International Civil Aviation Organization

Tenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/10)

Video Teleconference 04 – 08 May 2020

Agenda Item 6: Review of the Task List

IMPLEMENTATION OF ATFM COVID19 RECOVERY PLANS

(Presented by CANSO)

SUMMARY

This paper presents a view of CANSO to encourage the APAC region and ANSPs to develop a COVID-19 recovery plan in anticipation of increased traffic demand. It requires a consolidated 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. The EUROCONTROL European Network Operations Plan is attached as an example.

1. INTRODUCTION

1.1 The COVID-19 virus has had significant impact on air traffic movements globally and in the APAC region. As the region recovers from the impact of COVID-19 and countries begin to lift travel restrictions, it is expected that traffic demand levels will start to increase. COVID-19 recovery plans therefore need to be developed by States and ANSPs in close cooperation with all operational stakeholders and these should be coordinated on a regional basis.

1.2 The timing and execution of such plans will of course need to take into account the evolution of the crisis.

2. DISCUSSION

The European Network Operations Plan

2.1 The European Network Operations Plan has been developed to address the 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.

2.2 The Recovery plan has been developed in a cooperative manner with all operational stakeholders and is published on the NM Operations Portal and is updated once a week.

Objectives of the Recovery Plan

The 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.

Recommended Content of Recovery Plan

2.3 It is recommended that States and ANSPs develop individual COVOD-19 recovery plans and that a regional plan be developed and put in place through the various ATFM initiatives that are already active in the region. The European Network Operations Plan – 2020 Recovery Plan (**Attachment A**) can be used as a basis in the formulation of these plans.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) discuss any relevant matters as appropriate.

…….

European Network Operations Plan

2020 Recovery plan

Edition: 0.1
Edition date: 15-04-2020
Classification: Green
Reference nr:

SUPPORTING EUROPEAN AVIATION

DOCUMENT CONTROL

Document Title	European Network Operations Plan
Document Subtitle	2020 Recovery plan
Document Reference	
Edition Number	0.1
Edition Validity Date	15-04-2020
Classification	Green
Status	Proposed Issue
Author(s)	Razvan Bucuroiu (NMD/ACD)
Contact Person(s)	Razvan Bucuroiu (NMD/ACD)

EDITION HISTORY

Edition No.	Validity Date	Reason	Sections Affected
0.1	15/04/2020	Mock-up version	All

CHECKLIST

Section	Date	Section	Date
Chapter 1	15/04/2020	**Chapter 6**	15/04/2020
1.1	15/04/2020	6.1	15/04/2020
1.2	15/04/2020	6.2	15/04/2020
1.3	15/04/2020	6.3	15/04/2020
Chapter 2	15/04/2020	6.4	15/04/2020
2.1	15/04/2020	6.5	15/04/2020
2.2	15/04/2020	6.6	15/04/2020
2.3	15/04/2020	**Chapter 7**	15/04/2020
2.4	15/04/2020	7.1	15/04/2020
2.5	15/04/2020	7.2	15/04/2020
2.6	15/04/2020	7.3	15/04/2020
2.7	15/04/2020	7.4	15/04/2020
Chapter 3	15/04/2020	**Chapter 8**	11/03/2020
3.1	15/04/2020	8.1	11/03/2020
3.2	15/04/2020	**Chapter 9**	15/04/2020
3.3	15/04/2020	9.1	15/04/2020
Chapter 4	15/04/2020	9.2	15/04/2020
4.1	15/04/2020	9,3	15/04/2020
4.2	15/04/2020	**Chapter 10**	15/04/2020
4.3	15/04/2020	10.1	15/04/2020
4.4	15/04/2020	10.2	15/04/2020
4.5	15/04/2020	10.3	15/04/2020
Chapter 5	15/04/2020	**Chapter 11**	15/04/2020
		Annex 1	15/04/2020
		Annex 2	15/04/2020

TABLE OF CONTENT

1 Introduction

1.1 Scope of the European Network Operations Plan (NOP) – 2020 Recovery Plan

The European 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 European NOP – 2020 Recovery Plan. The relevant information collected through the EACCC is being taken into account in this Plan as appropriate.

The European 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 European 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 Network Operations Plan covers the following geographical area:

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

1.3 Preparation of the Plan

The European 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 European NOP – 2020 Recovery Plan covers the entire 2020 recovery phase and it is maintained as long as deemed necessary. In its initial phase it ensures a rolling outlook of 4 (four) weeks.

All operational stakeholders worked with the Network Manager (NM) to ensure a safe, smooth and coordinated recovery of the European ATM network operations and the preparation of this Plan. The validation of the information included in this European 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 Network Operations Plan, Operational Targets & Objectives

Based on the decisions of the NDOP and NMB, the focus of the European 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 European 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 European 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 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 European 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 European 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 NOP – 2020 Recovery Plan will provide all ATM stakeholders, including NM, with the timely information required to plan for the capacity needed to meet expected demand.

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

2.6 Strategic Evolution of the NOP

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

2.7 Preparations for the Network Operations Plan

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

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

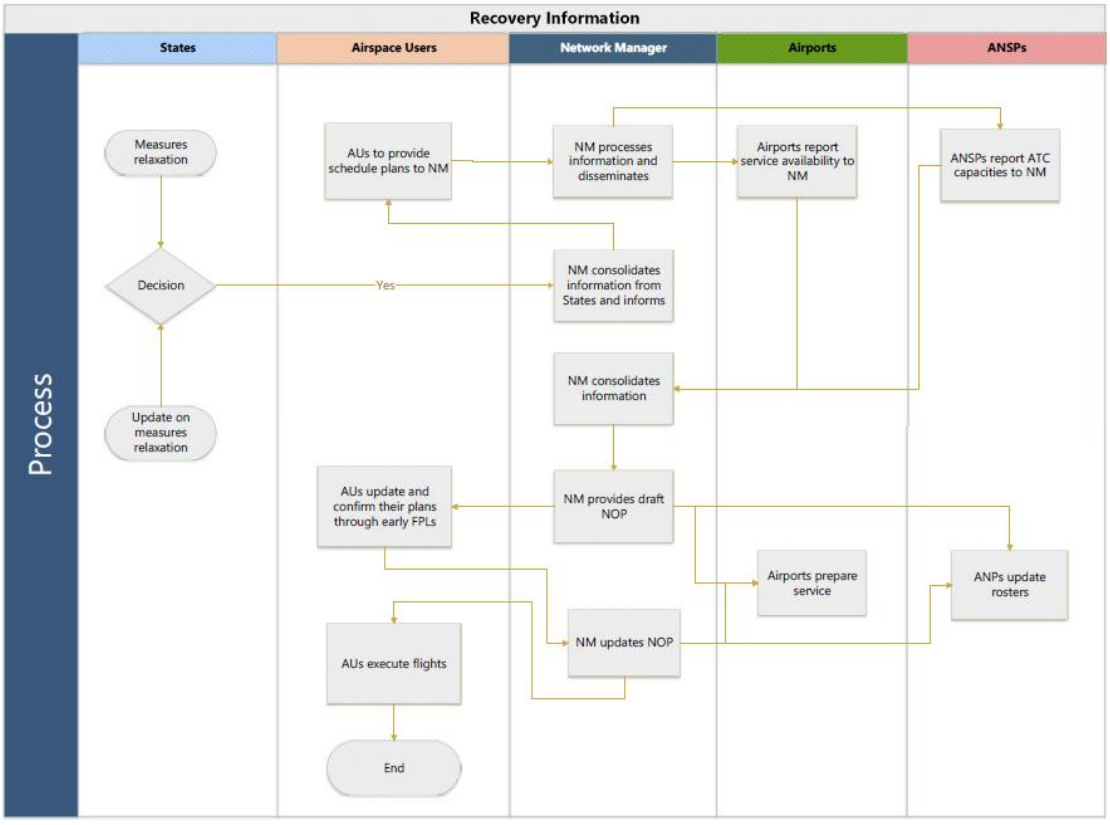
3 Overall Network Operations Planning Processes

3.1 Strategic Planning Processes Description

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

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

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

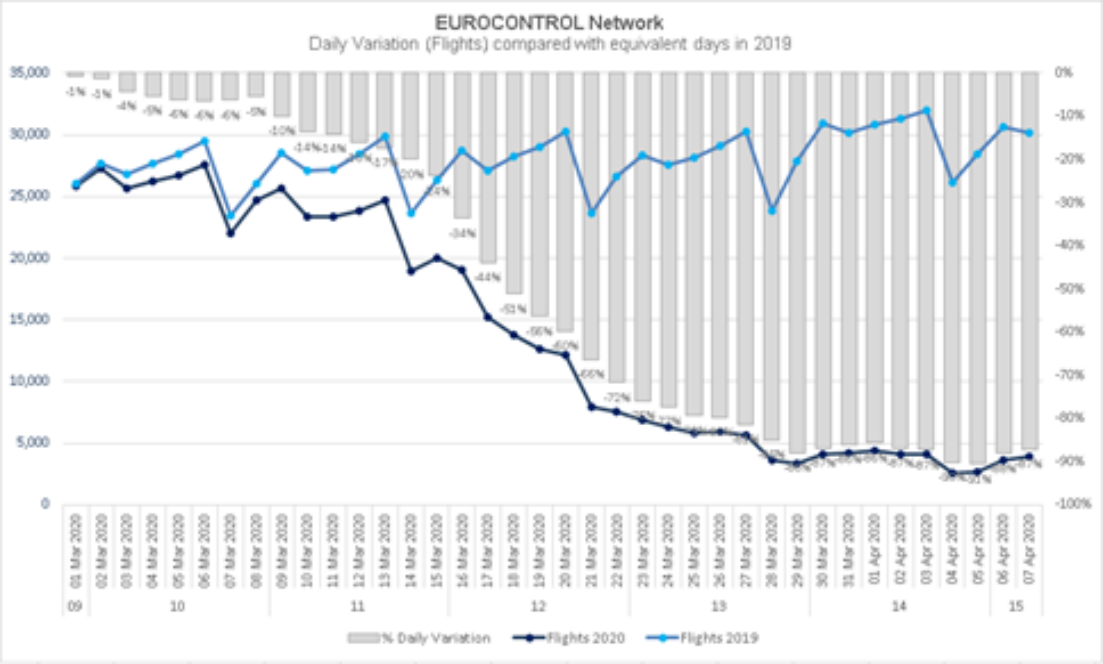
The traffic outlook is based on the airline schedule data and airport slots collected. Other additional information provided by airlines and airports is also taken into account where available. Due to the volatile nature of the data received, the confidence interval between the lower and the higher traffic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

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

4 Overall Context and Operational Requirements

4.1 Challenges and Opportunities

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



The main challenges and opportunities for this European Network Operations Plan – 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;
- Capturing accurately the evolution of the traffic demand during the recovery phase until stabilisation;
- Capturing timely the outlook of the EACCC State Focal Points input on the expectations for the recovery phase;
- Capturing accurately the evolution of en-route, TMA and airport capacity;
- Minimising to the largest possible extent the operational constraints in the network;
- The continuous adaptation of the European ATM network capacity (for en-route, TMAs and airports) to the evolution of traffic demand to enable a constraints-free operation of the network;
- The re-scheduling of the implementation of major projects, of major events, of major military exercises and their possible synchronisation over a short period of time;

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

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

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

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

4.2 EACCC

This section includes a summary of the latest updates provided by the EACCC State Focal Points.

INFORMATION TO BE UPDATED WEEKLY

4.3 COVID-19 Related NOTAMs

This section includes a high level information resulting from the COVID-19 related NOTAMs.

INFORMATION TO BE UPDATED WEEKLY

4.4 Network Traffic Outlook

The following maps show the traffic demand expected at ACC level for two scenarios and for major traffic flows in Europe. Expected traffic demand per ACC on the two scenarios is presented in Annex 1. A likely range for future traffic demand is presented for those airports being displayed in the Annex 2 - Airports.

INFORMATION TO BE UPDATED WEEKLY

4.5 Network Operational Performance Requirements

The European Network Operations Plan – 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 European 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 European Network Operations Plan – 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 European Network Operations Plan – 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 European Network Operations Plan – 2020 Recovery Plan with all the operational stakeholders, including the preparation of a consolidated European ATM network traffic outlook through a very close coordination with the airspace users.

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

6 Operational Performance Enhancement Plans and Actions at Local Level

6.1 ACC Capacity Enhancement Measures

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

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

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

INFORMATION TO BE UPDATED WEEKLY

6.2 Airport Performance Enhancement and network integration

Through its Airport Corner NM will collect information on planned capacity evolutions as soon as traffic restrictions are indicated as being gradually released. To manage workload, a dedicated interface will be provided for easy entering such information by airports.

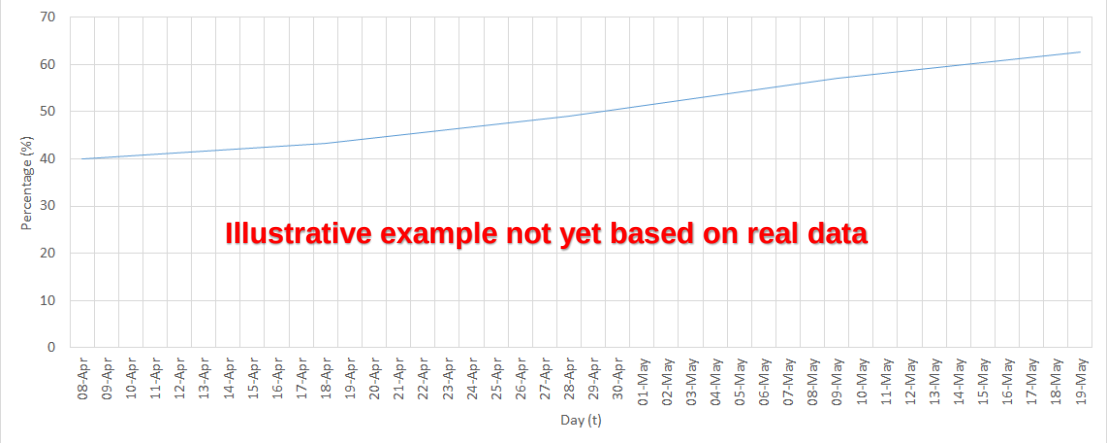
This will be a prediction of the Airports own capacity and not a prediction of the expected traffic. This will remain an indicative information, but will allow them to share the expected trends and make visible the potential airport capacity recovery. The Airport will be asked to give some more information about the expected causes, bottlenecks or constraints leading to a reduction of their capacity.

A series of additional qualitative information about cargo or commercial flight restrictions, national or regional restrictions, parking restrictions, potential of fire cover category, turnaround restrictions, impact on operations due to ground handling will be requested.

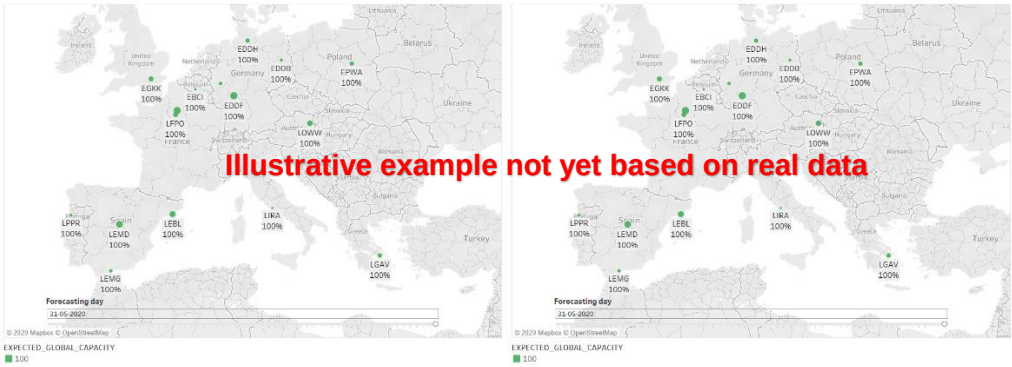
This will be complemented by the set-up of an Airport Function, in direct communication with NMOC, supporting airports, airspace users and ANSPs managing airport related hot-spots and ad-hoc changes in direct liaison with the operational stakeholders.

INFORMATION TO BE UPDATED WEEKLY

Overall ECAC Airport capacity

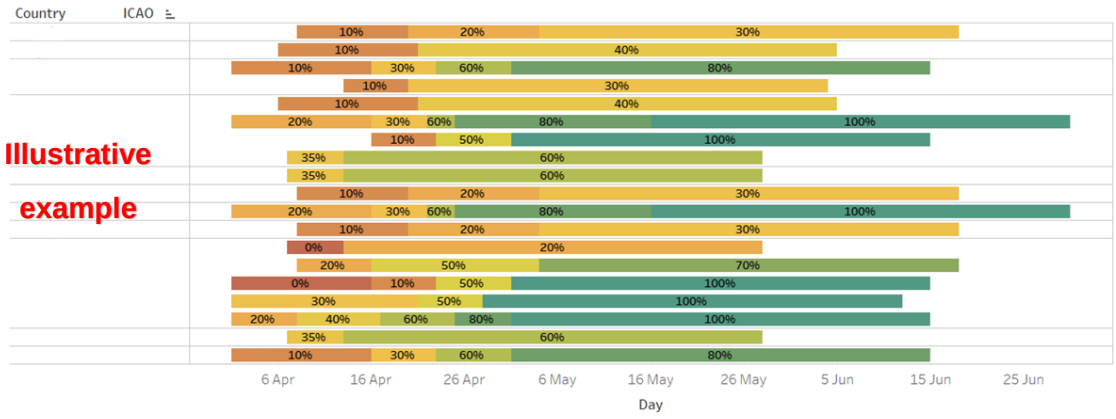


Overall ECAC Airport capacity prediction based on available airport prediction in Airport Corner COVID page - Predictions received cover X% of the total ECAC airport movement.
(100% corresponds to 100% capacity of all airport providing capacity forecast)



(a) Current Airport capacity – (b) Airport capacity prediction at 7 days based on airport prediction in Airport Corner COVID page

Predicted capacity per airport grouped per country



Predicted airport capacity based on airport corner reporting and expressed in percentage of nominal airport capacity

6.3 FAB integration into the Network planning process

The preparation of the European 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

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

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

This section summarises European ANSPs and the measures they're subject to, as of end-March. Updates will be followed as the situation continues to evolve and it is still very volatile.

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.

INFORMATION TO BE UPDATED WEEKLY

6.4.2 Introduction to the Safety Argument Checklist

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

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

The scope of the argument covers the three main elements of the ANSP's functional system - people, procedures and equipment and draws attention to the those aspects that have been or might have been affected by the reduced scope of operations. Such aspects include: operational and engineering staff competence, training and medical

fitness; equipment configuration and certificates for use; changes to procedures introduced during the crisis period. In this respect, the argument shall not be used as a generic argument for the provision of safe ATS, but should be used only in the context of the return to normal operations following removal of the restrictions to flying introduced to contain the spread of COVID-19.

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

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

INFORMATION TO BE UPDATED WEEKLY

6.5 Relationship with 'Third Countries'

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

INFORMATION TO BE UPDATED WEEKLY

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
15/03/2020	20/03/2020	xxxx	Event 1	Cancelled	N/A
15/03/2020	20/03/2020	xxxx	Event 2	Postponed	15/09/2020

7.2.2 2020 Planned events

Start Date	End date	ACC Airport	Event
31/05/2020	31/05/2020	xxxx	Event 3
15/09/2020	20/09/2020	xxxx	Event 2
25/10/2020	30/10/2020	xxxx	Event 4

7.3 ATM system changes, special events and major projects

7.3.1 Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	ACC Airport	Event	Postponed Cancelled	New start date
15/03/2020	20/03/2020	xxxx	Event 1	Cancelled	N/A
15/03/2020	20/03/2020	xxxx	Event 2	Postponed	15/09/2020

7.3.2 2020 Planned events

Start Date	End date	ACC Airport	Event
31/05/2020	31/05/2020	xxxx	Event 3
15/09/2020	20/09/2020	xxxx	Event 2
25/10/2020	30/10/2020	xxxx	Event 4

7.4 Major Military Exercises

7.4.1 Events cancelled / postponed due to COVID

Initial Start Date	Initial End date	FIR	Event	Postponed Cancelled	New start date
15/03/2020	20/03/2020	xxxx	Military event 1	Cancelled	N/A
15/03/2020	20/03/2020	xxxx	Military event 2	Postponed	15/09/2020

7.4.2 2020 Planned events

Start Date	End date	FIR	Event	AIS publication
31/05/2020	31/05/2020	xxxx	Event 3	AIP supplement
15/09/2020	20/09/2020	xxxx	Event 2	NOTAM
25/10/2020	30/10/2020	xxxx	Event 4	AIP supplement

8 Military Airspace Requirements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.1 Airspace Availability

8.1.1 Strategic Activities

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

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

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

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

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

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

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

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

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

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

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

8.1.2 Pre-tactical and Tactical Activities

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

MAB/25 approved the document "Civil Military Collaborative Decision–making[1] 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 4-weeks period. This prognosis is based on the information provided by ANSPs and airports. It is the result of simulations performed with the tools used in the capacity planning process, combined with operational analysis made by the Network Manager.

INFORMATION TO BE UPDATED WEEKLY

9.1 Previous week – Network performance

The weekly monitoring will cover the following items for network, ACCs and airports.

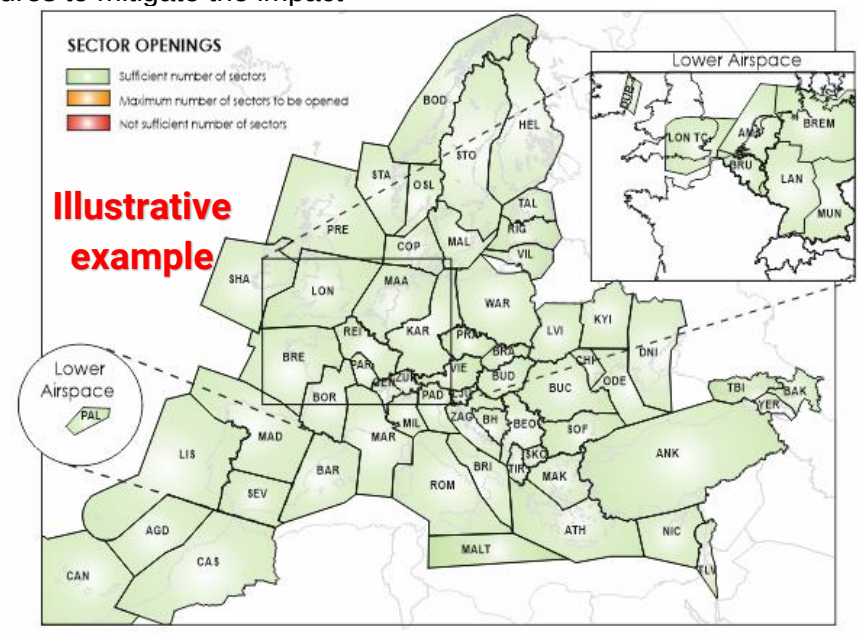
- Average traffic
- Average traffic previous year (same week)
- % difference
- Average delay
- Average delay previous year (same week)
- % difference

9.2 Expected En-route Performance of the European ATM Network

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

For each ACC, NM evaluates if the planned/maximum sector openings are sufficient:

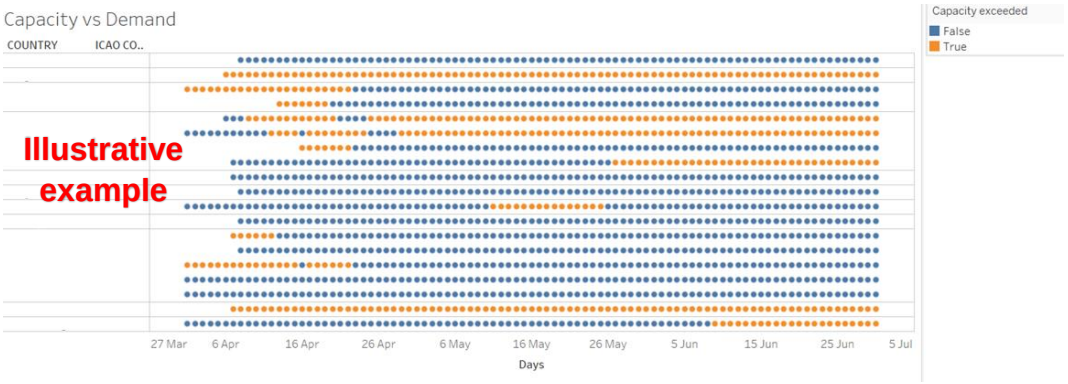
- If planned sector openings are sufficient, no need to update the capacity plans
- If planned sector openings are not sufficient, but maximum sector openings are sufficient, the ANSPs should revise the planned sector openings towards the maximum sector openings
- If maximum sector openings are not sufficient,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



9.3 Expected Airport Performance of the European ATM Network

Demand vs capacity:

The airport traffic outlook is compared to predicted airport capacity provided in Airport Corner.



Detection of un-balanced capacity/demand using predicted airport capacity reported into the Airport Corner and traffic simulation

Main airport constraints

Identified airport constraints in major airports. If action are undertaken by the NM Airport Function, this is further detailed into Section 10.2.

Airport ICAO Code	Airport name	Constraints	Action
XXXX	XXXXXXXX	Due to demand during COVID19 peaks, the airport closed RWY 19/01 and is currently operating in single runway mode. Should the demand go back to pre-crisis levels, operations are ready to resume dual runway operations immediately.	Yes/no
YYYY	YYYYYYYY	Our airport is ready to accommodate pre-crisis demand levels; however, there is a risk that ground-handling agents may not be able to accommodate these levels of demand until end of May due to staffing issues.	
ZZZZ	ZZZZZZZZ	As 80% of all parking positions (normal stands and apron Bravo used for extra capacity) are used by AOs as long-term parking, we cannot resume normal operations until AOs restart operations.	

Illustrative example

Main un-balanced airport capacity and expected demand

Main identified un-balanced airport capacity and expected demand (based on NEST simulation), see details in Annex 2. If actions are undertaken by the NM Airport Function, this is further detailed into Section 10.2.

Airport ICAO Code	Airport IATA Code	Airport name	Capacity gap (in %) (1)	Time horizon	Action
XXXX	XXXX	XXXXXXXX	20%	From 15 to 20 of April	Yes

Illustrative example

(1) e.g., 20% capacity gap means that the expected demand (e.g. 60% of 2019 demand at same date) will exceed the available capacity predicted by the airport (e.g., Airport declare to be able to accommodate only 40% of the usual maximum capacity)

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.
INFORMATION TO BE UPDATED WEEKLY

10.1 En-route: ACC capacity enhancement measures

This section describes the main contributors to the foreseen lack of capacity, and the measures proposed by the Network Manager to further enhance operational performance or to mitigate capacity demand imbalance at local level.

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
XXXX	XXX	Timbuctu	Very limited Parking	Airport will ask home based carrier to free up some Terminal parking positions	01/05/2020	Y

Illustrative example

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	End date	Current Y/N
XXXX	XXX	Timbuctu	Airport says ops at 20% Demand indicates 35% demand from 7/5/2020	Airport investigating if possible to ensure higher capacity or will discuss with ATC potential regulations needed.	Airport can increase capacity from 15/5/2020 only		Y

Illustrative example

10.3 Proposed Actions at Network Level

Network measures will be proposed as necessary, with the aim to minimise to the largest possible extent the operational constraints in the network.

11 Conclusion

ANNEX 1 – ACC TRAFFIC FORECAST & CAPACITY PLANS

INFORMATION TO BE UPDATED WEEKLY

COUNTRY	ACC

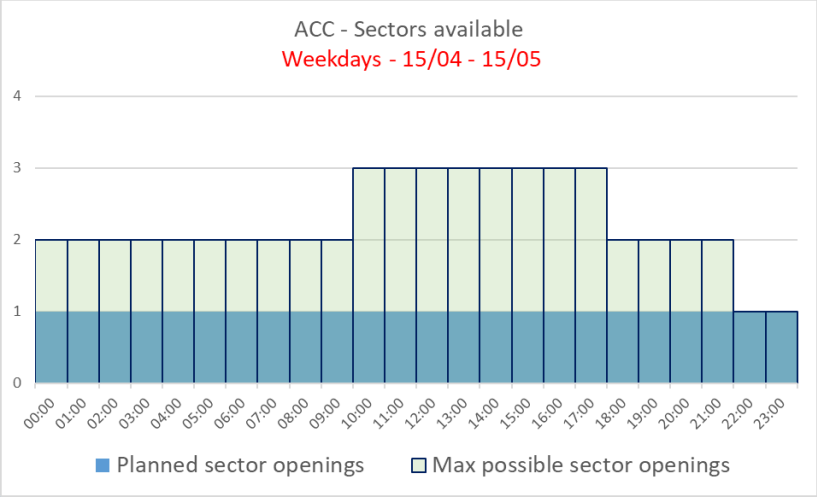
Expected traffic

Week 13/04/2020-19/04/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
200-300	200-300	200-300	200-300	300-400	300-400	300-400
Week 20/04/2020-26/04/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
300-400	300-400	300-400	300-400	300-400	400-500	400-500
Week 27/04/2020-03/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400-500	400-500	400-500	400-500	400-500	400-500	400-500
Week 04/05/2020-10/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
400-500	600-700	600-700	600-700	600-700	600-700	600-700

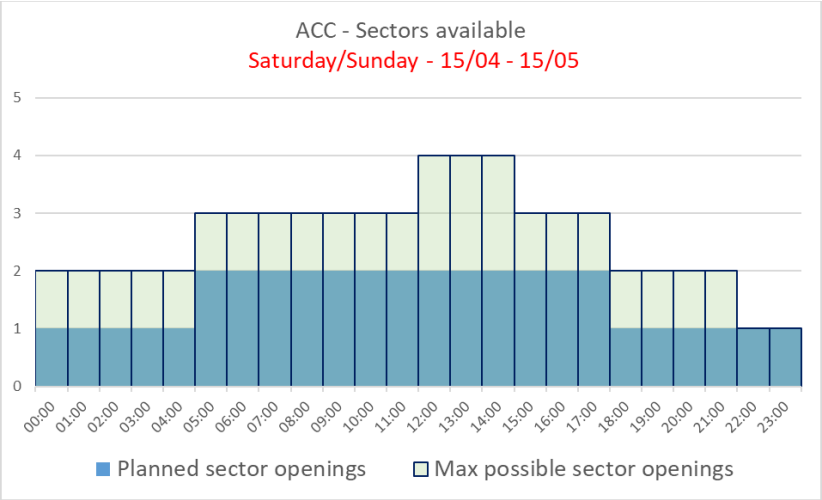
Illustrative example

Sector openings – Planned and maximum

Covering the 4 weeks



Illustrative example



Sector capacities

No reduction in sector capacities.

Sector capacities reduced by x% from xx/xx/2020 to xx/xx/2020

Availability of support to operations staff

No limitations.

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

Special events and major projects

NM Assessment

Planned sector openings are sufficient on xxx.

Maximum sectors need to be open on xxx.

Not enough sectors on xxx.

ANNEX 2 – AIRPORTS

INFORMATION TO BE UPDATED WEEKLY

Airport information:

The following summary provides the weight of the different factors limiting the airport capacity in Europe. The table below describes the situation airport by airport.

X% of reporting airports, representing to Y% of the traffic of ECAC, reported having ground services issues. Several reports mention staffing issues as the main reason.

Illustrative example

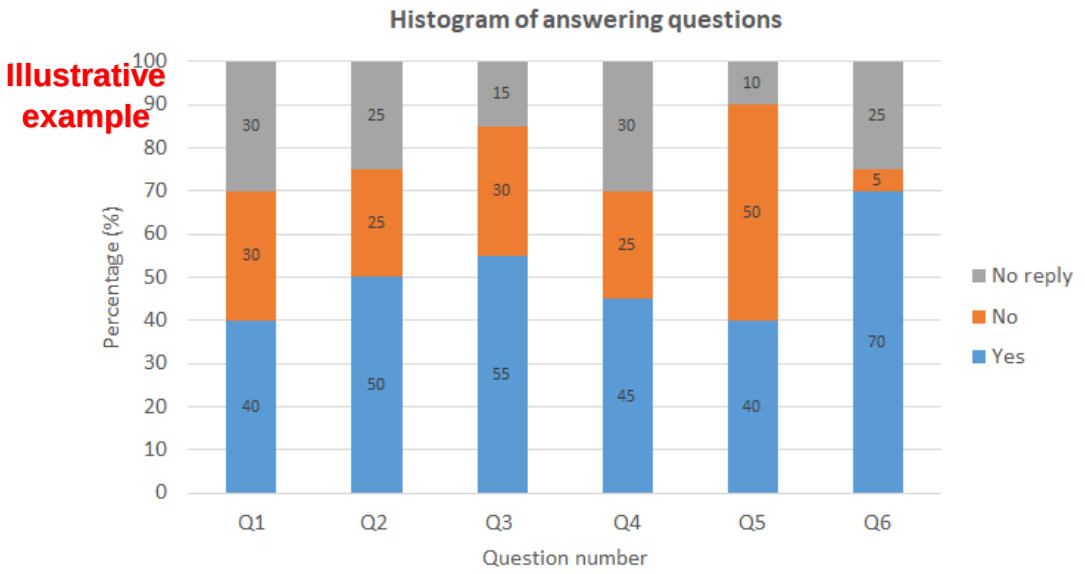
XX% of reporting airports, representing YY% of ECAC traffic have declared having no traffic restrictions. This percentage has significantly increased compared to the previous week.

Z% of reporting airports, representing A% of ECAC traffic have declared having traffic restrictions to certain regions. This percentage has significantly increased compared to the previous week.

Illustrative example

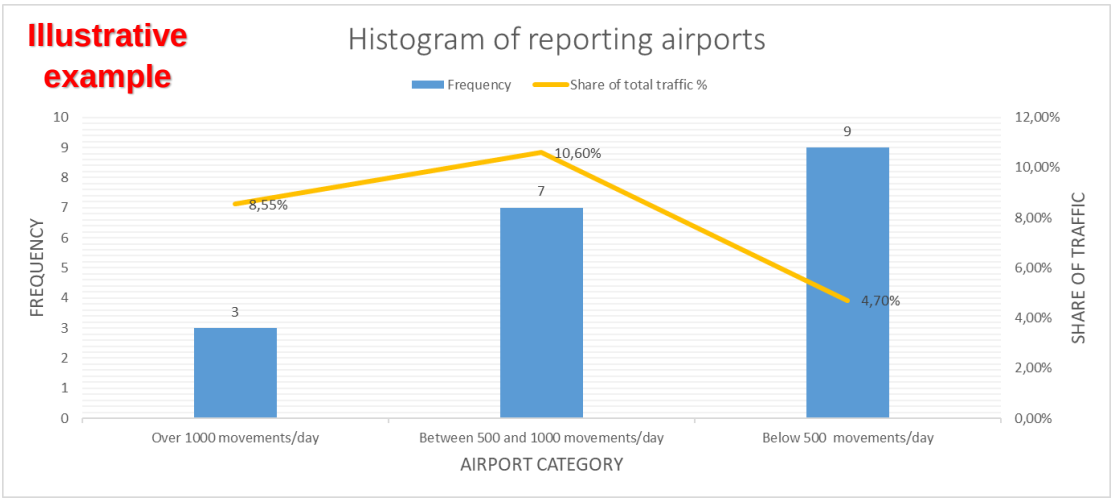
Country	Airport Name	ICAO	Do you have flight restrictions for commercial traffic?	Please specify the regions or countries	Do you have aircraft parking issues at your airport?	Have you applied contingency measures to increase parking availability?	Are you using Runways to park aircraft?	Are you using taxi ways / taxi lanes to park aircraft?	Are you using unpaved areas to park aircraft?	Are you using normal terminal parking stands for long term parking?	Are you applying a maximum ground time (turnaround restrictions) via NOTAM?	Are you open for cargo traffic?
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No
			No		No	No	No	No	No	No	No	No

Capacity constraints reported by airport into the airport corner

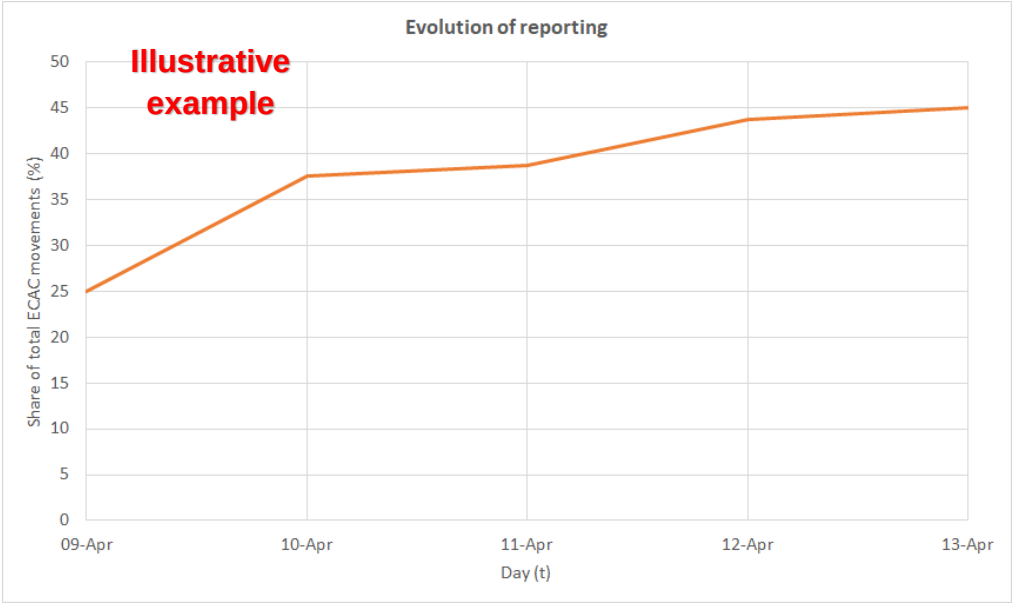


Percentage of airport reporting specific source of capacity reduction as reported in Table 1

Reporting rate:



Rate of reporting into Airport Corner per airport segment



Evolution of the rate of reporting into Airport Corner expressed in percentage of ECAC movements covered by reporting airport.

COUNTRY **AIRPORT**

Start date	End date	Capacity	
		Estimated Global Capacity (%)	Influencing factors (e.g. ATC staff, ground handling, aircraft parking issues, landside issues, demand increase/decrease…)
today's date	*31-Mar*	*20%*	ATC staffing – limited due COVID19; long-term parking issues
01-Apr	*01-May*	*30%*	Increase of cargo traffic capacity
02-May	15-May	*70%*	One ground handling company has declared bankruptcy, we expect competitors to fill the gap, but unclear.
16-May	30-Jun	100%	We expect to be fully operational from Mid-May if demand follows.

Blank

EUROCONTROL

SUPPORTING EUROPEAN AVIATION

www.eurocontrol.int