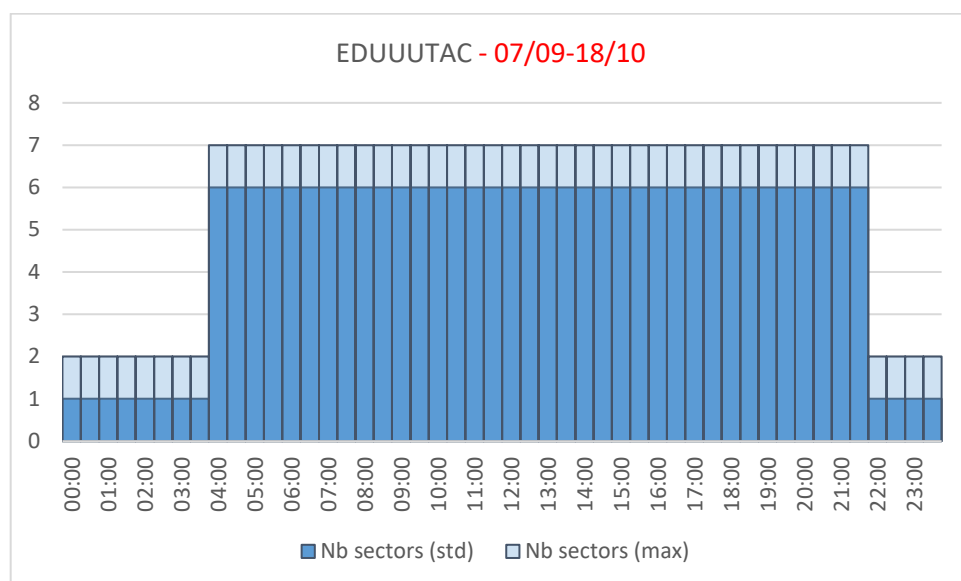
02/03/2020 – 31/10/2020 Training for Berlin airport opening

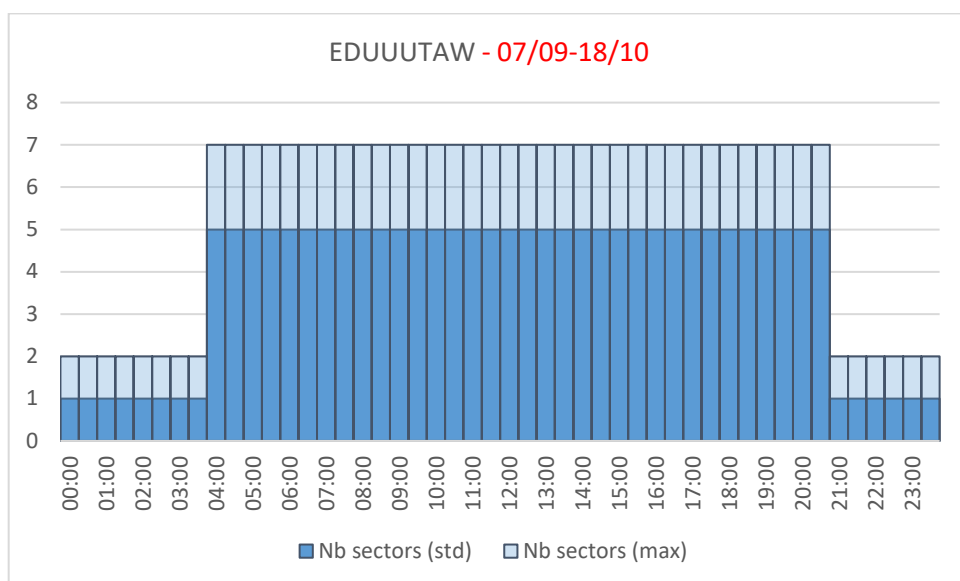
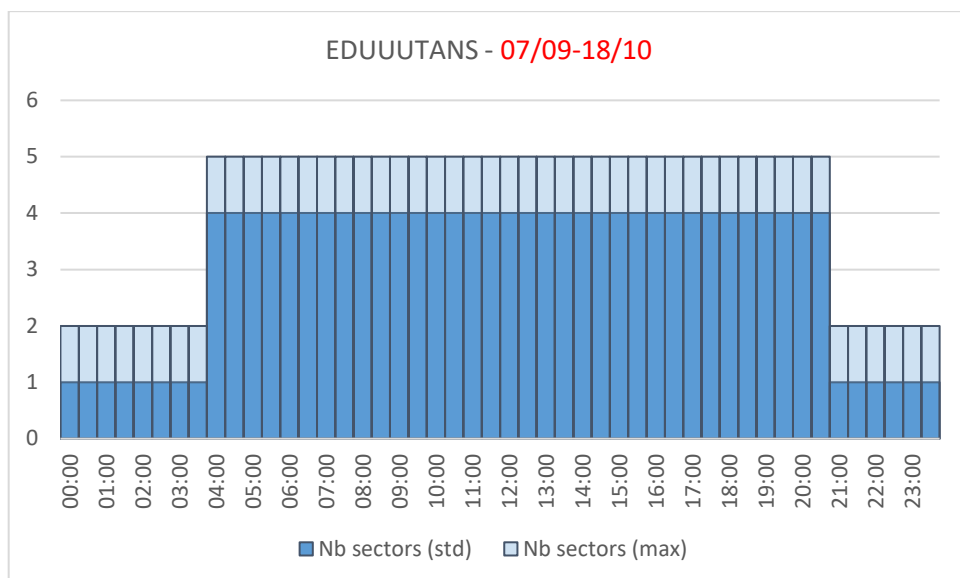
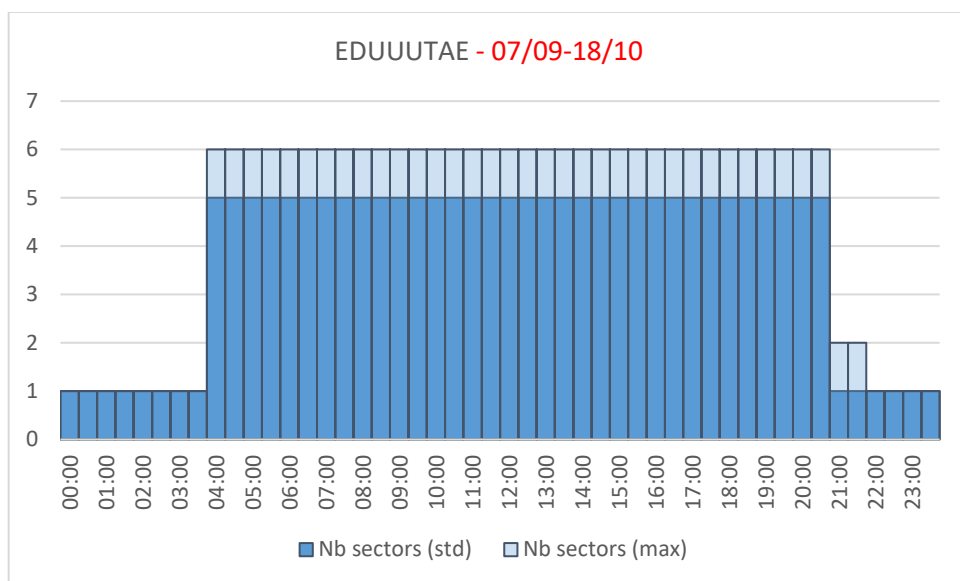
NM Assessment

- EDWWCTAE: According to the traffic outlook, demand is expected to be close to declared capacity some days of the period. Some flexibility might be needed during traffic peaks.
- EDWWCTAN and EDWWCTAS: No capacity issues expected with planned number of sectors during the period.

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

| Karlsruhe | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2850 | 2680 | 2800 | 2920 | 3130 | 2880 | 3060 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2860 | 2690 | 2860 | 2940 | 3160 | 2910 | 3100 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2930 | 2730 | 2910 | 2980 | 3210 | 2950 | 3120 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2940 | 2760 | 2940 | 3180 | 3320 | 3070 | 3240 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 3130 | 2980 | 3140 | 3180 | 3310 | 3060 | 3250 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 3140 | 2980 | 3130 | 3180 | 3310 | 3050 | 3240 |

Sector openings – Planned and maximum



Sector capacities

Currently 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.

Sanitary measures

DFS is organising all measures according to national law (released by Ministry of Work and Social Affairs), e.g.:

- Distance
- Home Office
- Hygiene
- Physical and organisational measures

“Good practices” were established regarding e.g.:

- Intense use of physical barriers such as Plexiglass between working positions
- Minimum Working hours and Home Office of different groups of staff
- Use of mouth and nose covers

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

3 weeks lead time for increasing number of available sectors.

Special events and major projects

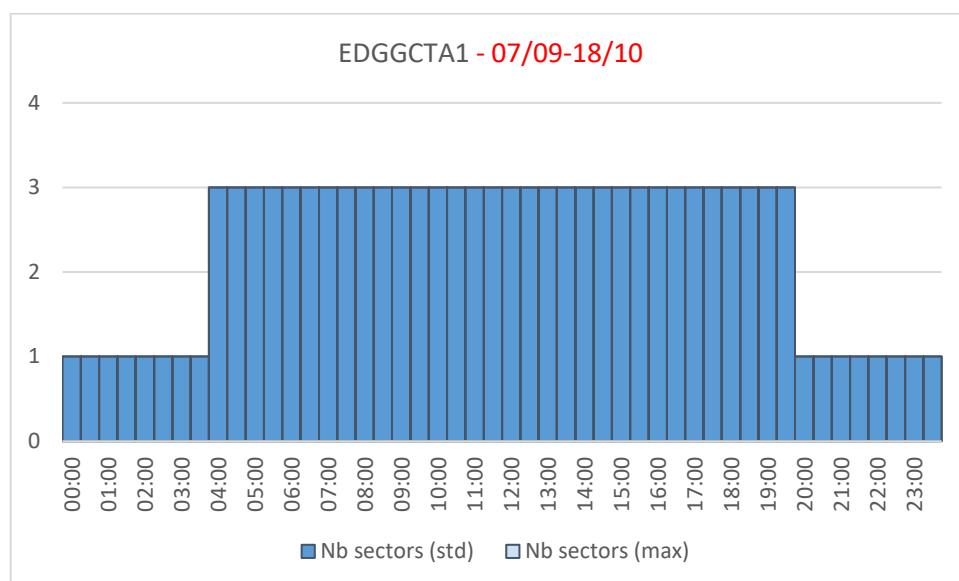
N/A

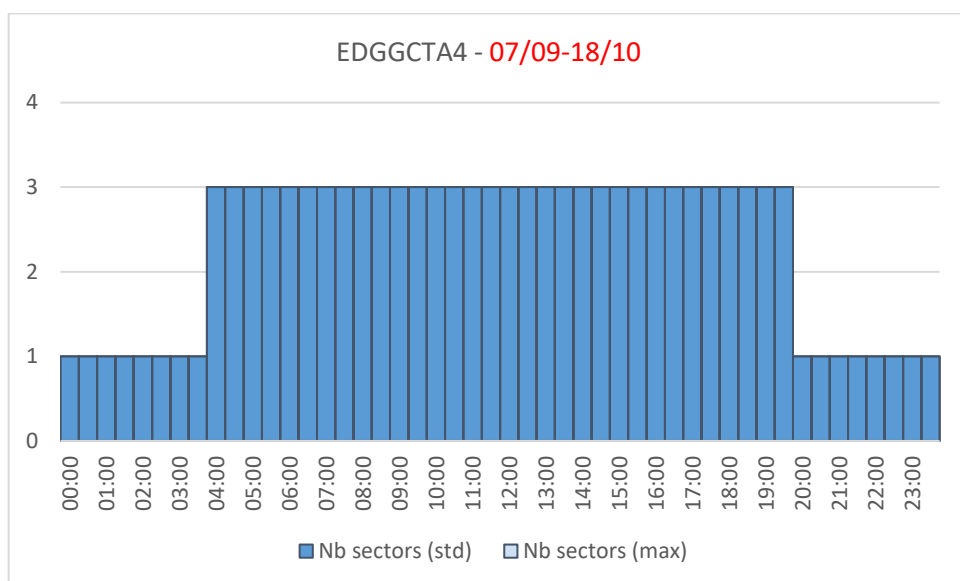
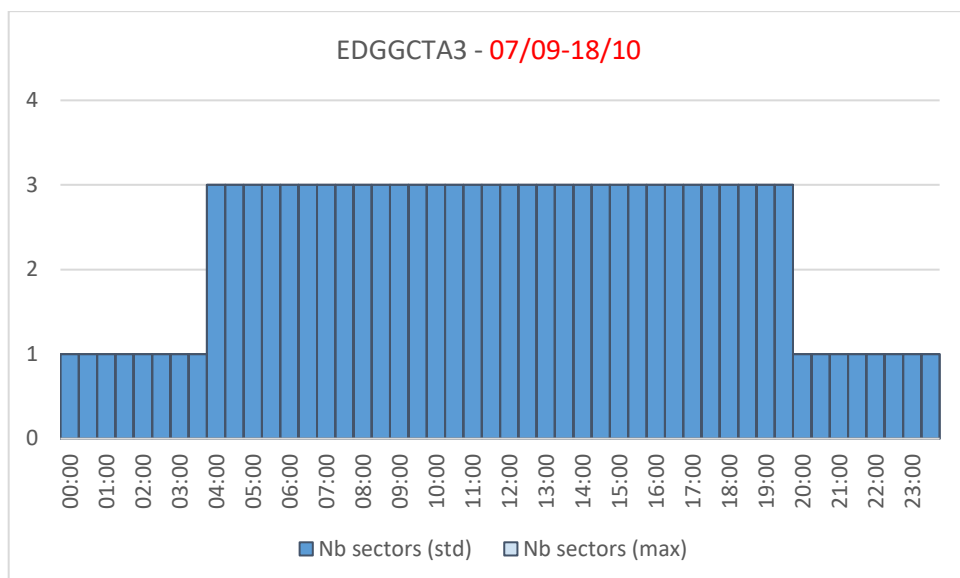
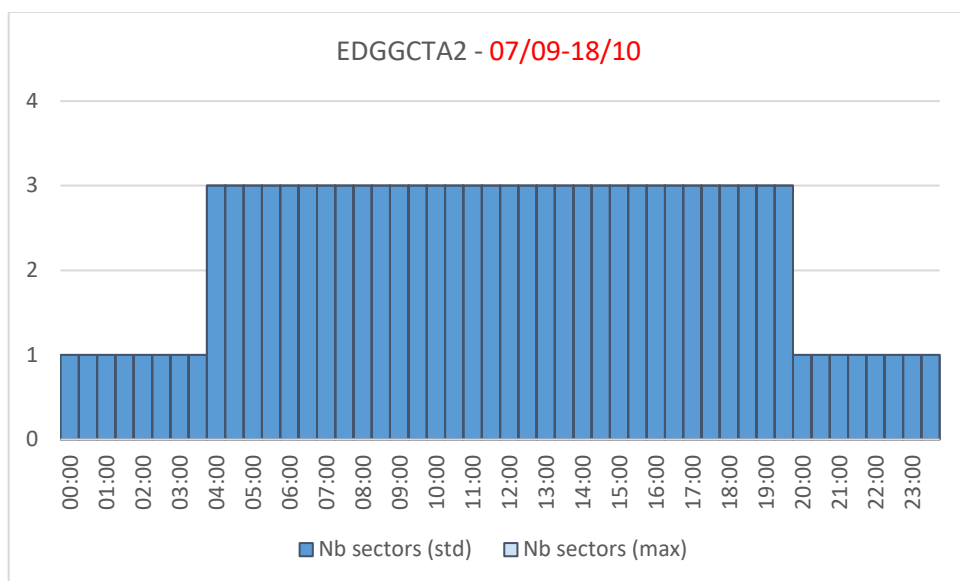
NM Assessment

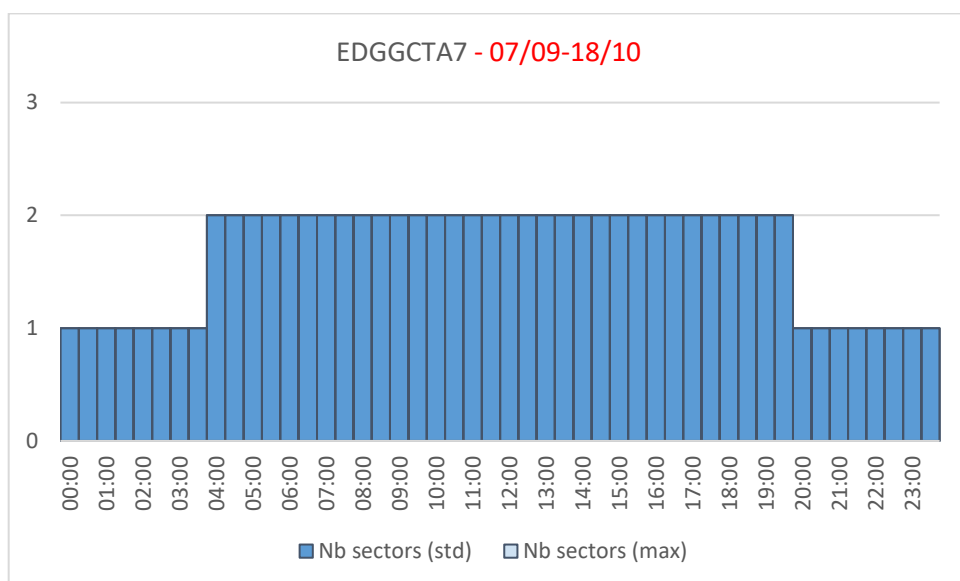
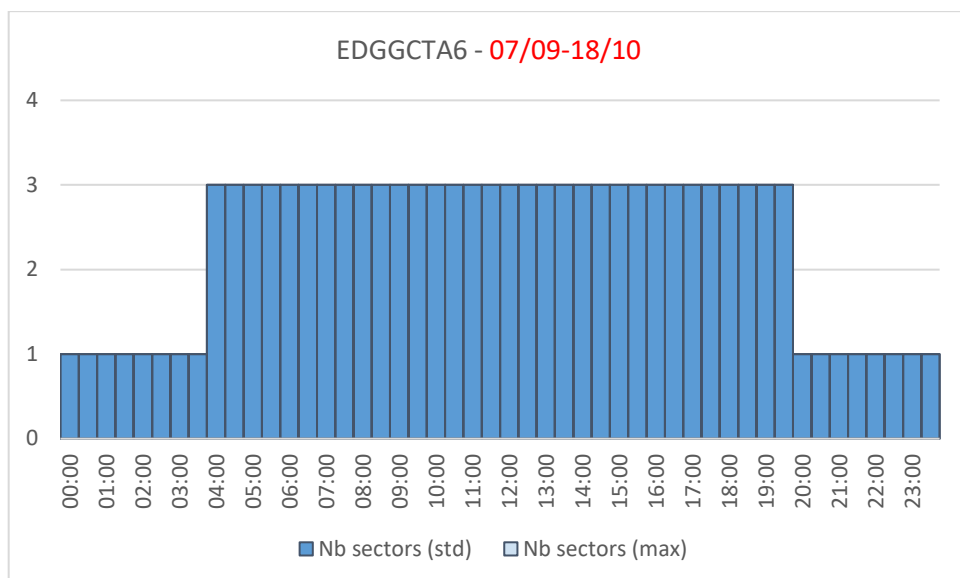
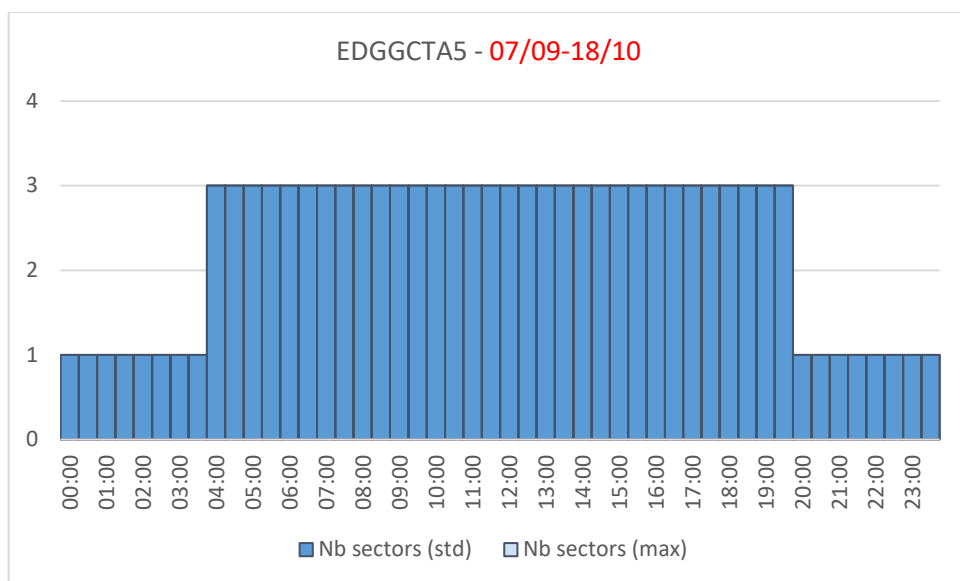
No capacity issues expected with planned number of sectors during the period.

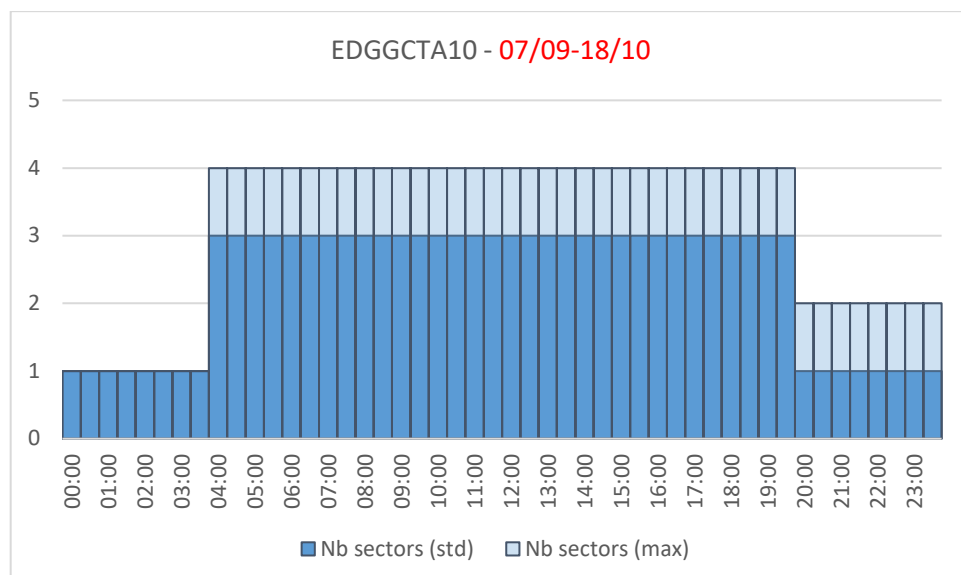
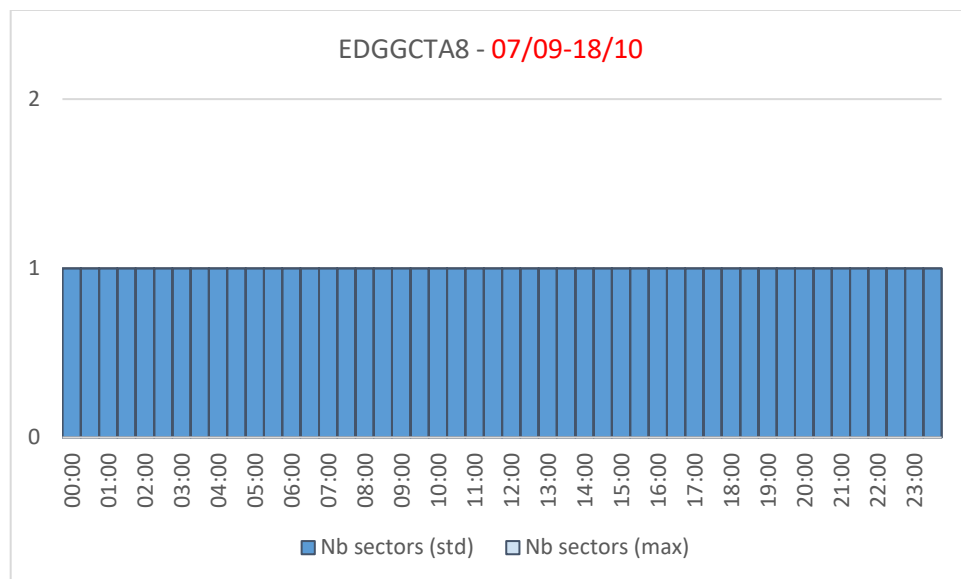
GERMANY**LANGEN ACC****Expected traffic**

| Langen | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2150 | 2090 | 2140 | 2340 | 2320 | 1770 | 1970 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2120 | 2100 | 2160 | 2350 | 2340 | 1780 | 1980 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2160 | 2120 | 2180 | 2370 | 2350 | 1810 | 1980 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2170 | 2140 | 2190 | 2500 | 2430 | 1850 | 2060 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2290 | 2280 | 2310 | 2490 | 2430 | 1860 | 2060 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2300 | 2290 | 2310 | 2500 | 2430 | 1860 | 2060 |

Sector openings – Planned and maximum







Sector capacities

No limitations in sector capacities.

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.

Sanitary measures

DFS is organising all measures according to national law (released by Ministry of Work and Social Affairs), e.g.:

- Distance
- Home Office
- Hygiene
- Physical and organisational measures

“Good practices” were established regarding e.g.:

- Intense use of physical barriers such as Plexiglass between working positions
- Minimum Working hours and Home Office of different groups of staff
- Use of mouth and nose covers

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

N/A

Special events and major projects

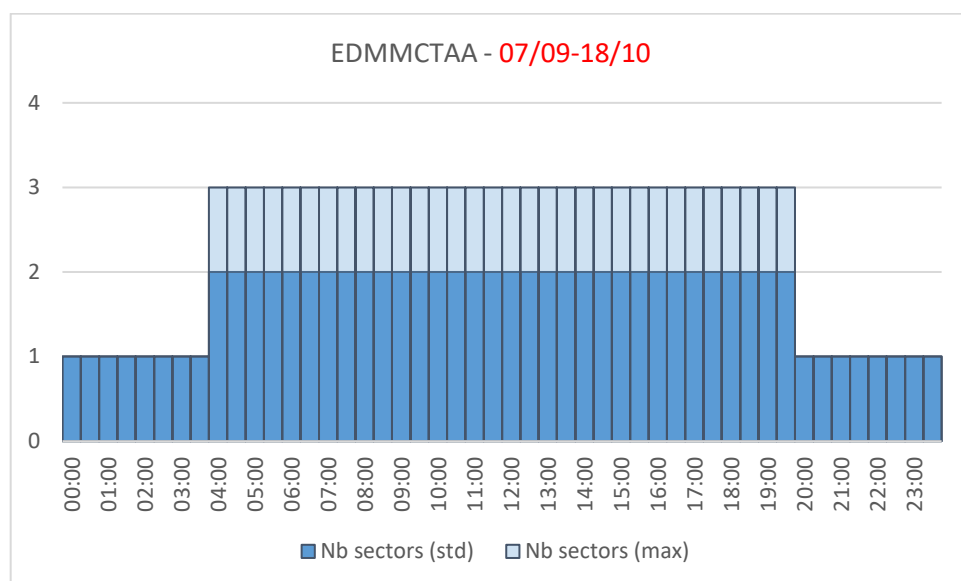
N/A

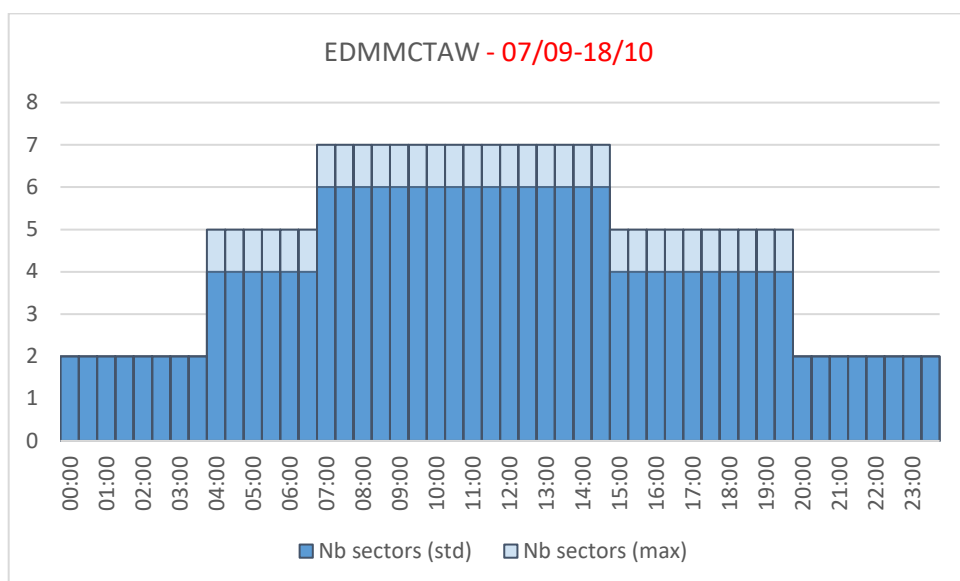
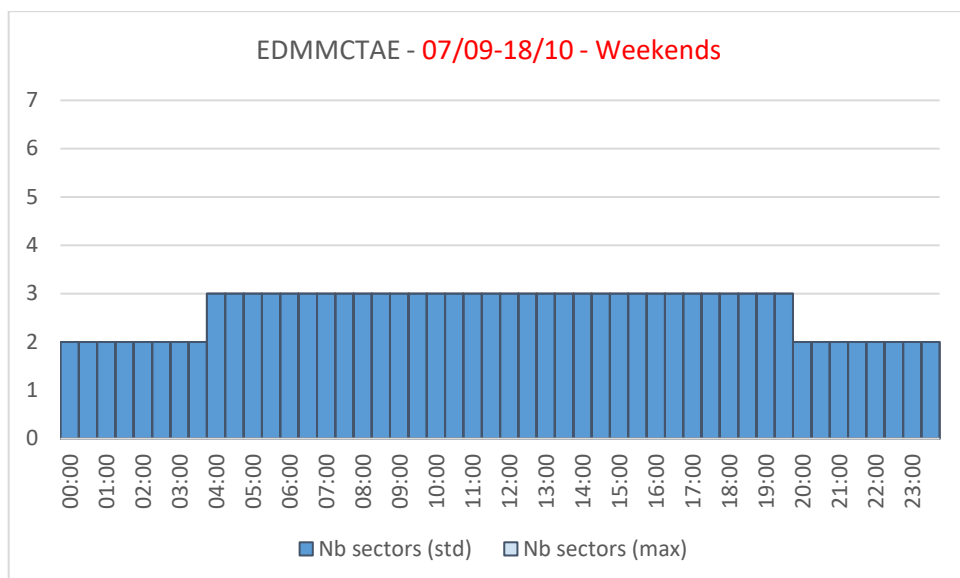
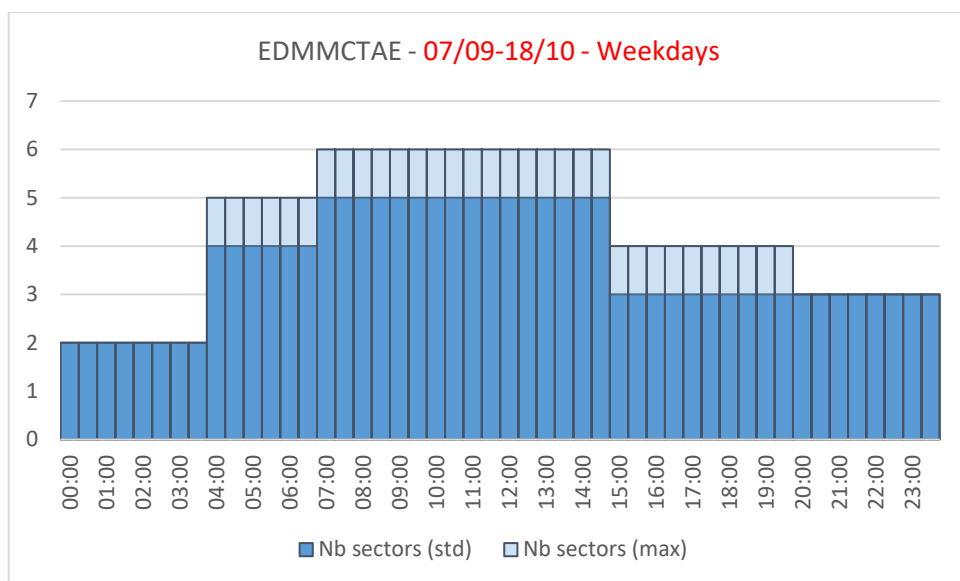
NM Assessment

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

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

| München | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1820 | 1770 | 1880 | 1950 | 2060 | 1670 | 1850 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1820 | 1770 | 1910 | 1980 | 2070 | 1670 | 1870 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1850 | 1800 | 1940 | 2010 | 2080 | 1680 | 1880 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1870 | 1830 | 1950 | 2120 | 2180 | 1770 | 1950 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1960 | 1970 | 2060 | 2120 | 2180 | 1760 | 1960 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1970 | 1980 | 2060 | 2120 | 2180 | 1760 | 1960 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

DFS is organising all measures according to national law (released by Ministry of Work and Social Affairs), e.g.:

- Distance
- Home Office
- Hygiene
- Physical and organisational measures

“Good practices” were established regarding e.g.:

- Intense use of physical barriers such as Plexiglass between working positions
- Minimum Working hours and Home Office of different groups of staff
- Use of mouth and nose covers

“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

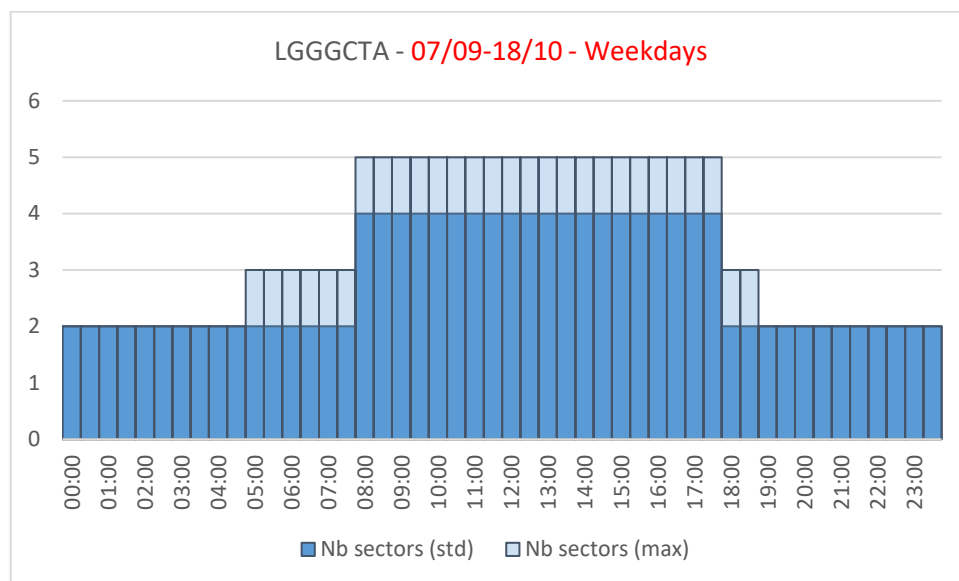
N/A

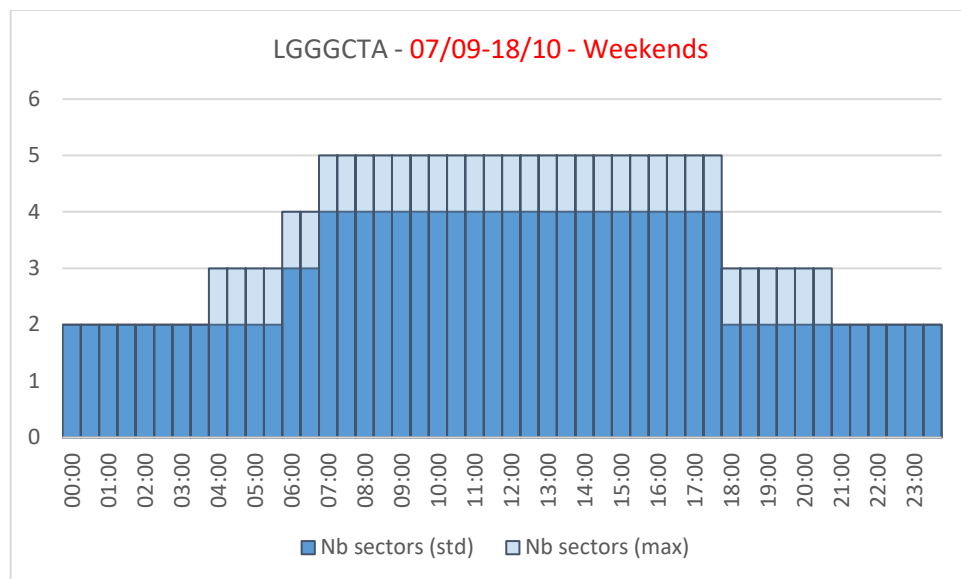
NM Assessment

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

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

| Athinai | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1110 | 1140 | 1130 | 1140 | 1250 | 1440 | 1360 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1120 | 1160 | 1150 | 1160 | 1260 | 1450 | 1370 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 1170 | 1150 | 1150 | 1260 | 1460 | 1360 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1110 | 1180 | 1150 | 1170 | 1260 | 1440 | 1370 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1120 | 1210 | 1160 | 1150 | 1260 | 1430 | 1380 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 1200 | 1150 | 1140 | 1260 | 1420 | 1370 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

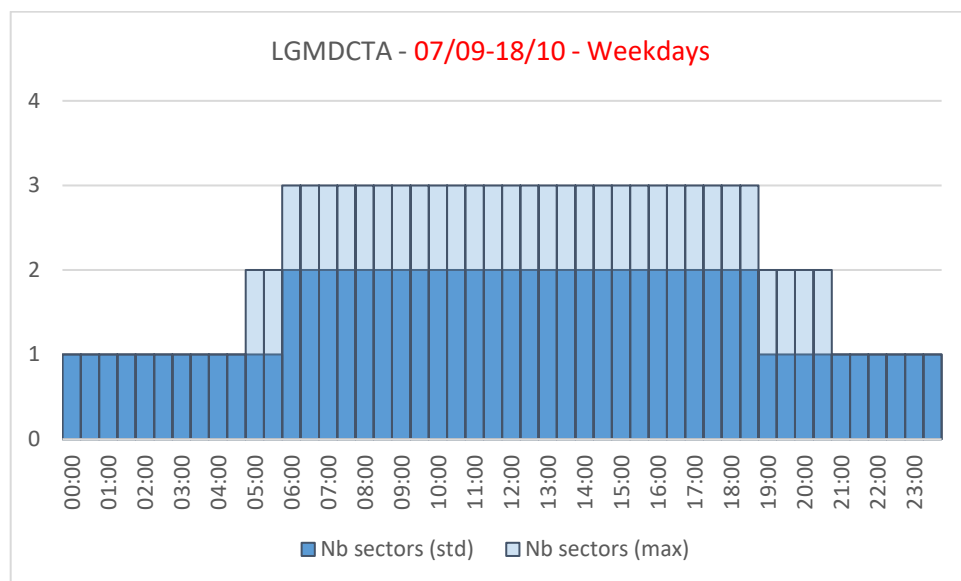
A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching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

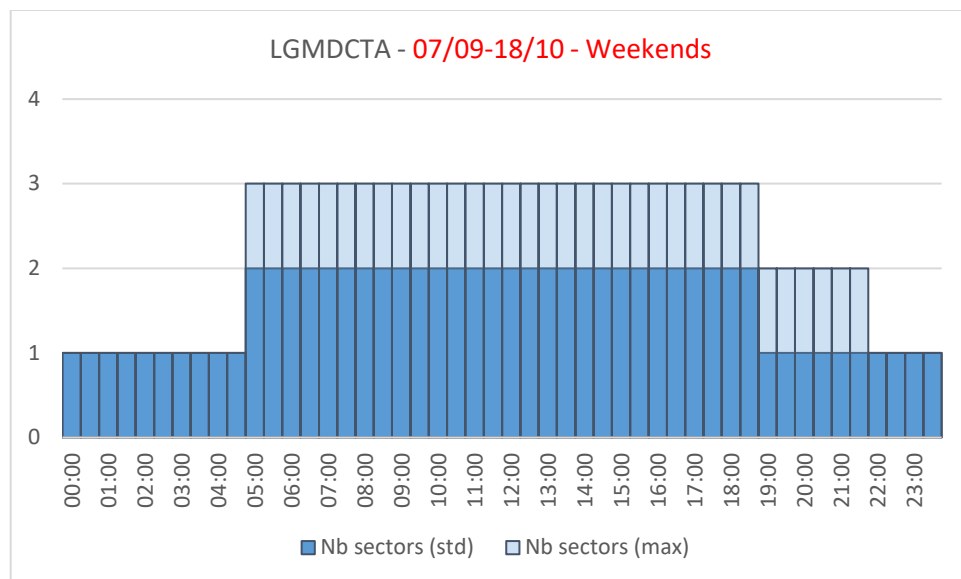
NM Assessment

According to the traffic outlook, demand is constantly above capacity with the sectors planned during the whole period. The maximum declared number of sectors should be sufficient, although some peaks might require extra flexibility.

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

| Makedonia | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 890 | 900 | 910 | 880 | 920 | 1150 | 1050 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 910 | 900 | 900 | 880 | 930 | 1170 | 1050 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 910 | 900 | 900 | 900 | 950 | 1180 | 1070 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 910 | 920 | 920 | 940 | 970 | 1190 | 1110 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 940 | 970 | 970 | 940 | 980 | 1190 | 1110 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 960 | 970 | 970 | 930 | 980 | 1190 | 1110 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

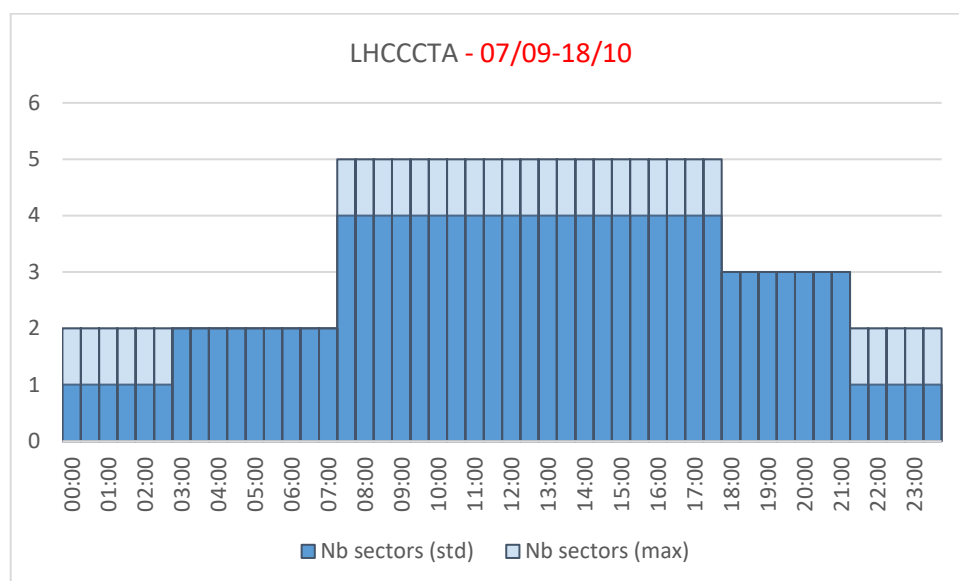
A major project is the new Voice Communication System. Since 13/03/2020, HCAA faced the COVID-19 consequences, the VCS was in the Detail Functional Specification phase. HCAA continued to work with the supporting company through web, without even one day to be lost. As a result HCAA is now approaching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

NM Assessment

According to the traffic outlook, demand is constantly above capacity with the sectors planned during the whole period. The maximum declared number of sectors should be sufficient, although some peaks might require extra flexibility.

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

| Budapest | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1340 | 1300 | 1280 | 1310 | 1470 | 1540 | 1520 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1350 | 1310 | 1320 | 1340 | 1500 | 1570 | 1560 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1390 | 1350 | 1350 | 1360 | 1540 | 1580 | 1570 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1410 | 1390 | 1380 | 1490 | 1650 | 1670 | 1660 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1540 | 1520 | 1530 | 1500 | 1650 | 1650 | 1670 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1550 | 1530 | 1530 | 1500 | 1650 | 1660 | 1670 |

Sector openings – Planned and maximum

Budapest ATCC is back to standard rostering and can operate up to 5 sectors in Budapest ACC plus one sector in the KFOR airspace. In order to meet the capacity requirement another sector was made available for the early morning hours traffic.

Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

FMP and AMC Budapest is available H24.

Sanitary measures

Travelling abroad for vacation is not prohibited, but since at state level all countries have been categorized into 3 (green, yellow and red) based on the risk of infection, HungaroControl employees returning from yellow or red counties must be quarantined unless they can present 2 negative COVID-19 tests.

When opening new sector, a minimum 1, 5 m distance between the two sectors is ensured. We also try to allocate the same ATCO pairs in different sectors EC and PC positions.

“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.

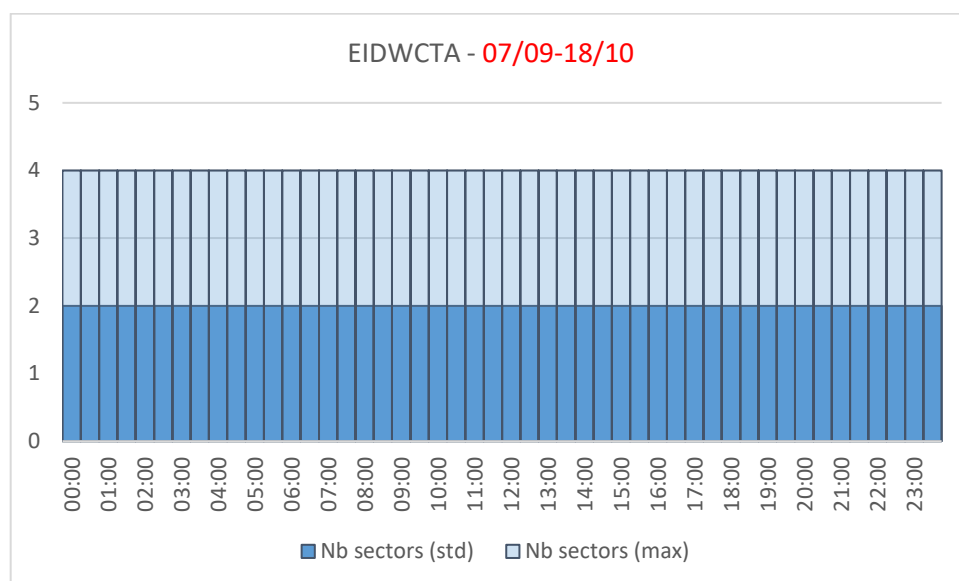
It is now very likely that the planned hardware upgrade of ATM system and move from OPS to Contingency room from 12/10/2020-30/04/21 will take place.

NM Assessment

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

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

| Dublin | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 260 | 240 | 250 | 300 | 260 | 280 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 260 | 250 | 250 | 310 | 260 | 290 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 260 | 250 | 250 | 310 | 260 | 290 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 260 | 250 | 260 | 310 | 260 | 290 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 270 | 270 | 260 | 260 | 310 | 270 | 290 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 270 | 270 | 260 | 250 | 310 | 270 | 290 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

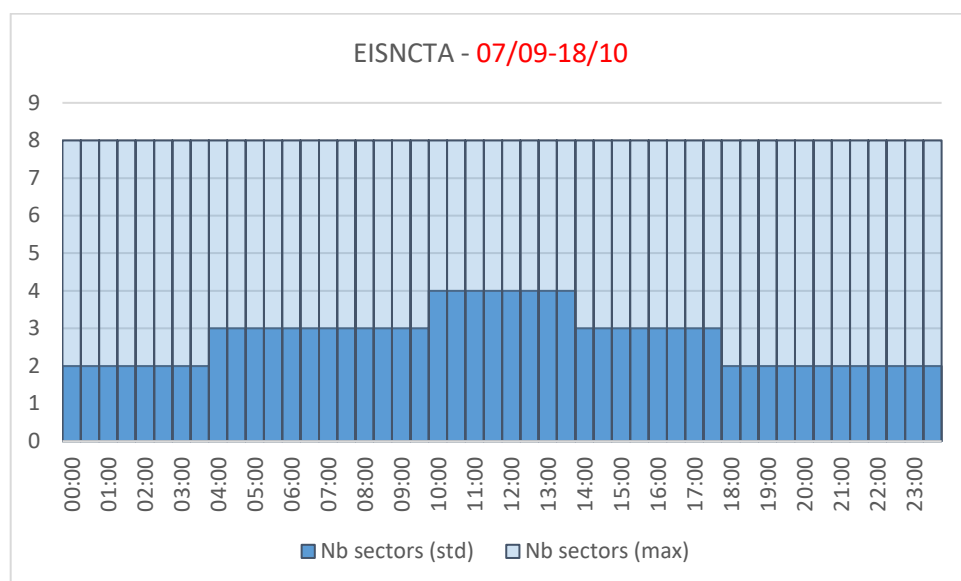
N/A

NM Assessment

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

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

| Shannon | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 460 | 440 | 460 | 500 | 510 | 510 | 530 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 470 | 470 | 480 | 520 | 520 | 530 | 540 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 480 | 470 | 480 | 510 | 530 | 530 | 540 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 470 | 460 | 480 | 510 | 530 | 520 | 540 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 500 | 470 | 490 | 510 | 530 | 520 | 530 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 490 | 470 | 500 | 520 | 540 | 520 | 540 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

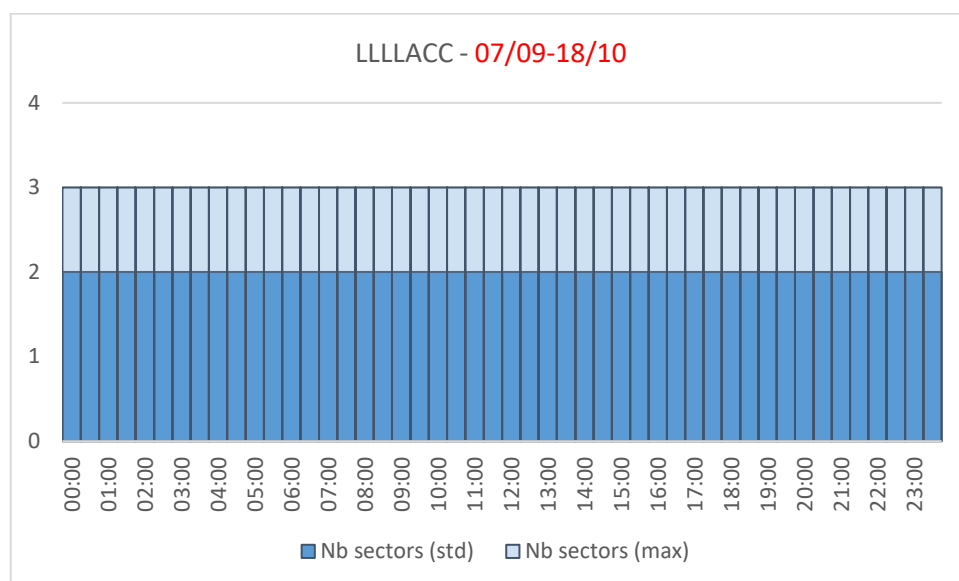
N/A

NM Assessment

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

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

| Tel Aviv | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 140 | 150 | 140 | 170 | 120 | 90 | 170 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 150 | 180 | 160 | 210 | 150 | 120 | 200 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 170 | 190 | 160 | 210 | 140 | 130 | 160 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 150 | 190 | 170 | 220 | 160 | 140 | 190 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 160 | 200 | 190 | 230 | 160 | 140 | 190 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 160 | 190 | 190 | 210 | 150 | 140 | 180 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Social distancing (one ATCO in position, 2 meters between each POS), Staff are invited to maintain hygienic and preventive measures.

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

No limitations.

Special events and major projects

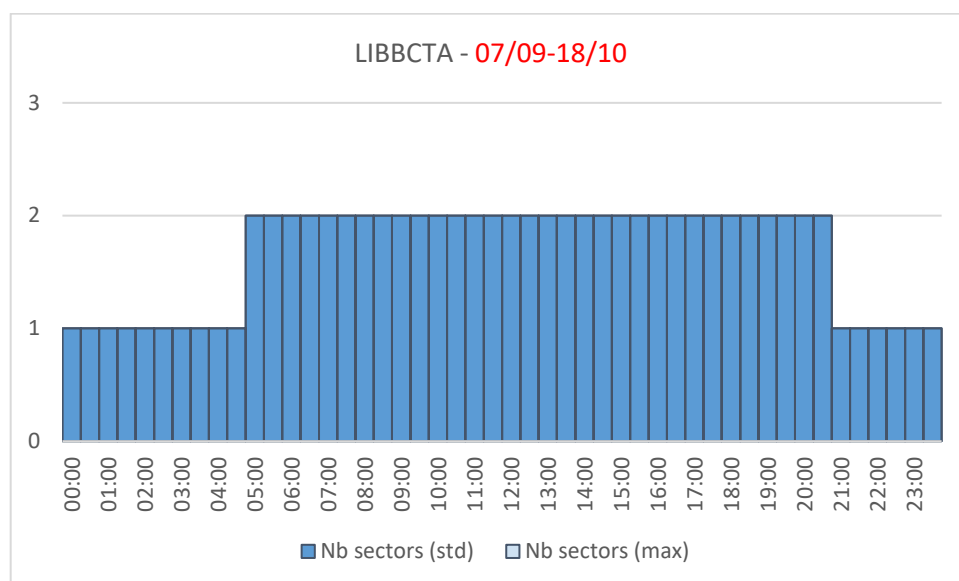
All sub-projects of the major project "New ATM Facility" (e.g. building, radars, automation system etc.) are temporarily delayed.

NM Assessment

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

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

| Brindisi | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 580 | 540 | 500 | 560 | 610 | 730 | 670 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 580 | 540 | 510 | 570 | 630 | 740 | 680 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 580 | 550 | 510 | 570 | 630 | 740 | 680 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 580 | 560 | 510 | 600 | 640 | 750 | 710 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 590 | 540 | 610 | 640 | 760 | 720 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 590 | 540 | 610 | 640 | 750 | 720 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

We are continuing to adopt the following measures:

- Social distancing protocol: minimum staff separation 1,0 mt. is applied. In case of no applicability it is foreseen the use of personal protective equipment: surgical masks and gloves.
- Availability of hand sanitizers in all CWP.

- External personal (including technical and cleaning staff) must respect specific protocol.
- If a positive ATCO is found, the whole team would be placed in compulsory quarantine. The service would be provided by an operational working position in purpose deployed in an independent room for the required time to sanitize the operational room.
- People in direct contact with a positive person, out of the working place, will stay on quarantine at home.
- Smart working and remote working for non-operational personnel

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

N/A

Special events and major projects

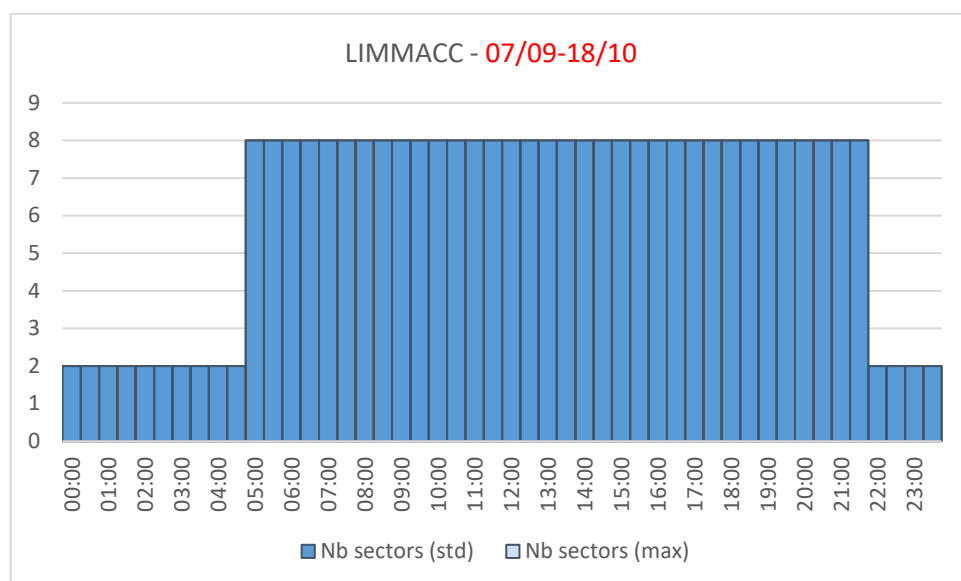
N/A

NM Assessment

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

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

| Milano | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1460 | 1200 | 1350 | 1420 | 1530 | 1560 | 1630 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1460 | 1200 | 1340 | 1400 | 1540 | 1560 | 1640 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1460 | 1220 | 1340 | 1400 | 1540 | 1550 | 1630 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1460 | 1210 | 1350 | 1420 | 1560 | 1560 | 1660 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1510 | 1250 | 1390 | 1430 | 1570 | 1550 | 1670 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1510 | 1260 | 1380 | 1430 | 1570 | 1550 | 1670 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

We are continuing to adopt the following measures:

- Social distancing protocol: minimum staff separation 1,0 mt. is applied. In case of no applicability it is foreseen the use of personal protective equipment: surgical masks and gloves.
- Availability of hand sanitizers in all CWP.

- External personal (including technical and cleaning staff) must respect specific protocol.
- If an ATCO is found positive, the whole team would be placed in compulsory quarantine. The service would be provided by an operational working position in purpose deployed in an independent room for the required time to sanitize the operational room.
- People in direct contact with a positive person, out of the working place, will stay on quarantine at home.
- Smart working and remote working for non-operational personnel.

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

N/A

Special events and major projects

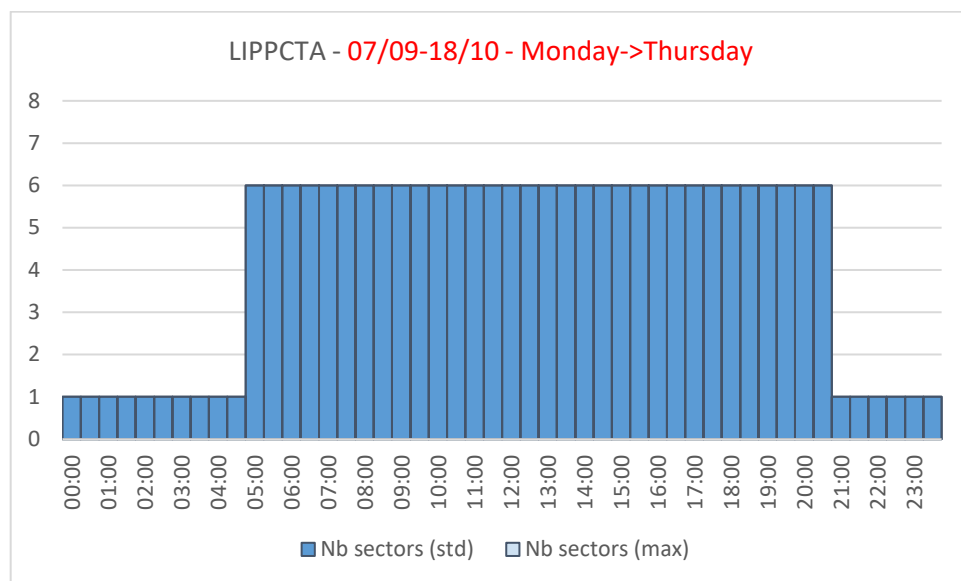
N/A

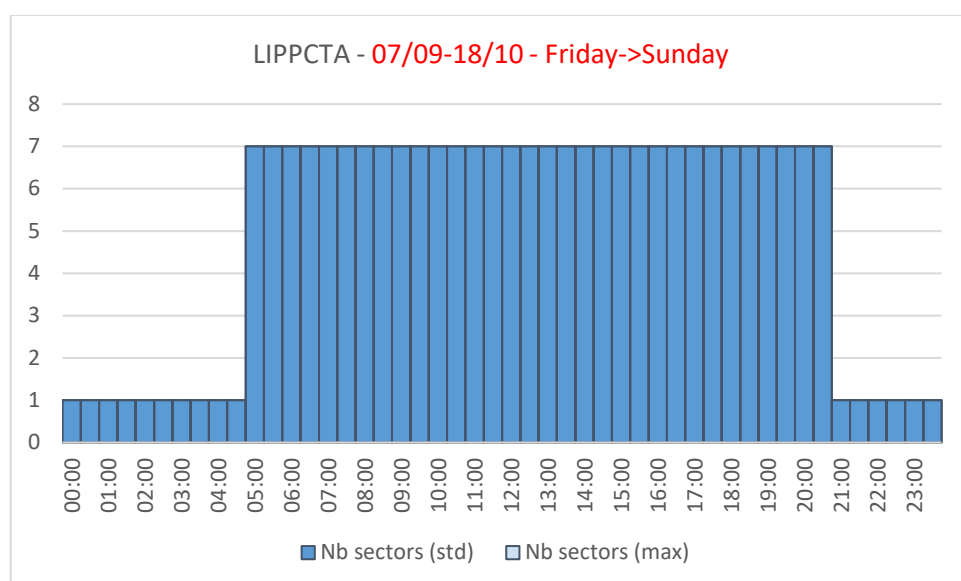
NM Assessment

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

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

| Padova | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1070 | 1200 | 1300 | 1400 | 1490 | 1490 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1070 | 1180 | 1270 | 1400 | 1490 | 1480 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1080 | 1170 | 1260 | 1400 | 1480 | 1480 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1280 | 1080 | 1190 | 1290 | 1450 | 1500 | 1530 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1320 | 1160 | 1240 | 1290 | 1450 | 1500 | 1540 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1350 | 1150 | 1240 | 1290 | 1460 | 1500 | 1550 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

We are continuing to adopt the following measures:

- Social distancing protocol: minimum staff separation 1,0 mt. is applied. In case of no applicability it is foreseen the use of personal protective equipment: surgical masks and gloves.
- Availability of hand sanitizers in all CWP.
- External personal (including technical and cleaning staff) must respect specific protocol.
- If an ATCO is found positive, the whole team would be placed in compulsory quarantine. The service would be provided by an operational working position in purpose deployed in an independent room for the required time to sanitize the operational room.
- People in direct contact with a positive person, out of the working place, will stay on quarantine at home.
- Smart working and remote working for non-operational personnel.

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

N/A

Special events and major projects

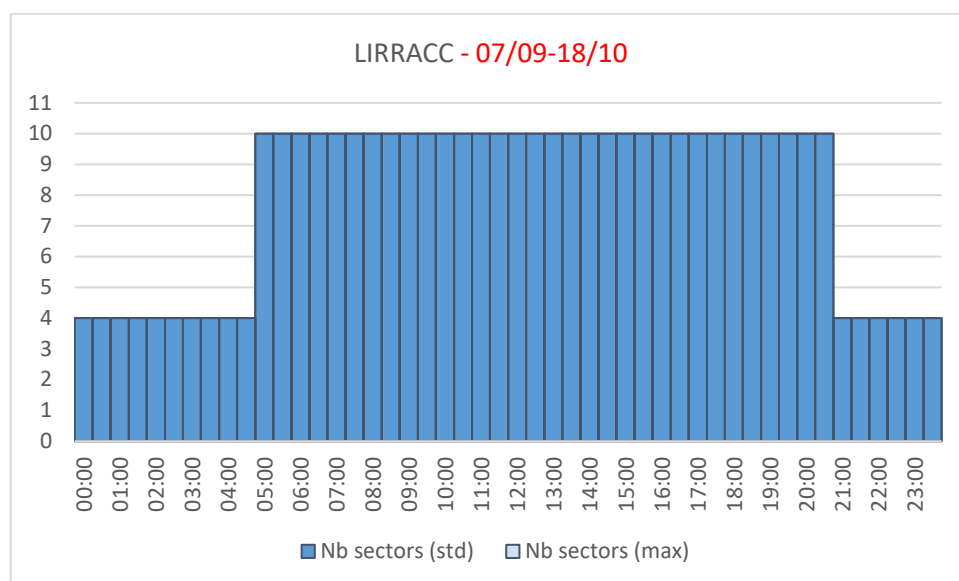
N/A

NM Assessment

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

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

| Roma | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1680 | 1480 | 1460 | 1640 | 1750 | 1830 | 1950 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1680 | 1440 | 1440 | 1620 | 1740 | 1820 | 1930 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1670 | 1450 | 1420 | 1610 | 1730 | 1810 | 1930 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1670 | 1470 | 1420 | 1650 | 1740 | 1830 | 1950 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1710 | 1530 | 1490 | 1670 | 1760 | 1830 | 1970 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1720 | 1530 | 1490 | 1660 | 1760 | 1830 | 1970 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

We are continuing to adopt the following measures:

- Social distancing protocol: minimum staff separation 1,0 mt. is applied. In case of no applicability it is foreseen the use of personal protective equipment: surgical masks and gloves.
- Availability of hand sanitizers in all CWP.

- External personal (including technical and cleaning staff) must respect specific protocol.
- If an ATCO is found positive, the whole team would be placed in compulsory quarantine. The service would be provided by an operational working position in purpose deployed in an independent room for the required time to sanitize the operational room.
- People in direct contact with a positive person, out of the working place, will stay on quarantine at home.
- Smart working and remote working for non-operational personnel.

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

N/A

Special events and major projects

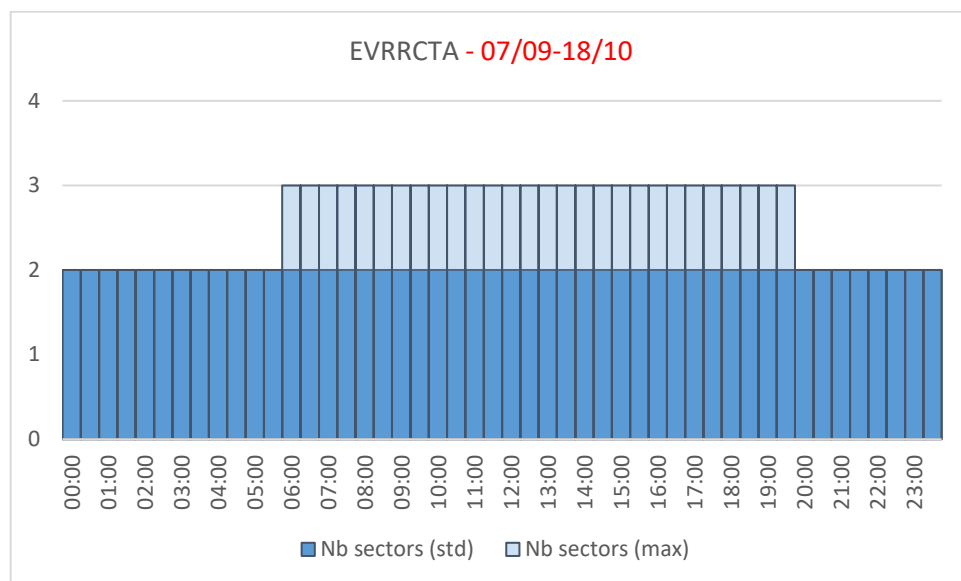
N/A

NM Assessment

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

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

| Riga | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 370 | 380 | 410 | 420 | 410 | 420 | 400 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 380 | 380 | 410 | 430 | 430 | 440 | 420 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 390 | 390 | 420 | 440 | 440 | 450 | 430 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 390 | 400 | 440 | 500 | 480 | 480 | 480 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 450 | 450 | 470 | 490 | 480 | 490 | 480 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 450 | 450 | 480 | 500 | 490 | 500 | 480 |

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

Capacity can be increased to “Two ATCO per sector operations” values (for a limited time period):

| CONF 3 | |
|---------|-------|
| EVRRWS | 31/47 |
| EVRRS | 29/44 |
| EVRRAPP | 18/24 |

| CONF 2 | |
|---------|-------|
| EVRRWS | 31/47 |
| EVRRREA | 15/20 |

Availability of support to operations staff

No limitations.

Sanitary measures

1. Temperature measurement at the main entrance to the premises;
2. Disinfection of Working positions once a day;
3. Working positions locations are separated by 3 to 5 metres apart;
4. No impact on sector opening scheme and capacity.

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

N/A

Special events and major projects

Point Merge arrival systems for Riga (EVRA) airport postponed until 25MAR2021.

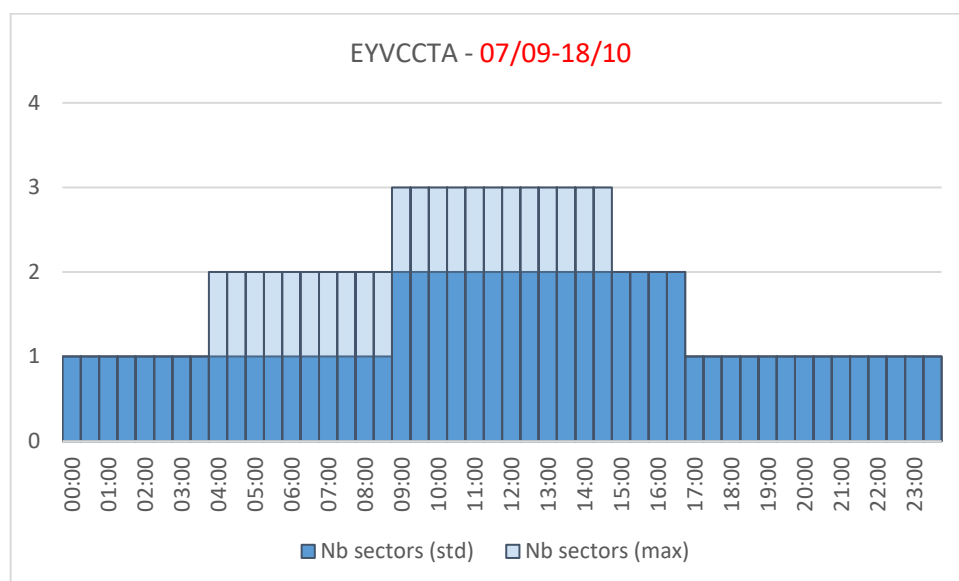
Military exercises NAMEJS 2020 17AUG-01OCT 2020

NM Assessment

According to the traffic outlook, two sector configuration as planned H24 might not be sufficient most of the days of the period. Some flexibility might be needed during traffic peaks.

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

| Vilnius | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 370 | 390 | 380 | 400 | 400 | 410 | 400 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 380 | 390 | 390 | 410 | 410 | 420 | 410 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 380 | 400 | 400 | 420 | 420 | 430 | 410 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 390 | 410 | 400 | 460 | 450 | 460 | 440 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 430 | 430 | 450 | 450 | 460 | 440 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 430 | 430 | 460 | 450 | 460 | 450 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Segregation of OPS staff; Reduction of daily rostered staff to the required minimum; Increased sanitary measures, surface disinfection during the shift change (working positions, recreation and social rooms, etc.) Distribution of mouth masks, alco-gel and disinfection tissues. Mandatory face masks outside the designated OPS room; Only OPS, OPS-support and maintenance staff accepted in the OPS room.

“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.

21/09-23/09: RAMSTEIN ALLOY 2

21/09-25/09: TOBRUQ LEGACY

28/10-06/11 and 18/11-22/11: BRILLIANT JUMP II

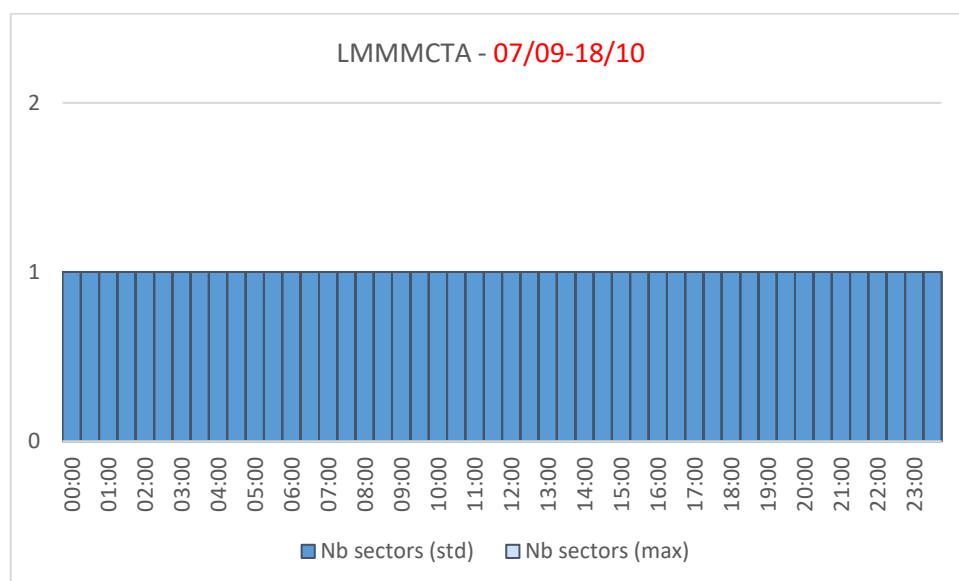
03/11-17/11: IRON WOLF II

NM Assessment

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

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

| Malta | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 200 | 170 | 200 | 250 | 220 | 240 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 190 | 180 | 200 | 250 | 220 | 240 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 190 | 170 | 210 | 250 | 220 | 240 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 180 | 190 | 180 | 220 | 260 | 240 | 260 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 200 | 220 | 190 | 220 | 260 | 240 | 260 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 200 | 220 | 190 | 220 | 260 | 240 | 260 |

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

No reduction in sector capacities.

Availability of support to operations staff

No planned restrictions.

Sanitary measures

N/A

“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

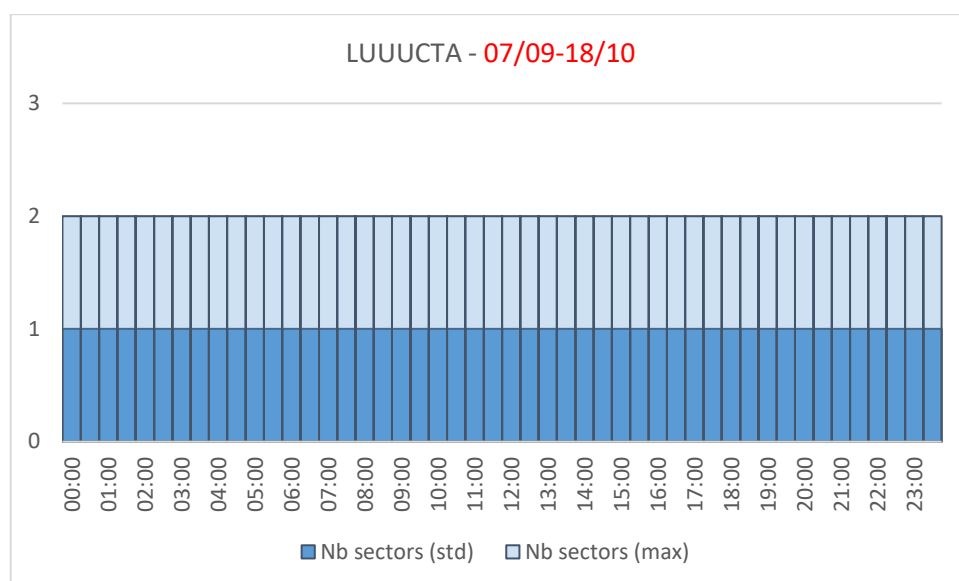
No capacity issues expected with planned number of sectors during the period.

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

| Chisinau | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 80 | 120 | 100 | 100 | 110 | 130 | 110 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 90 | 130 | 100 | 90 | 110 | 130 | 120 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 100 | 130 | 100 | 90 | 110 | 130 | 110 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 90 | 130 | 100 | 100 | 130 | 130 | 120 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 110 | 130 | 110 | 100 | 130 | 130 | 110 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 110 | 130 | 100 | 90 | 120 | 130 | 110 |

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.

Sanitary measures

Social distance (one ATCO into position, 2 meters between each POS), sanitizer gel is available in each operational rooms for personal. Staff are invited to maintain hygienic and preventive measures, after each shift the operational rooms are cleaned and sanitized.

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

N/A

Special events and major projects

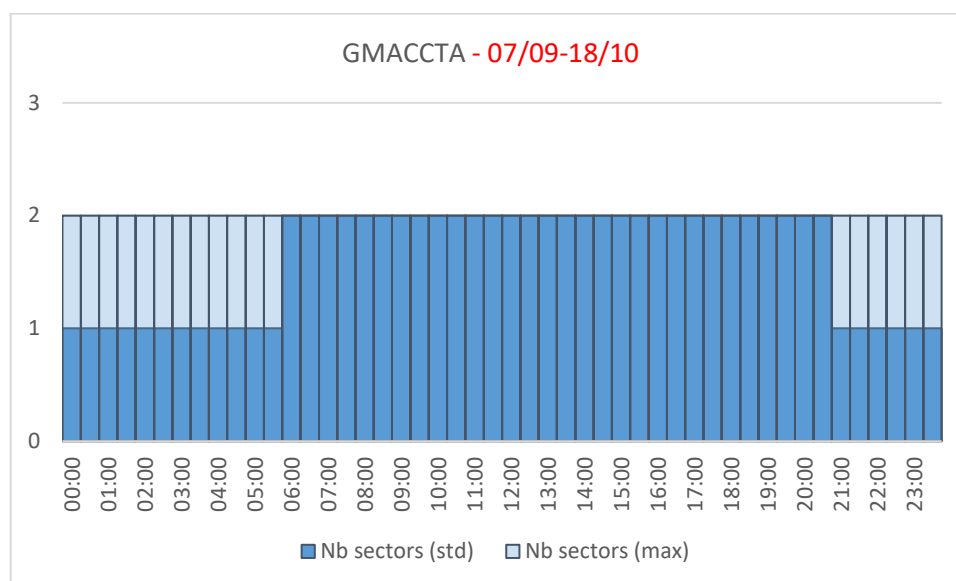
N/A

NM Assessment

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

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

| Agadir | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 220 | 200 | 210 | 200 | 230 | 330 | 290 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 230 | 220 | 230 | 230 | 250 | 360 | 280 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 230 | 230 | 240 | 250 | 360 | 290 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 240 | 220 | 240 | 260 | 290 | 410 | 340 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 260 | 270 | 270 | 290 | 410 | 340 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 260 | 270 | 260 | 300 | 410 | 350 |

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

No capacity impact. No reduction in sector capacities.

Availability of support to operations staff

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

Sanitary measures

- ATCO shifts are reorganized to minimise number of contact between colleagues and to keep some available ATCO if needed.
- Strict hygiene measures applied to all Staff, a very strict administration for access to OPS room in Agadir ACC is in place.

- Strict hygiene measures applied to external service providers providing catering, staff transport, refreshments, gardening and cleaning services.
- All staff accessing Agadir ACC is subject to temperature tests and entries are equipped with UV light.
- Social Distancing applied.
- Wearing a mask is compulsory for all staff,
- Reconfigure the CWP's to observe a sufficient distance between them.
- New arrangement of used Control working positions in order to comply with distancing requirement.
- Physically separated by means of sufficiently high partitions: two CWP's as palliative to the sectors in case of contamination.
- Disinfectant fluids are available to ATCO and ATSEP staff.

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

The maintenance of equipment and technical infrastructure is regularly ensured.

Special events and major projects

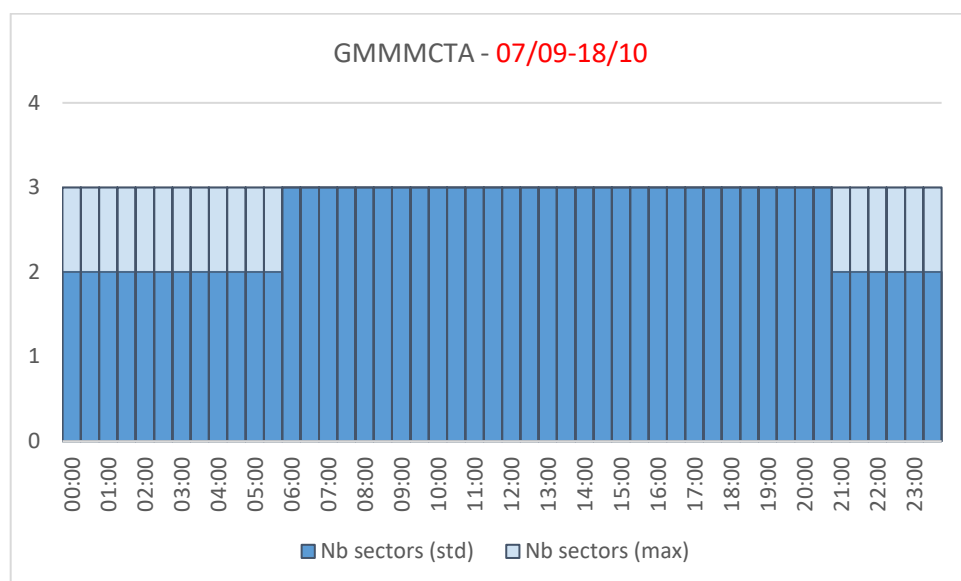
- *October 2020 Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c - create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA*
This project is now postponed till first semester 2021 according to the last information recently received from ENAIRE due to COVID crisis.
- FRA H24 in Agadir CTA

NM Assessment

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

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

| Casablanca | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 210 | 190 | 220 | 200 | 270 | 240 | 260 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 210 | 230 | 230 | 280 | 250 | 260 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 250 | 220 | 240 | 240 | 280 | 250 | 270 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 230 | 250 | 240 | 300 | 260 | 280 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 240 | 250 | 240 | 300 | 260 | 280 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 240 | 260 | 250 | 300 | 260 | 280 |

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

No capacity impact. No reduction in sector capacities.

Availability of support to operations staff

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

Sanitary measures

- ATCO shifts are reorganized to minimise number of contact between colleagues and to keep some available ATCO if needed.
- Strict hygiene measures applied to all Staff, a very strict administration for access to OPS room in Casablanca ACC is in place.

- Strict hygiene measures applied to external service providers providing catering, staff transport, refreshments, gardening and cleaning services.
- All staff accessing Casablanca ACC is subject to temperature tests and entries are equipped with UV light.
- Social Distancing applied.
- Wearing a mask is compulsory for all staff,
- Reconfigure the CWP's to observe a sufficient distance between them.
- New arrangement of used Control working positions in order to comply with distancing requirement.
- Physically separated by means of sufficiently high partitions: two CWP's as palliative to the sectors in case of contamination.
- Disinfectant fluids are available to ATCO and ATSEP staff.

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

The maintenance of equipment and technical infrastructure is regularly ensured.

Special events and major projects

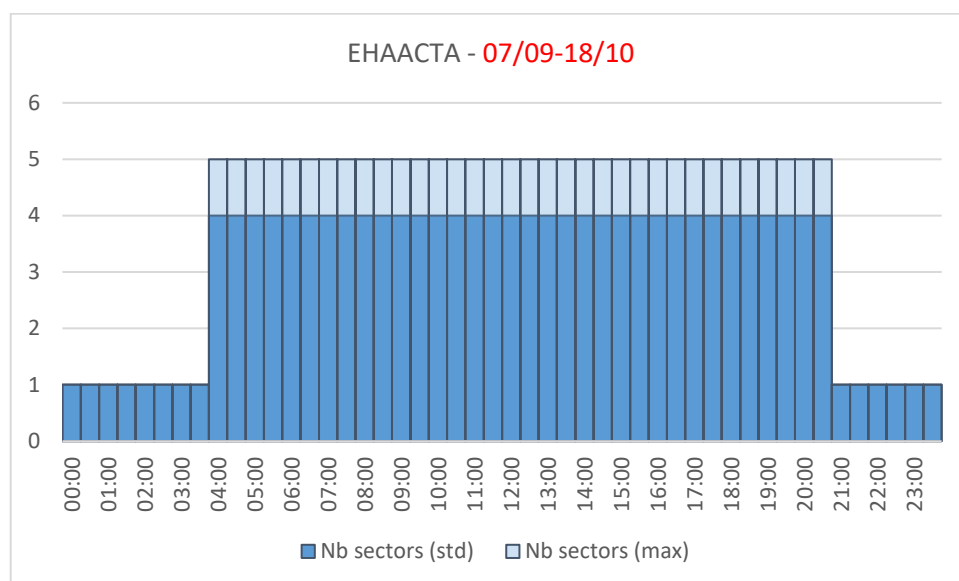
- RNP APCH & RNAV procedure design for GMFI & GMFF airports
- Start of FRA night process in Casablanca CTA planned for Autumn 2021.

NM Assessment

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

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

| Amsterdam | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 910 | 830 | 900 | 910 | 970 | 860 | 940 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 930 | 860 | 920 | 940 | 970 | 870 | 950 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 930 | 870 | 920 | 940 | 990 | 870 | 960 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 990 | 910 | 950 | 1020 | 1030 | 930 | 1010 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1020 | 940 | 970 | 1010 | 1030 | 920 | 1010 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1010 | 930 | 970 | 1010 | 1030 | 910 | 1000 |

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.

Sanitary measures

LVNL has implemented the following measures:

- Limited amount of non-OPS personnel in the office on basis of prior registration
- Strict hygiene policy with cleaning positions at all entries, desks and security positions

- Social distancing measures (1.5 m) throughout the building (supported by directions for routing and restrictions for certain areas)
- On some ATC working positions and work offices physical barriers (perspex screens) are in place
- Face masks are available for personnel who have to work in/at locations where social distance (1.5 m) to others cannot be kept, while working with them. Face masks are not used by OPS-personnel.
- COVID-19 tests available
- All of the above mentioned measures are applicable for LVNL- and Air Force Command personnel

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

No relevant updates.

Special events and major projects

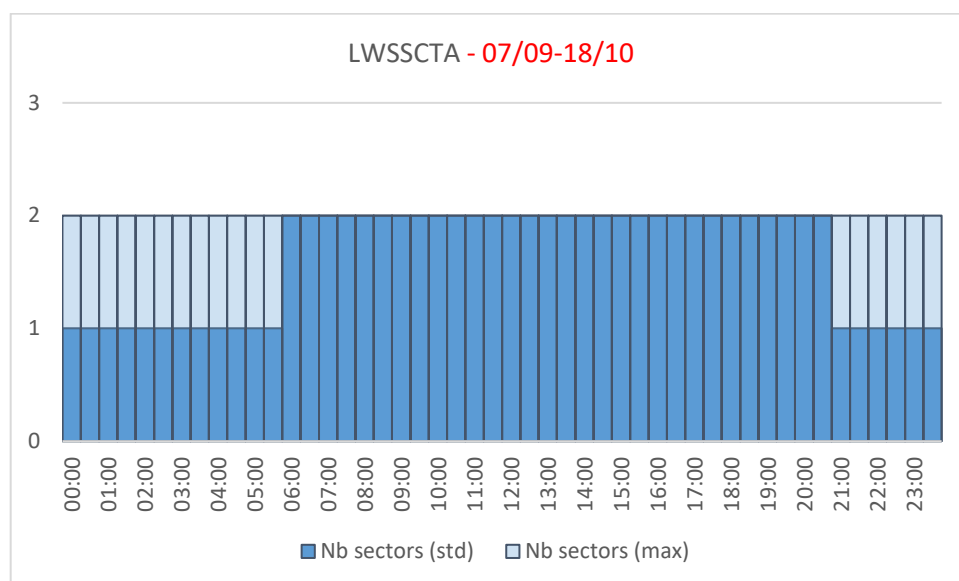
No significant events foreseen for the period of 7 September – 18 October.

NM Assessment

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

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

| Skopje | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 440 | 460 | 430 | 460 | 560 | 490 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 440 | 440 | 460 | 440 | 460 | 580 | 490 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 440 | 430 | 460 | 440 | 460 | 580 | 500 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 430 | 450 | 480 | 460 | 480 | 600 | 520 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 440 | 470 | 500 | 460 | 490 | 600 | 530 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 450 | 480 | 510 | 460 | 490 | 600 | 520 |

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

No reduction in sector capacities.

Availability of support to operations staff

FMP position manned 24H.

Sanitary measures

- Enhanced sanitary and hygienic measures;
- Disinfection of equipment and positions after each change of shift and extensive use of hand sanitizer (supplied on daily basis and upon request);
- Compulsory body temperature measuring for the employees at entrance;

- Fixed ATCO's teams in order to minimize contacts of operational staff;
- Restricted access to the operational areas (segregation of OPS staff and other staff) including briefing and resting areas/rooms, kitchen, bathrooms and such;
- State protocol for obligatory wearing of face protection in closed spaces;
- Work from home for all administrative personnel, thus preserving one complete team of ATCO's in worst case;
- Social Distancing applied;
- Entry and visits into the premises by external visitors is reduced to minima.

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

No other constraints.

Special events and major projects

A major project of VHF replacement is in progress, to be continued once the borders are opened as it is dependent on foreign contractors.

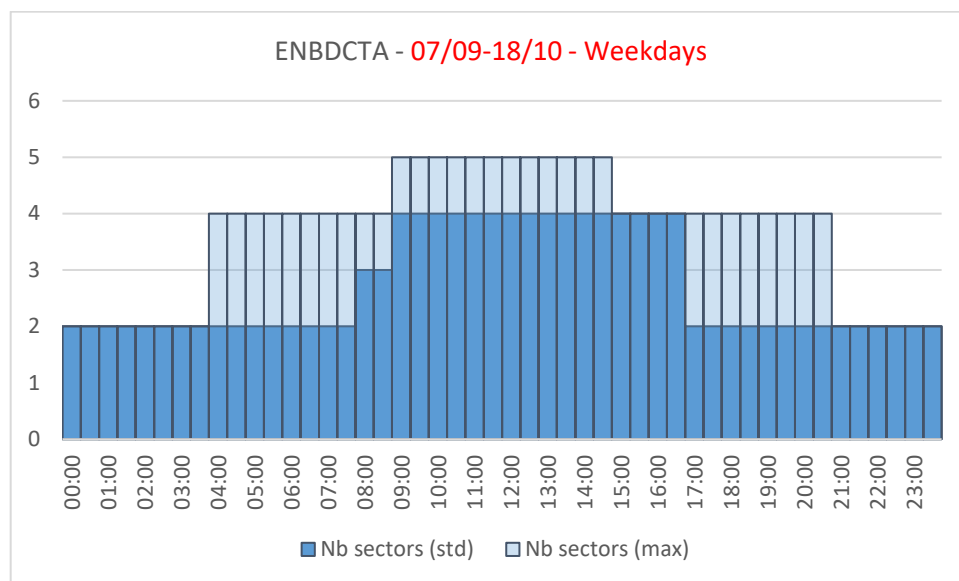
No impact on capacity is expected during the first half of September 2020.

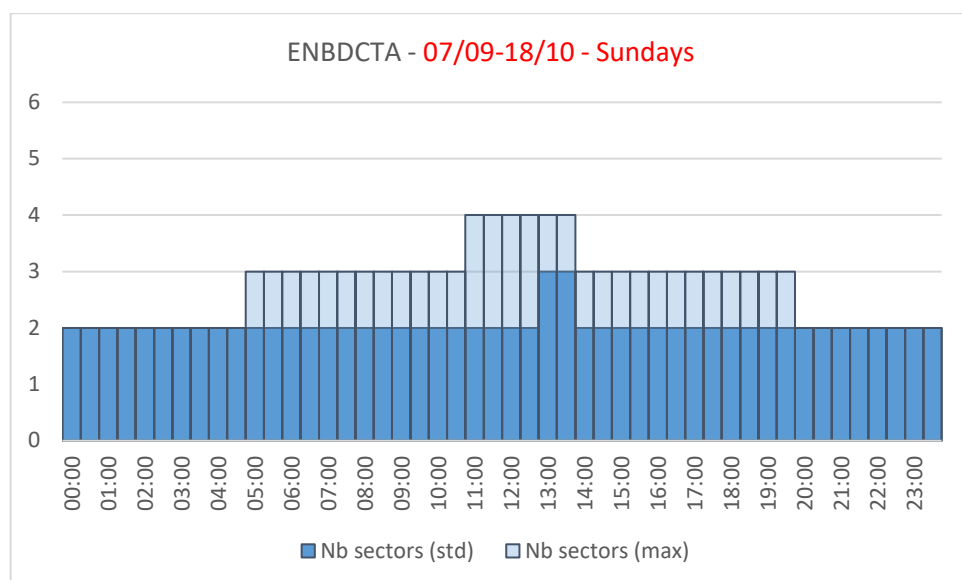
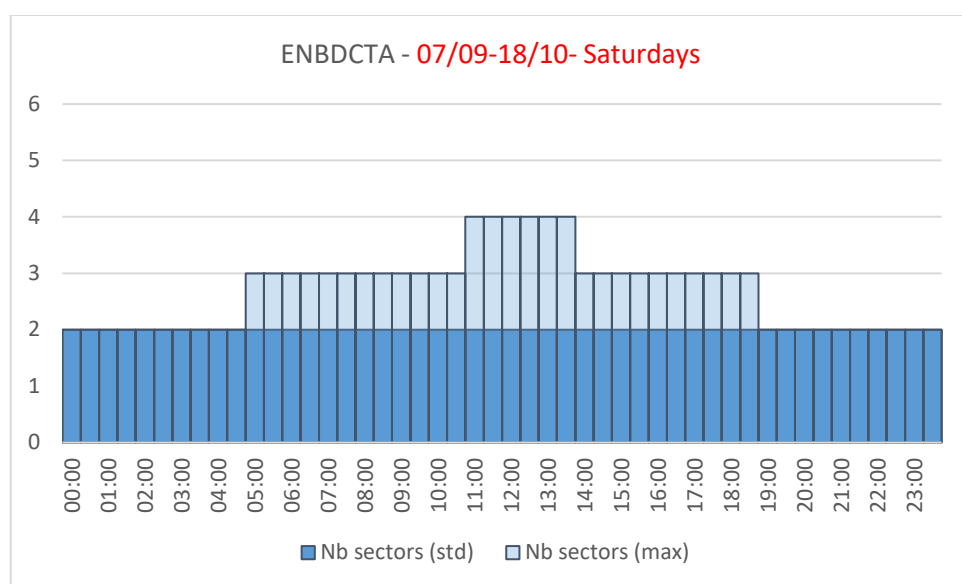
NM Assessment

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

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

| Bodo | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 530 | 520 | 520 | 540 | 540 | 180 | 360 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 530 | 530 | 520 | 540 | 540 | 180 | 360 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 530 | 530 | 520 | 540 | 540 | 180 | 360 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 530 | 530 | 520 | 540 | 530 | 170 | 360 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 520 | 530 | 520 | 540 | 540 | 170 | 360 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 510 | 520 | 510 | 540 | 540 | 170 | 360 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

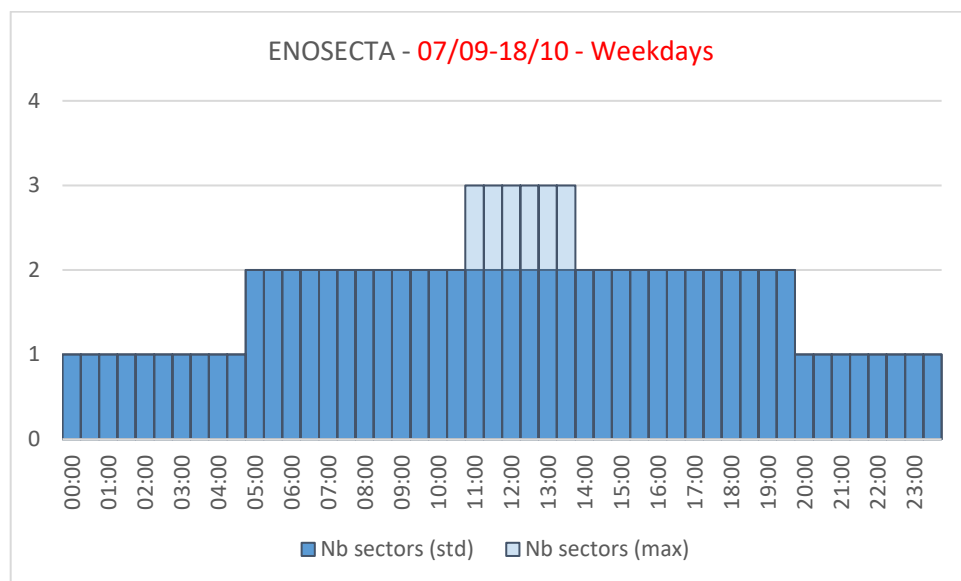
N/A

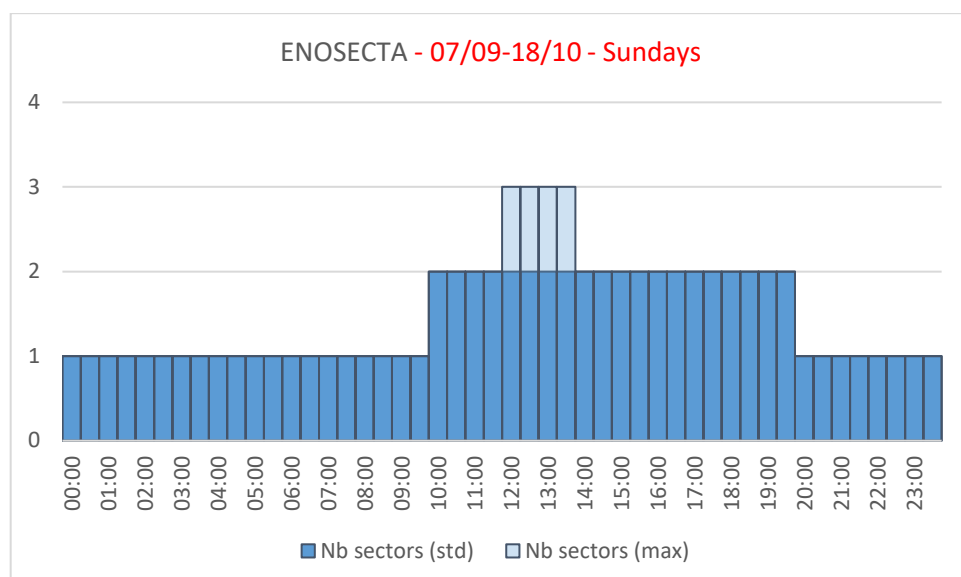
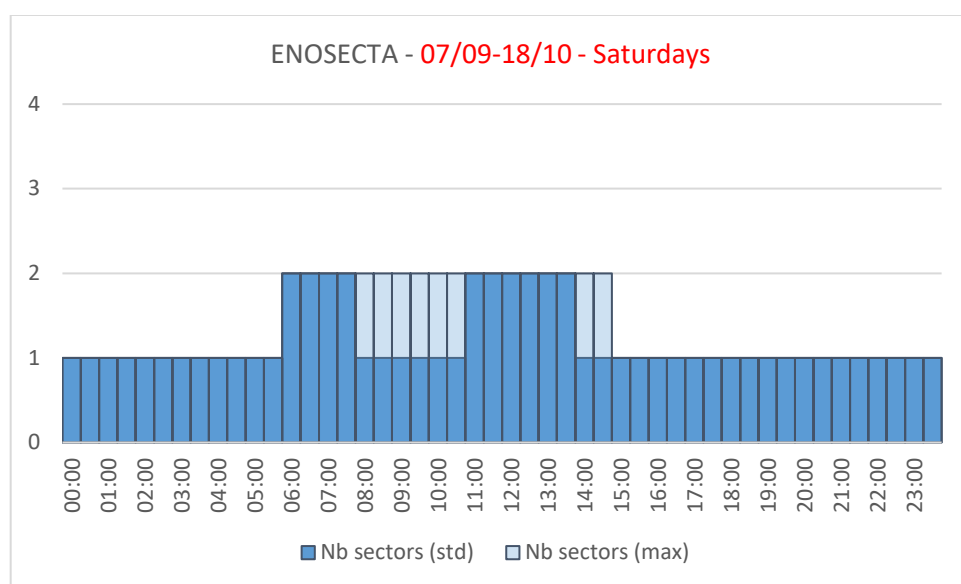
NM Assessment

According to the traffic outlook, demand is expected to be 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 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 570 | 570 | 580 | 590 | 340 | 490 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 570 | 580 | 590 | 590 | 350 | 500 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 580 | 580 | 590 | 600 | 350 | 510 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 590 | 600 | 600 | 600 | 360 | 520 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 600 | 620 | 610 | 610 | 370 | 520 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 610 | 600 | 610 | 610 | 610 | 360 | 520 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

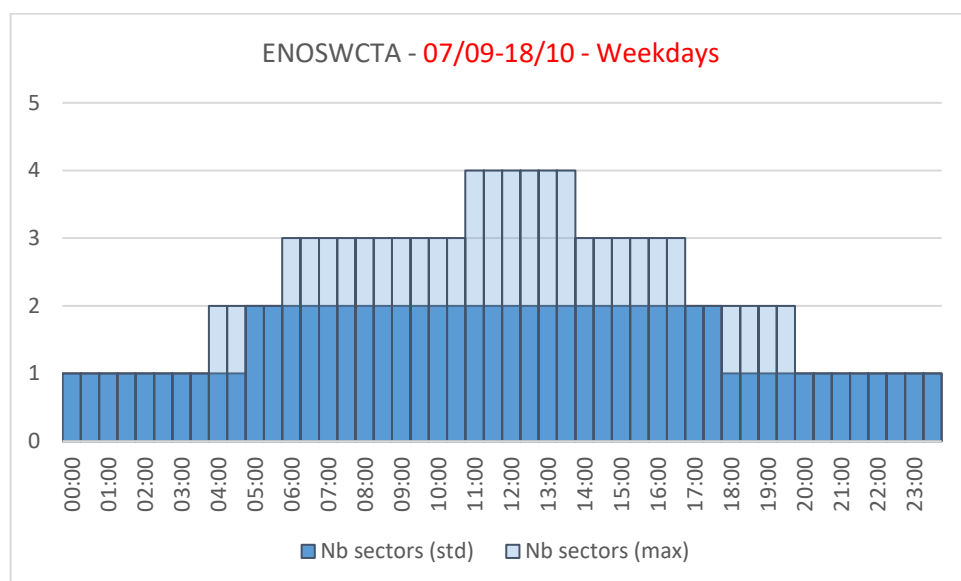
Military exercise planned between September 14th and September 25th. Will affect major parts of the airspace in Oslo ACC but will not affect sector capacity.

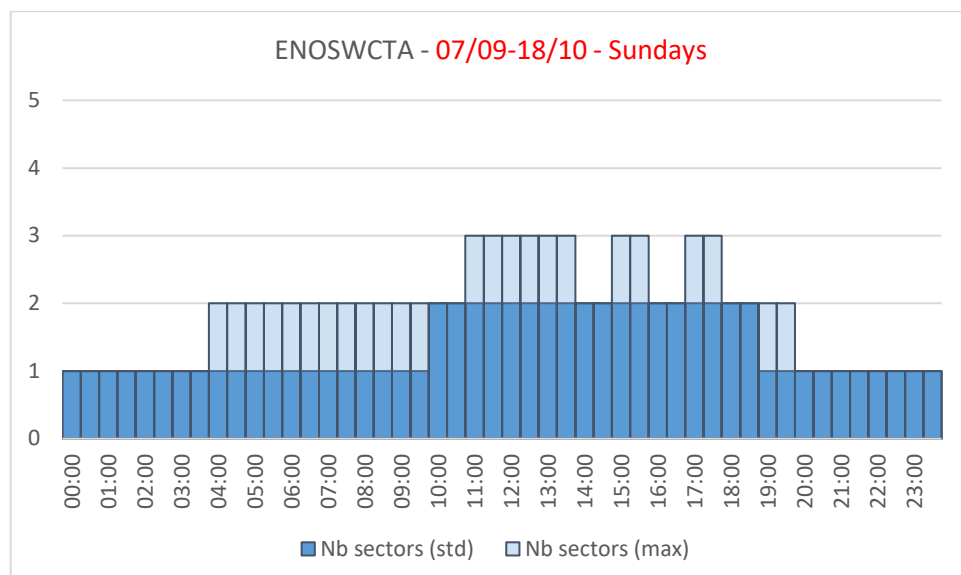
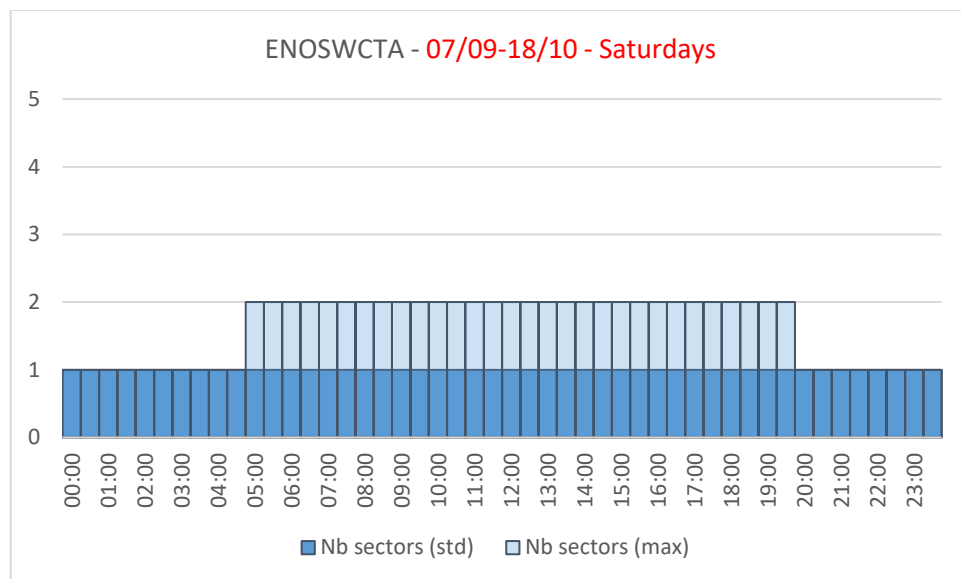
NM Assessment

According to the traffic outlook, no capacity issues are expected during the whole period except on Saturdays when the hours with two sectors need to be extended. Maximum sector plan should be sufficient.

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

| Stavanger | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 540 | 510 | 520 | 530 | 480 | 290 | 320 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 540 | 520 | 520 | 530 | 480 | 290 | 330 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 540 | 520 | 520 | 530 | 480 | 290 | 330 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 540 | 530 | 530 | 530 | 470 | 300 | 330 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 520 | 520 | 530 | 530 | 470 | 300 | 330 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 520 | 510 | 520 | 520 | 470 | 300 | 330 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

N/A

Special events and major projects

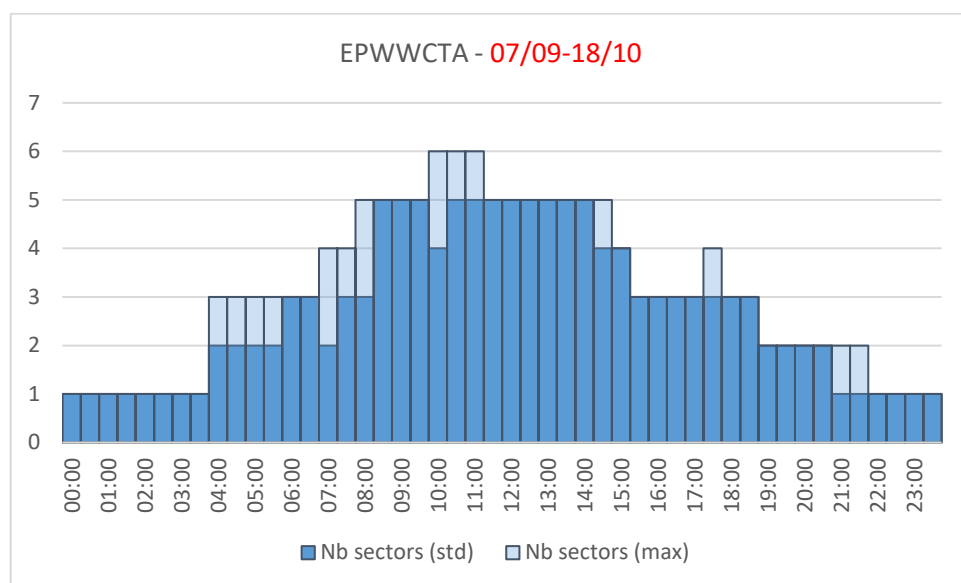
Military exercise planned between September 14th and September 25th. May affect offshore airspace in Stavanger ACC but will not affect sector capacity.

NM Assessment

According to the traffic outlook, the configuration with two sectors should be maintained one more hour in the evening on weekdays. On Saturdays, two sectors would be needed in the morning. Maximum sector plan should be sufficient.

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

| Warszawa | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1040 | 1000 | 1060 | 1070 | 1140 | 1120 | 1140 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1060 | 1010 | 1090 | 1110 | 1160 | 1150 | 1170 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1100 | 1040 | 1110 | 1110 | 1190 | 1170 | 1190 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1090 | 1060 | 1130 | 1210 | 1260 | 1210 | 1250 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1190 | 1130 | 1210 | 1210 | 1260 | 1210 | 1240 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1200 | 1130 | 1210 | 1210 | 1260 | 1210 | 1240 |

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

No reduction in ACC sector capacities.

Capacity of TMAs: EPWA – 42ac/h, EPKK – 25ac/h, no reduction in EPGD and EPPO.

Availability of support to operations staff

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

Sanitary measures

Operational personnel divided into two non-contact groups. Before entering the OPS Room mandatory temperature measurement and the need for the personal disinfection. Means for personal and equipment disinfection are provided on each working positions. Comprehensive disinfection of the OPS Room when changing groups every two weeks. Sectors allocation in the OPS Room has been adapted to maintain social distancing between the ATCOs on the position.

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

N/A

Special events and major projects

Military exercise Astral Night 20 planned in 17-25.09.2020, no delays expected.

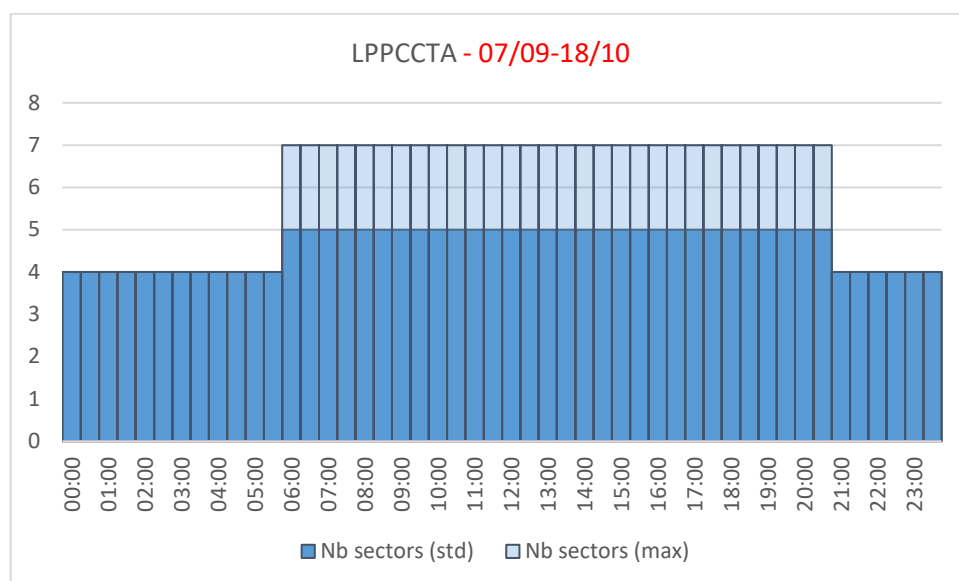
Military exercise AV-DET ROTATION planned in 19.08-11.09.2020, no delays expected.

NM Assessment

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

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

| Lisboa | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 860 | 730 | 720 | 760 | 820 | 960 | 950 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 870 | 770 | 780 | 810 | 870 | 1030 | 940 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 900 | 800 | 780 | 830 | 880 | 1040 | 980 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 790 | 710 | 700 | 770 | 840 | 1000 | 930 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 840 | 790 | 780 | 780 | 840 | 1010 | 950 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 840 | 790 | 780 | 780 | 850 | 1010 | 950 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

“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 (Lisboa TMA) due on April 23 suspended UFN.

Extension of Madeira TMA boundaries project (due on June 18) is suspended UFN.

NM Assessment

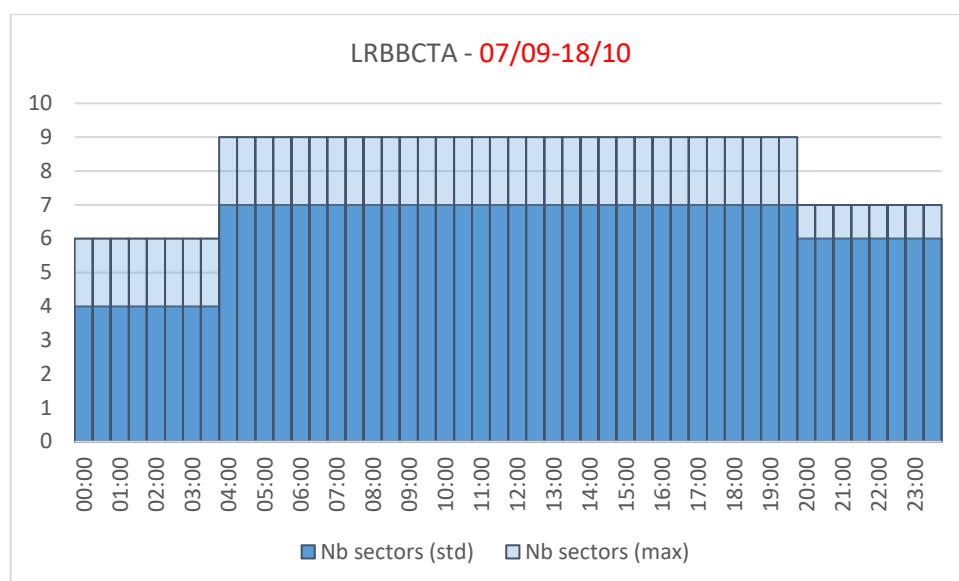
According to the traffic outlook, demand is expected to be above capacity during the whole period. Some STAM measures might be required to better balance the workload between the sectors.

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

| București | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1080 | 1050 | 1090 | 1050 | 1190 | 1220 | 1200 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1100 | 1060 | 1130 | 1080 | 1220 | 1240 | 1230 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 1080 | 1140 | 1090 | 1250 | 1230 | 1240 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1140 | 1110 | 1150 | 1220 | 1340 | 1340 | 1340 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1260 | 1240 | 1310 | 1230 | 1350 | 1330 | 1340 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1250 | 1310 | 1230 | 1350 | 1330 | 1340 |

Sector openings – Planned and maximum

Sectors number and configurations will be adapted according to traffic demand, available updated traffic forecasts 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.

Sanitary measures

The state of alert has been extended until 14.09.2020.

The sanitary measures taken by ROMATSA refer to:

- Separate access flow for the operational personnel and the administrative one
- Obligation to wear protection mask at work and gloves optional
- Physical distance of min. 1,5 m between individuals
- Temperature control at the building access points
- Provision of protective masks, gloves, disinfectant to the employees
- Weekly disinfection of the building

“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 fully operational.

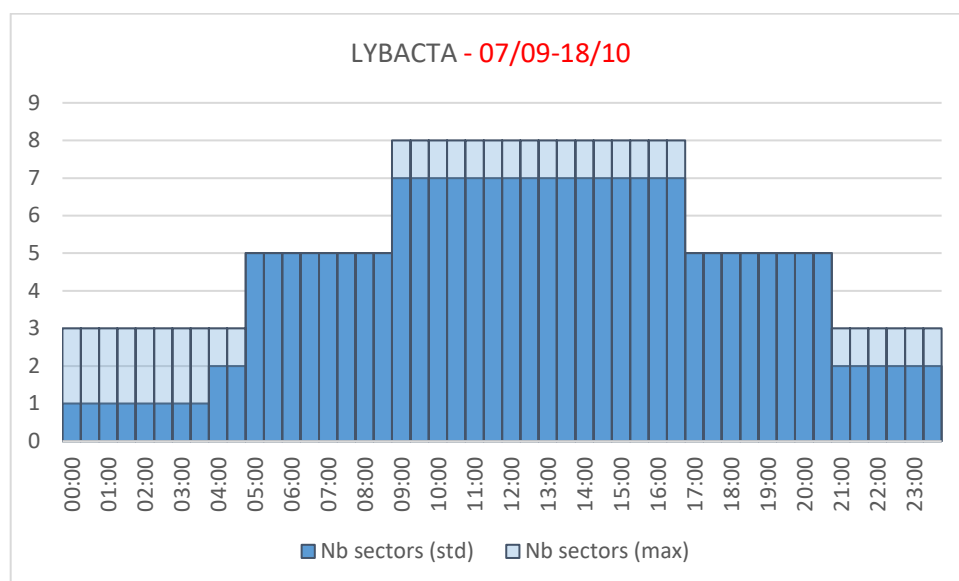
No impact in capacity.

NM Assessment

According to the traffic outlook, demand is expected to be close to capacity on Saturdays. Some flexibility might be needed during the peaks.

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

| Beograd | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1340 | 1270 | 1310 | 1320 | 1460 | 1680 | 1600 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1330 | 1290 | 1310 | 1320 | 1470 | 1690 | 1600 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1340 | 1300 | 1330 | 1350 | 1500 | 1730 | 1620 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1360 | 1340 | 1370 | 1440 | 1570 | 1790 | 1700 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1450 | 1440 | 1460 | 1440 | 1570 | 1790 | 1710 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1470 | 1450 | 1470 | 1440 | 1570 | 1780 | 1710 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Wearing masks and gloves are mandatory sanitary measures. Sanitisers are available at various places in the buildings. Social (physical) distancing required in common areas. Increased cleaning CWP equipment and facilities. Disinfect before handing over.

Shifts are divided in separate teams. Within each team, same two ATCOs work on one sector.

No third party visitors are available in Ops room.

“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.**

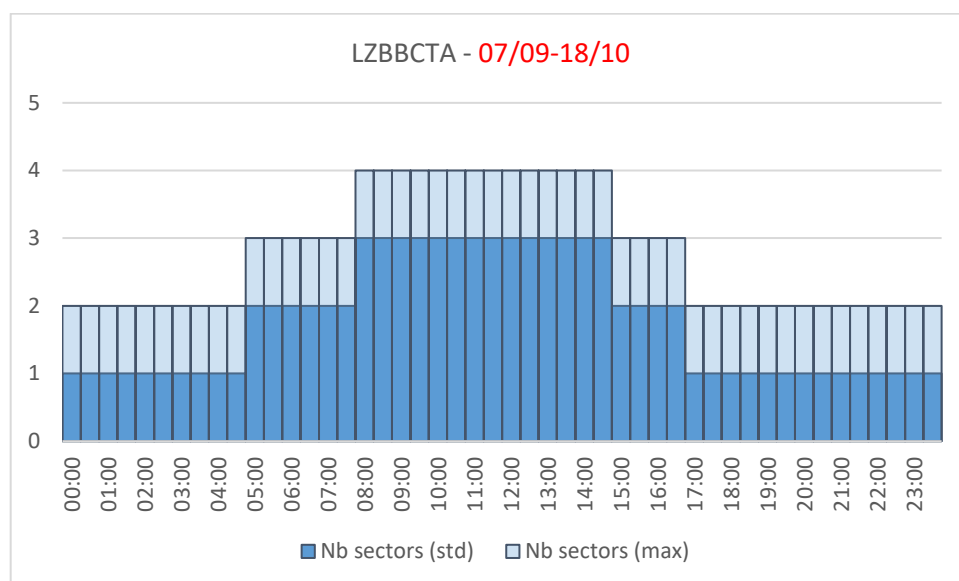
ATM system SW/HW Upgrade Step 1-Phase 2 – Improved OLDI : Project execution is planned in three phases. The first phase which encompasses HW and software upgrade of the main ATM data processing system was successfully finished in May 2019. The second and third phase which are planned to be finished by 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 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 650 | 690 | 670 | 690 | 750 | 780 | 770 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 670 | 700 | 700 | 720 | 770 | 800 | 800 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 690 | 710 | 710 | 720 | 790 | 800 | 820 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 700 | 730 | 730 | 770 | 830 | 830 | 860 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 740 | 780 | 780 | 770 | 830 | 820 | 850 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 740 | 780 | 780 | 770 | 840 | 820 | 850 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Standard sanitary measures are applied in LPS and Bratislava ACC in order to minimize the risk of coronavirus infection, like mandatory face masks and frequent disinfection of OPS room and ATC equipment. These measures have no impact on sector capacity and opening scheme.

“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

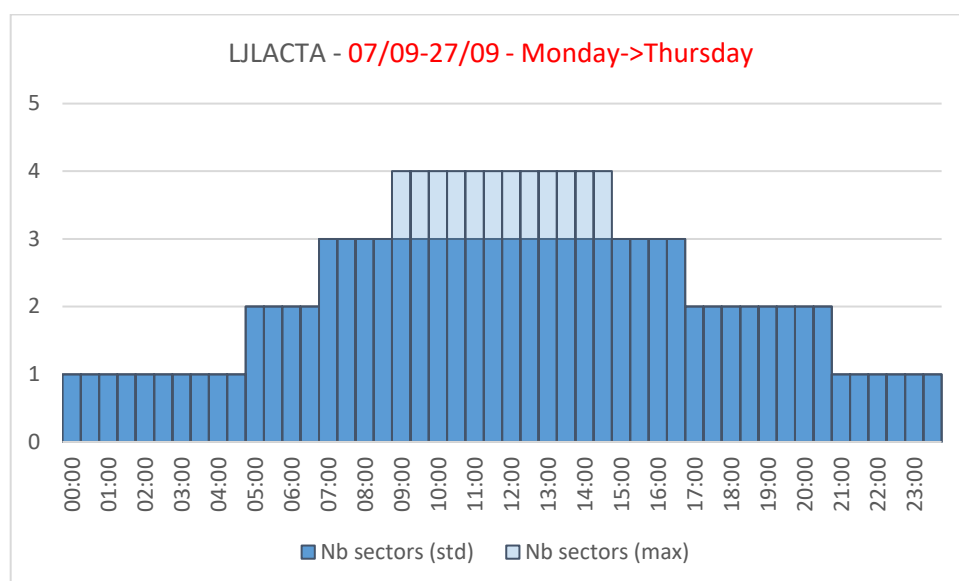
No capacity issues expected with planned number of sectors during the period.

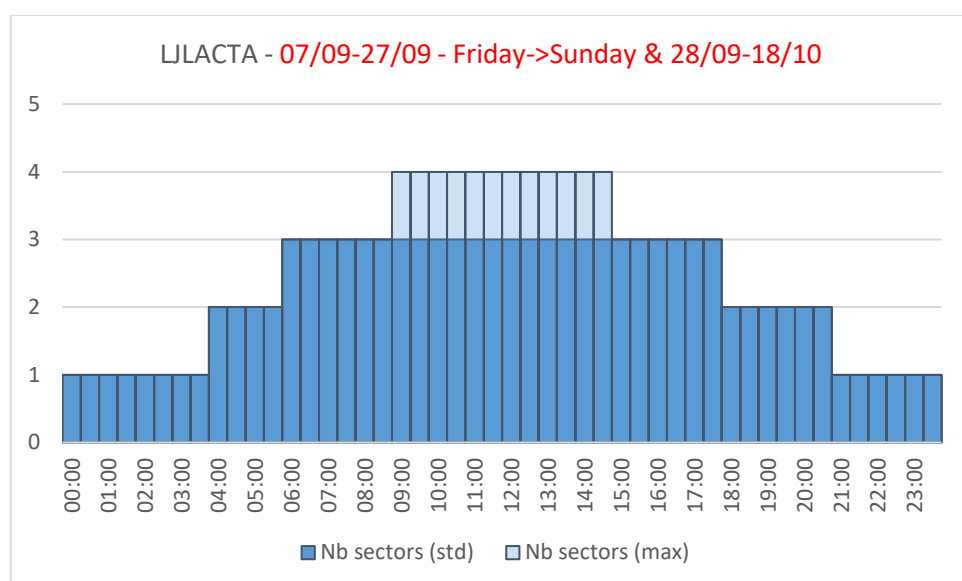
SLOVENIA**LJUBLJANA ACC****Expected traffic**

| Ljubljana | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 640 | 620 | 650 | 680 | 750 | 850 | 830 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 650 | 620 | 660 | 680 | 750 | 850 | 830 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 650 | 630 | 670 | 710 | 770 | 860 | 840 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 660 | 640 | 670 | 740 | 770 | 870 | 840 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 660 | 670 | 670 | 730 | 770 | 880 | 840 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 670 | 660 | 670 | 730 | 770 | 870 | 840 |

Sector openings – Planned and maximum

Slovenia Control is following traffic and able to adapt sector openings on a daily basis.





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

No influence on operations.

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

No technical or other constraints.

Special events and major projects

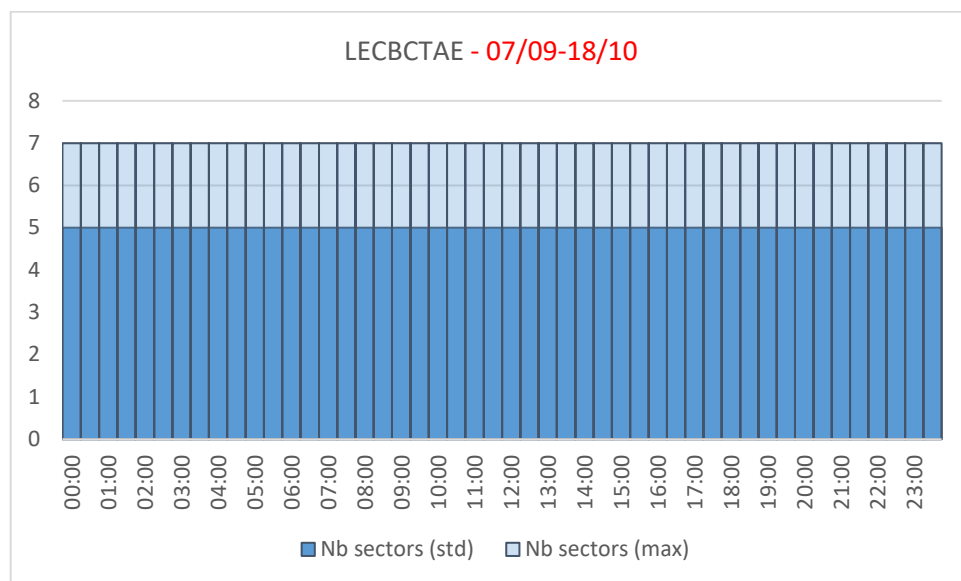
No special events and no projects influencing traffic flows.

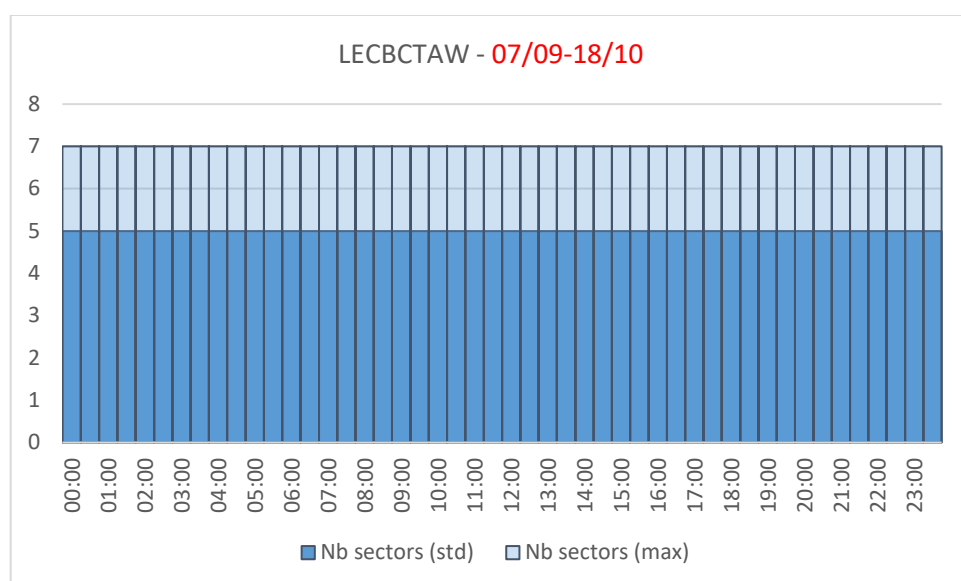
NM Assessment

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

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

| Barcelona | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 980 | 820 | 820 | 900 | 990 | 1130 | 1120 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 980 | 820 | 820 | 910 | 1010 | 1120 | 1120 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 980 | 840 | 830 | 930 | 1020 | 1150 | 1130 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 980 | 850 | 830 | 1020 | 1100 | 1240 | 1230 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1060 | 970 | 960 | 1030 | 1100 | 1240 | 1230 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1070 | 960 | 960 | 1030 | 1100 | 1230 | 1230 |

Sector openings – Planned and maximum



Sector capacities

No en-route sector capacity reduction..

Availability of support to operations staff

No limitations.

Sanitary measures

Measures already applied: controllers work in static cells, physical measures adopted to assign different doors according to areas, modifications implemented in the arrival, briefing and takeover processes in order to minimize physical interaction. Intense disinfection of CWP, chairs, relax rooms. Individual headphones compulsory, physical partitions between CWP of different sectors. In some ACCs, headphones disinfected by UV ray boxes. Separated break rooms per teams where possible. Separated catering for Ops Room staff.

Measures being implemented: use of masks whenever possible in the ops room, shift handover in clean CWP whenever possible, and scheduling of ATCOs minimizing the number of interactions.

All measures assessed by Human Factors Dept, Safety, Operations and Health and Safety advisors, trying to avoid any change in operational standards.

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

No issues.

Special events and major projects

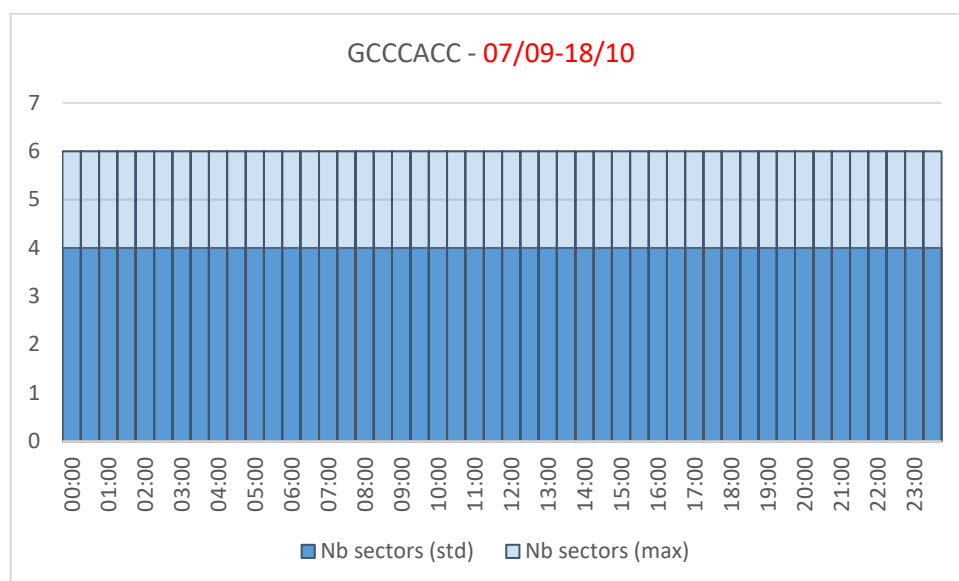
Not planned.

NM Assessment

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

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

| Canarias | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 330 | 290 | 310 | 300 | 330 | 430 | 400 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 330 | 310 | 300 | 320 | 350 | 450 | 380 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 330 | 300 | 310 | 320 | 350 | 460 | 400 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 340 | 300 | 310 | 340 | 390 | 510 | 440 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 360 | 340 | 360 | 350 | 400 | 510 | 440 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 360 | 340 | 360 | 350 | 400 | 510 | 440 |

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

Sector capacities will gradually return to nominal values on a case-by-case basis. These capacities will be updated by FMPs regularly and provided to NM. Some TVs are already at 100% capacity, other still at 80%. For simulation purposes, the TVs at 80% capacity were considered to remain at 80% during the full period, according to ENAIRE input.

Availability of support to operations staff

No limitations.

Sanitary measures

Measures already applied: controllers work in static cells, physical measures adopted to assign different doors according to areas, modifications implemented in the arrival, briefing and takeover processes in order to minimize physical interaction. Intense disinfection of CWP, chairs, relax rooms. Individual headphones compulsory, physical partitions between CWP of different sectors. In some ACCs, headphones disinfected by UV ray boxes. Separated break rooms per teams where possible. Separated catering for Ops Room staff.

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

No issues.

Special events and major projects

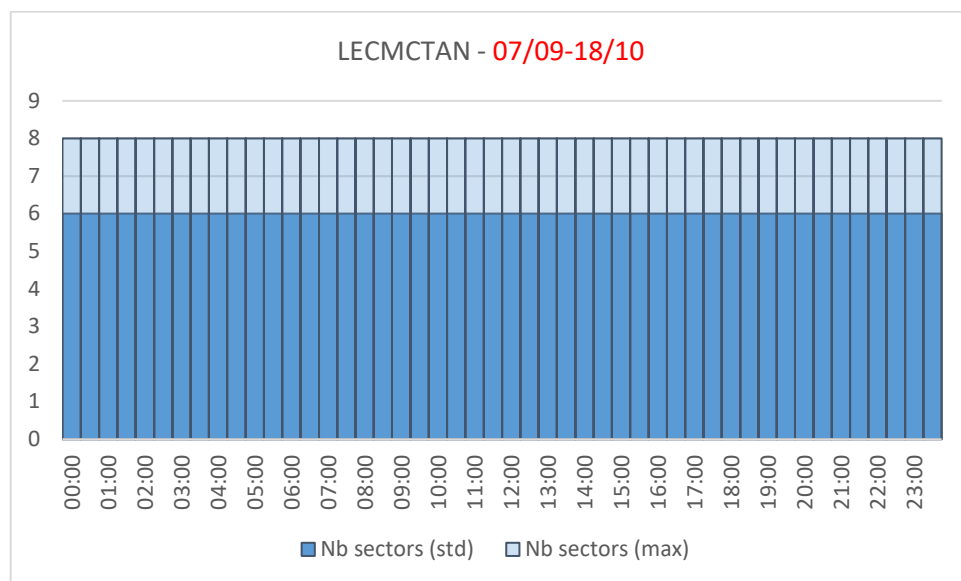
October 2020: Review airspace organisation at the Interface Agadir/Canarias ACCs - phase 1c and d – create DESUM point / create new SIDs to DESUM for GCRR and GCFV in Canarias ACC, utilize possibility to plan DCT DESUM-AKUDA.

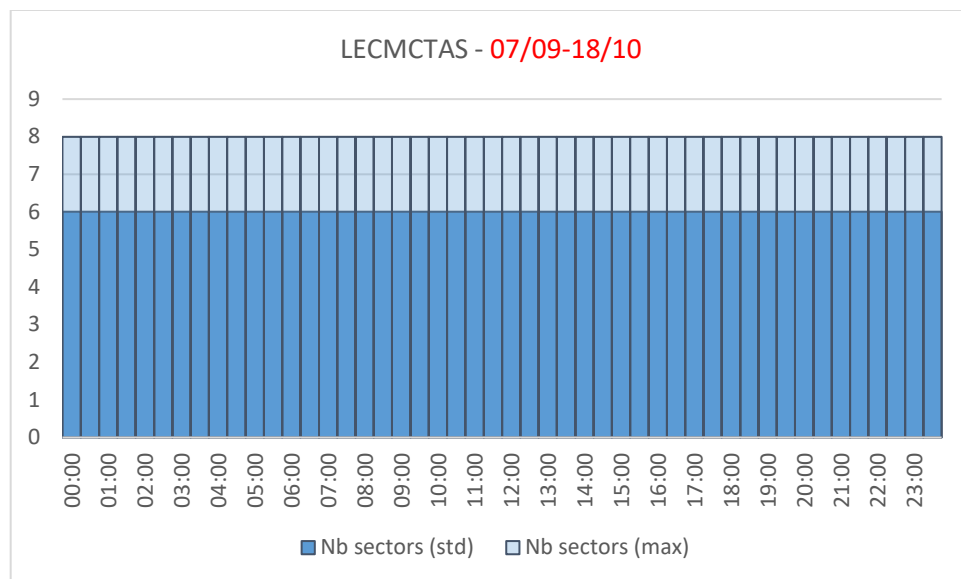
NM Assessment

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

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

| Madrid | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1560 | 1360 | 1380 | 1450 | 1580 | 1580 | 1680 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1570 | 1360 | 1420 | 1480 | 1630 | 1670 | 1640 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1620 | 1410 | 1450 | 1530 | 1660 | 1700 | 1710 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1500 | 1310 | 1350 | 1490 | 1620 | 1660 | 1690 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1580 | 1430 | 1480 | 1500 | 1610 | 1660 | 1700 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1570 | 1420 | 1480 | 1500 | 1620 | 1660 | 1700 |

Sector openings – Planned and maximum



Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Sanitary measures

Measures already applied: controllers work in static cells, physical measures adopted to assign different doors according to areas, modifications implemented in the arrival, briefing and takeover processes in order to minimize physical interaction. Intense disinfection of CWP, chairs, relax rooms. Individual headphones compulsory, physical partitions between CWP of different sectors. In some ACCs, headphones disinfected by UV ray boxes. Separated break rooms per teams where possible. Separated catering for Ops Room staff.

Measures being implemented: use of masks whenever possible in the ops room, shift handover in clean CWP whenever possible, and scheduling of ATCOs minimizing the number of interactions.

All measures assessed by Human Factors Dept, Safety, Operations and Health and Safety advisors, trying to avoid any change in operational standards.

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

No issues.

Special events and major projects

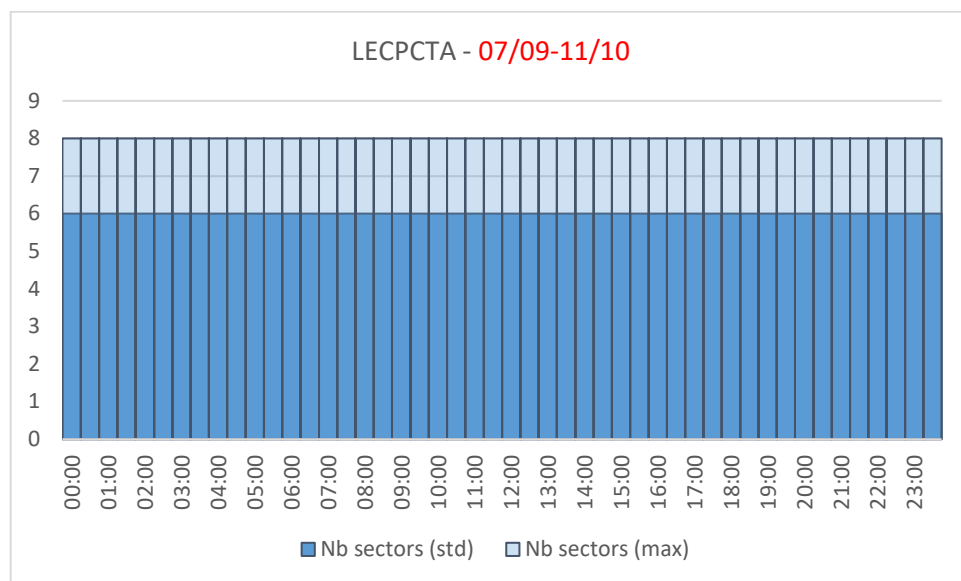
Not planned.

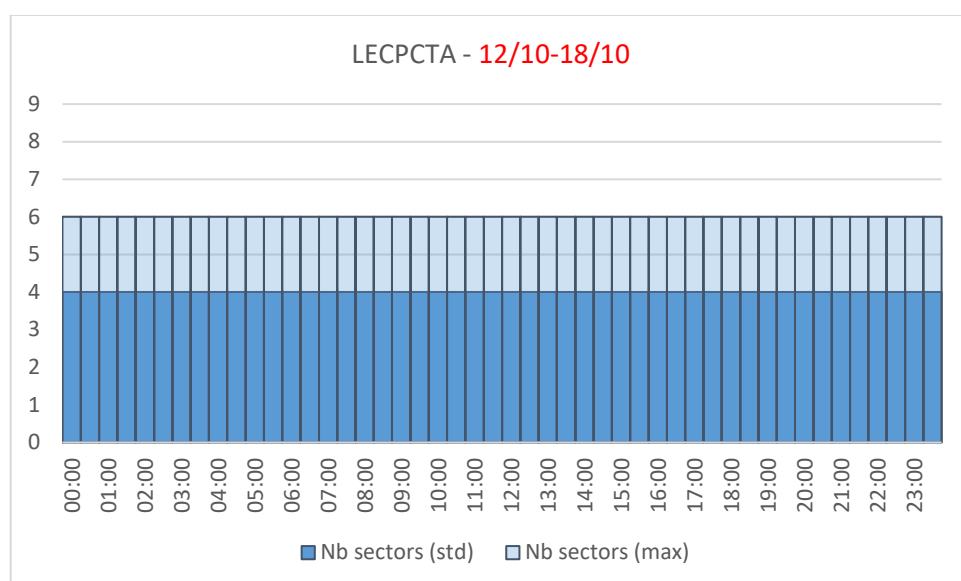
NM Assessment

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

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

| Palma | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 650 | 540 | 540 | 600 | 650 | 760 | 780 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 630 | 530 | 510 | 580 | 640 | 740 | 760 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 640 | 540 | 530 | 590 | 660 | 760 | 780 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 640 | 540 | 530 | 630 | 680 | 820 | 820 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 650 | 590 | 580 | 630 | 680 | 810 | 810 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 660 | 590 | 580 | 630 | 680 | 800 | 810 |

Sector openings – Planned and maximum



Sector capacities

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Sanitary measures

Measures already applied: controllers work in static cells, physical measures adopted to assign different doors according to areas, modifications implemented in the arrival, briefing and takeover processes in order to minimize physical interaction. Intense disinfection of CWP, chairs, relax rooms. Individual headphones compulsory, physical partitions between CWP of different sectors. In some ACCs, headphones disinfected by UV ray boxes. Separated break rooms per teams where possible. Separated catering for Ops Room staff.

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All measures assessed by Human Factors Dept, Safety, Operations and Health and Safety advisors, trying to avoid any change in operational standards.

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

No issues.

Special events and major projects

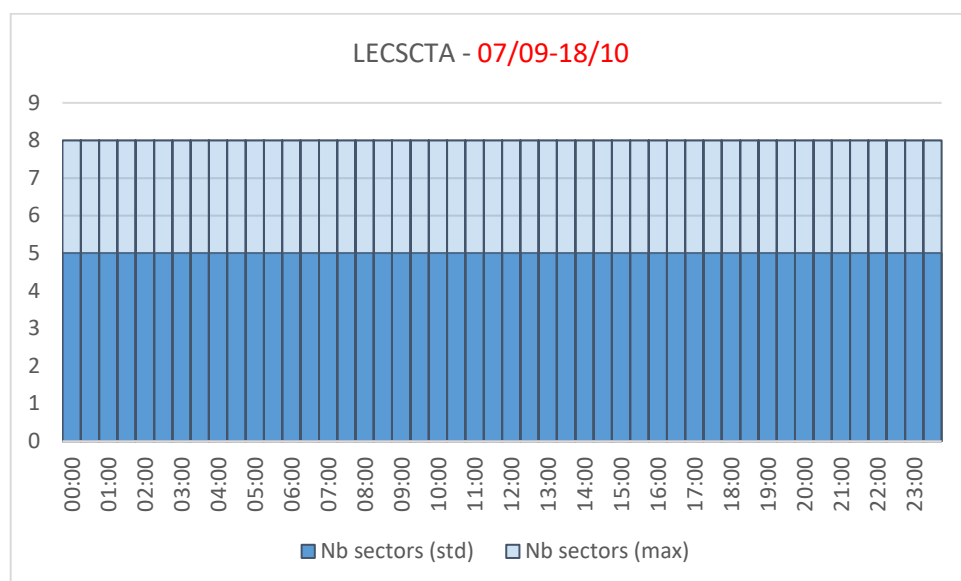
Not planned.

NM Assessment

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

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

| Sevilla | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 570 | 500 | 560 | 570 | 640 | 660 | 670 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 590 | 500 | 550 | 560 | 640 | 660 | 670 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 580 | 500 | 570 | 570 | 660 | 680 | 670 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 600 | 520 | 570 | 630 | 700 | 730 | 710 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 630 | 570 | 640 | 630 | 710 | 730 | 730 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 640 | 570 | 640 | 640 | 710 | 740 | 730 |

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

No en-route sector capacity reduction.

Availability of support to operations staff

No limitations.

Sanitary measures

Measures already applied: controllers work in static cells, physical measures adopted to assign different doors according to areas, modifications implemented in the arrival, briefing and takeover processes in order to minimize physical interaction. Intense disinfection of CWP, chairs, relax rooms. Individual headphones compulsory, physical partitions between CWP of different sectors. In some ACCs, headphones

disinfected by UV ray boxes. Separated break rooms per teams where possible. Separated catering for Ops Room staff.

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All measures assessed by Human Factors Dept, Safety, Operations and Health and Safety advisors, trying to avoid any change in operational standards.

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

No issues.

Special events and major projects

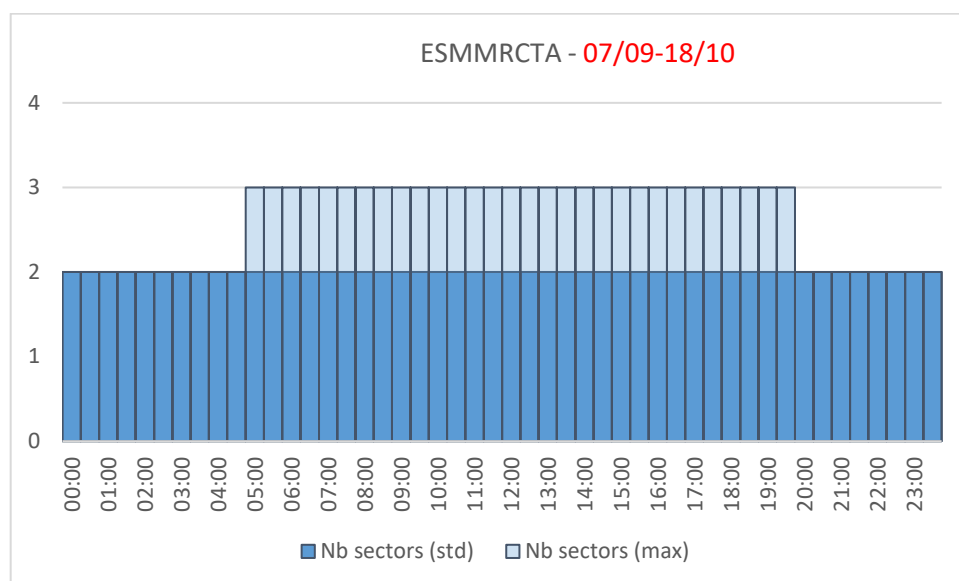
Not planned.

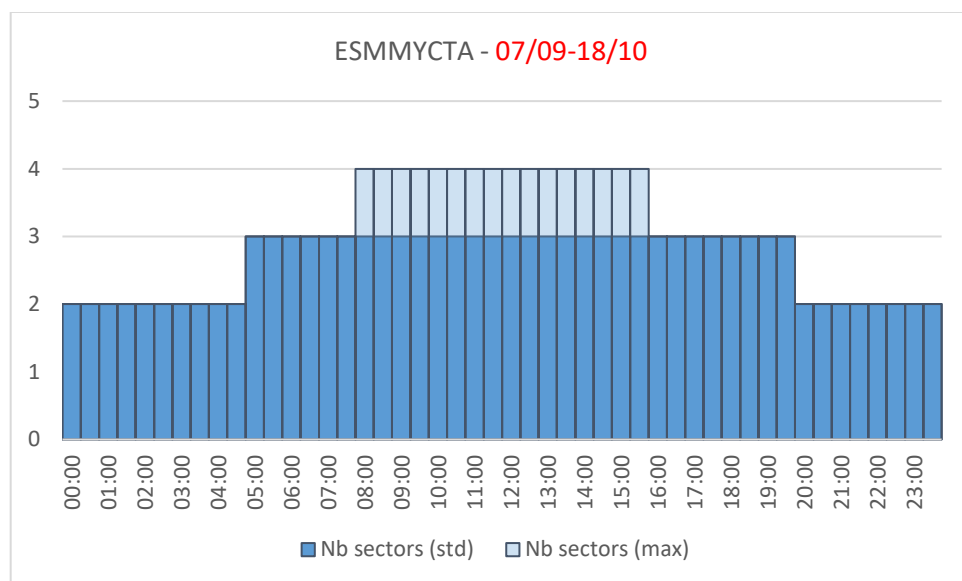
NM Assessment

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

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

| Malmö | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 690 | 690 | 720 | 760 | 740 | 620 | 690 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 690 | 700 | 740 | 770 | 760 | 650 | 700 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 700 | 710 | 740 | 770 | 760 | 650 | 710 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 710 | 720 | 750 | 840 | 820 | 680 | 770 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 770 | 780 | 820 | 840 | 830 | 690 | 770 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 770 | 770 | 820 | 840 | 830 | 690 | 770 |

Sector openings – Planned and maximum



Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

- Reduction of daily rostered operational staff to the required minimum
- Increased sanitary measures
- Social distance applied
- Only operational and maintenance staff allowed in the OPS room, no visitors allowed
- Home office when applicable for admin personal

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

Business as usual.

Special events and major projects

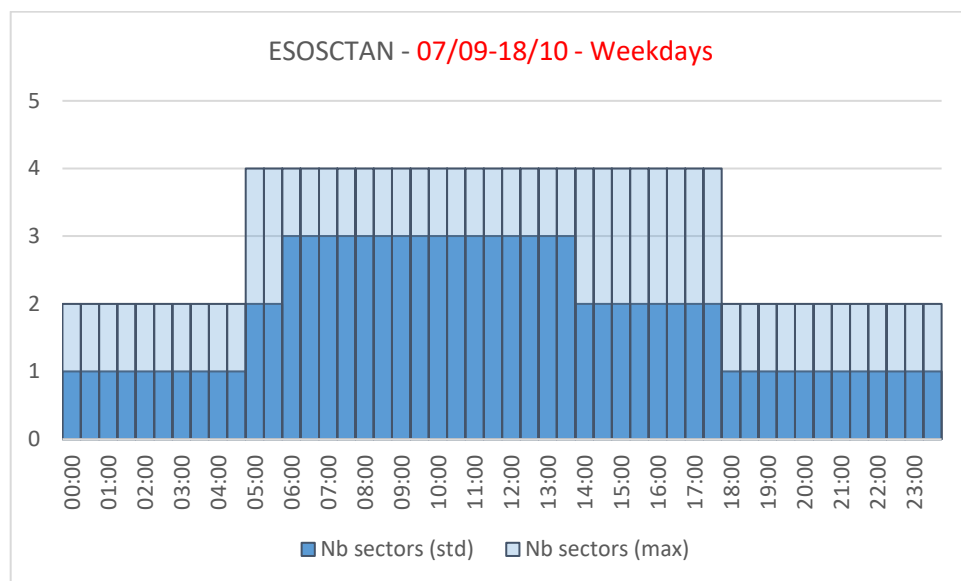
N/A

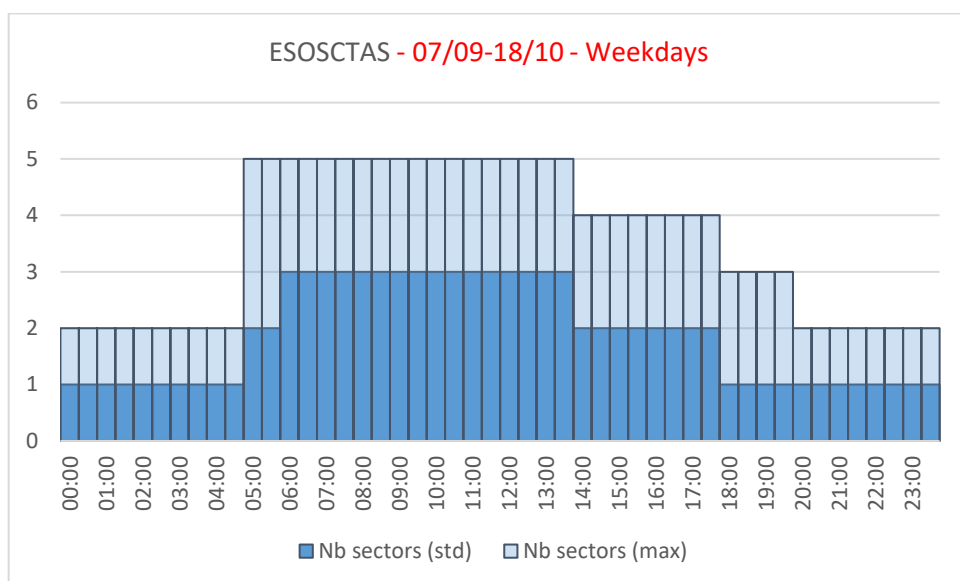
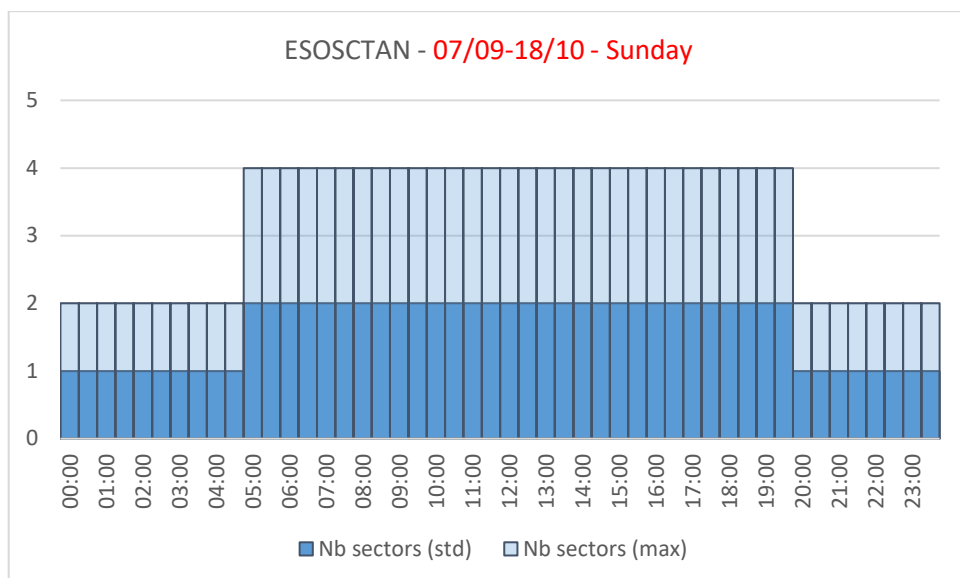
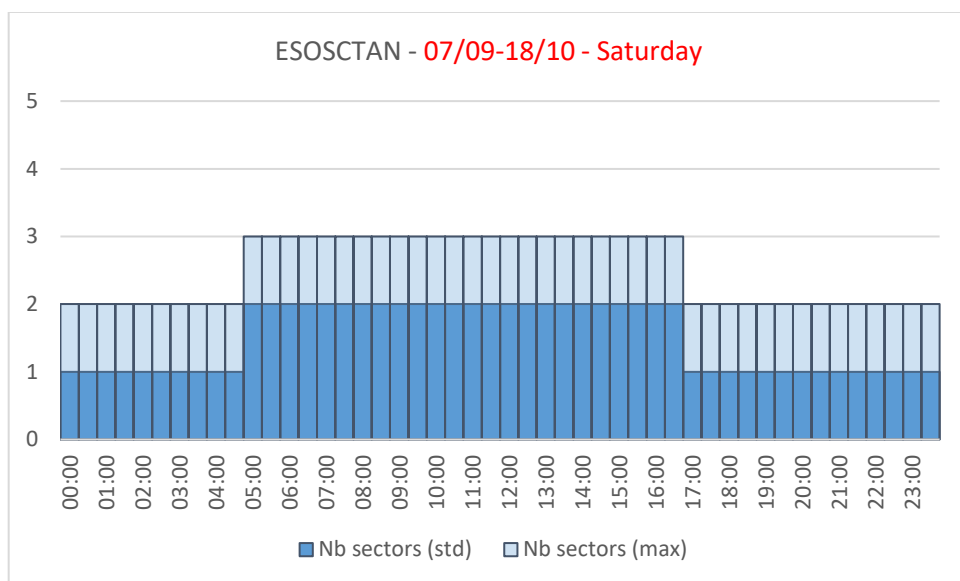
NM Assessment

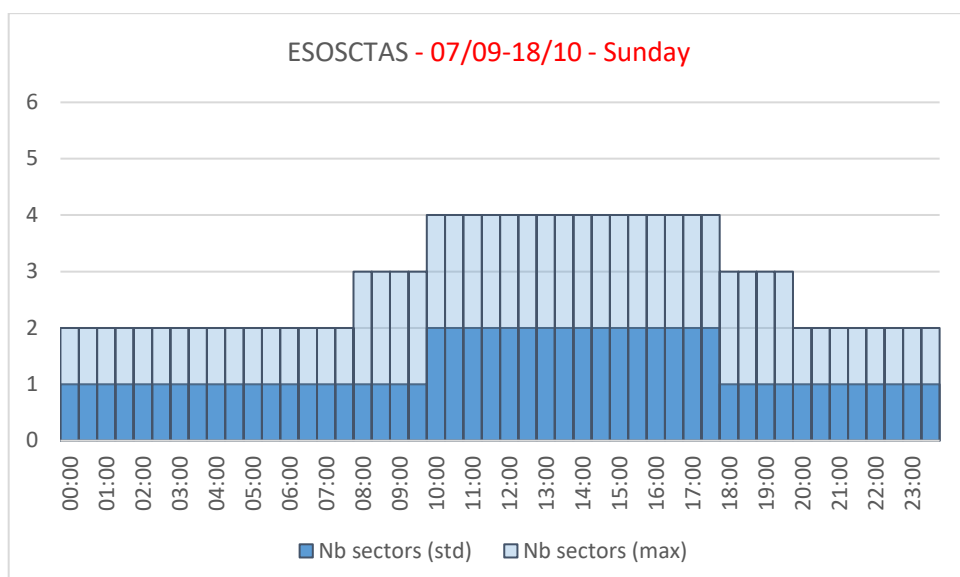
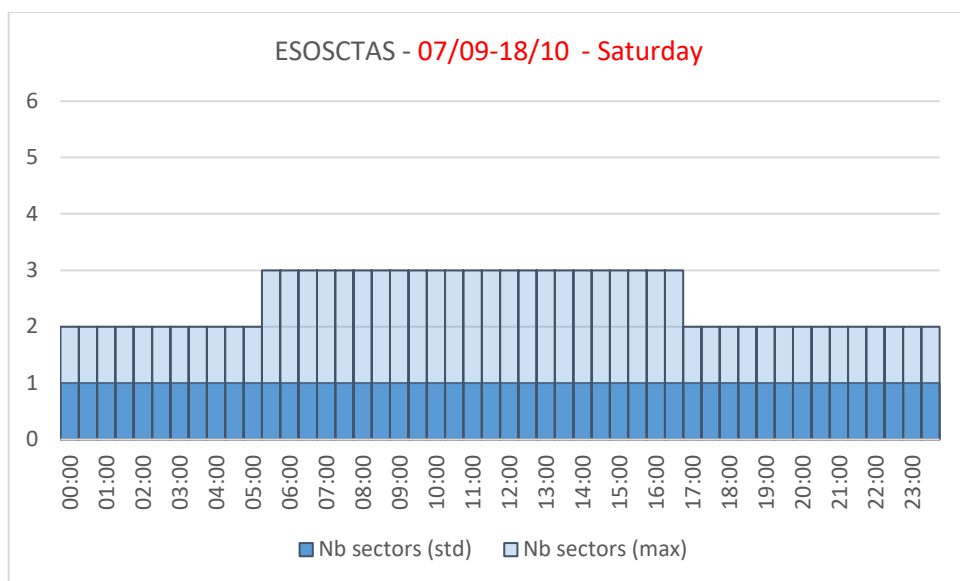
No capacity issues expected with planned number of sectors during the period.

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

| Stockholm | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 480 | 440 | 480 | 490 | 490 | 280 | 430 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 480 | 450 | 510 | 500 | 490 | 280 | 420 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 480 | 450 | 490 | 500 | 500 | 280 | 420 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 490 | 450 | 500 | 520 | 520 | 300 | 450 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 510 | 490 | 540 | 530 | 530 | 310 | 450 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 520 | 490 | 540 | 520 | 530 | 310 | 450 |

Sector openings – Planned and maximum





Sector capacities

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

N/A

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

Business as usual

Special events and major projects

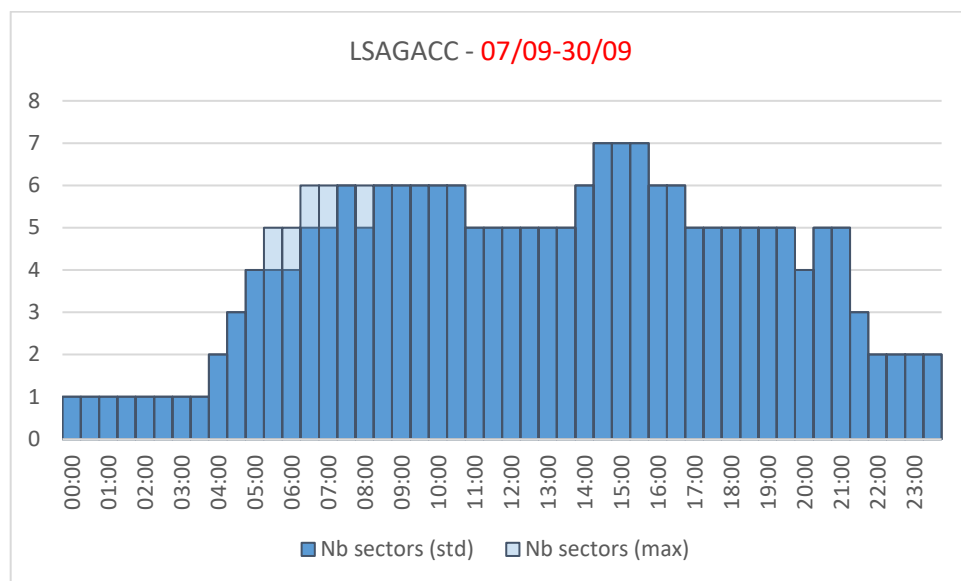
N/A

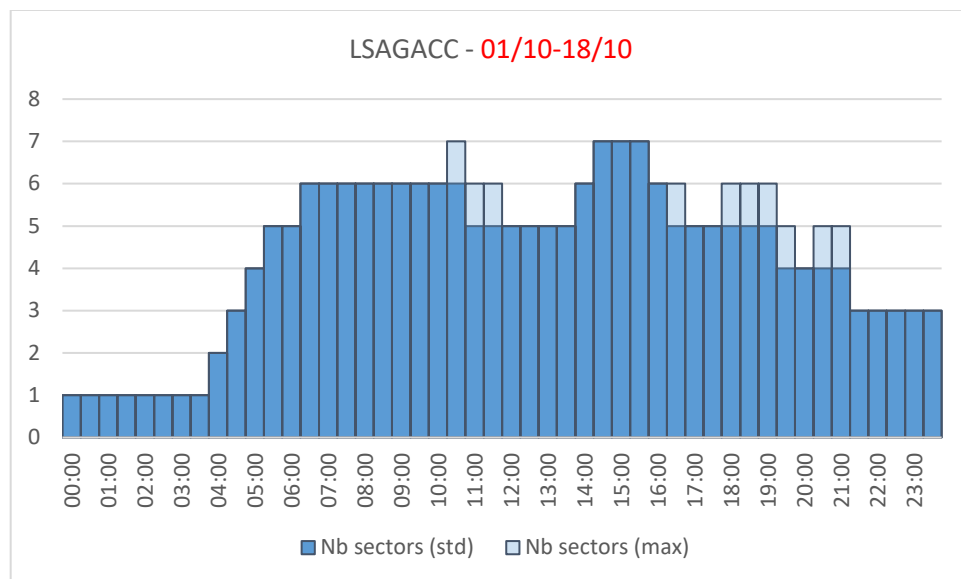
NM Assessment

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

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

| Geneva | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 950 | 980 | 1010 | 1070 | 1110 | 1160 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1130 | 980 | 980 | 1030 | 1090 | 1130 | 1150 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1140 | 1000 | 1010 | 1040 | 1090 | 1120 | 1160 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1140 | 1000 | 1010 | 1100 | 1140 | 1180 | 1220 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1190 | 1090 | 1100 | 1110 | 1140 | 1170 | 1210 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1200 | 1090 | 1100 | 1110 | 1150 | 1170 | 1210 |

Sector openings – Planned and maximum



Sector capacities

No sector capacity reduction.

Availability of support to operations staff

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

The Special Flight Office dealing with requests for special use of airspace is overloaded due to the increased demand regarding such activities. Normal processing times are not guaranteed.

Sanitary measures

Applying social distancing and facial masks where OJT has been restarted and the social distancing cannot be granted from the workplace setup.

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

Nothing special to mention.

Special events and major projects

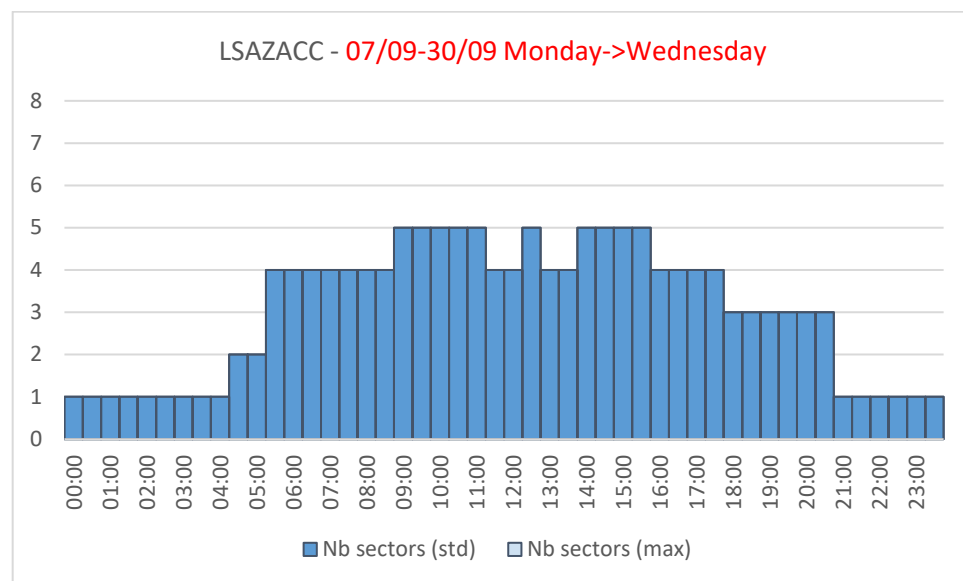
Nothing special to mention.

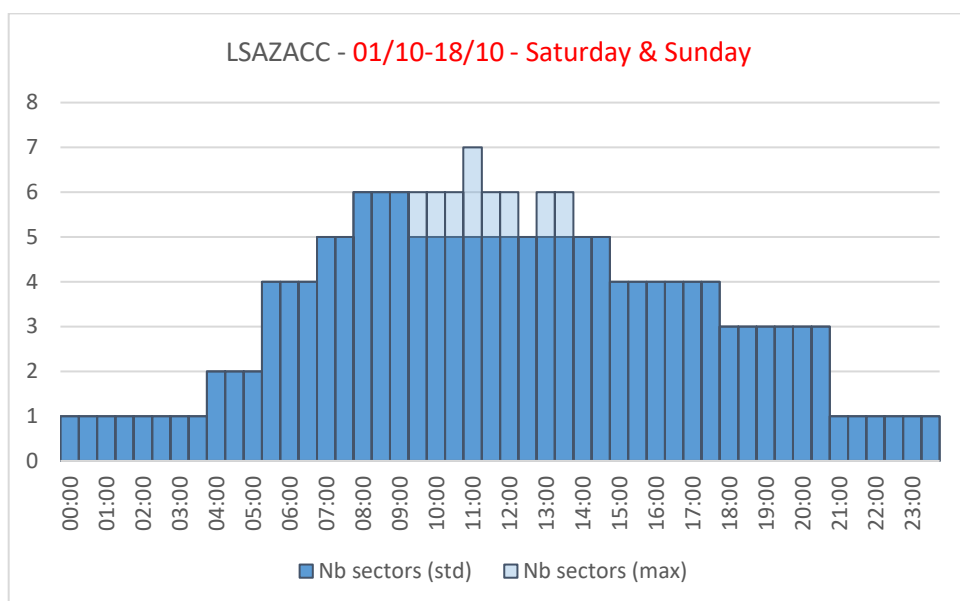
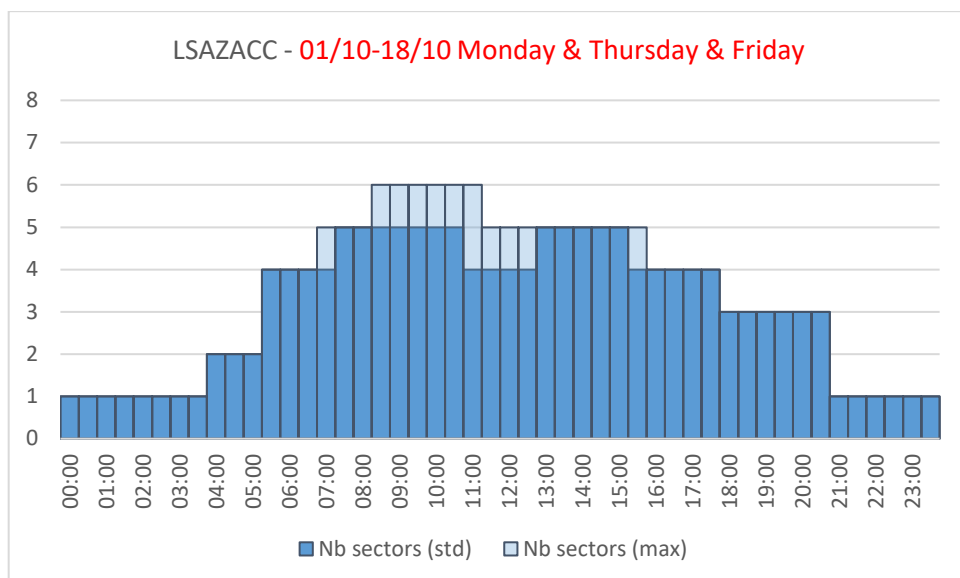
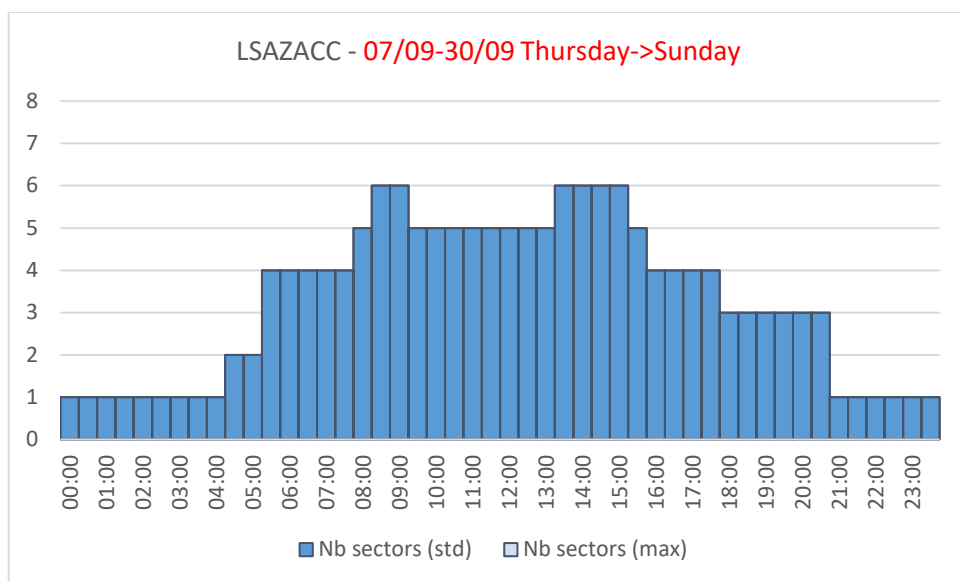
NM Assessment

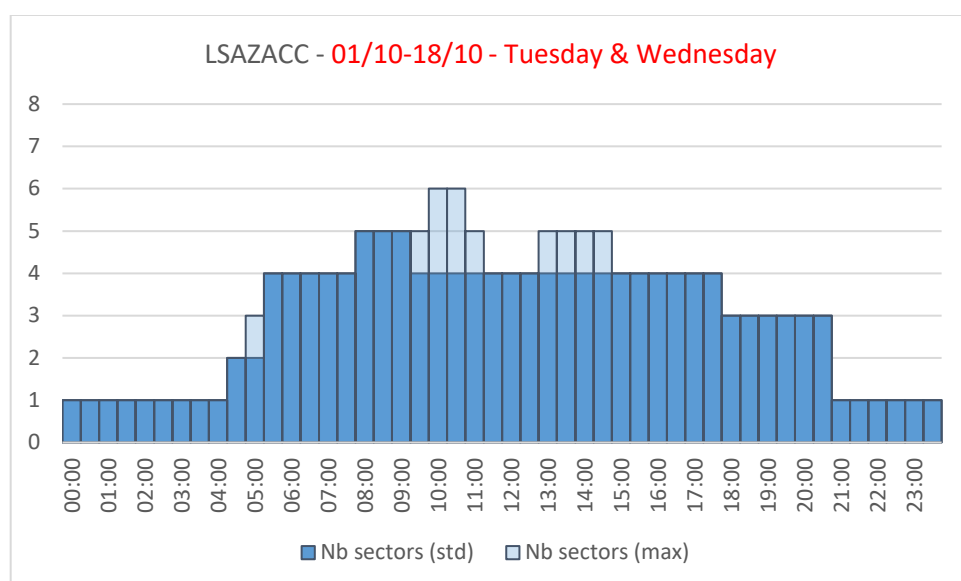
No capacity issues expected with planned number of sectors during the period.

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

| Zurich | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1250 | 1020 | 1140 | 1200 | 1340 | 1310 | 1360 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1240 | 1050 | 1170 | 1210 | 1360 | 1320 | 1370 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1270 | 1070 | 1200 | 1230 | 1380 | 1340 | 1390 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1280 | 1080 | 1210 | 1320 | 1430 | 1390 | 1450 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1340 | 1180 | 1300 | 1320 | 1440 | 1370 | 1450 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1360 | 1170 | 1310 | 1320 | 1440 | 1370 | 1460 |

Sector openings – Planned and maximum





Sector capacities

No sector capacity reduction.

Availability of support to operations staff

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

The Special Flight Office dealing with requests for special use of airspace is overloaded due to the increased demand regarding such activities. Normal processing times are not guaranteed.

Sanitary measures

Applying social distancing and facial masks where OJT has been restarted and the social distancing cannot be granted from the workplace setup.

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

Traffic levels within LSZH and LSZBAORX which represents training and low level traffic through Bern or Zurich TMA has remained high and continues to be significant. Excessive training activities are observed by some operators which can result in capacity issues from time to time. Delays are possible and are not mainly driven by the crisis. Staffing has or will be increased where possible to mitigate.

Special events and major projects

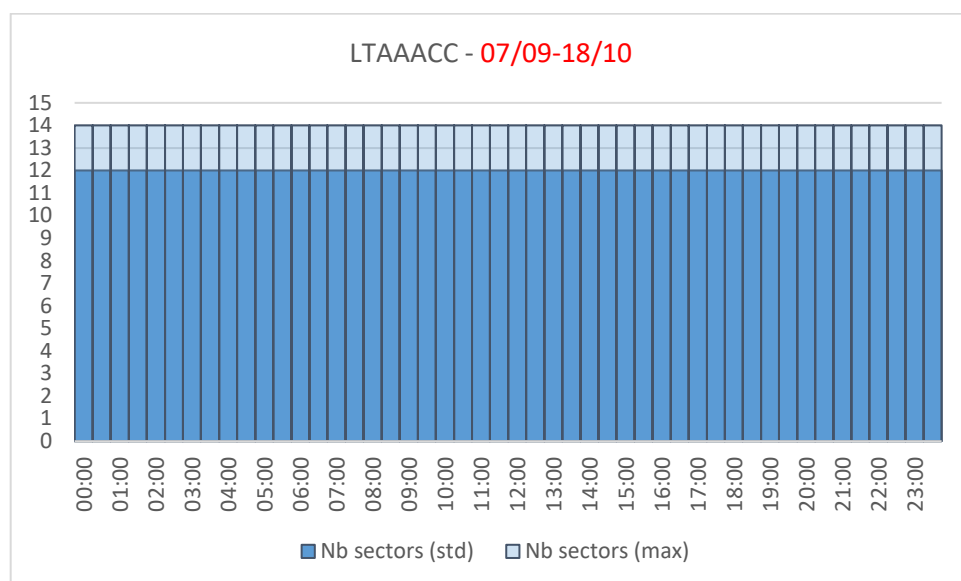
Nothing special to mention.

NM Assessment

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

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

| Ankara | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2080 | 2010 | 2150 | 2210 | 2270 | 2260 | 2290 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2100 | 2050 | 2210 | 2270 | 2330 | 2320 | 2340 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2160 | 2080 | 2200 | 2290 | 2350 | 2340 | 2330 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2160 | 2110 | 2250 | 2370 | 2390 | 2400 | 2420 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2240 | 2210 | 2340 | 2380 | 2400 | 2410 | 2420 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2240 | 2200 | 2340 | 2370 | 2390 | 2390 | 2410 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

All necessary measures are taken in line with national health directives/recommendations to ensure that our operational staff remain healthy.

Facility and workstation cleaning and disinfection frequency are increased, social distancing measures are taken (increasing the space between ATC workstations, not allowing the visitors etc), supply of disinfectants are increased, the temperature of

people entering and leaving the building taken with thermal camera, face mask and gloves are provided to all staff.

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

N/A

Special events and major projects

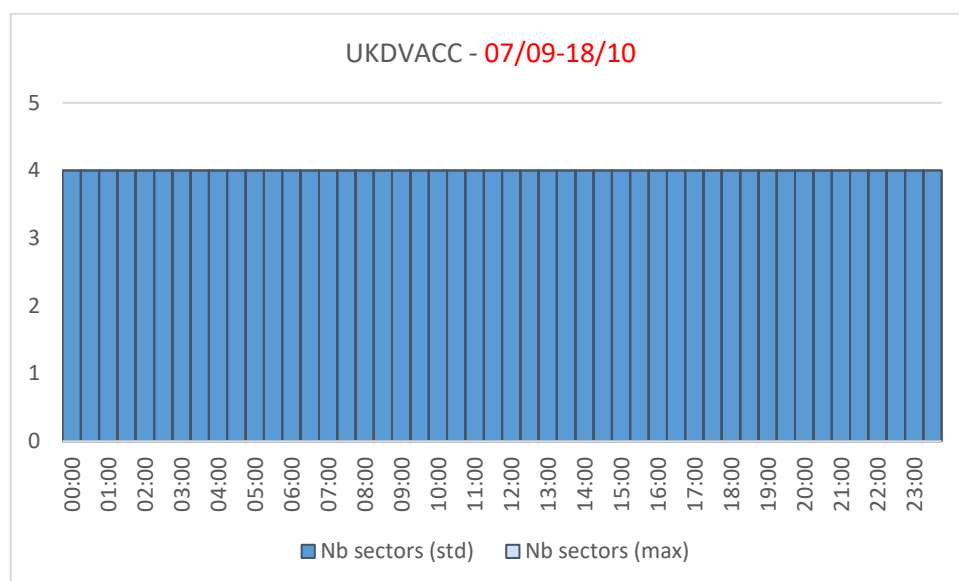
N/A

NM Assessment

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

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

| Dnipro | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 60 | 60 | 60 | 70 | 50 | 60 | 60 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 60 | 60 | 60 | 70 | 60 | 70 | 60 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 60 | 60 | 60 | 70 | 60 | 70 | 60 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 60 | 60 | 60 | 70 | 60 | 70 | 60 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 70 | 70 | 70 | 70 | 60 | 70 | 60 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 70 | 70 | 70 | 70 | 60 | 70 | 60 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Staff on duty was temporarily reduced without any impact on sector capacities.

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

N/A

Special events and major projects

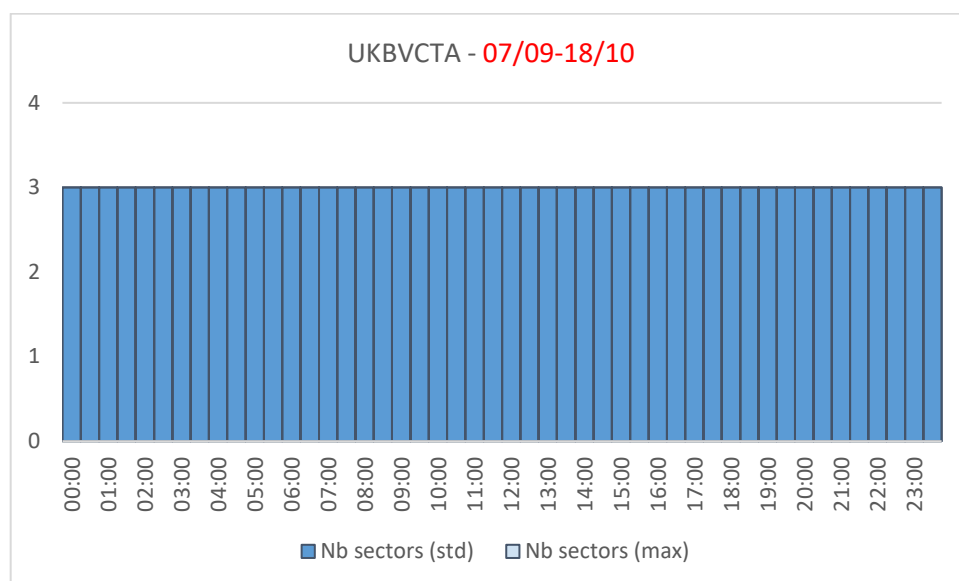
N/A

NM Assessment

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

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

| Kyiv | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 330 | 340 | 350 | 330 | 390 | 350 | 380 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 340 | 350 | 360 | 340 | 390 | 360 | 380 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 350 | 360 | 350 | 330 | 400 | 360 | 380 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 340 | 360 | 360 | 340 | 410 | 370 | 390 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 360 | 380 | 370 | 350 | 400 | 370 | 380 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 350 | 370 | 370 | 350 | 400 | 370 | 380 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Staff on duty was temporarily reduced without any impact on sector capacities.

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

N/A

Special events and major projects

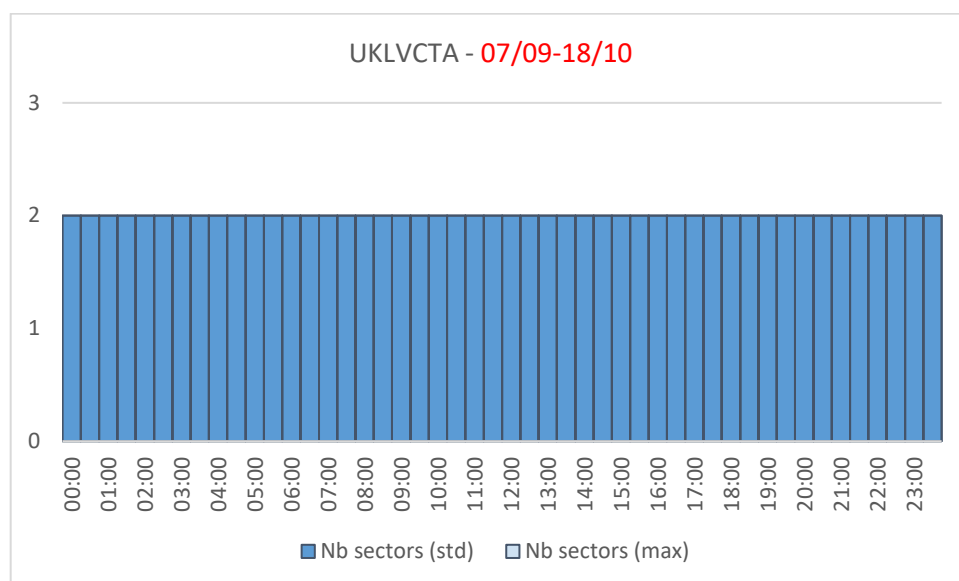
N/A

NM Assessment

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

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

| L'viv | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 220 | 230 | 230 | 280 | 250 | 260 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 260 | 230 | 250 | 250 | 290 | 260 | 270 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 290 | 240 | 250 | 250 | 300 | 260 | 290 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 280 | 240 | 260 | 270 | 330 | 280 | 310 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 310 | 270 | 280 | 280 | 330 | 280 | 310 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 310 | 270 | 280 | 270 | 340 | 280 | 310 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Staff on duty was temporarily reduced without any impact on sector capacities.

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

N/A

Special events and major projects

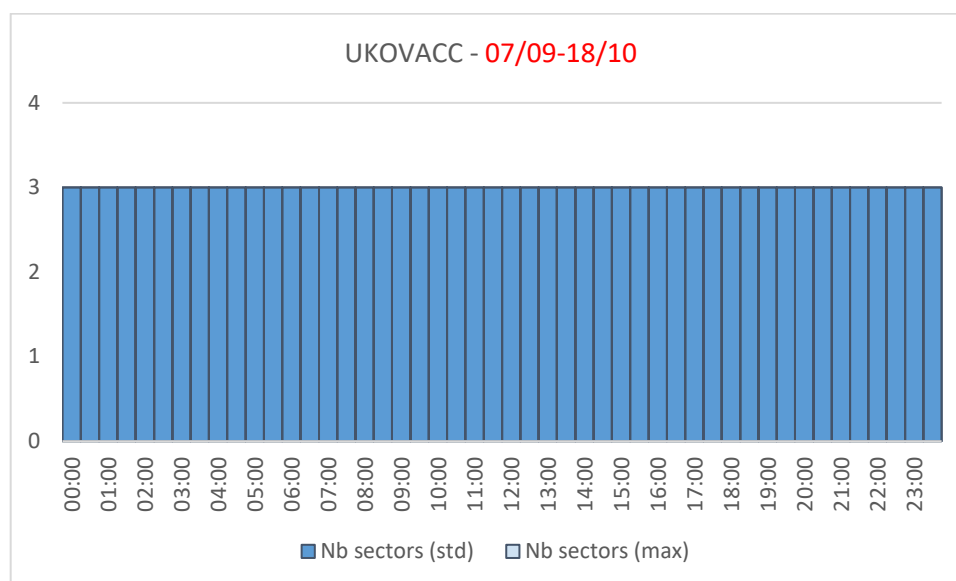
N/A

NM Assessment

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

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

| Odesa | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 80 | 90 | 80 | 80 | 90 | 70 | 80 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 80 | 90 | 90 | 90 | 90 | 80 | 80 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 90 | 100 | 80 | 80 | 90 | 80 | 80 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 80 | 90 | 80 | 80 | 90 | 80 | 80 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 90 | 90 | 90 | 80 | 100 | 80 | 80 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 90 | 90 | 90 | 80 | 100 | 70 | 80 |

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

No reduction in sector capacities.

Availability of support to operations staff

No limitations.

Sanitary measures

Staff on duty was temporarily reduced without any impact on sector capacities.

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

N/A

Special events and major projects

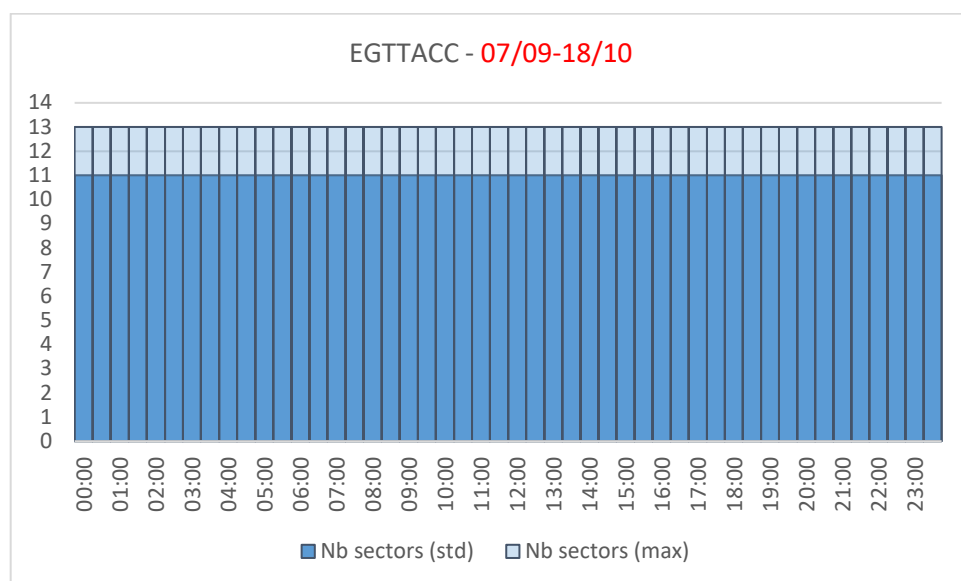
N/A

NM Assessment

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

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

| London ACC | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2840 | 2490 | 2670 | 2720 | 3030 | 2860 | 3010 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2880 | 2530 | 2710 | 2760 | 3040 | 2890 | 3010 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2890 | 2540 | 2720 | 2770 | 3070 | 2890 | 3020 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2890 | 2520 | 2710 | 2850 | 3110 | 2880 | 3070 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 3000 | 2700 | 2870 | 2850 | 3120 | 2870 | 3060 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 3020 | 2680 | 2870 | 2850 | 3120 | 2870 | 3080 |

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.

Sanitary measures

As part of NATS Recovery planning, we are considering all the steps that we will need to take to safely scale up the operation in line with demand whilst continuing to prioritise

the health and safety of the workforce. The capacity declarations made enable compliance with current UK guidelines on 'social distancing'.

August rosters re-introduced an element of cross population of the ATCO watches to deal with the increased demand. This will continue in the September rosters.

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

No constraints.

Special events and major projects

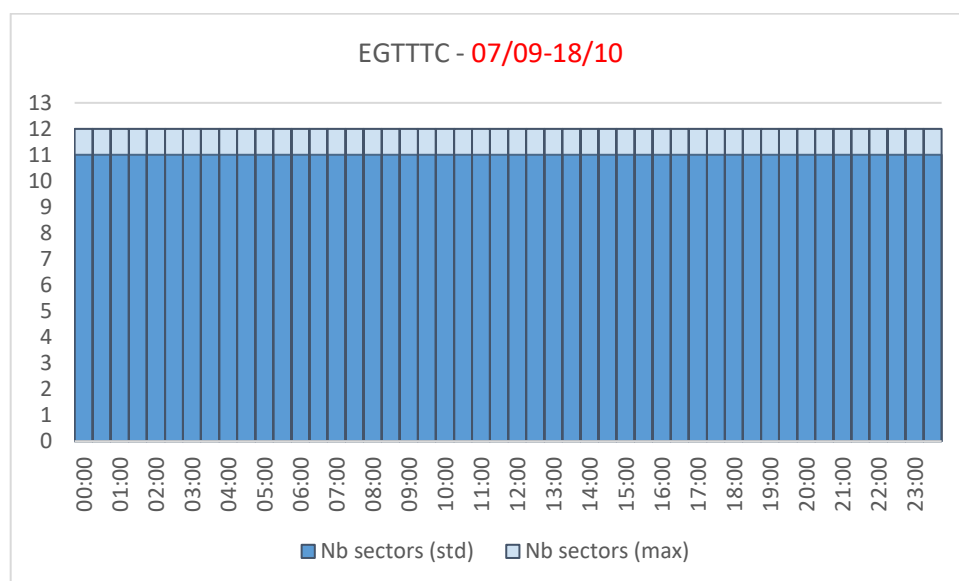
No issues.

NM Assessment

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

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

| London TC | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2000 | 1710 | 1890 | 1950 | 2120 | 1970 | 2020 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2000 | 1720 | 1890 | 1950 | 2100 | 1970 | 2020 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2020 | 1710 | 1890 | 1950 | 2110 | 1960 | 2020 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2010 | 1700 | 1870 | 2040 | 2130 | 1960 | 2080 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2100 | 1870 | 2020 | 2040 | 2130 | 1940 | 2070 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 2120 | 1860 | 2020 | 2040 | 2150 | 1940 | 2080 |

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.

Sanitary measures

As part of NATS Recovery planning, we are considering all the steps that we will need to take to safely scale up the operation in line with demand whilst continuing to prioritise

the health and safety of the workforce. The capacity declarations made enable compliance with current UK guidelines on 'social distancing'.

August rosters re-introduce an element of cross population of the ATCO watches to deal with the increased demand.

"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

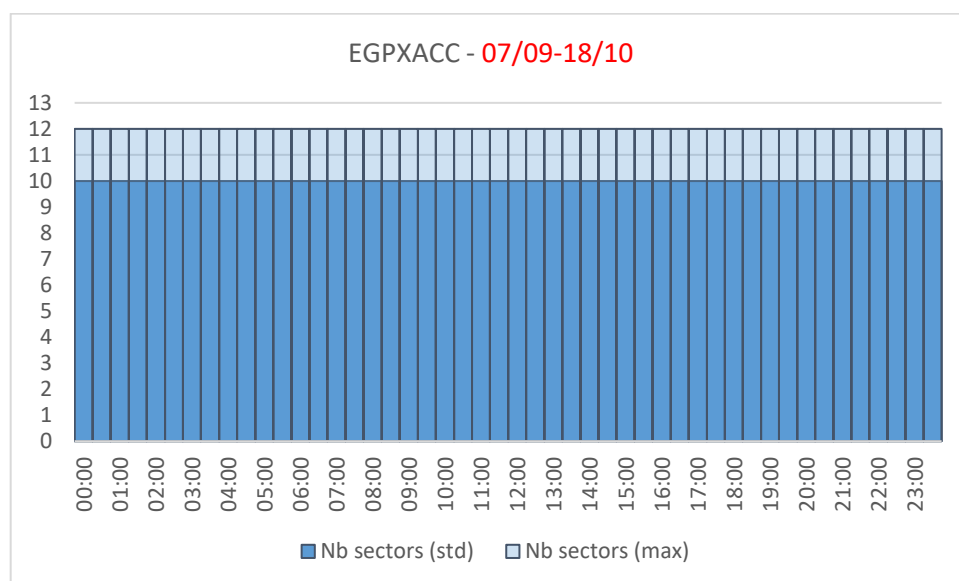
N/A in 2020

NM Assessment

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

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

| Prestwick | | | | | | |
|--|---------|-----------|----------|--------|----------|--------|
| Week 07/09/2020-13/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1350 | 1120 | 1220 | 1230 | 1420 | 1140 | 1340 |
| Week 14/09/2020-20/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1410 | 1200 | 1270 | 1310 | 1480 | 1190 | 1380 |
| Week 21/09/2020-27/09/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1420 | 1210 | 1280 | 1320 | 1490 | 1180 | 1390 |
| Week 28/09/2020-04/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1430 | 1200 | 1290 | 1350 | 1540 | 1200 | 1420 |
| Week 05/10/2020-11/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1480 | 1270 | 1340 | 1360 | 1550 | 1210 | 1430 |
| Week 12/10/2020-18/10/2020 – Number of flights | | | | | | |
| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| 1490 | 1260 | 1340 | 1360 | 1550 | 1210 | 1430 |

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.

Sanitary measures

As part of NATS Recovery planning, we are considering all the steps that we will need to take to safely scale up the operation in line with demand whilst continuing to prioritise

the health and safety of the workforce. The capacity declarations made enable compliance with current UK guidelines on 'social distancing'.

August rosters re-introduce an element of cross population of the ATCO watches to deal with the increased demand.

"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 number 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 31st August.

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.

Several surveys have been sent to Airport Corner users in order to gather significant information adapted to the evolution of traffic since the beginning of the COVID 19 crisis. Airports actively provided their feedback to the surveys launched on the 18th March and 29th May. The latest survey has been sent to airports in accordance with ACI-Europe on the 30th June containing mainly information about terminal capacity, additional turnaround times and sanitary measures applicable in the terminal for transfer flights for instance. Figure 1 below illustrates the evolution of airports answering that survey via the Airport Corner. The percentage is expressed as a function of the ECAC movements in the same month of 2019. It has slightly increased from last week.

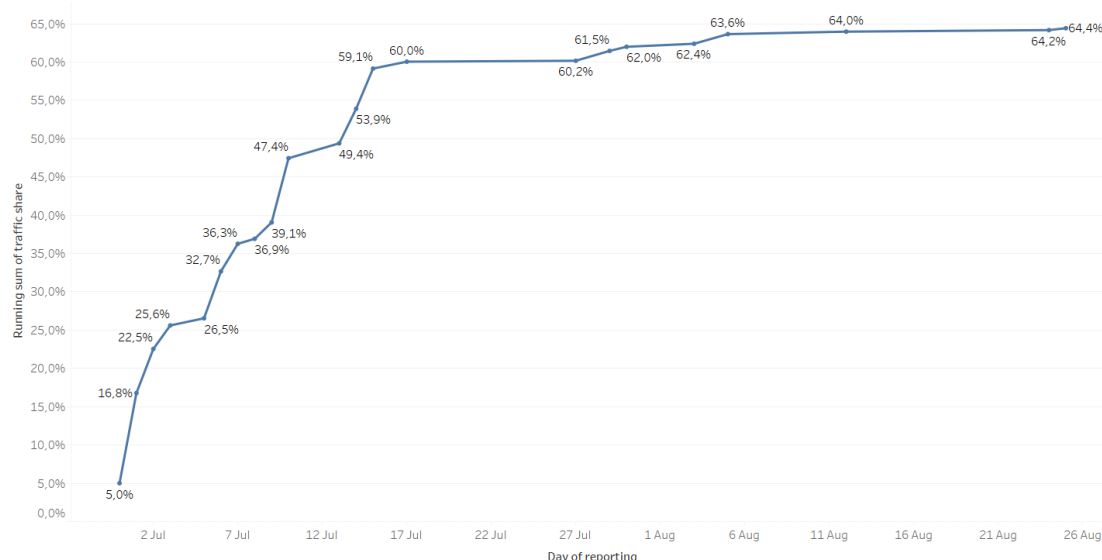


Figure 1: Evolution of the reporting information answering the latest survey via the Airport Corner expressed in percentage of 2019 ECAC movements covered by reporting airports.

1. Qualitative information about COVID 19 constraints

Some of the questions sent to airports are qualitative, in which airports provide the expected constraints or the impact of certain measures applicable during COVID 19 situation. Other questions allow airports to provide a quantitative indicator of the impact of the constraints.

1.1 Reported constraints

The information reported by airports via the Airport Corner can be grouped in Airside, Crew, Transfer flights, Turnaround information and Terminal constraints. Table 1 shows the airport detail of the answers to the survey regarding Airside constraints, while Figure 2 graphically shows the percentage of Yes' and No'.

| COUNTRY | AIRPORT NAME | IATA | ICAO | Flight restrictions for commercial traffic? | Aircraft parking restrictions? | Applied contingency measures to increase parking availability? | Using runways to park aircraft? | Using taxi ways / taxi lanes to park aircraft? | Using unpaved areas to park aircraft? | Using normal terminal parking stands for long term parking? | ARFF category downgraded? | Applying a maximum ground time (turnaround restrictions) via NOTAM? | Open for cargo traffic? | Impact on operations due to ground services foreseen? |
|------------------------|------------------------------------|------|------|---|--------------------------------|--|---------------------------------|--|---------------------------------------|---|---------------------------|---|-------------------------|---|
| Albania | Tirana | TIA | LATI | No | No | | | | | | | No | Yes | No |
| Austria | Vienna International | VIE | LOWW | No | No | | | | | | No | No | Yes | No |
| Belgium | Brussels National | BRU | EBBR | Yes | Yes | Yes | No | Yes | No | Yes | No | No | Yes | No |
| | Charleroi | CRL | EBCL | Yes | No | | | | | | | No | No | Yes |
| | Oostende | OST | EBOS | Don't know | No | | | | | | | No | Yes | No |
| Bosnia And Herzegovina | Sarajevo | SJJ | LQSA | No | No | | | | | | No | No | Yes | No |
| Bulgaria | Sofia | SOF | LBSF | Don't know | Yes | | | | | | | No | Yes | No |
| Cyprus | Larnaca | LCA | LCLK | No | No | | | | | | No | No | Yes | No |
| Czech Republic | Prague | PRG | LKPR | No | Yes | Yes | No | Yes | No | No | No | No | Yes | No |
| Denmark | Copenhagen/Kastrup | CPH | EKCH | No | Yes | Yes | No | Yes | No | Yes | No | No | Yes | No |
| Estonia | Tallinn/Ulemiste | TLL | EETN | Don't know | Yes | Yes | No | No | Yes | Yes | | Yes | Yes | No |
| Finland | Helsinki/Vantaa | HEL | EFHK | Don't know | Yes | Yes | No | Yes | No | Yes | No | No | Yes | Yes |
| France | Paris Charles De Gaulle | CDG | LFPG | No | No | | | | | | | No | Yes | No |
| | Paris Le Bourget | LBG | LFPG | No | No | | | | | | | No | Yes | No |
| | Lyon Saint Exupery | LYS | LFLL | No | No | | | | | | No | Yes | Yes | No |
| | Nice | NCE | LFMN | Don't know | No | | | | | | No | No | Yes | No |
| | Paris Orly | ORY | LFPO | Don't know | Yes | Yes | Yes | No | No | Yes | No | No | Yes | No |
| | Toulouse Blagnac | TLS | LFBO | No | No | | | | | | | No | Yes | No |
| Georgia | Tbilisi International | TBS | UGTB | Yes | | | | | | | | | Yes | No |
| Germany | Koln/Bonn | CGN | EDDK | No | Yes | Yes | Yes | Yes | No | Yes | | No | Yes | No |
| | Dusseldorf | DUS | EDDL | No | Yes | Yes | No | No | No | Yes | No | No | Yes | Yes |
| | Erfurt | ERF | EDDE | No | No | | | | | | | No | Yes | No |
| | Memmingen | FMM | EDJA | No | No | | | | | | | No | Yes | No |
| | Frankfurt | FRA | EDDF | No | Yes | Yes | No | Yes | No | Yes | No | No | Yes | No |
| | Hamburg | HAM | EDDH | No | No | | | | | | | No | Yes | No |
| | Munich | MUC | EDDM | No | Yes | Yes | No | Yes | No | Yes | No | No | Yes | Yes |
| | Stuttgart | STR | EDDS | No | No | | | | | | No | No | Yes | No |
| Greece | Athens International / Eleftherios | ATH | LGAV | Don't know | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| | Iraklion Nikos Kazantzakis | HER | LGIR | Don't know | No | | | | | | | No | | No |
| | Thessaloniki | SKG | LGTS | Yes | No | | | | | | | No | Yes | No |
| Hungary | Budapest | BUD | LHBP | Don't know | No | | | | | | Yes | No | Yes | No |
| Ireland | Dublin | DUB | EDW | No | No | | | | | | No | No | Yes | No |
| Israel | Tel Aviv Ben Gurion | TLV | LLBG | Don't know | No | | | | | | No | No | Yes | No |
| Italy | Bergamo Orio Alserio | BGY | LIME | No | No | | | | | | No | No | Yes | No |
| | Bologna | BLQ | LIPE | No | Yes | No | | | | | | No | Yes | Yes |
| | Cagliari Elmas | CAG | LIEE | Yes | No | | | | | | | No | Yes | No |
| | Catania Fontanarossa | CTA | LICC | No | No | | | | | | No | No | Yes | No |
| | Rome Fiumicino | FCO | LIRF | Don't know | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| | Milano Linate | LIN | LIML | Yes | | | | | | | | | | No |
| | Milano Malpensa | MXP | LIMC | Don't know | No | | | | | | No | No | Yes | No |
| | Napoli Capodichino | NAP | LIRN | No | No | | | | | | No | No | Yes | No |
| | Torino Caselle | TRN | LIMF | No | No | | | | | | No | No | Yes | Yes |
| | Venice | VCE | LIPZ | Don't know | No | | | | | | | No | Yes | No |
| Latvia | Riga Intl | RIX | EVRA | Don't know | No | | | | | | | No | Yes | No |
| Luxembourg | Luxembourg | LUX | ELLX | No | | | | | | | | No | Yes | No |
| Malta | Malta Luga | MLA | LMML | Yes | Yes | Yes | No | Yes | No | Yes | | Yes | Yes | No |
| Moldova | Kishinev | KIV | LUKK | Yes | Yes | | | | | | | No | Yes | No |
| Montenegro | Podgorica | TGD | LYPG | Yes | No | | | | | | | No | No | Yes |
| | Tivat | TIV | LYTV | Yes | No | | | | | | | Yes | No | Yes |
| Netherlands | Amsterdam Schiphol | AMS | EHAM | Yes | No | | | | | | | No | Yes | Yes |
| North Macedonia | Skopje | SKP | LWSK | No | No | | | | | | No | No | Yes | No |
| Norway | Oslo Gardermoen | OSL | ENGM | No | No | | | | | | | Yes | Yes | No |
| Poland | Gdansk/Lech Walesa | GDN | EPGD | Don't know | No | | | | | | Yes | No | Yes | Yes |
| | Krakow Balice | KRK | EPKK | Don't know | Yes | Yes | | | | | Yes | Yes | Yes | Yes |
| | Katowice Pyrzowice | KTW | EPKT | Don't know | No | | | | | | No | Yes | Yes | No |
| | Poznan/Lawica | POZ | EPPO | Don't know | No | | | | | | No | No | Yes | Yes |
| | Warsaw Chopin | WAW | EPWA | Yes | Yes | | | | | | | No | Yes | No |
| | Modlin | WMI | EPMO | Don't know | No | | | | | | | No | Yes | No |
| | Wroclaw/Strachowice | WRO | EPWR | Don't know | No | | | | | | | No | Yes | No |
| Portugal | Lisboa | LIS | LPPT | Yes | Yes | Yes | No | Yes | No | Yes | No | No | Yes | Yes |
| | Porto | OPO | LPOR | Don't know | No | | | | | | No | No | Yes | No |
| Serbia | Belgrade Nikola Tesla | BEG | LYBE | No | Yes | No | | | | | Yes | No | Yes | No |
| | Nis | NII | LYNI | No | No | | | | | | | No | Yes | No |
| | Kraljevo | KVO | LYKV | No | No | | | | | | | No | Yes | No |
| Slovakia | Bratislava Ivanka | BTS | LZBI | Yes | No | | | | | | | No | Yes | No |
| Slovenia | Ljubljana | LJU | LJLJ | Yes | No | | | | | | | No | Yes | No |
| Spain | Arrecife Lanzarote | ACE | GCCR | No | No | | | | | | | Yes | Yes | No |
| | Malaga | AGP | LEMG | No | No | | | | | | No | No | Yes | No |
| | Alicante | ALC | LEAL | No | No | | | | | | No | No | Yes | No |
| | Barcelona | BCN | LEBL | Don't know | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| | Bilbao | BIO | LEBB | Don't know | No | | | | | | No | No | Yes | No |
| | Fuerteventura | FUE | GCFV | No | No | | | | | | No | Yes | Yes | No |
| | Gerona | GRO | LEGE | Don't know | No | | | | | | | Yes | Yes | No |
| | Ibiza | IBZ | LEIB | No | No | | | | | | No | Yes | Yes | No |
| | Gran Canaria | LPA | GCLP | Don't know | Yes | No | | | | | No | No | Yes | No |
| | Madrid Barajas | MAD | LEMD | No | Yes | Yes | No | Yes | No | Yes | | No | Yes | No |
| | Mahon/Menorca | MAH | LEMH | Don't know | No | | | | | | | Yes | Yes | No |
| | Palma De Mallorca | PMI | LEPA | Don't know | No | | | | | | No | No | Yes | No |
| | Sevilla | SVQ | LEZL | No | Yes | Yes | No | No | Yes | Yes | | No | Yes | No |
| | Tenerife Norte | TFN | GCKO | Don't know | No | | | | | | No | Yes | Yes | No |
| | Tenerife Sur | TFS | GCTS | No | No | | | | | | | No | Yes | No |
| | Vitoria | VIT | LEVT | No | Yes | No | | | | | | No | Yes | No |
| | Valencia | VLC | LEVC | No | No | | | | | | No | No | Yes | No |
| | Valladolid | VLL | LEVO | No | No | | | | | | No | No | Yes | No |
| | Zaragoza | ZAZ | LEZG | Don't know | No | | | | | | No | No | Yes | No |
| Sweden | Stockholm Arlanda | ARN | ESSA | No | No | | | | | | | No | Yes | No |
| Switzerland | Geneve | GVA | LSGG | No | Yes | Yes | No | No | No | Yes | | No | Yes | Yes |
| | Zurich | ZRH | LSZH | No | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| Turkey | Antalya | AYT | LTAI | Yes | Yes | | | | | | | No | Yes | No |
| | Mugla Dalaman | DLM | LTBS | No | No | | | | | | | No | Yes | No |
| | Istanbul Ataturk | ISL | LTBA | Yes | Yes | | | | | | | No | Yes | No |
| | Istanbul Airport | IST | LTFM | No | No | | | | | | No | No | Yes | No |
| | Istanbul Sabiha Gokcen | SAW | LTFJ | Yes | Yes | | | | | | | Yes | Yes | No |
| United Kingdom | East Midlands | EMA | EGNX | No | No | | | | | | Yes | No | Yes | No |
| | Leeds And Bradford | LBA | EGNM | Yes | No | | | | | | | No | Yes | Yes |
| | London/Clty | LCY | EGLC | Yes | Yes | Yes | No | No | No | Yes | | No | Yes | No |
| | London Gatwick | LGW | EGKK | No | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| | London Heathrow | LHR | EGLL | No | Yes | Yes | No | No | No | Yes | No | No | Yes | No |
| | Liverpool | LPL | EGGP | No | No | | | | | | No | Yes | Yes | No |
| | London Luton | LTN | EGGW | No | No | | | | | | No | No | Yes | No |
| | Manchester | MAN | EGCC | Yes | No | | | | | | No | Yes | Yes | Yes |
| | London Stansted | STN | EGSS | No | Yes | Yes | No | Yes | No | Yes | | No | Yes | No |

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

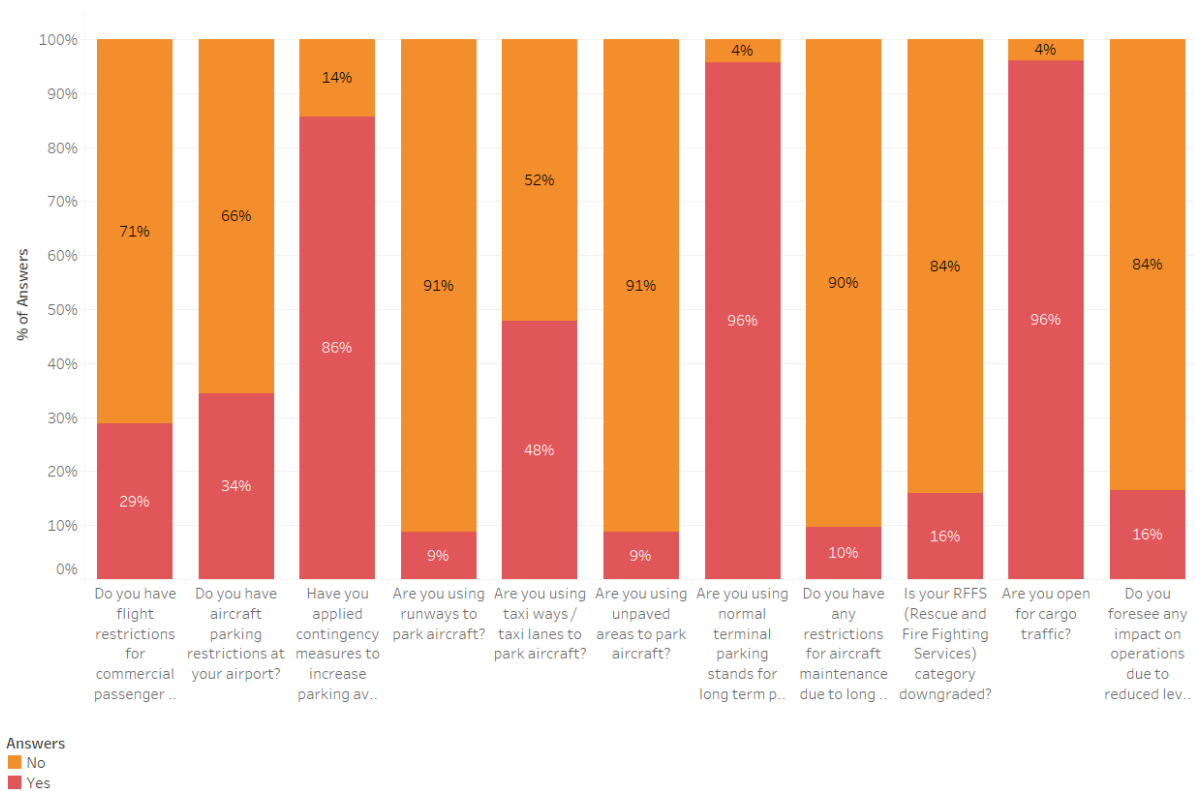


Figure 2: Percentage of answers for each respective qualitative airside question as reported in Table 1

Analogously, Table 2 and Figure 3 show the information available regarding Crew, Transfer and Turnaround constraints.

| COUNTRY | AIRPORT NAME | IATA | ICAO | Do you have any restrictions for flight crew operating commercial passenger flights? | Did you issue a NOTAM? | Do you have any restrictions for flight crew operating Cargo flights? | Did you issue a NOTAM? | Do you handle transfer flights (connecting passengers)? | Will transfer passengers have additional transfer time due to Covid-19 measures? | Do you expect turnaround times to increase? |
|------------------------|------------------------------------|------|------|--|------------------------|---|------------------------|---|--|---|
| Albania | Tirana | TIA | LATI | No | | No | | No | | No |
| Austria | Vienna International | VIE | LOWW | No | | No | | Yes | No | No |
| Belgium | Brussels National | BRU | EBBR | No | | No | | Yes | No | Yes |
| Bosnia And Herzegovina | Sarajevo | SJJ | LQSA | No | | | | Yes | Yes | Yes |
| Cyprus | Larnaca | LCA | LCLK | No | | No | | Yes | No | No |
| Czech Republic | Prague | PRG | LKPR | Yes | No | Yes | No | Yes | No | No |
| Denmark | Copenhagen/Kastrup | CPH | EKCH | No | | No | | Yes | No | No |
| Estonia | Tallinn/Ulemiste | TLL | EETN | | | | | Yes | No | |
| Finland | Helsinki/Vantaa | HEL | EFHK | No | | No | | Yes | | Yes |
| France | Lyon Saint Exupery | LYS | LFLL | No | | No | | | | No |
| | Nice | NCE | LFMN | | | No | | | | No |
| | Paris Orly | ORY | LFPO | No | | No | | | | Yes |
| Germany | Koln/Bonn | CGN | EDDK | | | | | No | | |
| | Dusseldorf | DUS | EDDL | No | | No | | Yes | Yes | Yes |
| | Erfurt | ERF | EDDE | | | | | No | | |
| | Memmingen | FMM | EDJA | | | | | No | | |
| | Frankfurt | FRA | EDDF | No | | No | | Yes | No | No |
| | Hamburg | HAM | EDDH | | | | | No | | |
| | Munich | MUC | EDDM | No | | No | | Yes | No | No |
| | Stuttgart | STR | EDDS | No | | No | | Yes | No | Yes |
| Greece | Athens International / Eleftherios | ATH | LGAV | No | | No | | Yes | | Yes |
| Hungary | Budapest | BUD | LHBP | No | | Yes | No | Yes | No | No |
| Ireland | Dublin | DUB | EIDW | No | | No | | Yes | No | No |
| Israel | Tel Aviv Ben Gurion | TLV | LLBG | No | | No | | No | | Yes |
| Italy | Bergamo Orio Alserio | BGY | LIME | No | | No | | Yes | No | No |
| | Bologna | BLQ | LIPE | | | | | Yes | | |
| | Cagliari Elmas | CAG | LIEE | No | | No | | No | | Yes |
| | Catania Fontanarossa | CTA | LICC | No | | No | | No | | Yes |
| | Rome Fiumicino | FCO | LIRF | No | | No | | Yes | No | Yes |
| | Milano Malpensa | MLP | LIMC | No | | No | | Yes | | Yes |
| | Napoli Capodichino | NAP | LIRN | Yes | No | No | | No | | No |
| | Torino Caselle | TRN | LIMF | No | | No | | No | | Yes |
| | Venice | VCE | LIPZ | | | | | Yes | No | |
| Latvia | Riga Intl | RIX | EVRA | | | | | Yes | | |
| Netherlands | Amsterdam Schiphol | AMS | EHAM | | | | | Yes | No | Yes |
| North Macedonia | Skopje | SKP | LWSK | No | | No | | No | | Yes |
| Poland | Gdansk/Lech Walesa | GDN | EPGD | No | | No | | No | | Yes |
| | Krakow Balice | KRK | EPKK | Yes | Yes | Yes | Yes | Yes | No | No |
| | Katowice Pyrzowice | KTW | EPKT | Yes | No | Yes | No | No | | No |
| | Poznan/Lawica | POZ | EPPD | No | | Yes | Yes | No | | Yes |
| | Warsaw Chopin | WAW | EPWA | | | | | Yes | | |
| | Modlin | WMI | EPMD | | | | | No | | No |
| Portugal | Lisboa | LIS | LPPT | Yes | No | No | | Yes | Yes | Yes |
| | Porto | OPO | LPPT | No | | No | | No | | Yes |
| Serbia | Belgrade Nikola Tesla | BEG | LYBE | No | | No | | Yes | No | Yes |
| | Nis | INI | LYNI | | | | | No | | |
| | Kraljevo | KVO | LYKV | | | | | Yes | | |
| Spain | Malaga | AGP | LEMG | No | | No | | No | | No |
| | Alicante | ALC | LEAL | No | | No | | No | | No |
| | Barcelona | BCN | LEBL | No | | No | | Yes | No | No |
| | Bilbao | BIO | LEBB | No | | No | | No | | Yes |
| | Fuerteventura | FUE | GCFV | No | | No | | Yes | No | No |
| | Ibiza | IBZ | LEIB | No | | No | | No | | No |
| | Gran Canaria | LPA | GCLP | No | | No | | Yes | | |
| | Madrid Barajas | MAD | LEMD | | | | | Yes | | |
| | Palma De Mallorca | PMI | LEPA | No | | No | | Yes | No | Yes |
| | Tenerife Norte | TFN | GCXO | No | | No | | Yes | | |
| | Valencia | VLC | LEVC | No | | No | | No | | No |
| | Valladolid | VLL | LEVD | No | | No | | No | | Yes |
| | Zaragoza | ZAZ | LEZG | No | | | | No | | No |
| Sweden | Stockholm Arlanda | ARN | ESSA | No | | | | Yes | | Yes |
| Switzerland | Zurich | ZRH | LSZH | No | | No | | Yes | Yes | Yes |
| Turkey | Antalya | AYT | LTAI | | | | | Yes | | |
| | Mugla Dalaman | DLM | LTBS | | | | | No | | No |
| | Istanbul Airport | IST | LTFM | No | | No | | Yes | No | Yes |
| | Istanbul Sabiha Gokcen | SAW | LTJF | | | | | No | | |
| United Kingdom | East Midlands | EMA | EGNX | No | | No | | No | | No |
| | London/City | LCY | EGLC | | | No | | No | | Yes |
| | London Gatwick | LGW | EGKK | No | | No | | No | | |
| | London Heathrow | LHR | EGLL | No | | No | | Yes | No | No |
| | Liverpool | LPL | EGGP | No | | No | | No | | No |
| | London Luton | LTN | EGGW | No | | No | | No | | No |
| | Manchester | MAN | EGCC | | | No | | No | | No |

Table 2: Qualitative information about airport crew, transfer and turnaround constraints during the COVID 19 crisis and recovery phase as reported via the Airport Corner

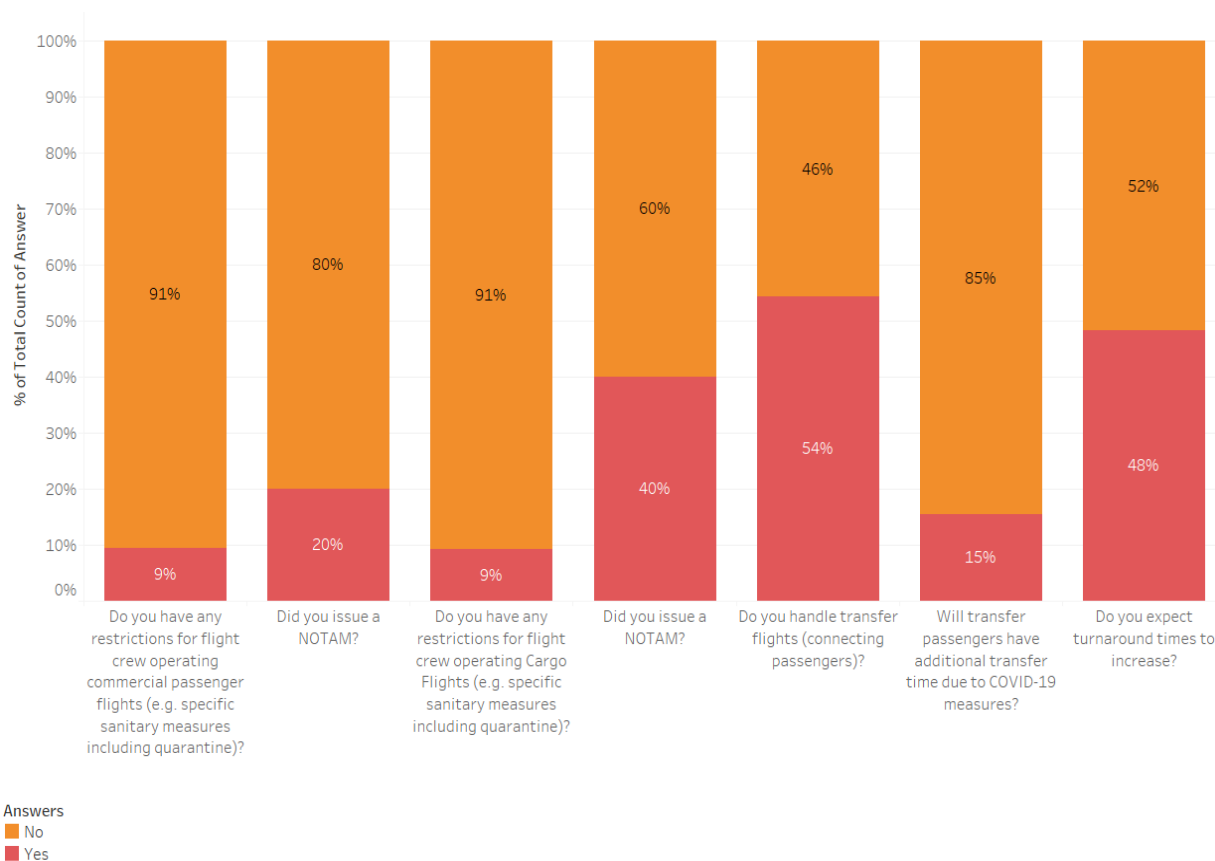


Figure 3: Percentage of answers for each respective qualitative crew, transfer and turnaround question as reported in Table 2

Finally, Table 3 and Figure 4 show the information available regarding sanitary measures which constrain the terminal capacity.

| COUNTRY | AIRPORT NAME | IATA | ICAO | Will physical distancing for passengers become mandatory at your airport? | Will temperature checks for passengers become mandatory for Departure at your airport? | Will temperature checks for passengers become mandatory for Arrival at your airport? | Will face masks for passengers become mandatory at your airport? | Will immunity passports for passengers become mandatory at your airport? | Will COVID-19 testing for arriving passengers be mandatory at your airport? |
|------------------------|--|------|------|---|--|--|--|--|---|
| Albania | Tirana | TIA | LATI | Yes | Yes | Yes | Yes | No | No |
| Austria | Vienna International | VIE | LOWW | Yes | No | Yes | Yes | Don't know | No |
| Belgium | Brussels National | BRU | EBBR | Yes | Yes | Yes | Yes | No | No |
| Bosnia And Herzegovina | Sarajevo | SJJ | LQSA | Yes | No | No | Yes | No | Yes |
| Cyprus | Larnaca | LCA | LCLK | Yes | Yes | Yes | Yes | Don't know | Yes |
| Czech Republic | Prague | PRG | LKPR | Yes | No | No | Yes | No | No |
| Denmark | Copenhagen/Kastrup | CPH | EKCH | Yes | No | No | Yes | No | No |
| Estonia | Tallinn/Ulemiste | TLL | EETN | No | No | No | No | Don't know | Don't know |
| Finland | Helsinki/Vantaa | HEL | EFHK | Yes | No | No | No | No | No |
| France | Paris Le Bourget | LBG | LFPB | Yes | Yes | No | No | | |
| Germany | Koln/Bonn | CGN | EDDK | Yes | No | No | Yes | | |
| | Dusseldorf | DUS | EDDL | Yes | No | No | Yes | No | Yes |
| | Erfurt | ERF | EDDE | Yes | No | No | Yes | | |
| | Memmingen | FMM | EDJA | Yes | No | No | Yes | | |
| | Frankfurt | FRA | EDDF | Yes | No | No | Yes | No | Yes |
| | Hamburg | HAM | EDDH | Yes | | | Yes | | |
| | Munich | MUC | EDDM | Yes | No | No | Yes | Don't know | Don't know |
| | Stuttgart | STR | EDDS | Yes | No | No | Yes | No | No |
| Greece | Athens International / Eleftherios Venizelos | ATH | LGAV | Yes | No | No | Yes | No | Yes |
| Hungary | Budapest | BUD | LHBP | Yes | No | No | Yes | No | No |
| Ireland | Dublin | DUB | EIDW | No | No | No | Yes | Don't know | Don't know |
| Israel | Tel Aviv Ben Gurion | TLV | LLBG | Yes | Yes | Yes | Yes | Don't know | Don't know |
| Italy | Bergamo Orio Alserio | BGY | LIME | Yes | Yes | Yes | Yes | No | No |
| | Bologna | BLQ | LIPE | Yes | Yes | Yes | Yes | Don't know | Don't know |
| | Cagliari Elmas | CAG | LIEE | Yes | Yes | Yes | Yes | Don't know | No |
| | Catania Fontanarossa | CTA | LICC | Yes | Yes | Yes | Yes | Don't know | Don't know |
| | Rome Fiumicino | FCO | LIRF | Yes | Yes | Yes | Yes | No | No |
| | Milano Malpensa | MLX | LIMC | Yes | Yes | Yes | Yes | No | No |
| | Napoli Capodichino | NAP | LIRN | Yes | Yes | Yes | Yes | No | Don't know |
| | Torino Caselle | TRN | LIMF | Yes | Yes | Yes | Yes | | |
| | Venice | VCE | LIPZ | Yes | Yes | Yes | Yes | No | Don't know |
| Latvia | Riga Intl | RIX | EVRA | Yes | No | No | Yes | | |
| Netherlands | Amsterdam Schiphol | AMS | EHAM | Yes | No | No | Yes | No | No |
| North Macedonia | Skopje | SKP | LWSK | Yes | Yes | Yes | Yes | No | Yes |
| Poland | Gdansk/Lech Walesa | GDN | EPGD | Yes | Yes | Yes | Yes | No | No |
| | Krakow Balice | KRK | EPKK | Yes | Yes | Yes | Yes | | |
| | Katowice Pyrzowice | KTW | EPKT | Yes | Yes | No | Yes | Don't know | Don't know |
| | Poznan/Lawica | POZ | EPPO | Yes | Yes | Yes | Yes | No | No |
| | Warsaw Chopin | WAW | EPWA | Yes | Yes | Yes | Yes | | |
| | Modlin | WMI | EPMO | Yes | Yes | Yes | Yes | No | No |
| Portugal | Lisboa | LIS | LPPT | Yes | No | Yes | Yes | Don't know | Yes |
| | Porto | OPO | LPOR | Yes | No | Yes | Yes | No | No |
| Serbia | Belgrade Nikola Tesla | BEG | LYBE | Yes | No | Yes | Yes | No | No |
| | Nis | INI | LYNI | Yes | Yes | Yes | Yes | | |
| | Kraljevo | KVO | LYKV | Yes | Yes | Yes | Yes | | |
| Spain | Malaga | AGP | LEMG | Yes | No | Yes | Yes | No | No |
| | Alicante | ALC | LEAL | Yes | No | Yes | Yes | No | No |
| | Barcelona | BCN | LEBL | Yes | No | Yes | Yes | No | No |
| | Bilbao | BIO | LEBB | Yes | No | Yes | Yes | No | No |
| | Fuerteventura | FUE | GCFV | Yes | No | Yes | Yes | No | No |
| | Ibiza | IBZ | LEIB | Yes | No | Yes | Yes | No | No |
| | Gran Canaria | LPA | GCPL | Yes | No | Yes | Yes | No | No |
| | Madrid Barajas | MAD | LEMD | Yes | No | Yes | Yes | No | No |
| | Palma De Mallorca | PMI | LEPA | Yes | No | Yes | Yes | Don't know | Don't know |
| | Tenerife Norte | TFN | GCKO | Yes | No | Yes | Yes | No | No |
| | Tenerife Sur | TFS | GCTS | Yes | No | Yes | Yes | | |
| | Valencia | VLC | LEVC | Yes | No | Yes | Yes | No | No |
| | Valladolid | VLL | LEVD | Yes | Don't know | Don't know | Yes | Don't know | Don't know |
| | Zaragoza | ZAZ | LEZG | Yes | No | Yes | Yes | No | No |
| Sweden | Stockholm Arlanda | ARN | ESSA | Yes | No | No | Yes | No | No |
| Switzerland | Zurich | ZRH | LSZH | Yes | No | No | No | No | No |
| Turkey | Antalya | AYT | LTAI | Yes | Yes | Yes | Yes | | |
| | Mugla Dalaman | DLM | LTBS | Yes | Yes | Yes | Yes | Don't know | Don't know |
| | Istanbul Airport | IST | LTFM | Yes | Yes | Yes | Yes | No | No |
| | Istanbul Sabiha Gokcen | SAW | LTFJ | Yes | Yes | Yes | Yes | | |
| United Kingdom | East Midlands | EMA | EGNX | No | No | No | Yes | Don't know | No |
| | London/Heathrow | LHR | EGLL | Yes | Don't know | Don't know | Yes | Don't know | Don't know |
| | London Gatwick | LGW | EGKK | Yes | No | No | Yes | No | No |
| | Liverpool | LPL | EGGP | Yes | No | No | Yes | Don't know | Don't know |
| | London Luton | LTN | EGGW | Yes | No | No | Yes | No | No |
| | Manchester | MAN | EGCC | Yes | No | No | Yes | Don't know | Don't know |

Table 3: Qualitative information about sanitary measures applied during the COVID19 recovery phase as reported via the Airport Corner

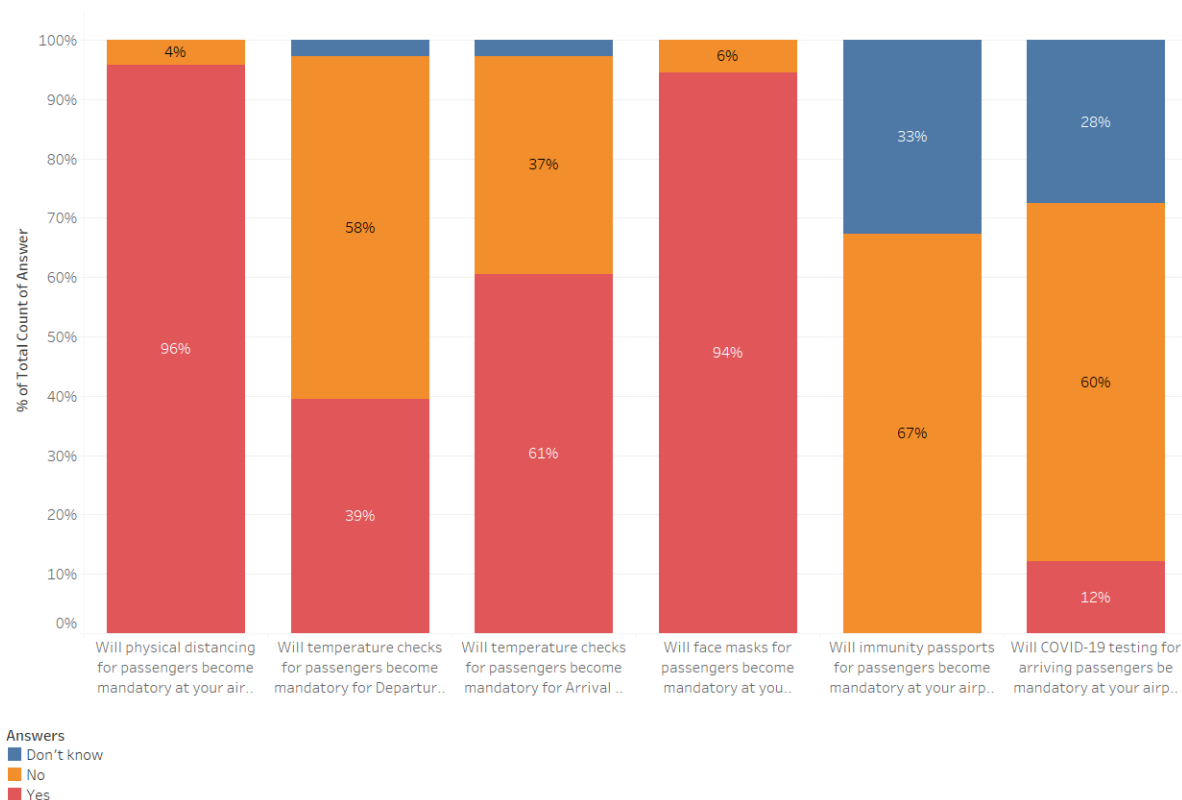


Figure 4: Percentage of answers for each possible sanitary measure as reported in Table 3

1.2 Reported qualitative capacity reduction

Through the Airport Corner, airports can provide information about the expected reduction caused by sanitary measures and turnaround process. Table 4 contains the possible reduction in the terminal capacity reported by the airport in case some landside measures are mandatory at the airport. Any reduction in capacity is expressed as a function in units of 100 passengers per hour. For example, a new reduced capacity of 30 passengers per hour will yield a reduction factor of 0.30.

A related study has been conducted which aims to respond to two key issues:

- Understanding the potential impact of COVID-related recommendations on airport operations;
- How to optimise terminal processes and airport operations when taking account of these necessary changes on their overall performance.

A webinar presented the results of this study: <https://www.eurocontrol.int/event/covid-19-impact-airport-operations-and-capacity>

The study was commissioned by EUROCONTROL and carried out by the Airport Research Center (ARC) with input from 6 partners including ACI EUROPE, IATA, Charles-de-Gaulle, London Heathrow, Stuttgart and Swedavia Airports.

| COUNTRY | AIRPORT NAME | IATA | ICAO | Physical distancing only? | Mandatory facemasks only? | Physical distancing and temperature screening? | Mandatory facemasks and temperature screening? |
|------------------------|-----------------------|------|------|---------------------------|---------------------------|--|--|
| Austria | Vienna International | VIE | LOWW | | 1,00 | | |
| Bosnia And Herzegovina | Sarajevo | SJJ | LQSA | 0,50 | 0,60 | | |
| Cyprus | Larnaca | LCA | LCLK | 0,50 | 0,50 | 0,50 | 0,50 |
| Czech Republic | Prague | PRG | LKPR | | 1,00 | | |
| Germany | Dusseldorf | DUS | EDDL | 0,48 | 0,48 | | |
| | Frankfurt | FRA | EDDF | 0,70 | | | |
| | Memmingen | FMM | EDJA | 0,60 | 1,00 | | |
| | Stuttgart | STR | EDDS | 0,33 | 1,00 | 0,25 | |
| Hungary | Budapest | BUD | LHBP | 0,60 | 1,00 | | |
| Italy | Bergamo Orio Alserio | BGY | LIME | 0,80 | 1,00 | 1,00 | 1,00 |
| | Milano Malpensa | MLX | LIMC | 0,60 | | 0,60 | |
| | Napoli Capodichino | NAP | LIRN | 0,80 | 1,00 | 0,80 | 1,00 |
| | Rome Fiumicino | FCO | LIRF | 0,45 | 1,00 | 0,45 | 1,00 |
| Netherlands | Amsterdam Schiphol | AMS | EHAM | 0,65 | 0,00 | | |
| North Macedonia | Skopje | SKP | LWSK | 0,00 | 0,00 | 1,00 | 1,00 |
| Poland | Katowice Pyrzowice | KTW | EPKT | 0,40 | 0,00 | 0,60 | 0,30 |
| | Krakow Balice | KRK | EPKK | 0,75 | 1,00 | 0,75 | 1,00 |
| | Modlin | WMI | EPMO | 1,00 | 1,00 | 1,00 | 1,00 |
| | Poznan/Lawica | POZ | EPPO | 0,50 | 0,50 | 0,50 | 0,50 |
| | Warsaw Chopin | WAW | EPWA | 0,60 | 1,00 | 0,60 | 0,80 |
| Portugal | Lisboa | LIS | LPPT | | | | 1,00 |
| Serbia | Belgrade Nikola Tesla | BEG | LYBE | 0,45 | 1,00 | 1,00 | 1,00 |
| | Kraljevo | KVO | LYKV | 1,00 | 1,00 | 1,00 | 1,00 |
| | Nis | INI | LYNI | 0,80 | 1,00 | 0,70 | 0,80 |
| Spain | Alicante | ALC | LEAL | | 1,00 | | |
| | Barcelona | BCN | LEBL | | 1,00 | | |
| | Bilbao | BIO | LEBB | | 1,00 | | |
| | Fuerteventura | FUE | GCFV | | 1,00 | | |
| | Gran Canaria | LPA | GCLP | | 1,00 | | |
| | Madrid Barajas | MAD | LEMD | 0,60 | 1,00 | | |
| | Palma De Mallorca | PMI | LEPA | 0,30 | 1,00 | 0,30 | 1,00 |
| | Tenerife Norte | TFN | GCXO | | 1,00 | | |
| | Tenerife Sur | TFS | GCTS | | 1,00 | | |
| | Valencia | VLC | LEVC | 0,66 | | | |
| | Valladolid | VLL | LEVD | 0,60 | 1,00 | | |
| Sweden | Stockholm Arlanda | ARN | ESSA | 0,50 | | | |
| Turkey | Istanbul Airport | IST | LTFM | 1,00 | 1,00 | 1,00 | 1,00 |
| United Kingdom | East Midlands | EMA | EGNX | 1,00 | 1,00 | 1,00 | 1,00 |
| | Liverpool | LPL | EGGP | 1,00 | 1,00 | 1,00 | 1,00 |
| | London Gatwick | LGW | EGKK | | 1,00 | | |
| | London Heathrow | LHR | EGLL | | | | 1,00 |
| | London Luton | LTN | EGGW | 1,00 | 1,00 | 1,00 | 1,00 |
| | London/City | LCY | EGLC | 0,35 | 0,95 | 0,35 | 0,95 |
| | Manchester | MAN | EGCC | | 1,00 | | |

Table 4: Airport terminal capacity reduction in case certain measures need to be taken during the COVID 19 recovery phase as reported via the Airport Corner

Finally, the expected Turnaround time increase is also reported by the airports. Table 5 shows the answers provided by airports regarding the expected turnaround time increase per aircraft size and the correspondent impact factor that terminal capacity, airside constraints and staff have on turnaround times.

| COUNTRY | AIRPORT NAME | IATA | ICAO | Aircraft with < 100 passengers on board? | Aircraft with 100-200 passengers on board? | Aircraft with > 200 passengers on board? | Terminal | Airside | Staff | Others |
|------------------------|------------------------------------|------|------|--|--|--|-----------|-----------|-----------|--|
| Belgium | Brussels National | BRU | EBBR | | | | Low | Low | Low | |
| Bosnia And Herzegovina | Sarajevo | SJJ | LQSA | +15'-30' | +30'-45' | > 45' | Medium | Low | No impact | |
| Finland | Helsinki/Vantaa | HEL | EFHK | | | | Low | No impact | No impact | |
| France | Paris Only | ORY | LFPO | | | | Low | No impact | Medium | Covid 19 sanitary measures - high impact on long haul flight |
| Germany | Dusseldorf | DUS | EDDL | +00'-15' | +00'-15' | | Medium | No impact | No impact | |
| | Stuttgart | STR | EDDS | | | | High | No impact | No impact | |
| Greece | Athens International / Eleftherios | ATH | LGAV | +00'-15' | +00'-15' | +15'-30' | Low | Low | No impact | |
| Israel | Tel Aviv Ben Gurion | TLV | LLBG | > 45' | > 45' | > 45' | Low | No impact | Low | Requirement for sanitizing of the aircrafts before boarding |
| Italy | Cagliari Elmas | CAG | LIEE | | | | Low | Low | Low | |
| | Catania Fontanarossa | CTA | LICC | +00'-15' | +00'-15' | +00'-15' | Medium | No impact | Medium | |
| | Rome Fiumicino | FCO | LIRF | +00'-15' | +00'-15' | +00'-15' | Medium | Low | Low | |
| | Milano Malpensa | MLA | LIMC | +00'-15' | +15'-30' | +30'-45' | High | Medium | | |
| | Torino Caselle | TRN | LIMF | +00'-15' | +00'-15' | +00'-15' | Medium | Medium | Low | |
| Netherlands | Amsterdam Schiphol | AMS | EHAM | | | | Medium | Medium | Medium | |
| North Macedonia | Skopje | SKP | LWSK | +00'-15' | +00'-15' | +15'-30' | Low | Medium | Low | Disinfection during turnaround |
| Poland | Gdansk/Lech Walesa | GDN | EPGD | +15'-30' | +15'-30' | +15'-30' | Low | No impact | Low | |
| | Poznan/Lawica | POZ | EPPO | +15'-30' | +30'-45' | > 45' | Medium | No impact | Medium | |
| Portugal | Lisboa | LIS | LPPT | | | | | | | So far, due to the low traffic, we haven't been able to assess the impact. |
| | Porto | OPO | LPPR | +00'-15' | +00'-15' | +00'-15' | Medium | Low | Low | |
| Serbia | Belgrade Nikola Tesla | BEG | LYBE | +15'-30' | +15'-30' | +30'-45' | No impact | No impact | No impact | Only if some Operator or Airline insist on cabin disinfection during turnaround process |
| Spain | Bilbao | BIO | LEBB | +00'-15' | +15'-30' | +15'-30' | Low | Low | Low | |
| | Palma De Mallorca | PMI | LEPA | +00'-15' | +00'-15' | +00'-15' | No impact | No impact | No impact | |
| | Valladolid | VLL | LEVD | +00'-15' | +15'-30' | | Medium | No impact | No impact | |
| Sweden | Stockholm Arlanda | ARN | ESSA | | | | Low | No impact | Low | Extra cleaning, document checks and reduced boarding throughputs will affect the turn-around times |
| Switzerland | Zurich | ZRH | LSZH | +00'-15' | +00'-15' | +15'-30' | Medium | Low | Low | |
| Turkey | Istanbul Airport | IST | LTFM | +15'-30' | +15'-30' | +30'-45' | No impact | No impact | No impact | Due to covid19 measures of airlines (eg disinfection of aircraft at arrival) |
| United Kingdom | London/Heathrow | LHR | EGLL | +00'-15' | | | | Low | | |

Table 5: Expected turnaround time increase and impact factors per airport

The aggregated analysis per factor and aircraft size is shown in Figure 5.

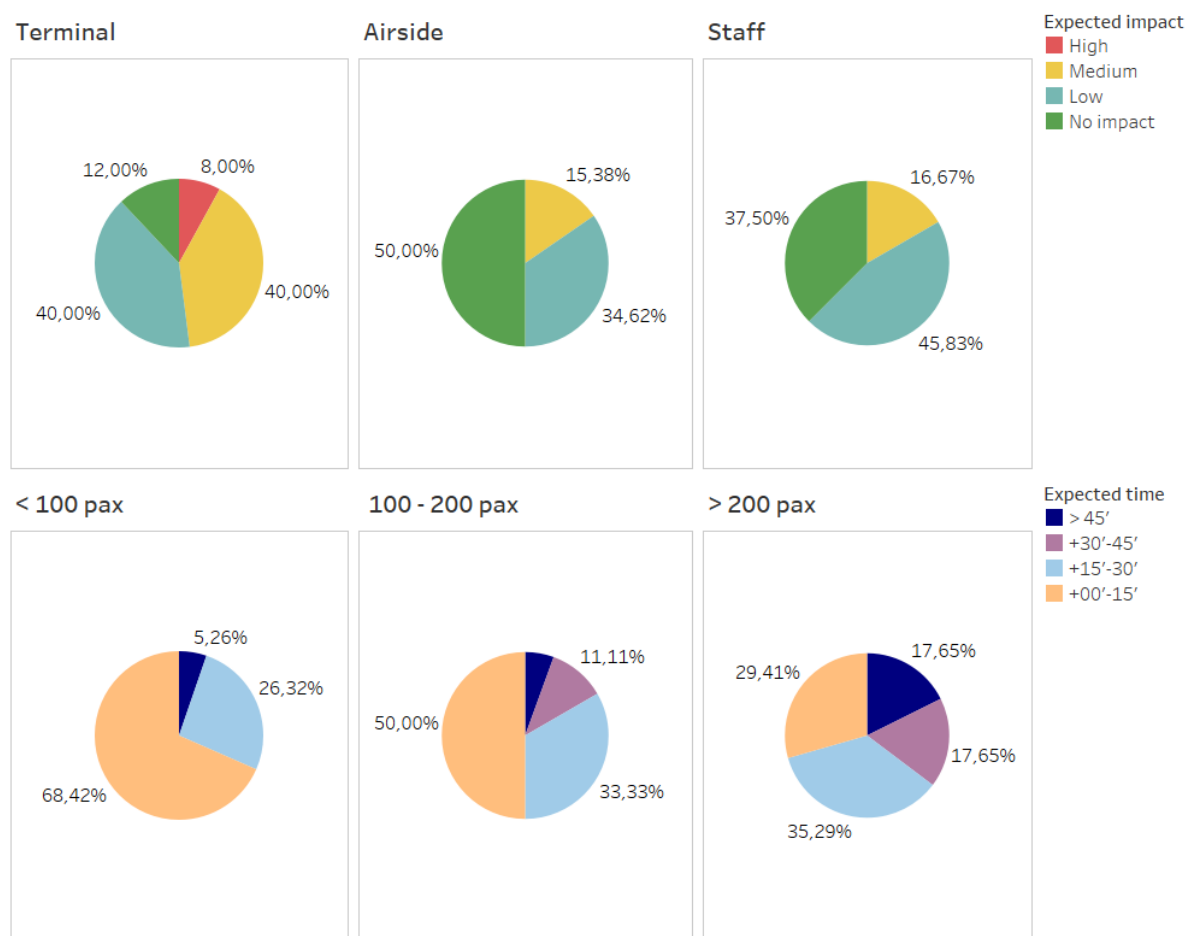


Figure 5: Expected turnaround time increase and impact factors per factor and aircraft category

2. Capacity information during COVID 19 crisis and recovery phase

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

Figure 6 illustrates using blue bars the number of airports that have reported COVID 19 capacity information via the Airport Corner, divided per airport segments with regards to typical number of movements per day. Those airports segments are airports with more than 1000 movements per day, between 500 and 1000, between 250 and 500, between 50 and 250 and below 50 movements per day. In addition, it shows with orange diamonds the percentage of those airports as a function of the overall ECAC traffic in the same month of 2019.

Figure 7 depicts with teal bars the share of airports that have reported capacity through the Airport Corner in each airport segment. In addition, the orange stars stand for the average reported capacity in each airport segment.

Finally, Figure 8 shows lavender bars with the typical number of movements per airport enclosed in each segment while the orange squares stand for their average reported capacity.

No airports below 50 movements per day reported its capacity for the day of the data extraction, and thus the correspondent bin is not shown in neither of the following three figures.

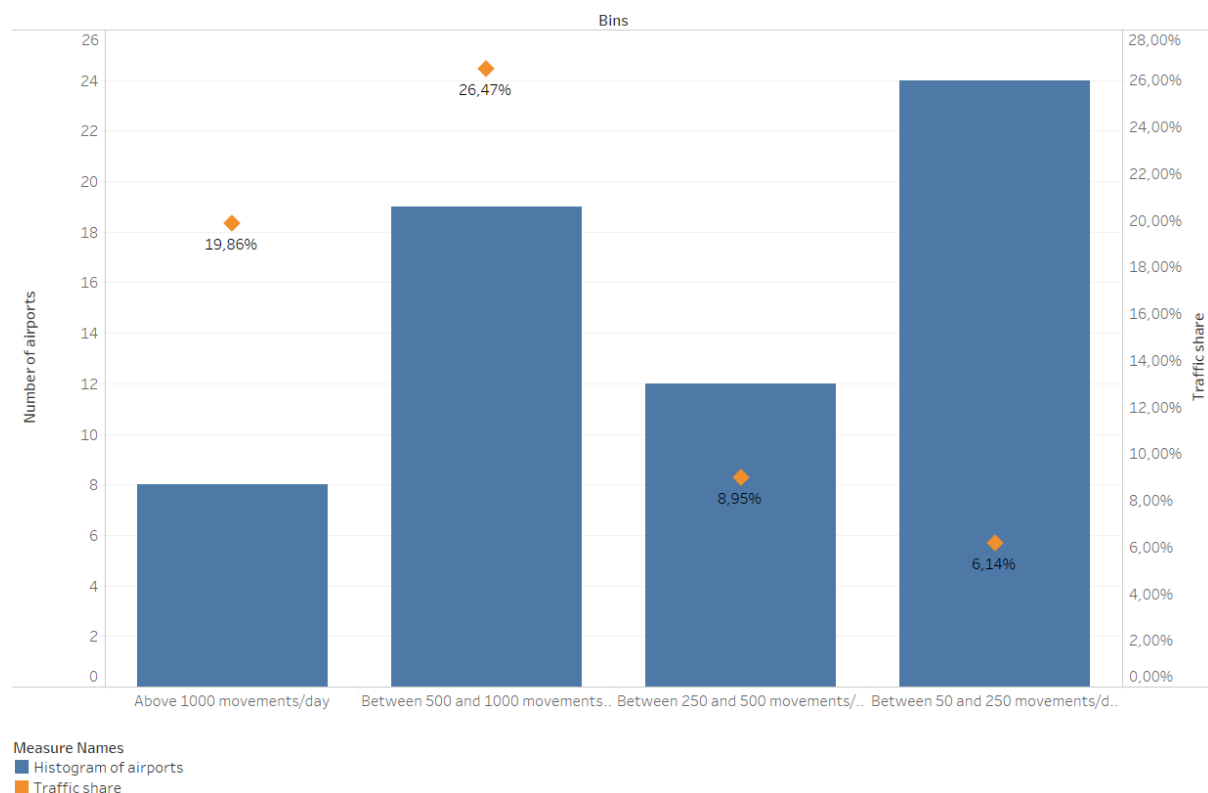


Figure 6: Number of airports reporting capacity information per airport segment and global traffic share

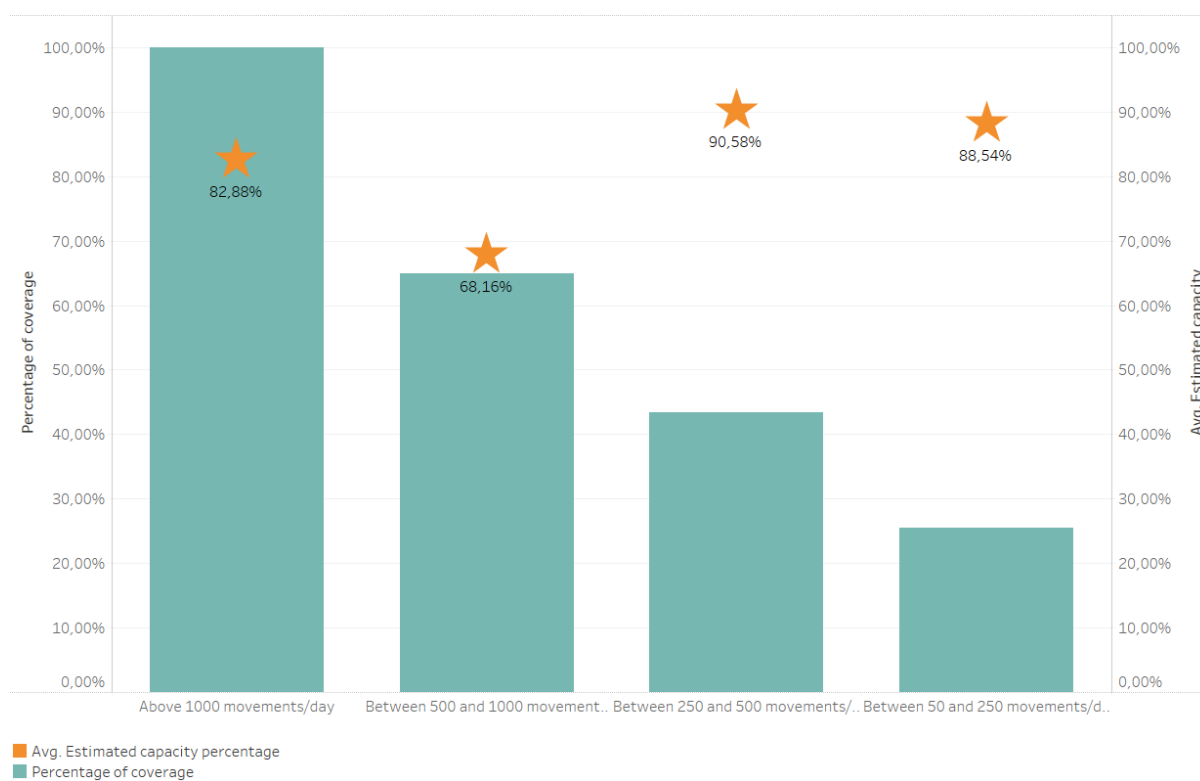


Figure 7: Relative reporting rate per airport segment and associated average capacity

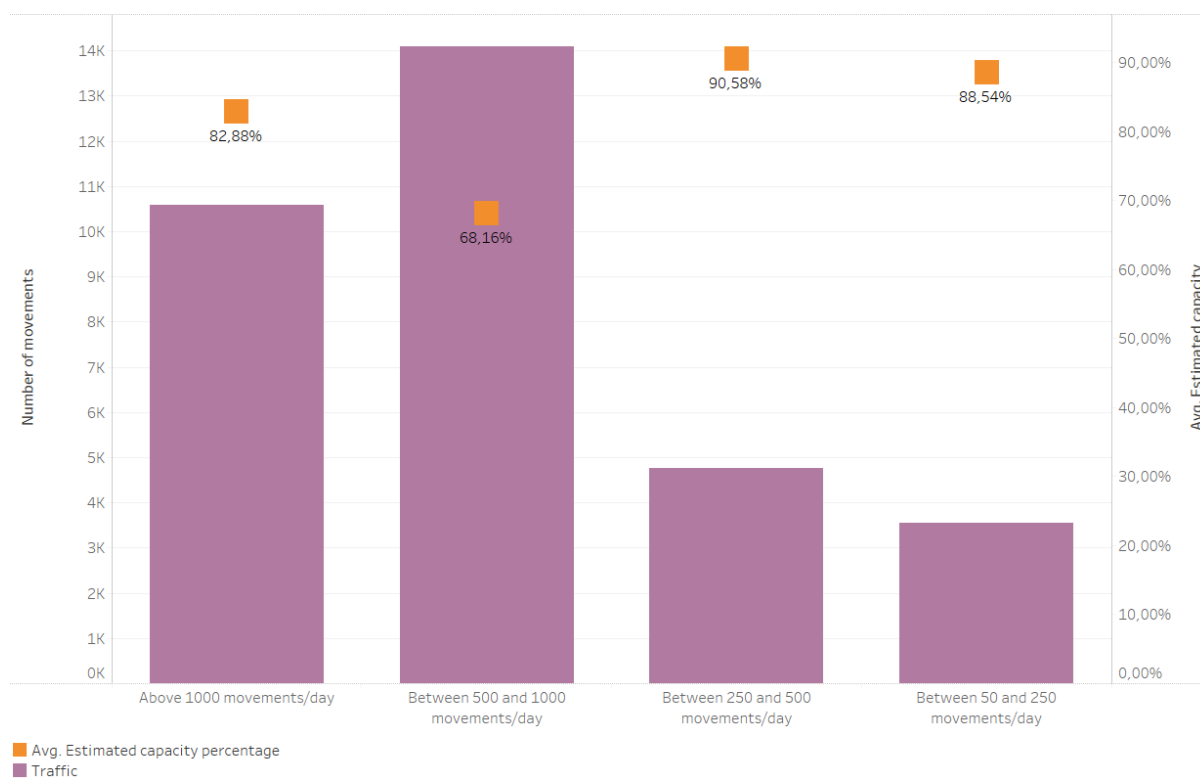


Figure 8: Typical number of movements covered per airport segment and associated average capacity

Table 6 illustrates a summary of capacities reported by airports for 14 days (31st August – 14th September). The capacities are provided as a percentage of the airport nominal capacity. The airports reporting to be expecting an unbalance between demand and capacity are highlighted in orange while the airports that declare being able to cope with the demand are shown in blue. The airports that haven't reported any demand and capacity appraisal is shown in black. The nominal capacity as provided by airports is available via the https://ext.eurocontrol.int/airport_corner_public/covid, section Capacity – Normal Conditions. These figures are likely to change as the situation evolves.

Table 6: Airport capacity during the COVID 19 crisis and recovery phase as reported via the Airport Corner

Figure 9 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 (31st August).

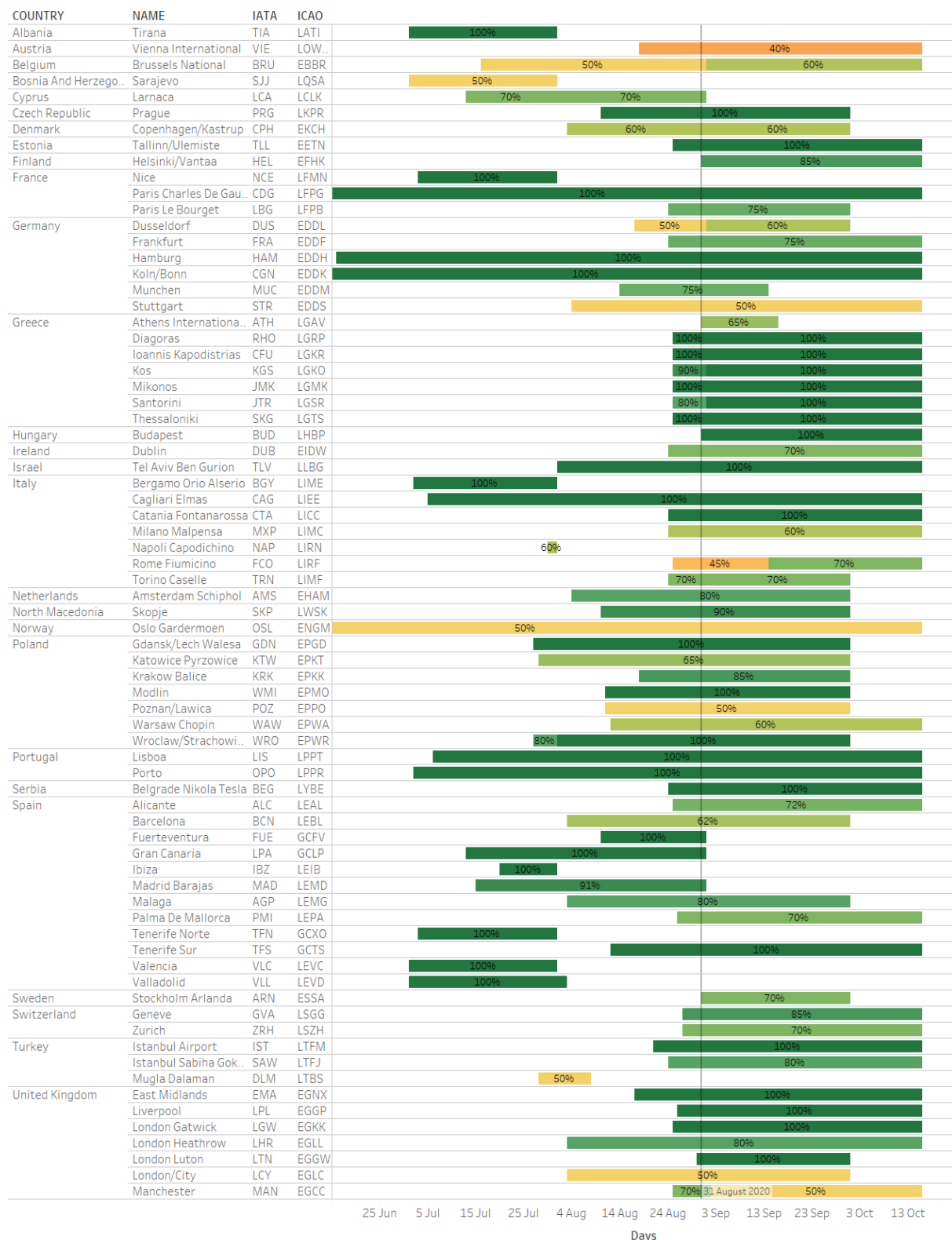


Figure 09: Reported airport capacity based on airport corner information and expressed in percentage of nominal airport capacity.

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: 01/07/2020

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/07/2020 | 31/07/2020 | 100 | | No |

AUSTRIA - VIENNA INTERNATIONAL - VIE / LOWW

Last update: 18/08/2020

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 18/08/2020 | 24/10/2020 | 40 | Long-term acft parking, 2 of 3 piers (and gates) closed, as soon as slot-demand rises capacity will be increased | |

BELGIUM - BRUSSELS NATIONAL - BRU / EBBR

Last update: 16/07/2020

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/09/2020 | 31/12/2020 | 60 | As of 1st of September we expect to operate at 60% of the nominal capacity. All partners will remain ready to increase capacity as soon as demand resumes. Long term pared aircraft on taxiways and terminal stands. | |

BELGIUM - CHARLEROI - CRL / EBCI

Last update: 12/05/2020

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 12/05/2020 | 01/06/2020 | 0 | | |

BOSNIA AND HERZEGOVINA - SARAJEVO - SJJ / LQSA

Last update: 01/07/2020

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/07/2020 | 31/07/2020 | 50 | Due COVID-19 restriction, specifically with passenger processing in Terminal. | No |

CYPRUS - LARNACA - LCA / LCLK**Last update: 13/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/08/2020 | 31/08/2020 | 70 | | |

DENMARK - COPENHAGEN/KASTRUP - CPH / EKCH**Last update: 03/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/09/2020 | 30/09/2020 | 60 | National requirement for arriving Schengen passengers to pass through immigration. Social distancing measures reducing terminal capacity. | No |

FINLAND - HELSINKI/VANTAA - HEL / EFHK**Last update: 31/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 31/08/2020 | 15/11/2020 | 85 | Terminal capacity reduced due to physical distancing measures. Long term parked aircraft on taxiways and terminal stands. | No |

FRANCE - NICE - NCE / LFMN**Last update: 03/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/07/2020 | 31/07/2020 | 100 | | No |

FRANCE - PARIS LE BOURGET - LBG / LFPB**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 30/09/2020 | 75 | TWR ATC capacity reduced due to health constraints on the management of operational staff. | We don't know yet |

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

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 28/04/2020 | 10/05/2020 | 100 | | |

GERMANY - DUSSELDORF - DUS / EDDL**Last update: 17/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/09/2020 | 30/09/2020 | 60 | Reduced terminal and ground handling resources. Northern RWY planned to get used for the peak hours. | No |

GERMANY - FRANKFURT - FRA / EDDF**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 24/10/2020 | 75 | 3 of 4 runways operational, Terminal 2 withdrawn from use until further notice - additional capacity can be added as soon as traffic forecast requires. | No |

GERMANY - MUNCHEN - MUC / EDDM**Last update: 14/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 14/08/2020 | 13/09/2020 | 75 | | |

GERMANY - STUTTGART - STR / EDDS**Last update: 04/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 04/08/2020 | 31/10/2020 | 50 | Terminal capacity is considered to be the most limiting factor. Introduction of the mask requirements improved the capacity significantly. Traffic demand will not exceed airport capacity at least until end of October 2020. | No |

GREECE - ATHENS INTERNATIONAL / ELEFTHERIOS VENIZELOS - ATH / LGAV**Last update: 30/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 31/08/2020 | 15/09/2020 | 65 | Dual runway operations between 07:00 & 20:00 LT, daily. Satellite Terminal operation suspended. Overall capacity by all airport stakeholders can be adapted according to traffic demand. | No |

GREECE - DIAGORAS - RHO / LGRP**Last update: 25/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/09/2020 | 24/10/2020 | 100 | | No |

GREECE - IRAKLION NIKOS KAZANTZAKIS - HER / LGIR**Last update: 11/05/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|-----------------------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 11/05/2020 | 31/05/2020 | 30 | Ground handling, landside issues. | |

IRELAND - DUBLIN - DUB / EIDW**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 24/10/2020 | 70 | At this time capacity limits have not changed, we are monitoring based on schedule demand. Further decisions on capacity will be based on national public health policy. | No |

ISRAEL - TEL AVIV BEN GURION - TLV / LLBG**Last update: 21/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/08/2020 | 31/10/2020 | 100 | Reduced capacity expected due to Covid-19 requirements, passenger testing and distancing. Expected full AD capacity but - max Passenger flights 8 - ARR/H & 10 DEP/H. | No |

ITALY - BERGAMO ORIO ALSERIO - BGY / LIME**Last update: 02/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 02/07/2020 | 31/07/2020 | 100 | No constraints communicated at the moment. | No |

ITALY - CATANIA FONTANAROSSA - CTA / LICC**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 24/10/2020 | 100 | | No |

ITALY - MILANO MALPENSA - MXP / LIMC**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 24/10/2020 | 60 | Landside contingency measures: - Terminal 2 closed; - due to social distancing procedures in Terminal 1, estimated capacity available is 60% of the operating infrastructure. | No |

ITALY - NAPOLI CAPODICHINO - NAP / LIRN**Last update: 30/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 30/07/2020 | 31/07/2020 | 60 | | No |

ITALY - ROME FIUMICINO - FCO / LIRF**Last update: 25/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 25/08/2020 | 13/09/2020 | 45 | Landside contingency measures: Terminal 1 closed and 40% of gates available for ops. Capacity can be increased according to traffic demand and changes in social distancing procedures. | No |
| 14/09/2020 | 25/10/2020 | 70 | Landside contingency measures: Terminal 1 closed and increase of airport facilities in use in order to adapt the capacity available to traffic demand. Social distancing (1m in Italy) changes the surface available in different areas and processes. Capacity can be increased according to traffic demand forecast and changes in social distancing procedures. | No |

ITALY - TORINO CASELLE - TRN / LIMF**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/09/2020 | 30/09/2020 | 70 | | |

LATVIA - RIGA INTL - RIX / EVRA**Last update: 30/06/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 30/06/2020 | 05/07/2020 | 100 | | No |

NETHERLANDS - AMSTERDAM SCHIPHOL - AMS / EHAM**Last update: 04/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 04/08/2020 | 30/09/2020 | 80 | To ensure the required physical distancing in the terminal, alternative gate/stand allocation is applied. Shortage in ground handling capacity might affect the turnaround process. | No |

NORTH MACEDONIA - SKOPJE - SKP / LWSK**Last update: 10/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|-----------------------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 10/08/2020 | 30/09/2020 | 90 | Landside terminal capacity and GH | We don't know yet |

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

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 04/05/2020 | 31/12/2020 | 50 | Operating on Single Runway. Capacity 40 movements pr.hour | |

POLAND - KATOWICE PYRZOWICE - KTW / EPKT**Last update: 28/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 28/07/2020 | 30/09/2020 | 65 | Expansion of the passenger terminal (B) | No |

POLAND - KRAKOW BALICE - KRK / EPKK**Last update: 18/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 18/08/2020 | 30/09/2020 | 85 | Social distancing within the terminal building and handling transport + exclusion from use of some check-in/gate counters due to social distancing issues. | No |

POLAND - POZNAN/LAWICA - POZ / EPPO**Last update: 11/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|-------------------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 11/08/2020 | 30/09/2020 | 50 | Reduced ground handling staff | No |

POLAND - WARSAW CHOPIN - WAW / EPWA**Last update: 12/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 12/08/2020 | 24/10/2020 | 60 | Passengers Terminal, decreased capacity due to social distancing. | |

SERBIA - KRALJEVO - KVO / LYKV**Last update: 01/06/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/06/2020 | 15/06/2020 | 100 | | No |

SERBIA - NIS - INI / LYNI**Last update: 01/06/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 01/06/2020 | 15/06/2020 | 100 | | No |

SPAIN - ALICANTE - ALC / LEAL**Last update: 25/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 25/08/2020 | 31/10/2020 | 72 | Applying physical distances in Terminal. | |

SPAIN - ARRECIFE LANZAROTE - ACE / GCRR**Last update: 06/05/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 06/05/2020 | 31/05/2020 | 100 | | |

SPAIN - BARCELONA - BCN / LEBL**Last update: 03/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/08/2020 | 30/09/2020 | 62 | Cross runway configuration applied instead of parallel runway configuration due to demand is lower than maximum capacity of cross runway configuration. Parallel runway configuration can be applied since 1 st August in case of necessity, so runway capacity could be more than 62%. | |

SPAIN - MADRID BARAJAS - MAD / LEMD**Last update: 15/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--------------------------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 15/07/2020 | 31/08/2020 | 91 | 1 RWY closed due to demand reduction | No |

SPAIN - MALAGA - AGP / LEMG**Last update: 03/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/08/2020 | 30/09/2020 | 80 | Demand is testing weekly to ensure capacity is according with demand. | No |

SPAIN - PALMA DE MALLORCA - PMI / LEPA**Last update: 26/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 26/08/2020 | 24/10/2020 | 70 | Partial opening of the terminal building. | No |

SWEDEN - STOCKHOLM ARLANDA - ARN / ESSA**Last update: 31/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 31/08/2020 | 30/09/2020 | 70 | All passenger handling allocated to one terminal. | No |

SWITZERLAND - GENEVE - GVA / LSGG**Last update: 27/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 27/08/2020 | 24/10/2020 | 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. Continuously monitoring demand and can increase capacity if needed, but don't anticipate any. Long term parking on terminal stands. | No |

SWITZERLAND - ZURICH - ZRH / LSZH**Last update: 31/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|--|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 31/08/2020 | 24/10/2020 | 70 | ATC Arrival Capacity of a maximum of 28 per hour as staff is still limited but covering the demand. Capacities varies throughout the day and we have options to increase when needed and evolution is daily monitored. Long term parking on terminal stands. | No |

TURKEY - ANTALYA - AYT / LTAI**Last update: 03/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/07/2020 | 12/07/2020 | 50 | | |

TURKEY - ISTANBUL SABIHA GOKCEN - SAW / LTFJ**Last update: 24/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 24/08/2020 | 24/10/2020 | 80 | Covid19 | No |

TURKEY - MUGLA DALAMAN - DLM / LTBS**Last update: 28/07/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 28/07/2020 | 07/08/2020 | 50 | Reduced terminal, ground handling resources and ATC staff. Capacity can be increased according to demand. | No |

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

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 18/05/2020 | 07/06/2020 | 0 | Airport & Airline operations not expected to commence until at least 8/6/20 | |

UNITED KINGDOM - LONDON HEATHROW - LHR / EGLL**Last update: 03/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/08/2020 | 21/10/2020 | 80 | Dual runway operations 0700-1900L weekdays only (daily alternation at 1500L) due WIP 09R/27L. Weekend capacity 100% dual runway operations. | No |

UNITED KINGDOM - LONDON/CITY - LCY / EGLC**Last update: 03/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---------------------|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 03/08/2020 | 30/09/2020 | 50 | Terminal Capacity | No |

UNITED KINGDOM - MANCHESTER - MAN / EGCC**Last update: 25/08/2020**

| Start date | End date | Capacity | | |
|------------|------------|-------------------------------|---|--|
| | | Estimated Global Capacity (%) | Influencing factors | Do you expect traffic demand will exceed airport capacity? |
| 02/09/2020 | 24/10/2020 | 50 | A mixed mode single runway configuration will continue until further notice. Current demand expectations can be accommodated and ATC capacity will be adjusted when needed. All three terminals will remain open until Tuesday 01 September. From Wednesday 02 September Terminal 2 will close and all flights will be consolidated into Terminals 1 and 3. No impact on service is expected. | No |

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 did not 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.) • DFS - Deutsche Flugsicherung GmbH (<u>6 months extension</u> for all licences.) • ENAV – ITALY (All ATCO licenses.) • ENAIRE – 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>.) • LPS SR – Slovak ANSP (All licences.) | <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"> • LVNL – ATC of the Netherlands (Medical certificates <u>extended for 4 months</u> by Dutch NSA.) • 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 | | <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 etc.) • 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.) • 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). |
|--|--|--|---|

| | | | |
|--|---|--|--|
| | <p>until 31/05/2020 ATCO ratings, endorsements and medical certificates.)</p> <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, OJTI/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) | | |
|--|---|--|--|

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 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 (EXE & PLC)..
- | | |
|--|---|
| - 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 | |

For OJTIs the time spent instructing shall be counted only by 50% for the minimum working hours in the table above.

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 31st 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 established the possibility to authorize 4 months extension for the period of validity of rating and certificates that expiry before 31.07.2020. A further extension is under consideration.
- In addition, 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.
- 18.05.2020 Spanish NSA has authorized, on ENAIRE request, some flexibility measures regarding the unit training (use of STD during OJT phase and virtual classroom.)

Ferro NATS – Spain

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

HUNGAROCONTROL

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

HANSP – Greece

- ATCO unit endorsements, Class 3 medical certificates, ATCO language proficiency endorsements have been extended for 4 months.

IAA – Israel Airports Authority

- No irregularities with the ATC licenses.
- No necessity for English proficiency exemptions nor extensions.
- The ANSP has already rescheduled competence training and assessments where there were interruption. The CAA Israel (Civil Aviation Authority) is working closely together with the ANSP (IAA). All measures are coordinated and approved by the CAA. In any case a need to apply an extension will arise, it will be handled to the matter, following mitigation measures have been put in place.
- In regards to medical certificates, the CAA issued general extension of validity for the period of two months, until June 30, 2020 for all types of the medical certificates expiring before May 10, 2020. Medical checks are available as before the crisis.

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.

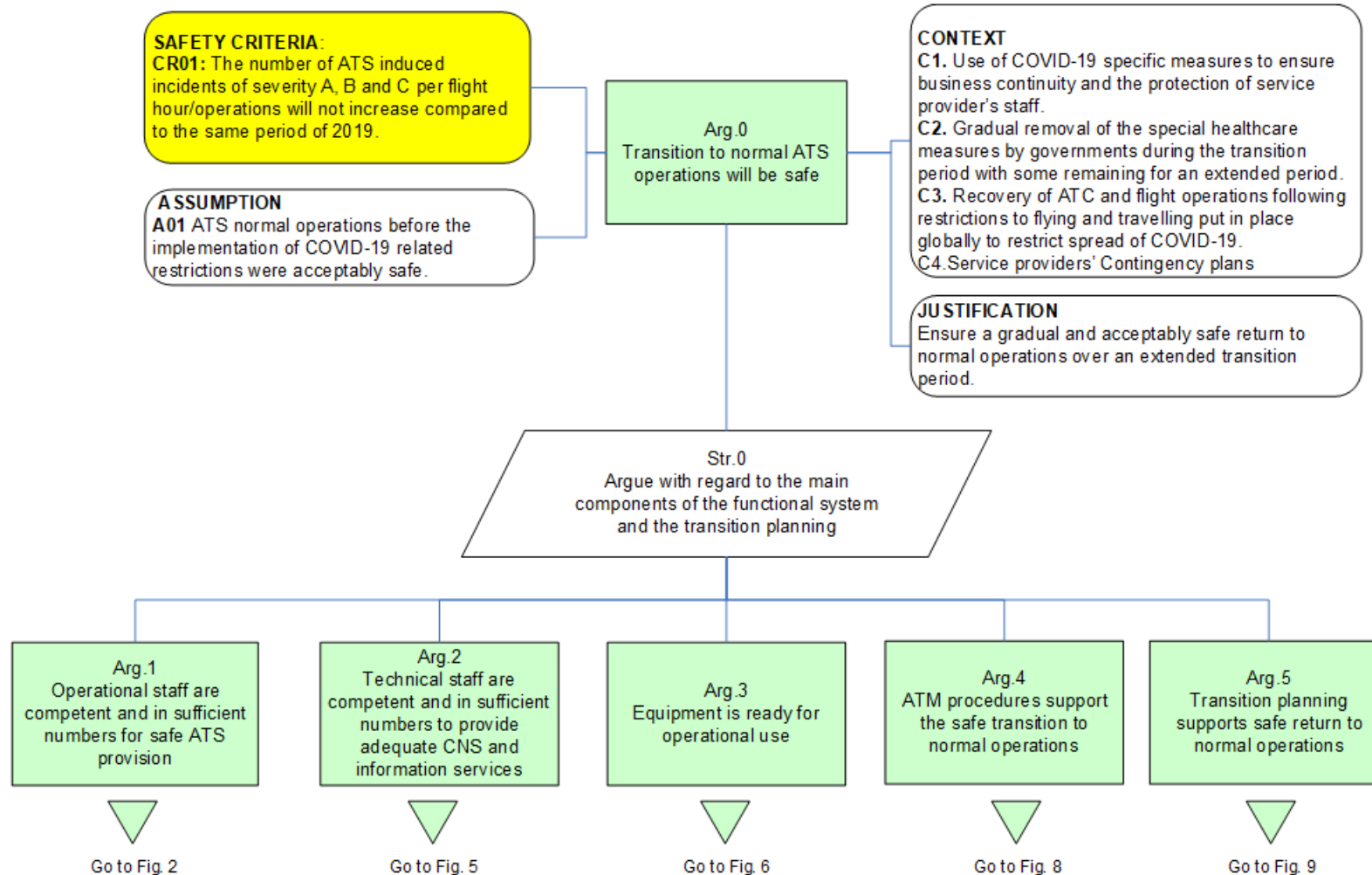


Figure 1

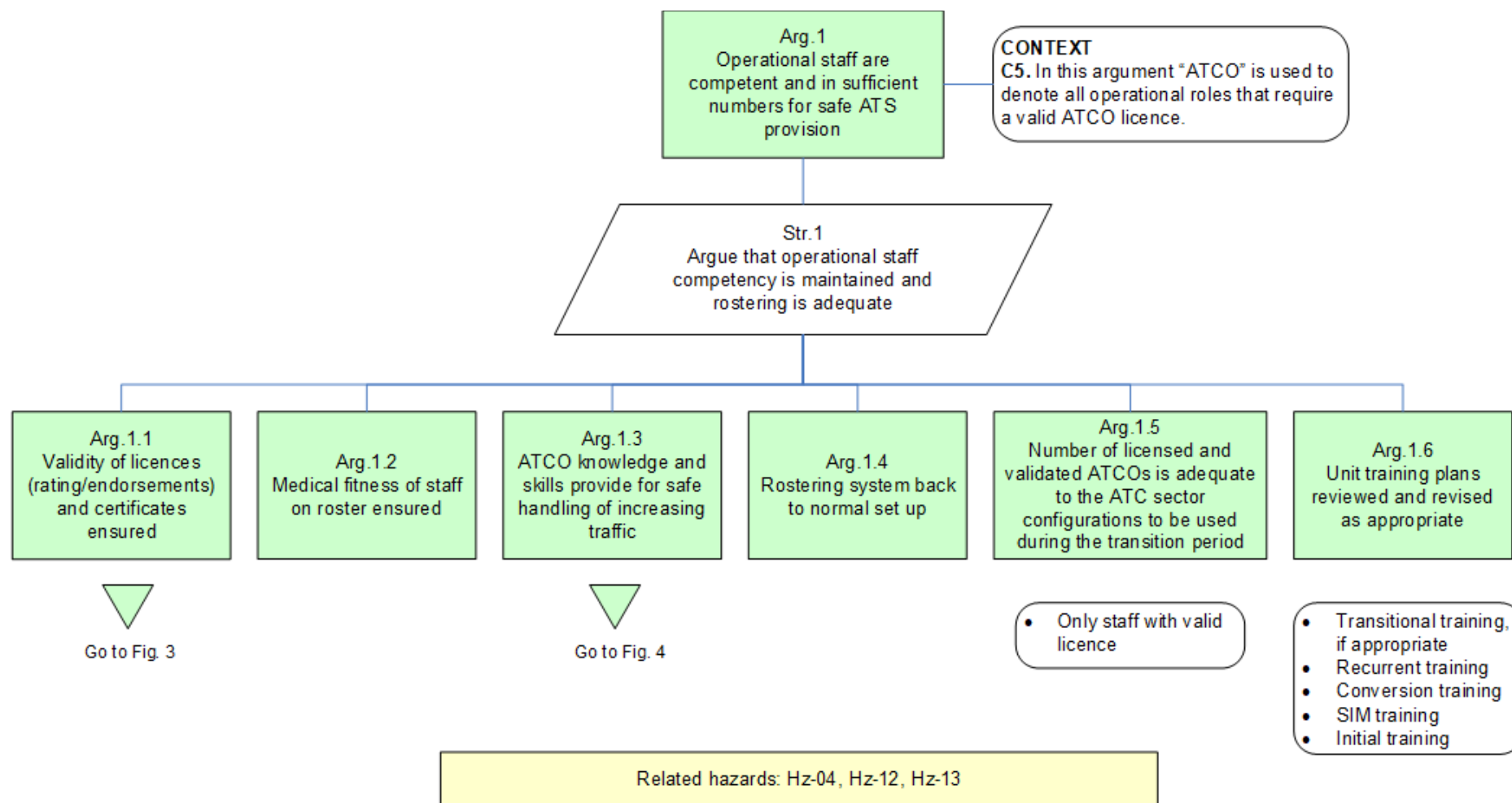
The basic claim of Argument 0 “Transition to normal ATS operations (following the COVID-19 lock down period) will be safe” is supported by:

- 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.

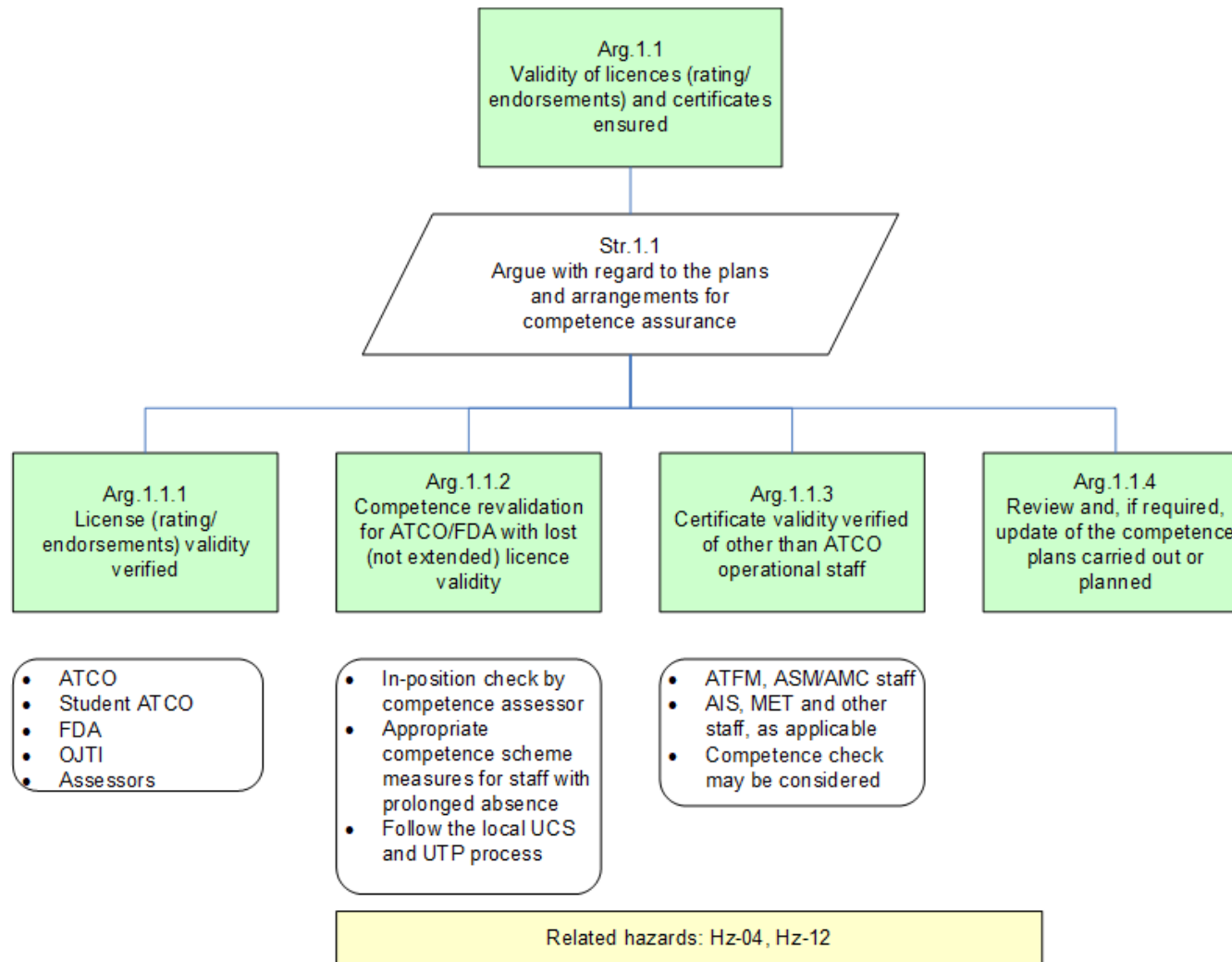


Figure 3

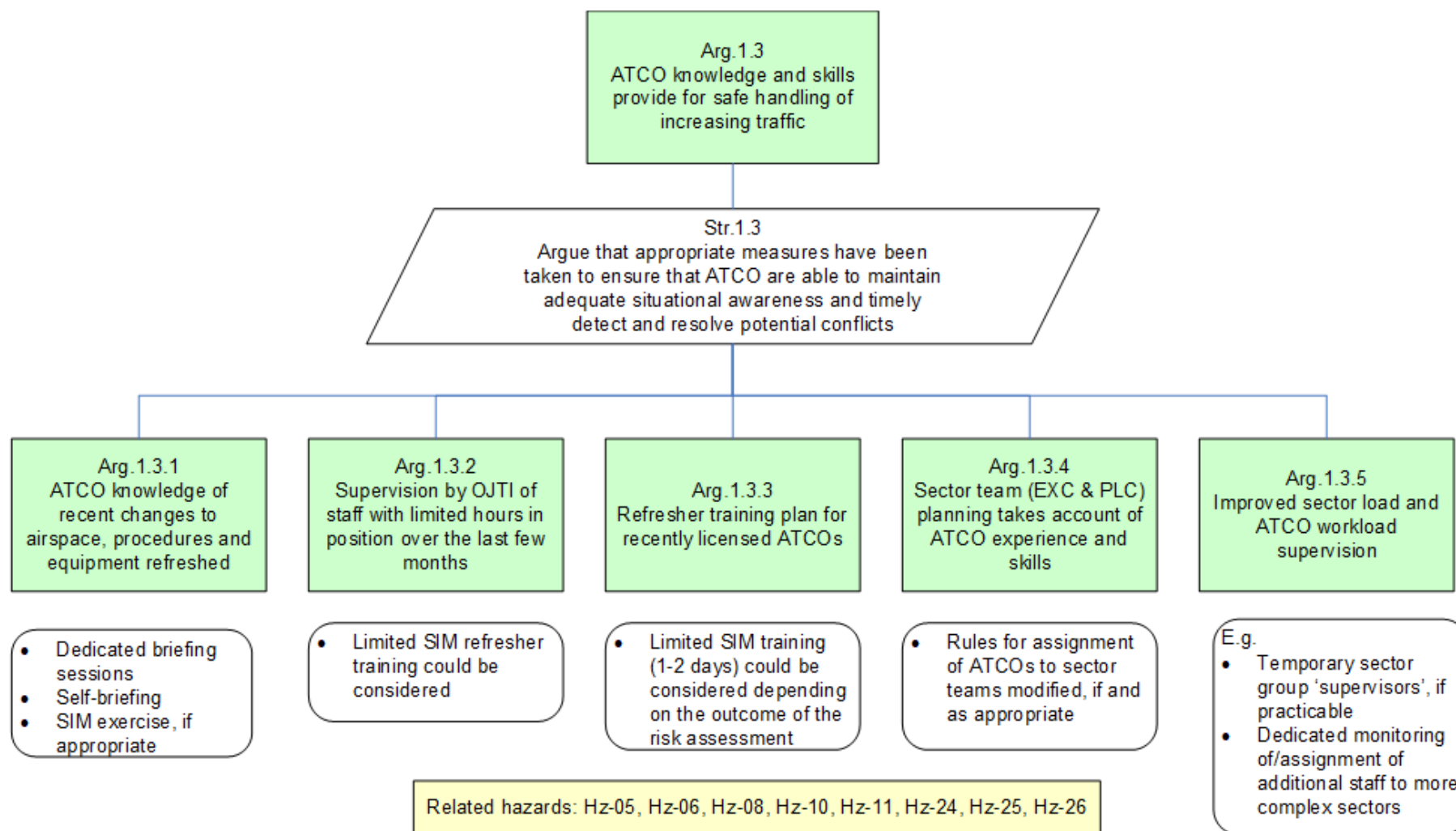
To prove that the compliance Argument 1.1 “The validity of licences (rating/endorsements) and certificates of the operational staff is ensured” is true and valid, it has been decomposed into 4 sub-arguments:

- The licence (rating/endorsements) validity of ATCOs verified. This includes all operational roles that require a valid ATCO licence, such as ATCOs, trainee ATCOs, operational supervisors, OJT, 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 out to ensure that the required new or additional operational staff competency is planned to be acquired according to the operational needs.

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

- Hz-04: Insufficient number of operational staff to meet the increasing demand in the transition period and beyond it.
- Hz-12: Inadequate ATCO on-the-job training.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

**Figure 4**

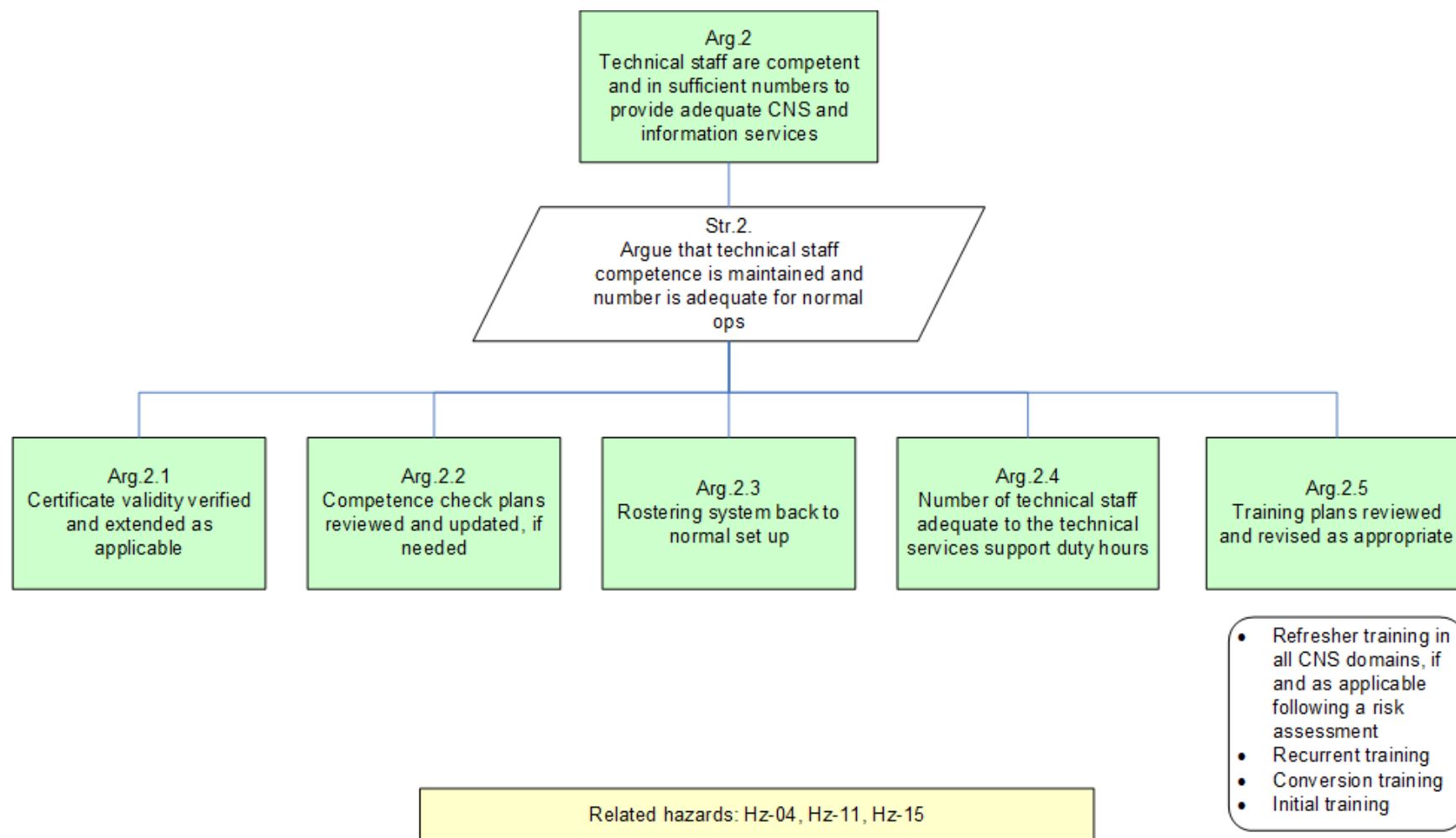
To prove that the Argument 1.3 “ATCO knowledge and skills provide for safe handling of increasing traffic” it true and valid, it has been decomposed into 5 sub-arguments:

- The ATCO knowledge of recent changes to airspace, procedures and equipment is refreshed. This can be supported by: organising dedicated briefing sessions, creating online self-briefing modules, dedicated simulator exercises for more complex changes.
- Supervision by OJT 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**

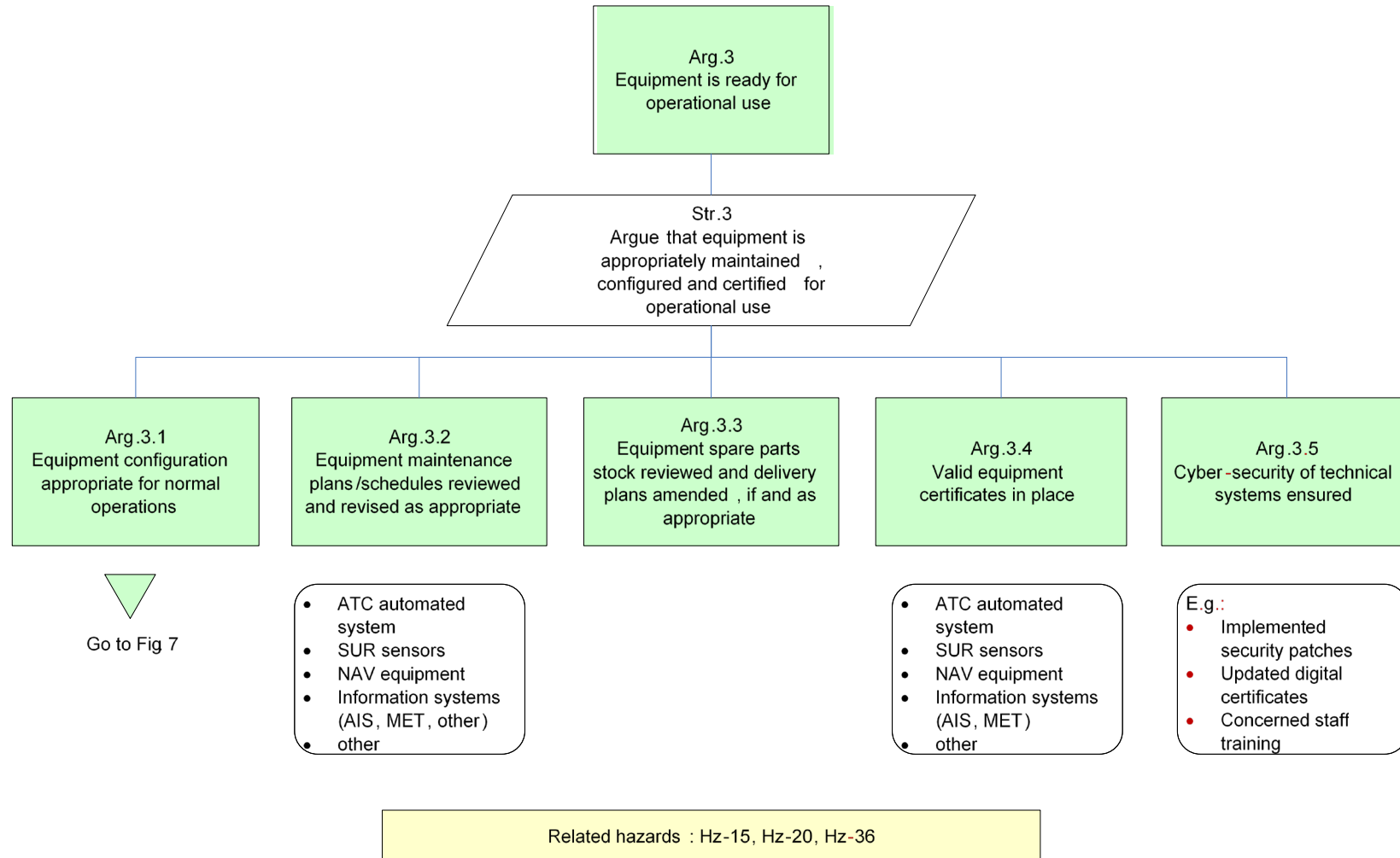
To prove that the compliance Argument 2 “Technical staff are competent and in sufficient numbers to provide adequate CNS and information services” is true and valid, it has been decomposed into 5 sub-arguments:

- 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 5 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.
- Cyber-security of technical systems ensured. The service provider shall make sure that protection against cyber-security threats is adequate. This is achieved by implementation of the necessary security controls, such as security patches, updated digital certificates, dedicated training of concerned staff, 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-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.
- Hz-36: Increased vulnerability to cyber-security threats.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

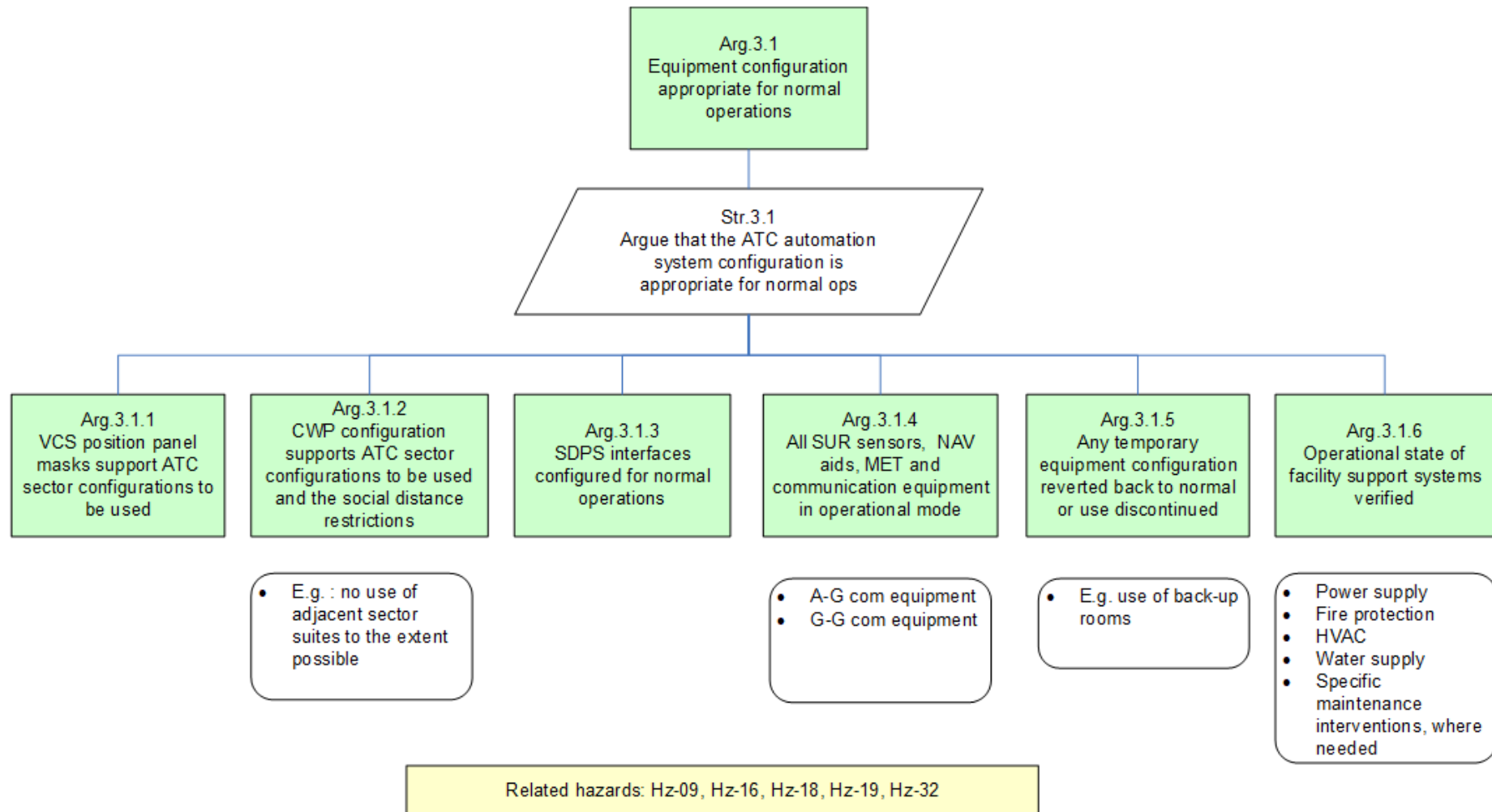


Figure 7

To prove that Argument 3.1 “The equipment configuration is appropriate for normal operations” is true and valid, it has been decomposed into 6 sub-arguments:

- The VCS position panel masks at CWP's support ATC sector configurations to be used. The ATC sector configuration that have been planned for use by a particular ATSU during the traffic recovery period may be different from the 'standard' ones used before the crises and during the COVID-19 lock down period.
- CWP configuration in the OPS room supports ATC sector configurations to be used and the social distance requirements. The argument could be supported by avoiding the use adjacent sector suites/positions, where feasible.
- Surveillance data processing system (SDPS) interfaces are configured for normal operations. This means that the SDPS interfaces to all surveillance sensors are in operational mode. (Some sensors may have been disconnected and taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace.)
- All surveillance sensors, navigation aids, air-ground and ground-ground communication equipment is in operational mode. (Some surveillance sensors and/or other ATM/CNS equipment may have been taken out of service during the COVID-19 lock down period due to the serious reduction of the number of flights and the limited use of airspace and the maintenance issues related to staff health protection.)
- Any temporary equipment configuration reverted back to normal or its operational use discontinued. Some ANSP may have used back up facilities (e.g. technical or operational rooms and/or equipment) during the COVID-19 lock down period.
- Operational state of facility support systems verified. This includes verification of the operational state and, where necessary, specific maintenance interventions on the main ATSU facility support systems such as: power supply system, building management system, HVAC, fire protection system, water supply, etc.

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

- Hz-09: Impeded ATC sector team (EXC-PLC) collaboration.
- Hz-16: Insufficient operational equipment resources (e.g. CWP's) at the ATS unit.
- Hz-18: Lack of or reduced contracted services and maintenance/supplier support.
- Hz-19: Operational performance/parameters of NAVAIDS (e.g. ILS) not to the required standard.
- Hz-32: Partial loss or misunderstanding of air-ground communication.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

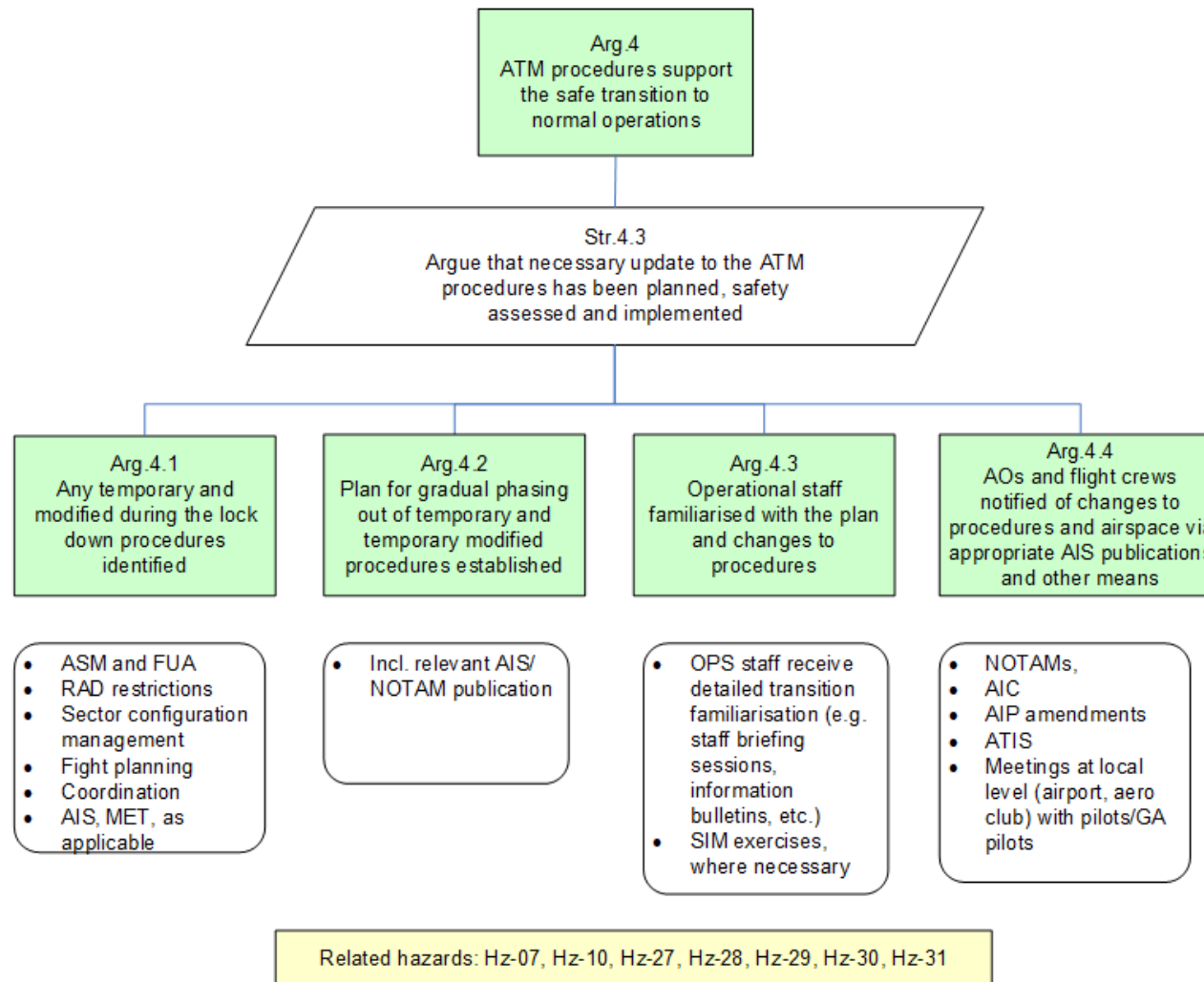


Figure 8

To prove that Argument 4 “ATM procedures support the safe transition to normal operations” is true and valid, it has been decomposed into 4 sub-arguments:

- Any temporary and modified during the lock down procedures have been identified. Such procedures, implemented to ensure the business continuity during the COVID-19 lockdown may concern the following domains: airspace design - RAD restrictions, airspace management and FUA, ATC sector configuration management, flight planning, ATC coordination, AIS MET provision.
- A plan for gradual phasing out of temporary and temporary modified procedures has been established. Beside the list of procedures and the phase-out schedule, the plan should include the communication to the ANSP operational staff and the concerned aviation undertakings (e.g. AOs, CFSPs).
- Operational staff familiarised with the plan and changes to procedures. Operational staff should receive detailed familiarisation with changes planned during the period of transition to normal operations. Possible means include dedicated staff briefing sessions, information bulletins, online self-briefing modules, dedicated simulator exercises for more complex changes.
- Aircraft operators and flight crews notified of the planned changes to procedures and airspace via appropriate AIS publications. Different means may be used, as appropriate, for notification: NOTAMs, AICs, AIP amendments, ATIS, meetings at local level (airport, aero club) with aircraft operators, commercial pilots and GA pilots.

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

- Hz-07: Significant increase in ATC workload to handle flights suffering technical or medical issues, VFR and training flights.
- Hz-10: ATCO/OPS supervisors' confusion about applicable airspace organisation and/or rules/procedures during the transition period.
- Hz-27: Confusing aeronautical information regarding availability of network and airport resources.
- Hz-28: Inadequate aeronautical information regarding usual airspace design evolution.
- Hz-29: Flight plan inconsistent with applicable airspace, route or airport availability and conditions
- Hz-30: Increased number of airspace infringements by GA pilots
- Hz-31: Incorrect aircraft navigation.

The full list of hazards, the associated causal and contributory factors related to the COVID-19 lock down and some further potential mitigation measures can be consulted in section 3 of this Annex.

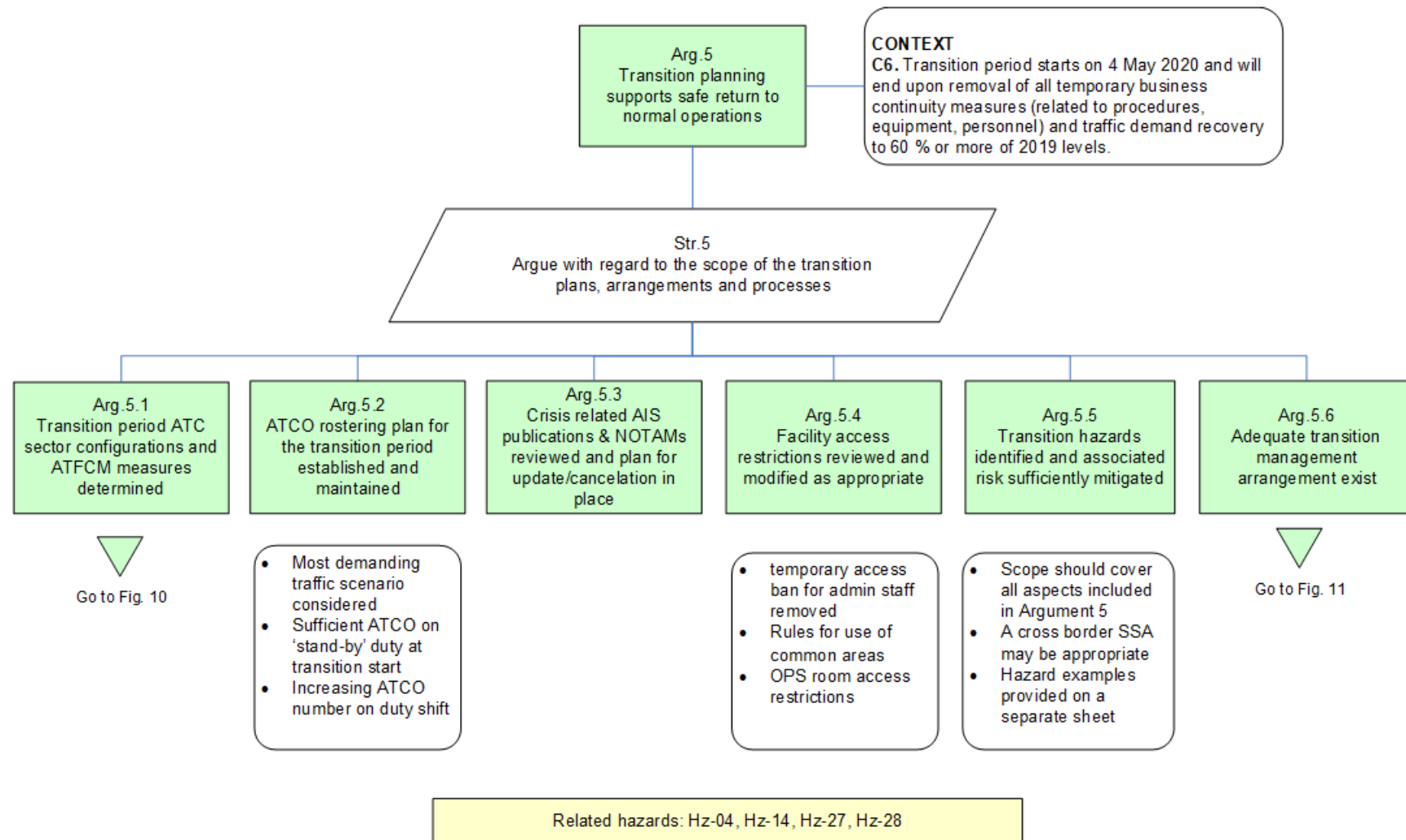


Figure 9

To prove that Argument 5 “Transition planning supports safe return to normal operations” is true and valid, it has been decomposed into 6 sub-arguments:

- Transition period ATC sector configurations and ATFCM measures determined. To prove that this argument is true it has been decomposed further.
- ATCO rostering plan for the transition period established and maintained (updated as necessary). The following aspects should be considered when establishing the rostering plan: most demanding traffic outlook scenario, planning for sufficient ATCO on ‘stand-by’ duty at transition start, increasing the number ATCOs on duty shift in line with growth in traffic demand.
- Crisis related AIS publications & NOTAMs reviewed and plan for update/cancellation 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.

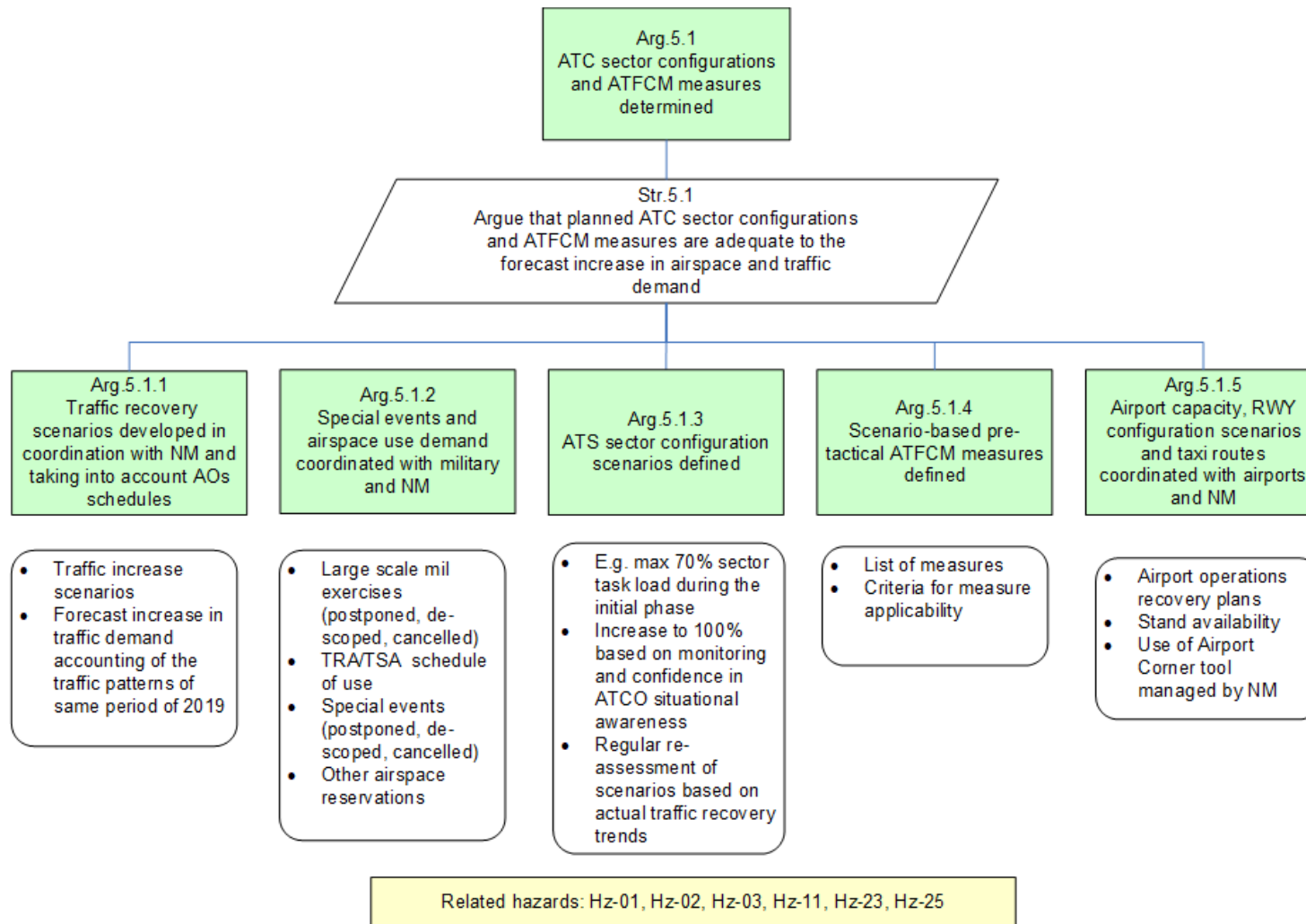


Figure 10

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.

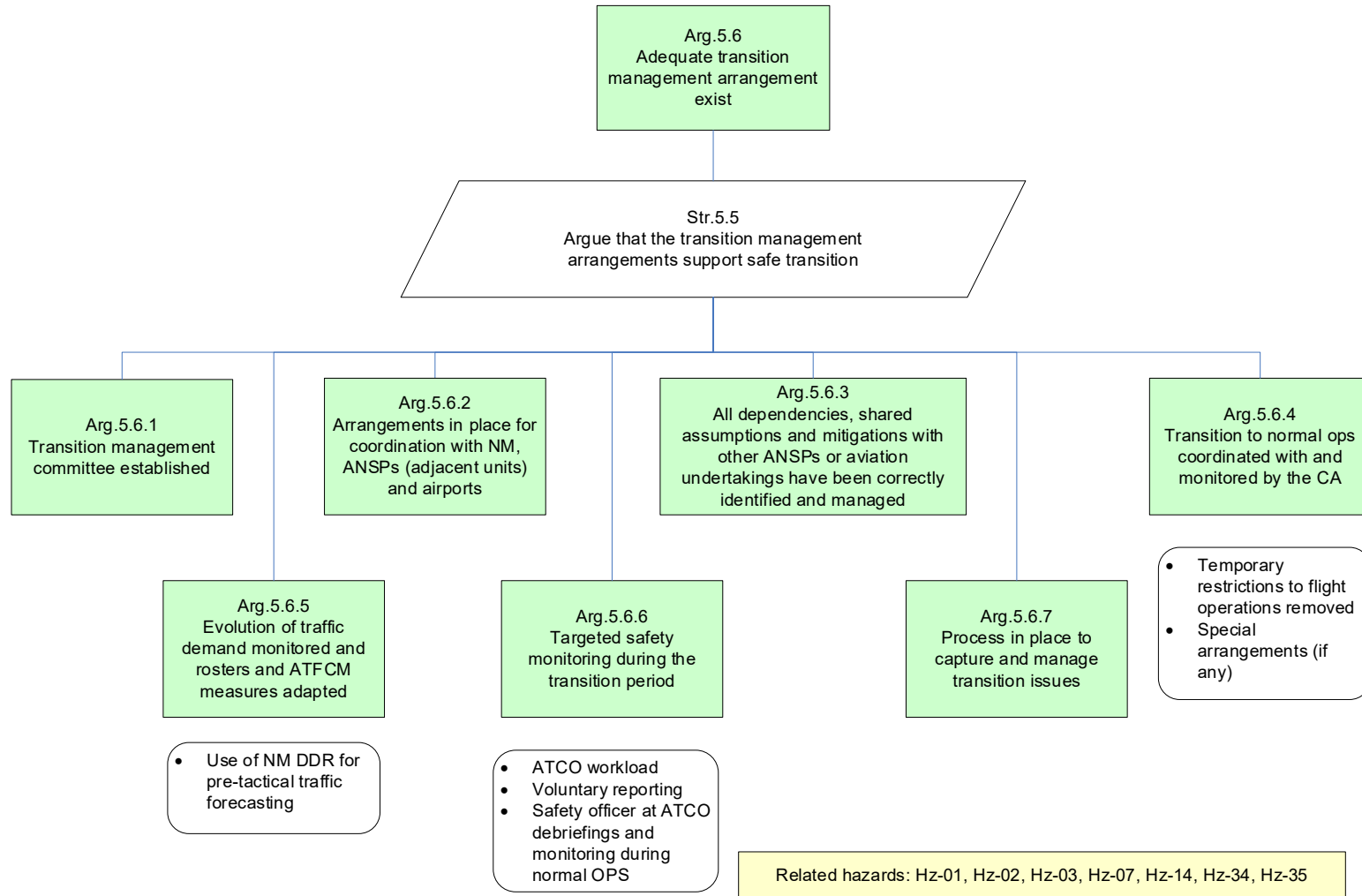


Figure 11

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. | 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. | Structural meeting platform to discuss weekly (or more often, if needed) the different aspects, coordinating and planning the capacity increase; also the CFSPs should participate. Consider holding the network flow planning meeting twice a day: one in the morning for post-ops analysis and the normal one in the afternoon for the day after. Reinforce and expand Collaborative Decision Making (CDM) cells including a wide range of stakeholders at different level: <ul style="list-style-type: none"> • 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. Absence of procedure to verify competency/skills of senior controllers (e.g. OJTI, assessors) after prolonged period off-duty. 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. | 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. Ensure that senior ATCOs (OJTI and assessors) skills are also subject to evaluation upon their return to operational duties. 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. | 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>ATCOs providing services to aircraft with different performance dynamics / requirements, e.g. military or medical flights.</p> <p>Change in the nominal aircraft performance because of shifting airline priorities, cost of fuel etc.</p> <p>Situation may be aggravated by implementation of changes to the controller tools or of new tools and system functions that ATCOs are not yet sufficiently skilled to use due to the lack of operational experience caused by limited number of flights during the lockdown period.</p> <p>Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of the traffic.</p> <p>ATCO unable the concentrate during traffic peaks or rise of workload, or when confronted with unexpected situation.</p> | <p>Enhance non-technical skills, such as Confidence and Resilience to counteract technical skill-fade.</p> <p>Balance ATCO age and experience in shift and sector rostering schemes.</p> <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> | Design flexibility into the rostering systems to afford sufficient breaks for those operating, | <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>Extension of temporary solutions applied during the lockdown period (e.g. SPO) in the transition period without proper risk assessment.</p> <p>Increased operational pressures to generate minimum delays in order to avoid negative economic impact on airlines.</p> <p>Briefing time may overrun as crew reacquaint themselves with NOTAM packs resulting in departure delays, which may overload some sectors when demand is already high and ATCO skills are reduced.</p> <p>Social distancing measures impact availability and efficiency of the rest facilities.</p> | <p>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>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>Inadequate aircraft return to service - 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, or inadequate maintenance intervention (e.g. procedure not followed correctly).</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</p> | <p>Coordinate restrictions for VFR and training flights (e.g. time zones, airspaces/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 |
|--------------|--|---|--|-------------------------|
| | | and may become more COVID specific in the content. Increased number of aircraft diversions due to medical reasons. | | |
| Hz-08 | Inadequate inter-sector and inter-unit operational coordination. | Different ATCO skill levels across sector groups and ATSUs. Diminished ATCO skills to work/coordinate in multi-sector environment with several division levels of superimposed sectors. Weather formations (CBs) developing very quickly (typical for the season) will increase the complexity of inter-sector and inter-unit coordination. Limited civil-military coordination due to limited military flights during the confinement period. | Simulation sessions with busy traffic and multi-layer/-sector coordination. Gradual opening up of elementary sectors and sector suites in accordance with the Common Transition Plan (TP). | Arg.1.3 |
| Hz-09 | Impeded ATC sector team (EXC-PLC) collaboration. | Implementation of social distancing rules and potential re-escalation. | Trialling and safety assessment of the measures to identify potential issues and appropriate mitigations. Provide targeted TRM sessions. Separate ops room sector positions (EXC and PLC) and TWR positions (TWR, Ground, Delivery) by transparent screens, if feasible. | Arg.3.1 |
| Hz-10 | ATCO/OPS supervisors' confusion about applicable airspace organisation and/or rules and procedures during the transition period. | Changes implemented during the lock down are not settled in the ATCOs' minds, because they had no opportunity to get used to them. Incomplete briefing on ATCO return to work after extended period of absence (operational and personal). | Find ways to communicate with ATCO while they are at home - the briefing overload can be overwhelming. If time and effort permits, create online briefing modules. Mandatory pre-shift briefing to absorb any recent and on-going changes. | Arg.4 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|---|---|---|-----------------------------------|
| | | Rules regarding drones updated in some countries to face the emergency situation. Most probably there will be 2-3 AIRACs implemented and 'normal' software baselines while the COVID-19 measures last. | Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures). | |
| 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. | Provide psychological help. Promote wellbeing type of materials and information. Stress management programme. Peer-to-peer platforms. Mentoring | Arg.5.5 Arg.5.6.6 Arg.5.6.7 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--|--------------------|---|--|-------------------------|
| | | <p>Fear of infection following reports of new positive cases of COVID-19 in local community.</p> <p>Confinement, bringing mental overload because of the necessity to work, educate children, and ensure the management of the household.</p> <p>Mental affection caused by isolation and concern for the family members that one cannot visit.</p> <p>Dramatic individual perception and anxiety about COVID risk</p> <p>Loss of colleague, relative or 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> | <p>Promote awareness of S & F precursors and notification of S & F related conditions or safety events as soon as possible.</p> <p>Position handovers made on different CWP's at least one metre apart.</p> <p>Regular decontamination of the operations room, including of the CWP's before next operational use.</p> | |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|---|--|--|-------------------------|
| 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> <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>Implement group investigations for all significant occurrences irrespective of the investigators' allocation to ATSUs.</p> <p>Agree with the regulator on possible relaxation of notification/document submission deadlines.</p> <p>Independent review of the safety deliverables by increased number of specialists from all the relevant domains: ATS, OPS, CNS, IT systems, HF, etc.</p> <p>Postpone implementation of planned changes to the functional system.</p> <p>Prioritise change implementation according to the risk to operations, if non-implemented.</p> <p>Be aware of possible false conclusions resulting from safety statistics based on lower traffic.</p> | Arg.5.6 |
| 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>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> | Arg.3 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|--|--|---|-------------------------|
| | | <p>Potential damage to operational equipment when carrying out cleaning protocols to restrict virus transmission.</p> <p>Planned system changes/improvements not implemented.</p> <p>Changes implemented during lockdown, to take advantage of reduced traffic, reveal undetected bugs when load increases leading to equipment failure or suboptimal configurations.</p> <p>Insufficient number of technical and support staff.</p> <p>Diminished ATSEP system knowledge and maintenance skills.</p> <p>Return to "normal" loads of some sensitive equipment can lead to defect, due to long time of operation in underload conditions.</p> <p>Increase in the number of interventions on the network by suppliers (as we already observe before/after holidays) after cancellation of the lockdown could cause network failures.</p> <p>Compromised operational tests of new equipment/system features during the lockdown period due to the lean traffic. A significant rise in the traffic level could help reveal issues not identified before.</p> | Ensure proper availability of technical experts with the needed competence. | |
| HZ-16 | Insufficient operational equipment resources (e.g. CWP's) at the ATS unit. | 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. | Move operations to the back-up ATC facility during main ATC facility disinfection works. Simulator room/training centre configured as a contingency operations room. | Arg.3.1 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|---|--|--|-------------------------|
| | | <p>Potential conflict between new cleaning policies and the need to access to the operational resources. (Flight strips could be considered as a transmission vector.)</p> <p>Cleaning materials run out or cleaning cannot 'keep up' with operational use, such that the resources have to be temporarily 'quarantined'.</p> <p>Need to maintain the ATC back-up facility in operational readiness.</p> | <p>Accurate study in new CWP ergonomics/requirements.</p> <p>Deploy safe and efficient cleaning methods for cleaning of working positions and tools.</p> <p>ATFM measures.</p> <p>Update company Contingency plan with regard to pandemic conditions to ensure sufficient operational equipment and human resources.</p> | |
| Hz-17 | Unexpected behaviour of ATC decision-support tools and of other software functions. | <p>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.</p> <p>Under-tested changes to the ATS system/tools software implemented during the lockdown period.</p> | <p>Prior simulation/replay of unusual trajectories expected/experienced could help identify unexpected tool behaviour and provide proper guidance to ATCOs on how to cope.</p> <p>Optimise system/tool parameters, if practicable.</p> | - |
| Hz-18 | Lack of or reduced contracted services and maintenance/supplier support. | <p>E.g. MET services, facility maintenance services, network services, communication services, system support arrangements.</p> <p>The contractor may not return to the same operational levels as needed, e.g. not providing 24/7 hour service or providing partial or lower quality service. In the extreme case, service provision may be interrupted.</p> | Consider delay on project deliveries in case of a supply contract. | Arg.3 |
| Hz-19 | Operational performance/parameters of navigation aids (e.g. ILS) and MET equipment not to the | Postponement of flight inspection checks may lead to unserviceability of navigation aids. | Prioritisation of flight inspection checks to selected primary navigation aids (ILS, VOR, DME). | Arg.3.1.4 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|--|--|---|--|
| | required standard (undetected). | 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. | 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. Reinforce ground testing and maintenance; use of/ask for pilot reports on current performance. Downgrading of the ILS facility from Category III to Category II or Category I. Temporary removal from service of the navigation aid/equipment (last resort). | |
| 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. | Wildlife prevention programme not followed in full during the confinement period. Bird Control Unit plan and effort might not be adequate for present wildlife risk. | Detailed visual inspection of the manoeuvring area before resuming operations. Regular monitoring of wildlife activities. Notification to ATC and flight crews of possible increased presence of birds (e.g. via NOTAM, in ATIS). The status of the aerodrome fences should be checked. Fences should be repaired, if necessary. | Arg.5.5 Arg.5.6.2 Arg.5.6.6 Arg.5.6.7 |
| Hz-22 | Increased number of runway incursions. | Lack of training or 'rusty' skills of aerodrome personnel (incl. aerodrome vehicle drivers) returning to work after unemployment. | Refresher training for aerodrome personnel working airside on the prevention of runway incursions. | Arg.5.5 Arg.5.6.2 |

| | Hazard description | COVID-19 lock down related causal and contributory factors | Mitigation ideas (if any) | Related Safety Argument |
|--------------|---|--|--|-----------------------------------|
| | | <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>Inspection of ILS critical/sensitive areas before use of the respective runway.</p> <p>Inspection of the serviceability status of the visual aids for navigation (lights, markings and signs).</p> | <p>Arg.5.6.6</p> <p>Arg.5.6.7</p> |
| 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 and/or any movement restrictions 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> <p>Obstacle protection surfaces of visual approach slope indicator systems (VASIS/PAPI) should be checked for possible infringements, particularly by parked aircraft.</p> | Arg1.3 |

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| Hz-25 | Improper handling of emergencies by all involved parties. | Lack of full scale or partial emergency response plan exercises. Obstructed (e.g. by parked aircraft) emergency access roads of rescue and firefighting vehicles to the active runway(s). Reduced availability of firefighting brigades at airports due to reduction of airport personnel or material supply caused by the financial impact of COVID-19 lockdown (could result in airport de-categorisation). | Coordinate plan for emergency response plan exercises. The status of rescue and firefighting equipment and vehicles should be checked. Staffing levels should be appropriate to the rescue and firefighting level of protection available. | Arg.1.3 |
| 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 | Multiple AIRAC changes since COVID-19 restrictions to flying began result in loss of | Close co-ordination between FMS data providers, AOs, ANSPs and NM during the | Arg.4.4 |

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| | airport availability and conditions. | <p>restriction (e.g. RAD restriction) awareness by AOs and IFPS operators.</p> <p>AO/CFSP flight planning tools not updated to the latest AIP amendments and COVID-19 related NOTAMS about airspace, route and airport availability.</p> <p>Lack of experience/knowledge of flight dispatchers (e.g. new role, from other AO location, non-standard operations, recency issue).</p> <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> | <p>transition period and risk assessments of AIRAC changes.</p> <p>Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).</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.</p> <p>Situation could be aggravated by a quick return of GA activity during summer period.</p> <p>GA pilots will have to “unlearn” behaviour that was accepted during the lockdown period - GA flights have been allowed into airspace where normally they would not due to too much IFR traffic.</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 |

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| 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 pilots from overseas with lower familiarity of airspace, etc.</p> <p>Flight handling errors due to: increased level of pilot fatigue caused by increased number of training flights for flight instructors and increased number of simulator hours that are not accounted of in FRMS; accelerated training given to new co-pilots; CRM issues in flight crews made up of a very experienced instructor and an under-trained co-pilot.</p> <p>Pilot inexperienced on the type of aircraft flown or lack of recent experience.</p> | <p>Close co-ordination between FMS data providers, AOs and ANSPs during the transition period and risk assessments of AIRAC changes.</p> <p>Only limited use of RNAV approach procedures during the initial phase of the transition period.</p> <p>Postpone implementation of planned significant changes to airspace organisation and/or procedures (e.g. new PBN procedures).</p> <p>The aircraft operators should re-examine their crew pairing and scheduling policies.</p> | Arg.4.4 |
| HZ-32 | Partial loss or misunderstanding of 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</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 |

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| | | addition, handling of Logon failures and disconnections not as efficient. Reduced capability/serviceability of ground and satellite based CPDLC service providers due to COVID-19 restrictions on operational and maintenance personnel. | | |
| 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. | Changed aircraft manoeuvring characteristics (e.g. higher climb/descent rates and speed) due to lighter aircraft gross weight. Increased likelihood of high-energy approaches due to less constrained descent phase, including very late aircraft descent (caused by fuel burn considerations). Fewer speed restrictions applied to flights on approach and reduced piloting skills could 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. | | Arg.5.6.7 |
| 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 | 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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| | | converted into alpha-numeric call-signs to mitigate the possibility of call-sign confusion.) | | |
| Hz-36 | Increased vulnerability to cyber-security threats. | <p>Some IT systems not protected by the latest security controls due to having been put in hold, standby or even disconnected or due to lack of certified staff and/or limited access to the systems for preventive maintenance.</p> <p>Postponement of some cyber-related investments due to the decrease in revenues.</p> | <p>Review and update, if necessary, current security policies and guidelines for remote work and remote access to ANSP systems.</p> <p>Perform an assessment of access permissions, security updates and patches, across all systems.</p> <p>Perform vulnerability scanning, security risk assessment and update security controls of IT systems (e.g., security patches, new digital certificates).</p> <p>Consider checking systems and services (e.g. ILS, communication stations, surveillance equipment) that are not in normal operation.</p> <p>Develop/update plan for training of staff on cyber-security issues.</p> <p>Develop cyber-security related investment scenarios to support decision-making by senior management.</p> | Arg.3.5 |

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